Net Zero Teesside Project

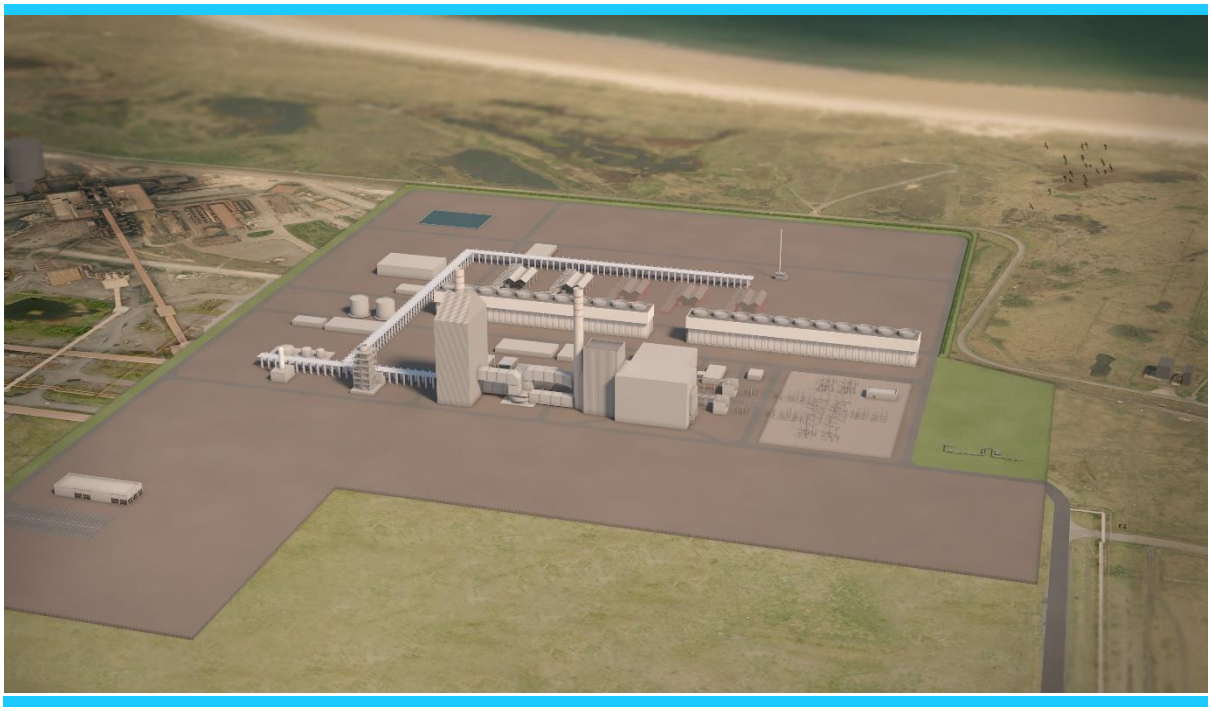
Planning Inspectorate Reference: EN010103

Land at and in the vicinity of the former Redcar Steel Works site, Redcar and in Stockton-on-Tees, Teesside

The Net Zero Teesside Order

Document Reference: 9.47 – Sensitivity Assessment of Construction Programme

Planning Act 2008



Applicants: Net Zero Teesside Power Limited (NZT Power Ltd) & Net Zero North Sea Storage Limited (NZNS Storage Ltd)

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GLOSSARY

Abbreviation	Description
AOD	Above ordnance datum
AS-	Additional Submissions
BAT	Best Available Techniques
BEIS	The Department for Business, Energy and Industrial Strategy
CCGT	Combined Cycle Gas Turbine
CCUS	Carbon Capture, Utilisation and Storage
CEMP	Construction and Environmental Management Plan
CTMP	Construction Traffic Management Plan
CO_2	Carbon dioxide
CPO	Compulsory Purchase Order
dB	Decibels
DCO	Development Consent Order
dDCO	Draft Development Consent Order
EIA	Environmental Impact Assessment
EPC	Engineering, Procurement and Construction
ES	Environmental Statement
ETS	Emissions Trading Scheme
ExA	Examining Authority
FEED	Front end engineering and design
FRA	Flood Risk Assessment
Ha	Hectares
HDD	Horizontal Directional Drilling
HIA	Hydrogeological Impact Appraisal
HoT	Heads of Terms
kV	Kilovolts
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
Mt	Million tonnes

