

## Stockton on Tees Borough Council

### Response to the Examining Authority's second written questions and requests for information (ExQ2)

#### Application by H2 Teesside Limited for the H2Teesside

<p>Q2.6.13 Applicant, Stockton[1]on-Tees Borough Council (STBC), Northern Gas Networks and Church Commissioners for England</p>	<p>Please provide an update on the agreement for the Cowpen Bewley Open Space replacement land.</p> <p>Please can STBC, Northern Gas Networks and Church Commissioners for England also advise if they have any comments on Article 29 (Special category land and replacement special category land) of the dDCO</p> <p><a href="#">Microsoft Word - The H2Teesside Order 202 (SUBMISSION VERSION) MASTER - Rev 4 - Draft Development Consent Order - D4 - Novembe</a></p>	<p><b>SBC met with various representatives of Dalcour Maclaren, BP, Aecom, DWD on Monday 25<sup>th</sup> November to discuss the replacement land, where Dalcour Maclaren provided an overview of the proposed process timeline involving various parties. A number of questions have been put forward by SBC concerning wayleaves, ownership of the beck etc. which have either been answered or details are being sought from third parties.</b></p> <p><b>SBC have already confirmed that the replacement land would comprise a mosaic of plantation woodland, species rich grassland and public access to connect to their existing property, although the final detail is dependant on the questions already asked. SBC also proposed that ongoing management funds would be preferred by means of a commuted lump sum as opposed to a management agreement or management by a third party once the transfer is complete.</b></p> <p><b>An external consultant (Brockthorpe Consultancy) has been instructed to now act on behalf of the Council in relation to the replacement land as well as the pipeline easement.</b></p>
---	--	---

<p>Q2.12.1 STBC</p>	<p>STBC is requested to provide a response to Q1.12.12 in [<a href="#">Table 2: Examining authority's general questions arising from the draft Development Consent Order (DCO)</a>] regarding any additional mitigation it advises could be proposed for effects to hazardous landfill capacity</p>	<p><b>Having reviewed the Applicants response – STBC agree the mitigation can be secured by the requirement to submit a SWMP as part of the Final CEMP.</b></p>
<p>Q2.14.7 Applicant/ STBC</p>	<p>STBC in response to the ExA's ExQ1 [<a href="#">EN070009-001292-H2 NSIP questions.pdf</a>] state at Q1.14.19 that discussions are ongoing regarding the Applicant's 'Essential Mitigation and Enhancement Measures' as set out in Paragraph 18.7 of the ES Chapter 18 (Socio-economics and Land Use) [<a href="#">EN070009-000253-H2T DCO - 6.2.18 ES Vol I Chapter 18 Socio-economics and Land Use.pdf</a>]. Can the</p>	<p><b>Any "Essential Mitigation and Enhancement Measures' could be secured in our legal agreements or as part of the DCO decision.</b></p> <p><b>It should be noted that the land to be given up and the shared access corridor are both designated as Local Wildlife Site for the presence of Great Crested Newt and represents terrestrial habitat. Similarly, it also provides connectivity from adjoining terrestrial habitat to a potential breeding pond which will be lost post development. Suitable mitigation would include the creation of hibernacula in the neighbouring woodland and the creation of a Great Crested Newt breeding pond to the north / restoration of a deteriorated waterbody in the adjacent compartment of the Country Park. Pond creation can be achieved by means of District Level Licencing legislation.</b></p> <p><b>Discussions are ongoing with regards to this matter</b></p>

	<p>Applicant and STBC provide the ExA with an update on the progress of these discussions and signpost the mechanism in the draft DCO which secures the 'Essential Mitigation and Enhancement Measures'</p>	
<p>Q2.17.1 STBC</p>	<p>The Access and Rights of Way Plans [<a href="#">EN070009-000933-H2T DCO - 2.5 Access and Rights of Way Plans Rev 1 May 24.pdf</a>] plan shows Huntsman Drive as a Private Road, which was confirmed as correct by STBC at ISH2 and again in their DL4 submission [REP4-024]. However, as highlighted by Mr Dagg representing Sabic, the national streetworks gazetteer shows this road as maintainable at public expense with a Unique Street Reference Number (USRN) of 38204763. Please can STBC confirm</p>	<p><b>STBC confirm that the road is Private and not maintainable at the public expense.</b></p> <p><b>Please see a copy of the paper records for this road at the bottom of this list.</b></p>

	that the gazetteer is incorrect	
Q2.17.6 National Highways and Local Highway Authorities	<p>n its DL4 submissions, the Applicant has updated the Framework Construction Traffic Management Plan, with the tracked change version [<a href="#">EN070009-001512-H2T DCO 5.16 Framework Construction Traffic Management Plan Rev 2 Tracked.pdf</a>]</p> <p>showing changes to the modelled Construction HGV traffic data (primarily in table 2-4) and a number of other changes. Please advise if this changes your previous comments or assessment about the impact of construction traffic on the strategic highway network</p>	<b>STBC confirm that the changes do not affect our previous comments or assessment about the impact of construction traffic on the strategic highway network</b>

REGISTER  
(PTED)

<b>FRONT STREET</b>					
LENGTH _____					
FROM _____	SEATON CAREW ROAD EASTERLY				
TO _____	OIL TERMINAL				
DATE CONSTRUCTED _____					
DATE ADOPTED _____	PRIVATE				
RESOLUTION REF. _____					
<b>BACK STREET</b>					
LENGTH _____					
FROM _____					
TO _____					
DATE CONSTRUCTED _____					
DATE ADOPTED _____					
RESOLUTION REF. _____					
CARRIAGEWAY SURFACE		FOOTWAY SURFACE	CLASS	GRID. REF.	NAME OF STREET
F.S.	B.S.				
					STOCKTON

BELOW LINE

Copy of the paper records