

Tees CCPP Project

The Tees Combined Cycle Power Plant Project

Land at the Wilton International Site, Teesside

Statement of Common Ground with Highways England – **NOT SIGNED**

The Planning Act 2008



Applicant: Sembcorp Utilities (UK)

Date: May 2018

DOCUMENT HISTORY

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GLOSSARY

Abbreviation	Description
AIL	Abnormal Indivisible Loads
CCGT	Combined Cycle Gas Turbine
CCS	Carbon Capture and Storage
CEMP	Construction Environmental Management Plan
CHP	Combined Heat and Power
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
HE	Highways England
HGV	Heavy Goods Vehicle
MW	Megawatts
NSIP	Nationally Significant Infrastructure Project
PA 2008	Planning Act 2008
PEI	Preliminary Environmental Information
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
RCBC	Redcar and Cleveland Borough Council
SCU	Sembcorp Utilities (UK) Limited
SoCG	Statement of Common Ground
TA	Secretary of State
the Order	Tees Combined Cycle Power Plant Order

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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 (Generating Station) 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. The Site lies entirely within the administrative area of Redcar and Cleveland Borough Council (RCBC) which is a unitary authority.
- 1.8 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.
- 1.9 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 combined heat and power ('CHP') and carbon capture and storage ('CCS'); and

- existing services, including drainage.

1.10 A more detailed description of the Site is provided at Chapter 3 'Description of the Site' of the Environmental Statement ('ES') Volume I (Application Document Ref. 6.2.3).

The Proposed Development

1.11 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

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

1.13 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.

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

1.15 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

1.16 The purpose of this SoCG is to set out the agreement (see Section 2 of this report) that has been reached between SCU and Highways England ('HE') in respect of the following matters relating to the Proposed Development:

- whether matters arising through consultation have been addressed;
- highway access;
- the effects of the construction and decommissioning of the Project in terms of highway capacity (and functionality) and safety, including the routing of heavy goods vehicles ('HGVs') and abnormal indivisible loads ('AILs');
- the effects of the operation of the Project in terms of highways capacity, functionality and safety;
- Whether the framework construction traffic management plan ('CTMP') submitted as part of the Application contains acceptable measures to control construction stage traffic.

In addition, this SoCG also sets out where any matters remain to be resolved (see Section 3 of this report).

2 MATTERS AGREED

- 2.1 The Applicant engaged with HE on the Project during the pre-application stage, by way of formal consultation carried out pursuant to Section 42 of the PA 2008 during June 2017. .
- 2.2 HE was consulted by the Planning Inspectorate ('PINS') during the production of the Environmental Impact Assessment ('EIA') Scoping Opinion in March 2017, following submission of the Applicant's Scoping Report in February 2017.
- 2.3 HE provided comments on the Preliminary Environmental Information Report ('PEIR') produced for the section 42 consultation by way of an email on 20 July 2017 with an attached report. The email and report are included at **Appendix 1** to this report.
- 2.4 Concerns raised in the consultation response from HE were discussed in a telephone conversation on 20 July 2017, and followed up with an email from the Applicant on the same day. Subsequently, an additional 'Sensitivity' assessment was included within the Transport Assessment (ES Annex I.1, Section 7) (Application Document 6.3.15), as requested by HE).
- 2.5 There was a further telephone conversation on 8 August 2018 to ensure concerns were adequately addressed, with a follow-up email the same day.

Table 2.1 - Consultation Summary

Activity	HE comment	Applicant response
Scoping Opinion	<p>Various large construction projects are planned around the area. This development should be co-ordinated such that the transport impact from construction and construction worker commuter traffic is at manageable levels on the SRN in consideration of other construction projects.</p> <p>As well as a Transport Assessment (TA) we would therefore welcome a Construction Transport Management Plan to consider the impact of this development.</p>	<p>The Project was informed by a cumulative effects assessment (ES Chapter 16) (Application Document 6.2.16). The first stage was to screen the 35 potential projects identified; four were considered to have the potential for cumulative effects in combination Project during construction.</p> <p>Three of the development sites are residential developments and were modelled by applying a TEMPro growth factor to the baseline traffic flows. The fourth is the construction of a PET chemical plant, which could have a temporary impact during this period. SCU has committed to coordinate with the proponent of this scheme prior to the start of construction to minimise the risk of cumulative effects arising from construction traffic. This commitment will be secured via the CTMP.</p> <p>A framework CTMP was included in the ES forming part of the DCO Application, ES Annex I2 (Application Document 6.3.16).</p> <p>When the EPC has been appointed this framework CTMP will be revised and shared with Highways England. Secured by requirement no. 15 in the DCO.</p>
Scoping Opinion	<p>Further, it is stated that there is a direct access from the A1053 with a left-in left-out access requiring return trips to undertake a U-turn at either Greystones or Westgate Roundabouts to complete a return trip. We require to be consulted on any access point directly form the SRN and would welcome a TA paying particular attention to assessing the</p>	<p>All comments from HE have been considered / addressed. The TA and Transport and Travel Chapter of the ES (Chapter 10) considered the percentage increases both on A1053 Greystone Road and at the Westgate and Greystone Roundabouts.</p> <p>HE has confirmed that the access arrangement is acceptable post to the section 42 consultation.</p>