NATS	National Air Traffic Services
NSIP	Nationally Significant Infrastructure Project
NWL	Northumbria Water Lagoon
NZT	The Net Zero Teesside Project
NZT Power	Net Zero Teesside Power Limited
NZNS Storage	Net Zero North Sea Storage Limited
OASIS	Online system for reporting archaeological investigations and limiting research outputs and archives.
PA 2008	Planning Act 2008
PCC	Power Capture and Compressor Site
PDA-	Procedural Deadline A
PINS	Planning Inspectorate
RCBC	Redcar and Cleveland Borough Council
RR	Relevant Representation
SBC	Stockton Borough Council
SEL	Sound Exposure Level
SPA	Special Protection Areas
SoCG	Statement of Common Ground
SoS	Secretary of State
STDC	South Tees Development Corporation
SuDS	Sustainable urban drainage systems
UXO	Unexploded Ordnance
WFD	Water Framework Directive
WSI	Written Scheme of Investigation

CONTENTS

1.0 INTRODUCTION

1.1 Overview

1.1.1 This document (Document Ref. 9.47) contains a sensitivity assessment of the construction programme presented in ES Vol I Chapter 5 Construction Programme and Management [**APP-087**] of the Application. It has been prepared on behalf of Net Zero Teesside Power Limited and Net Zero North Sea Storage Limited (the 'Applicants'). It relates to the application (the 'Application') for a Development Consent Order (a 'DCO'), that has been submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy ('BEIS'), under Section 37 of 'The Planning Act 2008' (the 'PA 2008') for the Net Zero Teesside Project (the 'Proposed Development').

1.1.2 The Application was submitted to the SoS on 19 July 2021 and was accepted for Examination on 16 August 2021. Change requests made by the Applicants in respect of the Application were accepted into the Examination by the Examining Authority on 6 May 2022 and 6 September 2022 respectively.

1.2 Description of the Proposed Development

1.2.1 The Proposed Development will work by capturing CO_2 from a new the gas-fired power station in addition to a cluster of local industries on Teesside and transporting it via a CO_2 transport pipeline to the Endurance saline aquifer under the North Sea. The Proposed Development will initially capture and transport up to 4Mt of CO_2 per annum, although the CO_2 transport pipeline has the capacity to accommodate up to 10Mt of CO_2 per annum thereby allowing for future expansion.

1.2.2 The Proposed Development comprises the following elements:

- **Work Number ('Work No.') 1** – a Combined Cycle Gas Turbine electricity generating station with an electrical output of up to 860 megawatts and post-combustion carbon capture plant (the **'Low Carbon Electricity Generating Station'**);
- **Work No. 2** – a natural gas supply connection and Above Ground Installations ('AGIs') (the **'Gas Connection Corridor'**);
- **Work No. 3** – an electricity grid connection (the **'Electrical Connection'**);
- **Work No. 4** – water supply connections (the **'Water Supply Connection Corridor'**);
- **Work No. 5** – waste water disposal connections (the **'Water Discharge Connection Corridor'**);
- **Work No. 6** – a CO_2 gathering network (including connections under the tidal River Tees) to collect and transport the captured CO_2 from industrial emitters (the industrial emitters using the gathering network will be responsible for consenting their own carbon capture plant and connections to the gathering network) (the **'CO_2 Gathering Network Corridor'**);

- **Work No. 7** – a high-pressure CO_2 compressor station to receive and compress the captured CO_2 from the Low Carbon Electricity Generating Station and the CO_2 Gathering Network before it is transported offshore (the **'HP Compressor Station'**);
- **Work No. 8** – a dense phase CO_2 export pipeline for the onward transport of the captured and compressed CO_2 to the Endurance saline aquifer under the North Sea (the **'CO_2 Export Pipeline'**);
- **Work No. 9** – temporary construction and laydown areas, including contractor compounds, construction staff welfare and vehicle parking for use during the construction phase of the Proposed Development (the **'Laydown Areas'**); and
- **Work No. 10** – access and highway improvement works (the **'Access and Highway Works'**).

