

# H2Teesside Project

Planning Inspectorate Reference: EN070009

Land within the boroughs of Redcar and Cleveland and Stockton-on-Tees, Teesside and within the borough of Hartlepool, County Durham

The H2 Teesside Order

Document Reference: 8.11.17 Response to ExQ1 Traffic and Transportation

Planning Act 2008



**Applicant: H2 Teesside Ltd**

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## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>2</b>
1.1	Overview .....	2
1.2	The Purpose and Structure of this document.....	2

## TABLES

	Table 1-1: Applicant’s Responses to ExQ1 Traffic and Transportation.....	1
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## **1.0 INTRODUCTION**

### **1.1 Overview**

1.1.1 This document has been prepared on behalf of H2 Teesside Limited (the 'Applicant'). It relates to an application (the 'Application') for a Development Consent Order (a 'DCO'), that was submitted to the Secretary of State for Energy Security and Net Zero ('DESNZ') on 25 March 2024, under Section 37 of 'The Planning Act 2008' (the 'PA 2008') in respect of the H2Teesside Project (the 'Proposed Development').

1.1.2 The Application has been accepted for examination. The Examination commenced on 29 August 2024.

### **1.2 The Purpose and Structure of this document**

1.2.1 The purpose of this document is to set out the Applicant's responses to the Examining Authority's ExQ1 on Traffic and Transportation, which were issued on 4 September 2024 [PD-008]. This document contains a table which includes the reference number for each relevant question, the ExA's comments and questions and the Applicant's responses to each of those questions.

**Table 1-1: Applicant's Responses to ExQ1 Traffic and Transportation**

EXQ1	QUESTION TO:	QUESTION:	RESPONSE
Q1.17.1	Applicant and relevant IPs	Update/ Views sought. It would be necessary to use accesses in the ownership and use of a number of IPs and other operators. A number of RRs have raised maintenance of their access rights as an issue. Please could all parties provide an update on whether access concerns remain and if the DCO or relevant PPs offer suitable protection to IPs?	The Applicant is currently in negotiations with a number of IPs in respect of Protective Provisions which will deal with matters in relation to access. Please see the Land Rights Tracker (Document Ref. 8.3) submitted at Deadline 2 for an update about the status of these negotiations.
Q1.17.2	Applicant	Clarification. ES Appendix 15A Transport Assessment [APP-210], paragraph 15A.5.4 states that it has been assumed in the transport assessment for the construction phase that there will be an average of two workers per car travelling to the construction sites. Please detail, or signpost the ExA to, how this will be monitored and managed and who will be responsible for this during the construction phase and how this is secured in the DCO.	The monitoring and management of this is set out within the following paragraphs from the Framework Construction Workers Travel Plan (CWTP) [APP-049]:  Paragraph 4.1.3 states that reducing car usage (particularly single occupancy car journeys) is a primary objective of the Final CWTP;  Section 6.0 sets out the Travel Plan Measures, with Paragraphs 6.2.3, 6.2.4 and 6.2.5 stating that the numbers of car parking spaces available on site would be determined based upon a requirement to achieve an average car sharing ratio of 2 workers per car.  Paragraph 6.2.9 states that all EPC Contractors(s) would be required to set up a car share scheme with a target to ensure an average occupancy of 2 workers per car.  Section 7.0 sets out the Targets to be achieved within the CWTP, with Paragraph 7.1.2 setting out the main target to be achieved during the construction phase as follows:  <i>“to achieve a car occupancy of two workers per vehicle over the duration of the construction project. Up until handover of the Proposed Development, no more than one car or van should be parked on Site for every two people registered on Site per day.”</i>  The above will then be monitored, as set out in Paragraph 7.1.3 and Section 8.2, by the CWTP co-ordinator.  Development of these measures is secured pursuant to Requirement 18(3)(h) of the DCO.
Q1.17.3	National Highways	Clarification. Please confirm that the RR [RR-025], which has been sent exclusively from Jacobs Systra Joint Venture, is fully the opinion of National Highways and that the ExA should treat it as such.	n/a
Q1.17.4	National Highways	Clarification. In their RR [RR-025], National Highways state that assessing Phase 1 construction as the worst case scenario for construction movement is in conflict with the assumption of 1,300 construction workers being employed on site. Please explain this concern further.	Refer to the Applicant's response to National Highways' relevant representation submitted at Deadline 1 [REP1-007].