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Activity	HE comment	Applicant response
	<p>impact of additional traffic and its routing on our network both in terms of capacity and safety.</p>	<p>The Network Operator (Autolink Concessionaires Ltd) was consulted and advised HE that it has no comments on the proposal.</p>
<p>Scoping Opinion</p>	<p>Any programme of usage of abnormal loads may need to be given consideration in due course.</p>	<p>AILs from Teesport will be transported primarily via the strategic road network A66 and A1053 and the local road network Tees Dock Road.</p> <p>When the AILs are to be transported to the Site, an abnormal loads movement application will be made to HE, by either the contractor or the haulier as appropriate. Temporary road closures may need to be put in place on local roads along the haulage route, and SCU will ensure that local residents (and businesses) are kept informed about these closures and movements.</p> <p>The above matters are set out in a framework CTMP, which was included in the Environmental Statement as part of the DCO Application, ES Annex I2 (Application Document 6.3.16).</p> <p>No further action is possible at this time until the contractor for the build is appointed.</p>
<p>PEIR Response</p>	<p>You have provided us with a deadline of 21 July 2017 to respond to this DCO application at this stage.</p> <p>We are not in a position yet to do anything other than object to this proposal, until you can send proof that our network operator (Autolink Concessionaires Ltd) has had the opportunity to comment on the proposals and view the development favourably. I would normally contact them myself but I am unable to provide them with the necessary information as the file size of information sent is too large.</p> <p>Please consider our issues raised by our transport consultants in the attached email.</p> <p>Can you provide information in a form that is manageable. I recommend hard copies.</p>	<p>Telephone conversations have been undertaken with HE to discuss and resolve concerns. HE subsequently consulted with its Network Operator and confirmed in an email received on 8 August 2018 that the operator has no comments on the proposal (Appendix 2 to this report).</p>
<p>PEIR Response</p>	<p>Proposed site access details to be presented for review by the Network Operator.</p>	<p>HE has confirmed that the access arrangement is acceptable. The Network Operator has been consulted and advised HE that they have no comments on the proposal.</p>
<p>PEIR Response</p>	<p>Confirmation of the proposed number of car parking spaces for employees after the construction phase(s) is complete.</p>	<p>The proposed parking provision is summarised within the Technical Note response to HE, provided in Appendix A of the TA (ES Annex I.1) and it is further summarised in paragraph 3.5 of the TA (ES Annex I.1).</p>

Activity	HE comment	Applicant response
	Greater clarity is provided on the profile of construction phase traffic for both scenarios including an hourly profile of anticipated traffic movement.	The ratio for construction workers has been decreased to 2.5 per vehicle within the TA and ES as requested by HE in its email response provided in Appendix A of the TA and thus this comment is considered addressed.
PEIR Response	The traffic impact assessment to be expanded to assess the impact of development traffic against background traffic on the network for the anticipated peak hour of construction traffic movement	An additional 'Sensitivity' assessment has been included within the TA (ES Annex I.1) in Section 7 for the additional time periods in relation to the construction traffic trips. The methodology applied was set out in the Technical Note response issued to HE. HE agreed to that the proposed methodology is appropriate in its email response (both provided in Appendix A of the TA).
PEIR Response	The cumulative impact assessment to present the traffic data of identified major developments including the development traffic and compare this against the background traffic across the growth scenarios	Cumulative effects arising from construction traffic are not considered probable. This approach has been discussed and agreed in principle with HE. A copy of the correspondence is included in Appendix A of the TA included in ES Annex I.1.

2.6 The following matters are agreed between HE and the Applicant:

- Table 2.1 contains an accurate record of the meetings and key correspondence between the Applicant and HE;
- matters arising through consultation have been addressed;
- access to the Site by the existing junction on the A1053 is acceptable for use as part of the Project;
- the Project can be constructed and decommissioned without significant effects on the road network in terms of capacity (and functionality) and safety;
- the Project can be operated without significant effects on the road network in terms of capacity (and functionality) and safety;
- the Applicant will produce a detailed construction traffic management and travel plan under Requirement 15 of the draft DCO (Application Document Ref: 2.1), which will be based on the framework CTMP in the ES, and will be reviewed and revised as necessary to secure its acceptance by HE; and
- the framework CTMP and Requirement 15 contain suitable measures to ensure that construction stage traffic is suitably managed and controlled, including the routing of HGVs and AILs.