1.2.3 The electricity generating station, its post-combustion carbon capture plant and the CO_2 compressor station will be located on part of the South Tees Development Corporation ('STDC') Teesworks area (on part of the former Redcar Steel Works Site). The CO_2 export pipeline will also start in this location before heading offshore. The generating station connections and the CO_2 gathering network will require corridors of land within the administrative areas of both Redcar and Cleveland and Stockton-on-Tees Borough Councils, including crossings beneath the River Tees.

1.3 The Purpose of this Document

1.3.1 The purpose of this document is to provide information to the Examining Authority on the construction programme of the Proposed Development, given the proposed change to the cluster final investment decision (FID) date, as set out by the Applicants at Issue Specific Hearing 6 (as summarised in the ISH6 - Applicants Written Summary of Oral Submission (Document Ref. 9.45)).

2.0 REVIEW OF CONSTRUCTION PROGRAMMES PRESENTED

2.1 Introduction

2.1.1 BEIS have now disclosed the timeline that it will take for them to achieve the Cluster Final Investment Decision (FID). This Cluster FID date is April 2024. The overall project schedule has been adjusted to align with this Cluster FID date. The Applicants have therefore produced a revised construction programme for the NZT Project (Figure 1).

2.1.2 The revised construction programme in Figure 1 includes updates as follows:

- Tees and Dunes/Foreshore Crossings has been updated to Dunes/Foreshore Crossings to reflect the removal of the trenchless crossing of the Tees for both Work No. 2A and Work No. 6
- PCC Utilities has been incorporated into PCC Construction to reflect that this will be executed by a single EPC contractor.

Figure 1: Existing construction programme presented in the ES versus revised construction programme

Current programme in ES Ch 5	2022				2023				2024				2025				2026				2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Enabling works																								
Site establishment																								
RBT and Infrastructure Modifications																								
Tees and Dunes/Foreshore Crossings																								
PCC Construction																								
PCC Utilities																								
Electrical Connection																								
Gas Connection																								
CO2 Gathering Network																								
Commissioning																								

Indicative programme	2022				2023				2024				2025				2026				2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Site remediation																								
RBT and Infrastructure Modifications																								
Site preparation																								
Dunes/Foreshore Crossings																								
PCC Construction																								
Electrical Connection																								
Gas Connection																								
CO2 Gathering Network																								
Commissioning																								

2.2 Review of potential for revised construction programme to affect ES chapters

2.2.1 The Applicants have considered whether the revised construction programme could impact the assessment of environmental effects as presented in the environmental statement. The chapters submitted as part of the ES are listed in Table 1. For each ES chapter, commentary is provided on whether the revised construction programme would materially change the assessment and may necessitate an updated assessment.

