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**FAO: Examining Authority**

8 June 2022

Dear Sir/Madam,

**EN010103: The Net Zero Teesside Project**

**National Highways response to The Examining Authority's written questions and requests for information (ExQ1)**

We have received The Examining Authority's written questions and requests for information (ExQ1) and understand that the three questions below (TT.1.4, TT.1.5 and TT.1.6) have sought a response from National Highways (formerly Highways England). Please find our response to these questions below.

ExQ1	Question to:	Question:
TT.1.4	Highways England Highways Authorities	<p>The methodology, baseline data and assessment of for assessment of the potential effects of the Proposed Development on traffic and transport are set out in Chapter 16 [APP-098].</p> <p>Highways England and the Highways Authorities are asked:</p> <ul style="list-style-type: none"> <li>i) Whether the methodology, baseline data and assessment are acceptable?</li> <li>ii) Whether junction surveys at MCC1, MCC2, MCC3 over one day are sufficient to provide a reliable measure of baseline conditions?</li> <li>iii) Is Highways England now satisfied with the junction capacity assessments in the vicinity of the site?</li> <li>iv) Paragraph 16.4.18 of the ES [APP-098] states that a quantitative assessment of operational traffic, which would include a predicted 200 additional staff for approximately 3 months during outages, has not been undertaken. Are Highways England</li> </ul>

ExQ1	Question to:	Question:
		and the Highways Authorities satisfied with this approach?
<p><b>National Highways response to Questions TT.1.4:</b></p> <p>National Highways focus in reviewing the relationship of this development proposal with the safe and efficient operation of the Strategic Road Network has been in relation to the Transport Assessment as contained in Appendix 16A.</p> <p>In December 2021, we provided specific comment on the Transport Assessment in the 'Transport Assessment Review' [AS-039]. Since then, recent dialogue has taken place with the project team (National Highways response dated 7 June 2022 (attached) to information received on 23 May 2022) with a view to resolving outstanding matters.</p> <p>With regard the specific questions:</p> <ol style="list-style-type: none"> <li data-bbox="236 808 1431 1137"> <p><b>i. Whether the methodology, baseline data and assessment are acceptable?</b></p> <p>As part of recent dialogue with the applicant (National Highways response dated 7 June 2022 (attached) to information received on 23 May 2022), we identified one remaining element of the assessment requiring clarity on – this relating to the impact at the A1085 / A1053 junction. We are working with the applicant to resolve this matter and to confirm the appropriate approach to finalising assessment / mitigation with a view to reaching resolution in the near future.</p> </li> <li data-bbox="236 1178 1431 1395"> <p><b>ii. Whether junction surveys at MCC1, MCC2, MCC3 over one day are sufficient to provide a reliable measure of baseline conditions?</b></p> <p>The approach to baseline traffic flows at the Strategic Road Network were noted within the 'Transport Assessment Review' [AS-039]. We have not identified any issue with the establishment of the baseline position as part of the review work.</p> </li> <li data-bbox="236 1435 1431 1839"> <p><b>iii. Is Highways England now satisfied with the junction capacity assessments in the vicinity of the site?</b></p> <p>As part of recent dialogue with the applicant (National Highways response dated 7 June 2022 (attached) to information received on 23 May 2022), we have identified two possible solutions to dealing with the traffic and transport impacts.</p> <p>Should the option involving the Construction Traffic Management Plan and Construction Worker Travel Plan acting as the mechanism to mitigate any impacts be taken forward, there is viewed to be no requirement for us to further consider the junction capacity assessments at the A1085 / A1053 junction.</p> <p>However, should the option involving consideration of the operational assessment (Linsig model) at the A1085 / A1053 junction be pursued, we will</p> </li> </ol>		