3 MATTERS TO RESOLVE

3.1 There are no matters to be resolved between the parties.

DRAFT

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Statement of Common Ground with Highways England

Signed:

Print name and position:

On behalf of Highways England

Date:

Signed:

Print name and position:

On behalf of Sembcorp Utilities (UK) Limited:

Date:

DRAFT

APPENDIX 1 - CORRESPONDENCE WITH HIGHWAYS ENGLAND

DRAFT

Subject: FW: Tees CCPP Problem Highways England
Attachments: AA.17.29 - 001 SEMBCORP TCCPP TM.pdf

From: [REDACTED]
Sent: 20 July 2017 08:52

To: [REDACTED]
Cc: [REDACTED]

Subject: FW: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

Attention : [REDACTED]

You have provided us with a deadline of 21 July 2017 to respond to this DCO application at this stage.

We are not in a position yet to do anything other than object to this proposal, until you can send proof that our network operator (Autolink Consessionaires Ltd) has had the opportunity to comment on the proposals and view the development favourably. I would normally contact them myself but I am unable to provide them with the necessary information as the file size of information sent is too large.

Please consider our issues raised by our transport consultants in the attached email.

Can you provide information in a form that is manageable. I recommend hard copies.

Regards

[REDACTED]
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: 0300 470 2339

From: [REDACTED]
Sent: 19 July 2017 16:21
To: [REDACTED]
Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

Hi [REDACTED]

Thank you for comments, I have amended the TM accordingly and replaced ASC with Network Operator.

Many thanks

[REDACTED]

From: [REDACTED]
Sent: 19 July 2017 11:26

To: [REDACTED]
[REDACTED]

Subject: FW: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

[REDACTED]

See comment below

Thanks

[REDACTED]

[REDACTED]
Associate Director – Transport Planning

[REDACTED]

CH2M
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Warrington, WA3 6XG
UK
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From: [REDACTED]
Sent: 19 July 2017 11:08

To: [REDACTED]
Cc: [REDACTED]

Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

[REDACTED]

Reviewed the above : Just a typo: It refers to the network managers (Autolink) as ASC. I've never referred to MAC's DBFO's etc as ASC's if they aren't, "Network Operator" perhaps?

Regards

[REDACTED]

From: [REDACTED]
Sent: 19 July 2017 09:56

To: [REDACTED]
Cc: [REDACTED]

Subject: FW: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

[REDACTED]

See below – [REDACTED] mentioned he was on leave.

Thanks

[REDACTED]

[REDACTED]
Associate Director – Transport Planning

[REDACTED]

CH2M

304 Bridgewater Place, Birchwood Business Park
Warrington, WA3 6XG
UK

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From: [REDACTED]
Sent: 19 July 2017 09:48
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

Hi [REDACTED],

Please find attached our review of the Tees Combined Cycle Power Plant development on the Wilton International Site, Redcar, Teeside.

We have requested further information to better understand the development traffic impact, particularly in the construction phase, as the TA was light on precisely when a significant number of construction workers shall be utilising the SRN to travel to the site. However, in principle the development is unlikely to generate any major concerns when fully operational and also we are yet to see a CTMP which will hopefully provide a sound plan and structure to delivering the construction phase with minimal impact to the SRN.

Please let me know if you have any queries regarding the document.

Many thanks

[REDACTED]

From: [REDACTED]
Sent: 07 July 2017 12:13
To: [REDACTED]
Subject: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

Highways England have been asked to comment on a scoping report for the Tees Combined Cycle Power Plant to be built on a former gas-fired generating station on the south-western part of the Wilton International Site on Teesside. The consultation should be submitted to Sembcorp or TCCPP before July 21st, although the HE deadline will have expired before then. Consultation with us is part of the National Infrastructure Project (NCO).

I am attaching the application letter, but the significant details are given on a document entitled "*Tees CCPP, Preliminary Environmental Information Report*" where section 10 gives a Transport Assessment. This document is 17 megabytes and therefore too big to email, but maybe downloaded from www.tccpp.co.uk.

Our concern is that one of the construction scenarios describes 940 workers (an alternative is for 640 workers) which will impact of trips in the area during the peak hours. It is also possible that construction on other large projects, such as recycled fuel generators at Port Clarence and other sites at Wilton may also be in construction at the same time.

The task is to review the Transport Assessment as contained in the document mentioned (Section 10), and to do this within the context of other constructions nearby which may be taking place at the same time. The reply will go to Sembcorp in response to a scoping enquiry prior to them submitting a full planning application.