Table 1. Review of potential for revised construction programme to affect ES

ES chapter number and name		Discussion	Further evidence required to identify if revised programme changes ES
1.	Introduction	A change in construction programme would not affect the content of this ES chapter.	No
2.	Assessment Methodology	A change in construction programme would not affect the content of this ES chapter.	No
3.	Description of Existing Environment	A change in construction programme would not affect the content of this ES chapter.	No
4.	Proposed Development	A change in construction programme would not affect the content of this ES chapter.	No
5.	Construction Programme and Management	This ES chapter references the construction programme, and Figure 1 of this document illustrates the extent of this change.	Yes
6.	Alternatives and Design Evolution	A change in construction programme would not affect the content of this ES chapter.	No
7.	Legislative and Planning Policy Context	A change in construction programme would not affect the content of this ES chapter.	No
8.	Air Quality	There would be no material change to construction assessment for air quality. The air quality assessment would only be affected if construction traffic numbers changed as a result of the alternative construction programme. See sub-section "Changes to the ES Chapters as a result of the Updated Construction Programme".	Yes
9.	Surface Water, Flood Risk and Water Resources	There would be no material change to construction assessment for surface water, flood risk and water resources. The update in the construction programme does not result in any new construction activities, only changes to the duration of the overall programme. The effectiveness of the mitigation proposed for within the assessment will not change as a result of the change in the construction programme. The assessment is not sensitive to the likely change in the construction programme.	No
10.	Geology, Hydrogeology and Contaminated Land	There would be no material change to construction assessment for geology, hydrogeology and contaminated land. The assessment is not sensitive to the likely change in the construction programme.	No
11.	Noise and Vibration	There would be no material change to construction assessment for Noise and Vibration. The noise and vibration assessment would only be affected if construction traffic numbers changed as a result of the	Yes

ES chapter number and name	Discussion	Further evidence required to identify if revised programme changes ES
	updated construction programme. See sub-section "Changes to the ES Chapters as a result of the Updated Construction Programme' section of this document.	
12. Terrestrial Ecology and Nature Conservation	There would be no material change to construction assessment for terrestrial ecology. The assessment is not sensitive to the likely change in the construction programme.	No
13. Aquatic Ecology and Nature Conservation	There would be no material change to construction assessment for aquatic ecology. The assessment is not sensitive to the likely change in the construction programme.	No
14. Marine Ecology and Nature Conservation	There would be no material change to construction assessment for marine ecology. The assessment is not sensitive to the likely change in the construction programme.	No
15. Ornithology	The alternative construction programme is not considered to materially change the ornithology assessment as: • The overall construction period has been extended but compared to the context of its overall length this is not considered to materially affect disturbance to bird species. • As with the existing programme, the most potentially disruptive activities (connections and PCC construction) are programmed to run concurrently, and there will be no change in the potential for disturbance to designated sites and qualifying species of birds.	No
16. Traffic and Transportation	There is the potential for material changes to the Traffic and Transportation assessment from the construction programme change, and it has therefore been considered below (see Appendix A). This re-assessment concludes that there would be no material change to construction assessment for Traffic and Transportation.	Yes
17. Landscape and Visual Amenity	There would be no material change to construction assessment for landscape and visual amenity. The assessment is not sensitive to the likely change in the construction programme.	No
18. Cultural Heritage	There would be no material change to construction assessment for cultural heritage. The assessment is not sensitive to the likely change in the construction programme.	No
19. Marine Heritage	There would be no material change to construction assessment for marine heritage. The assessment is not sensitive to the likely change in the construction programme.	No

ES chapter number and name	Discussion	Further evidence required to identify if revised programme changes ES
20. Socio-Economics and Tourism	There would be no material change to construction assessment for socio-economics and tourism. The assessment is not sensitive to the likely change in the construction programme.	No
21. Climate Change	There would be no material change to construction assessment for climate change. The assessment is not sensitive to the likely change in the construction programme.	No
22. Major Accidents and Disasters	There would be no material change to construction assessment for major accidents and disasters. The assessment is not sensitive to the likely change in the construction programme.	No
23. Population and Human Health	There would be no material change to construction assessment for population and human health. The assessment is not sensitive to the likely change in the construction programme.	No
24. Cumulative and Combined Effects	As there is the potential for material changes to the Cumulative and Combined Effects assessment from the construction programme change, it has therefore been considered further - see the review of the cumulative and combined effects presented in sub-section "Changes to the ES Chapters as a result of the Updated Construction Programme". No new cumulative schemes have been identified that would result in new or different cumulative effects with the NZT Project not previously considered.	Yes
25. Summary of Significant Effects	The summary of significant effects has been reviewed based on changes to the Traffic and Transport and Cumulative and Combined Effects chapters. The revised construction programme will not change the significant effects reported in any of the chapters within the ES.	Yes

2.3 Changes to the ES Chapters as a result of the Updated Construction Programme

2.3.1 The above review identifies that the only topic where the updated construction programme could impact on the assessment is on traffic data, and that this may subsequently affect air quality and noise modelling, as well as the cumulative assessment. The position is summarised in the following paragraphs and a more detailed review of the traffic changes is presented in Appendix A.