ExQ1	Question to:	Question:
<p>need to satisfy itself with the operational assessment undertaken and this would be subject to further proactive review with a view to reaching resolution in the near future.</p> <p><b>iv. Paragraph 16.4.18 of the ES [APP-098] states that a quantitative assessment of operational traffic, which would include a predicted 200 additional staff for approximately 3 months during outages, has not been undertaken. Are Highways England and the Highways Authorities satisfied with this approach?</b></p> <p>Within the 'Transport Assessment Review' [AS-039], we gave direct consideration to this and stated <i>"During an outage, the TA acknowledges that it could be expected that up to 200 additional staff could be on-site on any one day. However, it is noted that outages are expected to occur infrequently (once every 5 years) and last for approximately 3 months. The effects of this specific operational phase and associated traffic has therefore not been considered in detail within the TA. With reference to the trip generation impact of the operational period of the development, JSJV note that: In line with the anticipated level of operational and corporate staff on site during a typical operational period, JSJV acknowledge that the trip generation associated with these staff trips is unlikely to incur a material impact on the SRN."</i></p> <p>We have no issues with this approach.</p>		
TT.1.5	Highways England Highways Authorities	<p>Are Highways England and the Highways Authorities content that Chapter 16 [APP-098] and associated framework plans form an appropriate basis for the 'Construction traffic management plan' and 'Construction workers travel plan' as written?</p> <p>If not, please provide details of your concerns.</p>
<p><b>National Highways response to Questions TT.1.5:</b></p> <p>In December 2021, National Highways provided specific comment on the Transport Assessment in the 'Transport Assessment Review' [AS-039]. At that time, given a number of issues that were identified in relation to the assessment and the requirement to agree the impacts of the development proposal at the Strategic Road Network, consideration was not given to the potential mitigation strategies (including the Construction Traffic Management Plan and Construction Worker Travel Plan). However, as part of recent dialogue with the applicant (National Highways response dated 7 June 2022 (attached) to information received on 23 May 2022), we have identified that the Framework Construction Traffic Management Plan [APP-334] and Framework Construction Workers Travel Plan [APP-333] will likely be (or form part of) the overall mitigation measures. These Framework Plans have been reviewed and are considered appropriate frameworks, which we consider most appropriate to finalise through planning condition.</p>		

ExQ1	Question to:	Question:
TT.1.7	Applicants Highways England Highways Authorities	Confirm that the list of other 'committed developments', and additional traffic generated referred to in paragraphs 16.4.23, 16.4.24 and Table 16-10 [APP-098] are up to date and that it is still appropriate to omit the developments in Table 16-A-44 of Appendix 16A.

#### **National Highways response to Questions TT.1.7:**

National Highways focus in reviewing the relationship of this development proposal with the safe and efficient operation of the Strategic Road Network has been in relation to the Transport Assessment as contained in Appendix 16A.

In December 2021, we provided specific comment on the consideration of committed development within the Transport Assessment in the 'Transport Assessment Review' [AS-039]. It was specifically stated that *"The identified committed developments and resultant flows are seen to be acceptable"*.

As part of recent dialogue with the applicant (National Highways response dated 7 June 2022 (attached) to information received on 23 May 2022), we have identified two possible solutions to dealing with the traffic and transport impacts.

Should the option involving the Construction Traffic Management Plan and Construction Worker Travel Plan acting as the mechanism to mitigate any impacts be taken forward, there is viewed to be no requirement for us to consider the committed developments further.

However, should the option involving consideration of the operational assessment (Linsig model) at the A1085 / A1053 junction be pursued, it is important that the level of committed development within this assessment is reflective of the current situation. Given the passing of time since the Transport Assessment having been prepared and reviewed [AS-039] by National Highways in December 2021, there may be the need to reconfirm the committed development situation. This is particularly relevant given the fact that planning permissions in the Teesworks Development Zone have been granted in the intervening period. We will work proactively with the applicant should this reconfirmation be required.

I trust this response is helpful, but should you require any further information please do not hesitate to contact me.

Yours sincerely

Chris Bell

Planning Manager

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