Regards

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Web: http://secure-web.cisco.com/1LTZTCOoApZBZKbXC56LyEQYI8qgt7CoEV7Z_Xlg2V8TqnJjR6yJxKjhnD89bplhKUgKj0CXpR-M0UNCd3l0tUEww7ZqSVuV8i2T7tJAC_GmDnGbvdNsyMQ2mvrVwGn8oGkB8kTnSCIXGZ4MjG5s8J94-aLISgtNOgp6laiEajWJAxwOzmQsuAa2UwP3PEhdpLHTnK1DMI0STKTMc4cAOHxHSNtaoi6Y_JCtckyHcFZ0CP1DfxR1y2KpxsBa93PGFpEnbNxiXkLEme4KIDV3jJ1FCCrKCmXp-ji9txTUPo_FKGEyybR6qJU7DsGLgB1lz7RnKL9d05mkkWUuNrJgg3YMrG0QfrnH3u1sNg72IYUXdxdp0NbLvAIVT77XhVxDhmseStyJT_4pDKA4_t746JRI-ZGLJhYX5BiM_duQR8OVRoH5F_tW576C2cPhUK0y2LPcswjm0Qk_bzTfmo35nKgpsrLfF3CaBqRQ9NQuypNKEI_p6YderYMdeApiq_NaP/http%3A%2F%2Fwww.highways.gov.uk
GTN: 0300 470 2420

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SEMBCORP Tees Combined Cycle Power Plant – Preliminary Environmental Information Report Assessment

PREPARED FOR: [REDACTED]
PREPARED BY: [REDACTED]
DATE: 19th July 2017
PROJECT NUMBER: 679066.AA.17.29
DOCUMENT REF: TM001
REVIEWED / APPROVED BY: [REDACTED]

Task overview

CH2M has been commissioned by Highways England to undertake a review of the Transport Assessment [TA] associated with Development Control Order [DCO] application submitted as part of that proposed Combined Cycle Gas Turbine [CCGT] generating station on the former Teeside Power Station, which is part of the wider Wilton International Site in Redcar, Teeside. The TA has been prepared by Mayer Brown Ltd (dated May 2017) as part of the Preliminary Environmental Information Report [PIER]. CH2M has reviewed the TA and provide comments within this technical memorandum in relation to the potential impact the development shall have on the operation and safety of the Strategic Road Network [SRN].

The considerations presented within this letter have been prepared with reference to:

- The Department for Transport [Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development](#) (and mindful of Highways England's draft replacement policy document);
- The Department for Communities and Local Government [National Planning Policy Framework](#) [NPPF] publication, March 2012;
- [A Protocol for Dealing with Planning Applications](#) by Highways England; and
- The DCLG published [Planning Practice Guidance – Travel plans, transport assessments and statements in decision-taking](#).

SEMBCORP, as part of the DCO consultation process, approached Highways England to obtain first impressions the development shall have on the SRN. Highways England responded in March 2017 and these previous comments have been considered as part of this review. However, in summary, Highways England recommended a TA and Construction Traffic Management Plan [CTMP] were produced to support the development proposals and that the cumulative impact of surrounding developments were taken into consideration. Furthermore, Highways England confirmed the proposed left-in left-out access on to the A1053 is acceptable.

This Technical Memorandum [TM] provides a breakdown of the TA and concludes with recommendations for Highways England on how to proceed.

Context

The development proposal is for a 1,700 Megawatt electric (MWe) power plant. The development site is 810 hectares in size and is allocated as ‘heavy industrial use’ under an existing outline planning permission. The surrounding location is generally industrial in nature. It is anticipated that the development proposal shall involve a large amount of construction work and this has already been highlighted as a key element of the transport appraisal required by Highways England.

The TA specifies two potential scenarios for how the development is going to be taken forward. In Scenario One the development shall build a 1,700 MWe CCGT to be delivered in one construction phase and in Scenario Two the development shall be split into two phases, each producing a 850MWe CCGT and this shall be delivered over two construction phases. From the information provided there is no difference in scale of development between the two scenarios, only the length of time and number of phases of construction.

The development shall gain access from the A1053 Greystone Road via an existing left in, left out junction. As identified in the first response by Highways England, the A1053 between Westgate and Greystones Roundabout is part of the SRN. So too is the A174 (west of the A1053) to the south of the development proposal connecting into the A1053.

Developments of this nature, in the context of the SRN, can present a challenge to the network during the construction phase, in particular the level of Heavy Goods Vehicles [HGVs] that are loaded on to the network during peak operational periods. Furthermore, the development proposal shall seek access directly on to the SRN and therefore the applicant needs to provide evidence that the junction proposals have been designed to an acceptable standard and do not affect the operation and safety of other users.

Transport Assessment – Review

Vehicle Access

The TA identifies the main routes in and out of the development site via the A1053. The TA acknowledges the access point on to the A1053 is at a location where the dual carriageway is barrier separated and therefore movements from the south to the site shall have to make a U-turn movement at Westgate Roundabout and likewise movements to the north shall have to make a U-turn at Greystones Roundabout.