Air Quality

The air quality assessment considers the effects of road emissions during construction and operation for the Proposed Development. A review of the traffic data that results from the update to the construction programme did not identify

any significant changes in traffic, either in the construction or operation phases that would change the conclusions in ES Vol I Chapter 8 [APP-090].

Noise and Vibration

The noise and vibration assessment considers the effects of construction of the Proposed Development on noise sensitive receptors during the site clearance and construction works including the effects from predicted changes in road traffic noise levels on the local road network. A review of the traffic data that results from the update to the construction programme did not identify any changes in traffic flows that would increase road traffic flows by 50% that would equate to an increase in road traffic noise of 3dB. The 3dB threshold is considered the point where changes in road traffic noise are perceptible. As the update in the construction programme will not facilitate this increase, it will not change the conclusions reported in ES Vol I Chapter 11 [APP-093].

Traffic and Transportation

2.3.2 The revised construction programme will not result in any significant changes to the assessment of Traffic and Transportation, which has been presented as part of the ES Vol I Chapter 16 [**APP-098**]. While there will be background traffic growth between 2024 and 2025, this is within the parameters of the original traffic modelling.

2.3.3 A review of the cumulative effects long list has not identified any new developments which will have construction traffic peaks that will coincide with the construction traffic peak of the Proposed Development resulting from the updated construction programme. As a result of this, the construction timing for the Proposed Development will not change the conclusions of Chapter 16 [APP-098] of the ES. A more detailed review of how this conclusion was reached is presented in Appendix A.

2.3.4 There would also therefore be no resulting impact on the air quality or noise modelling previously completed, and no change to those assessments.

Cumulative effects

2.3.5 A review of the revised construction programme in line with the long list and short list of developments that has been updated throughout the DCO examination has not identified any new cumulative schemes that would result in new or different cumulative effects with the NZT Project not previously considered.

Summary of Significant Effects

2.3.6 The revised construction programme will not change the significant effects reported in any of the chapters within the ES and therefore there are no changes to ES Vol I Chapter 25 Summary of Significant Effects [**APP-107**].

2.4 Conclusion

2.4.1 A review of the ES has been completed to identify how the revised construction programme may affect the environmental assessments. While it will result in a

change to ES Vol I Chapter 5 Construction Programme and Management [**APP-087**], this change will not affect any of the significant effects presented in the ES and therefore will not result in a change to the assessments presented.

A. APPENDIX A – FURTHER INFORMATION ON IMPACT ON TRAFFIC ASSESSMENTS PRESENTED IN THE ES

Introduction

This appendix contains a review of how the peak construction period revised from Q3 / Q4 in 2024 to Q3 / Q4 in 2025 will impact the conclusions of both ES Vol I Chapter 16 Traffic and Transport [**APP-098**] and the Transport Assessment (TA) [**APP-327**]. This document should be viewed in conjunction with those reports.

Revised Construction Programme

Based on a delay in the Financial Investment Decision to Q1 2024, the Applicants have produced a revised construction programme for the Proposed Development, and this is shown below compared to the programme as included in the ES and TA.

The previous construction programme (as considered in the ES) including the activities which are expected to have the greatest effect on traffic are presented in Figure 1.