EXQ1	QUESTION TO:	QUESTION:	RESPONSE
Q1.17.5	National Highways and Local Highway Authorities	Views/ Explanation sought. Are National Highways and Local Highways Authorities content that ES Chapter 15 (Traffic and Transportation) [APP-068] and associated framework plans form an appropriate basis for the framework CEMP as written? If not, please provide details of your concerns.	n/a
Q1.17.6	Applicant, National Highways and Local Highway Authorities	Clarification/ Views sought. ES Chapter 15 (Traffic and Transportation) [APP-068] paragraph 15.5.5 states that each Engineering, Procurement and Construction contractor will have their own Final Construction Traffic Management Plan. Please explain what information will form the basis of these plans, how they will be approved and how this is secured in the draft DCO. Are National Highways and Local Highways Authorities content that this approach will be appropriate.	Any Final Construction Traffic Management Plan and Final Construction Worker Travel Plan will be developed by the EPC Contractor (s) based upon the contents of both the Framework Construction Workers Travel Plan (CWTP) [APP-049] and Framework Construction Traffic Management plan (CTMP) [APP-050].  The process for developing and the approving the Final CWTP is set out in Paragraphs 1.13 and 1.14 of [APP-049] and Paragraph 1.1.3 of [APP-050].  The requirement for a CTMP and CWTP is included within Schedule 2 – Requirement 18 of the draft Development Consent Order [APP-027]. This Requirement applies to however many CTMPs or CWTPs would be developed – all would need to be substantially in accordance with the submitted framework documents.
Q1.17.7	Applicant	Clarification. How is the Decommissioning Traffic Management Plan referred to in paragraph 15.5.9 of ES Chapter 15 (Traffic and Transport) [APP-068] secured through the DCO?	The Decommissioning Traffic Management Plan is secured by Requirement 28 (Decommissioning) of Schedule 2 to the draft Development Consent Order [AS-013]. Requirement 28(1) provides for a Decommissioning Environmental Management Plan (DEMP) to be produced by the undertaker and submitted to the relevant planning authority for approval within 12 months of the date that a Work No. permanently ceases operation.  Requirement 28(6) sets out a list of details that the management plan must include. Point (h) of this list is ‘traffic management arrangements during any demolition, removal and remediation works’ which would involve providing the information that would be contained in a Decommissioning Traffic Management Plan without it being submitted as a separate document.
Q1.17.8	Applicant and Local Highway Authorities	Clarification/ Views sought. ES Figure 15-2 (Heavy Goods Vehicle Routes to and from the Proposed Development Site) [APP-162] and ES Figure 15-4 (Traffic Routes) [APP-164] detail the traffic and Heavy Goods Vehicle routing to the Proposed Development. These figures appear to only show this routing to the main site. Please could the Applicant provide a plan and detail the routing to the other construction compounds. Please can the relevant Local Highway Authority comment on the general suitability of access to the remote construction compounds.	An amended ES Figure 15-2 (Heavy Goods Vehicle Routes to and from the Proposed Development Site) [APP-162] and ES Figure 15-4 (Traffic Routes) [APP-164] has been submitted at Deadline 2.  This shows the routes for construction traffic on the north side of the River Tees to access the A19 in the west via either the A1185, or via Haverton Hill Road and the B1275.

EXQ1	QUESTION TO:	QUESTION:	RESPONSE
Q1.17.9	Applicant and Local Highway Authorities	<p>Clarification/ Views sought.</p> <p>Paragraph 15.3.6 of ES Chapter 15 (Traffic and Transportation) [APP-068] states that abnormal routing via the road network only has been considered as this represents the worst case scenario for traffic assessment.</p> <p>Could the Applicant, please:</p> <ul style="list-style-type: none"> <li>i. comment on the potential suitability of other methods of transporting abnormal loads and the likelihood of this being used.</li> <li>ii. detail if there will be a need to transport abnormal loads to locations outside the main site area and if so, how has the suitability and method for undertaking this been assessed?</li> </ul> <p>Could the relevant Local Highway Authorities please comment on the general suitability of potential abnormal loads access to the remote construction compounds.</p>	<p>i) Other methods of transporting abnormal loads for the Proposed Development could feasibly occur by rail or sea(via RBT and the internal road network). The selected EPC Contractor(s) will review options for the use of rail and water, in liaison with key stakeholders such as Network Rail, PD Teesport and RBT, when sourcing construction materials.</p> <p>ii) There is not currently anticipated to be a need to transport abnormal loads to locations outside of the Main Site. Therefore, no assessment has been undertaken regarding abnormal loads moving outside the Main Site for the purposes of the Environmental Statement.</p>
Q1.17.10	Applicant	<p>Clarification. Please detail how it is envisaged that co-ordination between various construction projects, including those being promoted on the Foundry Site, will be undertaken so as to minimise the traffic impact in both construction and operational phase.</p> <p>Please also detail how this is secured in the draft DCO.</p>	<p>During the construction phase this is covered within both the Framework Construction Workers Travel Plan (CWTP) [APP-049] and Construction Traffic Management Plan (CTMP) [APP-050] as follows.</p> <p>The Framework Construction Workers Travel Plan (CWTP) [APP-049] Paragraph 5.3.2 states that:</p> <p><i>“Given the other projects within the local area, the EPC Contractor(s) would liaise with other contractors in the local area to co-ordinate works, and associated worker traffic movements, as far as practicable. As noted in the Framework CTMP (EN070009/APP/5.16), a working group could be set up as required. Although at this time the exact make up and timing of any meetings is unknown. If it is set up, the working group would also consider worker traffic movements. This will need to be reviewed and agreed as part of the Final CWTP(s) being approved prior to work commencing on site. Part of this working group’s remit could include agreeing a communications plan with neighbouring businesses where construction programmes (and therefore associated worker movements) between the projects overlap.”</i></p> <p>The Construction Traffic Management Plan (CTMP) [APP-050] Paragraph 6.1.4 states that:</p> <p><i>“Given the other projects within the local area, the EPC Contractor(s) would liaise with other contractors in the local area to co-ordinate works, and associated construction traffic movements as far as practicable. A working group could be set up as required, although at this time the exact make up and timing of any meetings is unknown and will need to be reviewed and agreed as part of the Final CTMP(s) being approved prior to work commencing on site. Part of this working group’s remit could include agreeing a communications plan with neighbouring businesses where construction programmes (and therefore associated HGV movements) between the projects overlap.”</i></p>

EXQ1	QUESTION TO:	QUESTION:	RESPONSE
			<p>This commitment to a working group would be reflected in the final CTMP and CWTP, further to Requirement 18 of the DCO. The Applicant would work with the relevant authorities to consider how this group could dovetail effectively with the local liaison group committed to in the DCO and the group committed to in Table 7-11 of the Framework CEMP.</p> <p>During the operational phase ES Chapter 15: Traffic and Transport [APP-068] states within Paragraph 15A.5.22 that a Plant Turnaround Travel Plan will be produced to manage periods of maintenance. A requirement for this is included within with Schedule 2 – item 17 of the draft Development Consent Order [AS-013].</p>