Whilst additional trip movements on the SRN should be actively discouraged, the applicant should be aware of the potential cumulative impact of these movements being conducted multiple times during busy network operation hours. Furthermore, Highways England confirmed in their email response in March 2017 that this access arrangement is acceptable.

With regards to the site access junction, no details have been provided within the TA on any proposed works to the site access. It is recommended by CH2M that before agreeing to the development proposals the detailed design of the proposed site access junction is reviewed by the Network Operator (in this case Autolink Concessionaries Ltd).

Car Parking

The TA identified that car parking shall be provided on site. It is recommended that the level of car parking is identified to ensure a suitable number of spaces have been identified in order to balance the promotion of non-car based journeys and also avoid any attempted off-site illegal parking, including any potential to do so on or near the SRN, which could influence its safe and efficient operation.

Abnormal Loads

The TA identified that as part of the construction phase there shall be a requirement for some abnormal loads to transport the components for the CCGT and these shall be brought into the country from abroad. Whilst no formal arrangement has yet been detailed it is proposed that the components are brought into the Teesport and transported to the site via the A66 and A1053.

The TA proposes swept path diagrams within the CTMP and the required contractual and statutory arrangements shall be put in place before this takes place.

CH2M welcomes the premise of detailing such movements beforehand and welcomes any initiative to minimise the disruption this may cause to the SRN. At this stage though no CTMP has been produced for Highways England to review.

Background Traffic Analysis

In April 2017, peak hour traffic surveys were conducted on the Westgate and Greystone Roundabouts. The survey identified the morning peak period to be between 07:30 – 08:30 and the evening peak period to be from 16:30 – 17:30.

The observed traffic flow has been growthed using TEMPro factors for four base flow scenarios; 2021, 2023, 2029 and 2031 to fall in line with the various construction and operational phases for both scenarios.

The base flow assessment is robust and the methodology behind the TEMPro growth factors is sound. A test using TEMPro 7.2 identified the growth factors used are accurate for each identified scenario.

Development Trip Generation – Construction Phase

As stated above the TA identifies two potential development scenarios. The format of the trip generation assessment is split into construction phases and operational phases, identifying anticipated employee levels for each phase and the associated trip generation.

The construction phase(s) trip generation for both scenarios have been worked out with the following assumptions:

- The anticipated maximum workers on site has been assessed;
- The majority of workers shall travel by car/van and shall car share in ‘teams’;
- The car share occupancy has been estimated at 3 Employees per car; and
- The construction phases are 39 weeks long;
- The working shift pattern is 07:00-19:00, therefore no workers shall be arriving or leaving the site during the assessment peak periods.

Table 1 below presents a summary of the workers and trips associated with the construction phase.

Table 1 – Construction Phase Trip Generation Summary

Scenario/Construction Phase	Peak Construction Workers on Site	Estimated Construction Worker Trips	AM Peak Two-way Trip Generation (07:30 – 08:30)	PM Peak Two-way Trip Generation (16:30 – 17:30)	Daily Two-way Trip Generation
Scenario 1					
Construction Phase (2021)	945	284	0	0	568
Scenario 2					

Table 1 – Construction Phase Trip Generation Summary

Scenario/Construction Phase	Peak Construction Workers on Site	Estimated Construction Worker Trips	AM Peak Two-way Trip Generation (07:30 – 08:30)	PM Peak Two-way Trip Generation (16:30 – 17:30)	Daily Two-way Trip Generation
Construction Phase 1 (2021)	630	189	0	0	378
Construction Phase 2 (2029)	630	189	0	0	378

Further to the above, HGVs have also been estimated for the construction phase. It is estimated that a peak in 68 two-way HGV movements shall be required. HGVs are considered separate to the above Construction Workers in the trip generation analysis.

CH2M are happy with the use of the anticipated maximum construction workers and HGVs, however further clarity is required as to how the car sharing assumption have been generated as on first sight it appears relatively ambitious. Furthermore, whilst it has been identified that no peak hour movements shall be generated, a robust assessment should profile when the construction traffic peak hour movements occur and analyse this against the background traffic of the SRN for each construction phase scenario. Ideally these shall be presented in network diagrams and the analysis to include trip distribution across the network so the impact at key junctions, such as Greystones and Westgate Roundabouts, can be reviewed.

Development Trip Generation – Operational Phase

As with the construction phases, the trip generation for the operational phase(s) for both scenarios have been calculated with the same methodology and the following assumptions:

- The majority of employees work an eight-hour shift between 09:00-17:00, however five employees work a 12-hour shift pattern from 07:00-19:00 and 19:00-07:00;
- For this assessment, it is assumed no employees arrive to the site during the morning peak however all eight-hour shift employees shall leave the site in the evening peak;
- Based on census data for the local area 90% of employees are predicted to arrive by car and 8% car share

Table 2 below presents a summary of the employees and trips associated with the construction phase.