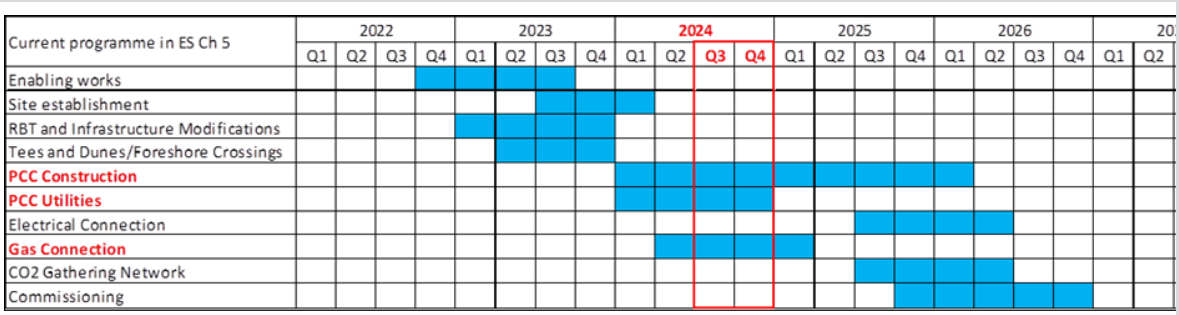

Figure 2. Previous programme

With the previous programme, the peak of construction (and therefore construction traffic) in the ES is Q3 / Q4 2024, as highlighted and covers:

- PCC Construction;
- PCC Utilities; and
- Gas Connections.

The revised construction programme is illustrated in Figure 2.

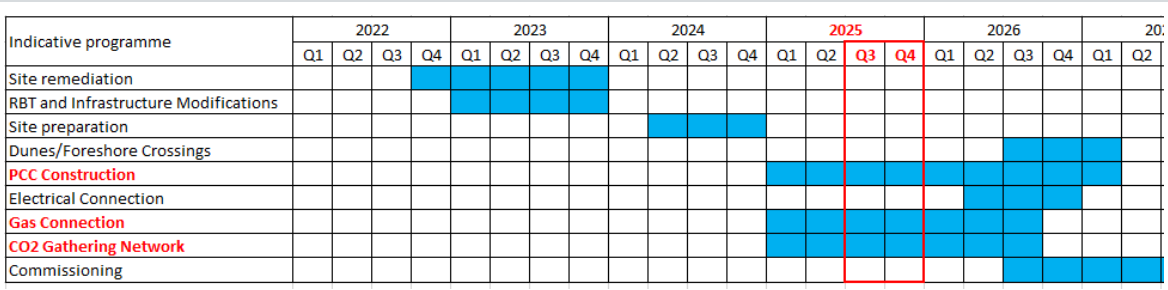

Figure 3. Revised construction programme

The peak of construction (and construction traffic) now occurs in Q3 / Q4 2025, and will include the following:

- PCC Construction;
- Gas Connection, and
- CO_2 Gathering Network.

In regard to the revised programme, the PCC Construction remains the same and the Gas Connection will be more spread out since the programme length for this is longer now (7 months) than previously assumed (4 months), however the maximum daily traffic movements associated with construction of the gas connection will remain the same.

The additional activity within the construction peak is the CO_2 Gathering Network, which was previously constructed outside of the construction peak. The revised programme now reflects that, for work on the south bank of the Tees, it will be the same construction team working on both the Gas Connection and the CO_2 Gathering Network (which will be constructed sequentially rather than together). There is therefore no increase in construction staff or construction traffic associated with this change.

Therefore, there will be no change in the peak construction traffic flows and the only change is that it will occur in 2025, rather than 2024 as previously set out.

Impact of Revised Construction Programme

This section sets out the changes in base traffic growth to 2025 from the 2019 base, compared to the design year of 2024 as set out in the ES and TA, and considers the implications of the predicted increases in traffic.

Traffic Growth

As set out in the Section 16.4 of the Transport Assessment [**APP-327**], baseline traffic data was collected in 2019, and this was then adjusted to reflect traffic growth up to the design year of 2025 (see Section 16.7).

The growth factors used within the TA and ES are as follows (Ref Table 16A-33):

Table 2. TA Growth Factors 2019 to 2024 (Ref Table 16A-33)

Road Type	Year	AM Peak	PM Peak	All Day
Principle	2019 – 2024	1.0479	1.0459	1.0475
Trunk	2019 – 2024	1.0549	1.0528	1.0544

Source: TEMPRO

Therefore, from the above, traffic was broadly predicted to increase by between 4.5% and 5.5% between 2019 and 2024.

The Applicants have now interrogated the most recent version of TEMPRO to derive new growth rates between 2019 and 2025 and these are as follows.

Table 3. TA Growth Factors 2019 to 2025

Road Type	Year	AM Peak	PM Peak	All Day
Principle	2019 – 2025	1.0421	1.0374	1.0380
Trunk	2019 - 2025	1.0489	1.0442	1.0449

Source: TEMPRO

As can be seen, by using the most recent version of TEMPRO, the growth rates are reduced between 2019 and 2025 compared to those used within the ES and TA to predict growth up to 2024. Growth forecasts have reduced since the original TA and ES as a result of changed assumptions in the TEMPRO model for expected growth relating to jobs and development. Consequently growth predictions for these have been reduced.

As a verification of this position , the Applicants have then also considered the growth rate from 2024 to 2025 and this is set out below.

Table 4. TA Growth Factors 2024 to 2025 (Ref Table 16A-33)

Road Type	Year	AM Peak	PM Peak	All Day
Principle	2024 – 2025	1.0054	1.0049	1..0051
Trunk	2024 - 20245	1.0065	1.0060	1.0062

Source: TEMPRO

As can be seen, the predicted growth from 2024 to 2025 is less than 1% and as such would not be considered to result in any significant or material changes in base traffic levels on the network.

Therefore, the assessments as set out in Section 16.6 of ES Vol I Chapter 16 Traffic and Transport [**APP-087**] are considered to still be valid and to present a robust level of assessment of the traffic, with the change to a construction peak in 2025 not resulting in any changes to the environmental impact as set out in the TA and ES.

Predicted Percentage Increase in Traffic

PCC site and works south of the River Tees

As a further verification of the above position, the Applicants have reviewed the environmental impact for the PCC site and works south of the River Tees. With reference to Table 16-14 in ES Vol I Chapter 16 Traffic and Transport [**APP-087**], the maximum increase in traffic is 5.4% based upon all traffic, on the A1085 Trunk Road (west of the site access) and 1.6% based upon HGV traffic, on the A1053 Greystone Road. These are therefore well below the GEART thresholds, which are:

- Traffic flows increase by more than 30% (or HGV flows increase by more than 30%); or
- Traffic flows in sensitive areas increase by more than 10%.

The Applicants therefore consider that given the non-material changes in base traffic in 2025 compared to 2024, and the above predicted percentage increases, that the change in construction year would not change the overall conclusions of the ES.

Natural Gas Connection (north of the river Tees)

The Applicants have also reviewed the impact of the construction of the natural gas connection (north of the river Tees). With reference to Table 16-15 of ES Vol I Chapter 16 Traffic and Transport [**APP-087**], the maximum increase in traffic both total and HGV is on the B1275 Belasis Avenue with an increase of 5.1% in total traffic and 13.3% in HGVs. As this is a link having a low sensitivity, it is again well within the GEART thresholds noted above.

The Applicants therefore consider that given the non-material changes in base traffic in 2025 compared to 2024, and the predicted percentage increases give above, that the change in construction year would not change the overall conclusions of the ES.

Committed Developments

The Applicants have reviewed the committed developments as set out in section 16.4.23 of the ES Vol I Chapter 16 Traffic and Transport [**APP-087**] and 16.8 of the Transport Assessment [**APP-327**] to ascertain whether any changes are required due to the peak of construction now occurring in 2025.

The list of committed development sites is listed as follows:

1,700 MW gas-fired CCGT generating station on Wilton International Complex, Redcar (EN010082);

Construction was programmed to have started in 2019 and with the plant operational in 2022 with no impact at the peak of NZT construction. However, this project has not yet proceeded and its currently proposed date of construction is not known.