Table 2 – Operational Phase Trip Generation Summary

Scenario/Operation Phase	Estimated Usual Employees on Site	Estimated Usual Employee Trips	AM Peak Two-way Trip Generation (07:30 – 08:30)	PM Peak Two-way Trip Generation (16:30 – 17:30)	Daily Two-way Trip Generation
Scenario 1					
Operation Phase (2023)	48	39	0	31	78
Scenario 2					
Operation Phase 1 (2023)	46	38	0	31	78
Operation Phase 2 (2031)	48	39	0	31	78

It is assumed on average one HGV per day shall visit the site, equalling two two-way movements on average per day.

The proposed methodology for deriving development trips based on the provided typical employee levels is acceptable. Furthermore, given the low level of proposed employee trips generated by the development proposal, it is unlikely the SRN shall be impacted by the daily operation of this development proposal.

Traffic Impact

The TA provides an analysis looking at the percentage increase in traffic flows across the A1053 Greystone Road, Greystone Roundabout and Westgate Roundabout. This analysis was conducted for each construction and operational phase for both Scenario One and Scenario Two of the development proposals.

The measure of percentage impact is the growth base daily background flow data for each scenario, against the daily proposed development traffic. The percentage increases are set against the standards presented in the 1993 Institute of Environmental Assessment Guidelines for the Environmental Assessment of Road Traffic. The results identify the uplift in trip movements on the assessed network locations are well within the prescribed limit of 30% increase in traffic volume and therefore the development has at most a 'slight' impact on the local environment.

In principle CH2M agree the proposed construction and operational traffic over a 24 period, compared to the background flow for a given development scenario, is comparatively low and this has been presented accurately. However, given no hourly profile of the proposed construction traffic movement has been presented, the impact the development has during peak construction traffic periods cannot be identified. We therefore request that further information is provided on the peak construction traffic periods and the traffic impact is measured against these periods to compliment the daily assessment provided.

Furthermore, if the peak hour construction traffic as a comparison against the background network is observed to be high, then it is recommended suitable junction impact assessment methods to measure queue length and junction capacity should be conducted to provide further evidence that the SRN is not impacted by this development proposal.

Cumulative Impact

In the email response that Highways England provided in March 2017 it was recommended that the development should co-ordinate with other major construction projects within the area, particularly during the construction phase.

The TA details 35 major development sites that are within the vicinity of the development proposal. Four out of the 35 have been identified as potentially contributing to a cumulative impact on the road network. Three of the development proposals are housing and it has been assumed these shall be taken into consideration within the TEMPro growth calculation, however the fourth is a neighbouring chemical plant development and the traffic levels from this development proposal could have an impact during the construction phase.

It is the intentions of the applicant to coordinate with the neighbouring site developers in order to minimise the impacts this may have on the road network.

It is CH2M's recommendation that further information on committed major developments are built into the traffic impact assessment. The provision of this data as traffic figures and analysed against the growth background traffic and development based traffic shall provide a robust assessment of the cumulative impact on the SRN.

Accident Analysis

The TA provided a robust assessment of road accidents dating between 2010 and 2015. The assessment covers the A1053 between Greystone and Westgate roundabouts, the A174 and the A66.

The assessment identified a total of 41 accidents occurred during this period, 28 of which occurred on or on the approach arms of Greystone Roundabout. The majority of the accidents are considered slight apart from two serious and two fatal accidents. On the A1053 outside of the proposed access to the development proposal, no accidents have been recorded within the past five years of accident data.

CH2M agrees with the robust methodology used in assessing the accident data and that no trend in accidents is directly related to the development proposal.

Summary and Conclusions

Highways England has asked CH2M to consider the TA associated with the proposed DCO application for the Teeside Combined Cycle Power Plant on the Wilton industrial Estate, Redcar. The proposals are currently going through the DCO process and previously Highways England provided comments and recommendations at the scoping state.

Upon reviewing the TA, CH2M agreed in principle with the contents and the approaches undertaken and assumptions made. However, some areas in need of clarifying remain and which require addressing.

Further information is required (as identified below)
--

Given the above, CH2M has some concerns and would suggest that further information is provided regarding the following:

- 1) Proposed site access details to be presented for review by the Network Operator;
- 2) Confirmation of the proposed number of car parking spaces for employees after the construction phase(s) is complete;
- 3) Greater clarity is provided on the profile of construction phase traffic for both scenarios including an hourly profile of anticipated traffic movement;
- 4) The traffic impact assessment to be expanded to assess the impact of development traffic against background traffic on the network for the anticipated peak hour of construction traffic movement; and
- 5) The cumulative impact assessment to present the traffic data of identified major developments including the development traffic and compare this against the background traffic across the growth scenarios.