550 Residential Unit Development, Kirkleatham Lane, Redcar (R/2016/0663/OOM);

Construction is ongoing and therefore no change is required.

The York Potash Harbour Facilities Order, Redcar (TR030002);

Construction peak is not clear, but for a worst case the construction flows had already been included in the assessments, no change required.

Minerals Processing and Refining Facility, Wilton International Complex, Redcar (R/2017/0876/FFM);

Development already in existence, and included in baseline traffic flows, no change required.

Dogger Bank Teesside A & B (EN010051);

Worst case assessment has been assumed to include onshore construction in the construction peak assessment, no change required.

Teesworks Development Zone, South Tees Development Corporation, Redcar;

The following has been assumed to be constructed in the peak year of 2024:

- Dorman Point: 77,109 sqm of B2 Industrial B8 Warehouse Land Uses assuming 50/50 split;
- Steel House: 12,077 sqm of B1 Office;
- Long Acres: 52,955 sqm of B2 Industrial B8 Warehouse Land Uses assuming 50/50 split; and
- The Foundry: 59,458 sqm of B2 Industrial B8 Warehouse Land Uses assuming 50/50 split.

in relation to the Teesworks development, it is understood that these will be constructed by 2024 and the construction peak will not coincide with the Proposed Development. .

1,250 Residential Unit Development, Low Grange Farm, South Bank (R/2014/0372/OOM);

Construction phase is unknown, but traffic due to occupation of dwellings has been included, no change required.

York Potash Materials Handling Facility (R/2014/0627/FFM);

Construction peak is not clear, but for a worst case the construction flows had already been included in the assessments, no change required.

Redcar Energy Centre (R/2020/0411/FFM); and

Construction peak is not clear, but for a worst case the construction flows had already been included in the assessments, no change required.

South Bank, Teesworks (R/2020/0357/OOM)

Construction peak is not clear, but for a worst case the construction flows had already been included in the assessments, no change required.

Project considered but not included

This review has also considered sites set out in Table 16.10 of ES Vol I Chapter 16 Traffic and Transport [**APP-087**] to assess if the change in peak construction year to 2025 would change any of the conclusions.

From the sites in Table 16-10, they have all been rejected as either the site was beyond the area of influence for the NZT Project, the traffic flows given were insignificant on the roads surrounding the NZT Project or no TA / TP was submitted and as such the traffic impact is understood to be not significant.

Therefore, the change in peak construction year to 2025 is not considered to change any of the conclusions given in the ES.

Additional Sites

During the Examination, there have been further updates to the long list [REP9-013] of Developments presented within ES Vol I Chapter 24 Cumulative Effects [APP-106]. These sites have been reviewed and the following conclusions have been identified.

Seal Sands Energy Recovery Facility

The Seal Sands development will commence construction at the end of 2023 and last for 28 months, and will therefore end at the beginning of 2026, and it is noted that no indication is given as to when the peak of construction is likely to occur.

However, as the peak of the NZT Project is predicted to be at the end of 2025, and given the Seal Sands site is due to open in early 2026, then it is likely that the peak of construction for the Seal Sands site will be well before the end of 2025.

The Applicants therefore consider that the peaks of construction are unlikely to occur at the same time also noting that the Seal Sands project is located in North Tees, and the PCC Site is located in South Tees and will affect different parts of the highway network.

Tees Valley Lithium Limited

The peak of construction is given as being December 2023, and opening in 2025, and therefore the peaks of construction will not occur at the same time as the NZT development. The traffic produced as a result of the operation of this development will not result in a significant effect in relation to traffic between this development and the Proposed Development.

Conclusion

The revised construction programme has been reviewed to identify how it will impact on the traffic assessment presented and if it will result in changes to the cumulative effects predicted for traffic in the ES or TA. It is concluded that there will be no significant change in the conclusions of the assessment presented in ES Vol I Chapter 16 Traffic and Transport [APP-098] or the Transport Assessment [APP-327 to APP-332].