Please note that this review takes into consideration the components of the TA and relates those comments back to the original response Highways England made on the proposals in March 2017. A CTMP is still to be produced by the applicant for Highways England to review.

The concerns above are not considered insurmountable and can be resolved through on-going dialogue with Highways England following the provision of further information from the applicant.

**APPENDIX 2 - CORRESPONDENCE WITH HIGHWAYS ENGLAND
REGARDING THE NETWORK OPERATOR**

DRAFT

[Redacted]

From: [Redacted]
Sent: 09 April 2018 19:50
To: [Redacted]
Subject: Highways England email re network operator

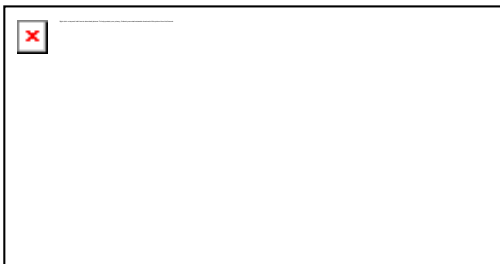
From: [Redacted]
Sent: 08 August 2017 14:36
To: Teesside CCPP
Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

[Redacted]
I am happy that as part of the early stage work as part of the above DCO application issues highlighted below cover our main issues with the development.
We await further consultation on the proposal in due course.

Our network operator has no comments on the proposal

Regards

[Redacted]
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
[Redacted]
Web: <http://www.highways.gov.uk>



Highways England - GOV.UK

www.highways.gov.uk

Highways England operates, maintains and improves England's motorways and major A roads.

GTN: 0300 470 2339

From: [Redacted]
Sent: 08 August 2017 15:31
To: [Redacted]
Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

[Redacted],

As per our telephone call today, we would appreciate an email from yourself stating that the network operator has no issues regarding the project, and if you would be happy for us to ensure that we take on board the concerns raised by your transport consultants.

We would require the construction company (when appointed) to complete a construction transport management plan which would cover the concerns raised. It will be easier to get the data required when a construction company has been appointed.

The CTMP would need to be approved by yourselves, the Highways Agency and Redcar and Cleveland Borough Council.

Concerns raised. Report is attached.

CH2M has some concerns and would suggest that further information is provided regarding the following:

- 1) Proposed site access details to be presented for review by the Network Operator;
- 2) Confirmation of the proposed number of car parking spaces for employees after the construction phase(s) is complete;
- 3) Greater clarity is provided on the profile of construction phase traffic for both scenarios including an hourly profile of anticipated traffic movement;
- 4) The traffic impact assessment to be expanded to assess the impact of development traffic against background traffic on the network for the anticipated peak hour of construction traffic movement; and
- 5) The cumulative impact assessment to present the traffic data of identified major developments including the development traffic and compare this against the background traffic across the growth scenarios.

If you would like anything else, please let me know.

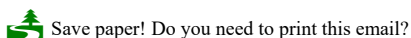
Many thanks

Regards

[Redacted]
Tees CCPP Project Co-ordinator
Sembcorp Utilities (UK) Limited
Sembcorp UK Headquarters, Wilton International, Middlesbrough, TS90 8WS, United Kingdom

[Redacted]

www.sembcorp.com

 Save paper! Do you need to print this email?

From: [Redacted]]
Sent: 20 July 2017 14:17
To: [Redacted]
[Redacted]
[Redacted]

Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

Good Afternoon [Redacted],

Thanks for your time earlier.

Just to clarify, we are happy to take on board the issues raised by your transport consultants, in the attachment on the email you sent us, and ensure they are addressed in the future CTMP.

We will also ensure that any issues raised by your network operator (Autolink Consessionaires Ltd) are addressed.

Please confirm if Autolink Concessionaires Ltd require a hard copy of the information, if they do so, please let me have the contact details and I will ensure they receive a copy.

Thanks

Regards


[Redacted]
Tees CCPP Project Coordinator

Sembcorp Utilities (UK) Limited

Sembcorp UK Headquarters, Wilton International, Middlesbrough, TS90 8WS, United Kingdom

[Redacted]

www.sembcorp.com

 Save paper! Do you need to print this email?

From: [Redacted]
Sent: 20 July 2017 08:52
To: [Redacted]
Subject: FW: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

Attention : [Redacted]

You have provided us with a deadline of 21 July 2017 to respond to this DCO application at this stage.

We are not in a position yet to do anything other than object to this proposal, until you can send proof that our network operator (Autolink Consessionaires Ltd) has had the opportunity to comment on the proposals and view the development favourably. I would normally contact them myself but I am unable to provide them with the necessary information as the file size of information sent is too large.

Please consider our issues raised by our transport consultants in the attached email.

Can you provide information in a form that is manageable. I recommend hard copies.

Regards

[REDACTED]
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
[REDACTED]

Web: <http://www.highways.gov.uk>
GTN: 0300 470 2339

From: [REDACTED]
Sent: 19 July 2017 16:21
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

[REDACTED]

Thank you for comments, I have amended the TM accordingly and replaced ASC with Network Operator.

Many thanks

From: [REDACTED]
Sent: 19 July 2017 11:26
To: [REDACTED]
Subject: FW: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

[REDACTED]

See comment below

Thanks

[REDACTED]

[REDACTED]
Associate Director – Transport Planning
[REDACTED]

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Warrington, WA3 6XG
UK
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From: [REDACTED]
Sent: 19 July 2017 11:08
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

Reviewed the above : Just a typo: It refers to the network managers (Autolink) as ASC. I've never referred to MAC's DBFO's etc as ASC's if they aren't, "Network Operator" perhaps?

Regards

[REDACTED]

From: [REDACTED]
Sent: 19 July 2017 09:56
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE

[REDACTED]

See below – Simon mentioned he was on leave.

Thanks

[REDACTED]

[REDACTED]
Associate Director – Transport Planning

[REDACTED]

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Warrington, WA3 6XG
UK
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From: [REDACTED]
Sent: 19 July 2017 09:48
To: [REDACTED]
Subject: RE: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

Hi [REDACTED],

Please find attached our review of the Tees Combined Cycle Power Plant development on the Wilton International Site, Redcar, Teeside.

We have requested further information to better understand the development traffic impact, particularly in the construction phase, as the TA was light on precisely when a significant number of construction workers shall be utilising the SRN to travel to the site. However, in principle the development is unlikely to generate any major concerns when fully operational and also we are yet to see a CTMP which will hopefully provide a sound plan and structure to delivering the construction phase with minimal impact to the SRN.

Please let me know if you have any queries regarding the document.

Many thanks

From: [REDACTED]

Sent: 07 July 2017 12:13

To: [REDACTED]

Subject: SEMBCORP - THE TEES COMBINED CYCLE POWER PLANT AT WILTON, TEESIDE [EXTERNAL]

Highways England have been asked to comment on a scoping report for the Tees Combined Cycle Power Plant to be built on a former gas-fired generating station on the south-western part of the Wilton International Site on Teesside. The consultation should be submitted to Sembcorp or TCCPP before July 21st, although the HE deadline will have expired before then. Consultation with us is part of the National Infrastructure Project (NCO).

I am attaching the application letter, but the significant details are given on a document entitled "Tees CCPP, Preliminary Environmental Information Report" where section 10 gives a Transport Assessment. This document is 17 megabytes and therefore too big to email, but maybe downloaded from www.tccpp.co.uk.

Our concern is that one of the construction scenarios describes 940 workers (an alternative is for 640 workers) which will impact of trips in the area during the peak hours. It is also possible that construction on other large projects, such as recycled fuel generators at Port Clarence and other sites at Wilton may also be in construction at the same time.

The task is to review the Transport Assessment as contained in the document mentioned (Section 10), and to do this within the context of other constructions nearby which may be taking place at the same time. The reply will go to Sembcorp in response to a scoping enquiry prior to them submitting a full planning application.

Regards

[REDACTED]
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
[REDACTED]

Web: http://secure-web.cisco.com/1LTZTCOOApZBZKbXC56LyEQYI8qgt7CoEV7Z_Xlq2V8TqnJjR6yJxKjhnD89bplhKUgKj0CXpR-M0UNCd3l0tUEww7ZqSVuV8i2T7tJAC_GmDnGbvdNsyMQ2mvrVwGn8oGkB8kTnSCIXGZ4MjG5s8J94-aLISgtNOgp6laiEajWJAxwOzmQsuAa2UwP3PEhdpLHTnK1DMI0STKTMc4cAOHxHSNtaoi6Y_JCtckyHcFZ0CP1DfxR1y2KpxsBa93PGFpEnbNxiXkLEme4KIDV3jJ1FCCrKcMxp-ji9txTUPo_FKGEyybR6gJU7DsGLgB1lz7RnKL9d05mkkWUuNrJgg3YMrG0QfrnH3u1sNg72IYUXdxdp0NbLvAIVT77XhVxDhmseStyJT_4pDKA4_t746JRI-ZGLJhYX5BiM_duQR8OVRoH5F_tW576C2cPhUK0y2LPcswjm0Qk_bzTfmo35nKgpsrLfF3CaBgRQ9NQuypNKEI_p6YderYMdeApiq_NaP/http%3A%2F%2Fwww.highways.gov.uk

GTN: 0300 470 2420

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