

From: Bell, Christopher (NO, North East) [<mailto:chris.bell2@highwaysengland.co.uk>]

Sent: 30 December 2020 15:29

To: David Pedlow <David.Pedlow@redcar-cleveland.gov.uk>

Subject: Ref Appns R/2020/0684/ESM & R/2020/0685/ESM Phases 1 & 2 (resp) Demolition of old and construction of new Quay on South Bank Lackenby

David,

I hope Christmas was good and that your new year is an improvement on the last one.

Following a review (attached) of the documents submitted in support of this application, in consideration of how multiple developments should proceed as the South Tees Development Corporation progresses, we consider that these two developments are unlikely to have a significant impact on the Strategic Road Network (SRN) in close proximity to the site (with particular reference to the A1053). However, to ensure the safe and efficient operation of the SRN, we consider that the production of a Contraction Traffic Management Plan (CTMP) and accompanying Construction Environmental Management Plan (CEMP) would be appropriate.

I therefore attach our formal response to each of the above applications with conditions specifying CTMP's and CEMP's.

I trust this is clear but please contact me if any further information is required.

Regards

Chris Bell, Planning Manager

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Chris Bell
Operations Directorate
Yorkshire and North East Region
Highways England.
PLANNINGYNE@highwaysengland.co.uk

To: **David Pedlow, Redcar and Cleveland Borough Council**

CC: growthandplanning@highwaysengland.co.uk
transportplanning@dft.gov.uk

Council's Reference: **R/2020/0684/ESM**

Referring to the planning application referenced above, received **4 December 2020, Re A1053 DEMOLITION OF EXISTING REDUNDANT QUAY STRUCTURES, CAPITAL DREDGING AND DEVELOPMENT OF NEW QUAY AND ASSOCIATED WORKS (PHASE 1). LAND AT SOUTH BANK WHARF, GRANGETOWN, LACKENBY**, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is / ~~is not~~ relevant to this application.¹

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

¹ Where relevant, further information will be provided within Annex A.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gov.uk.

	Date: 30 December 2020
Signature:	
Name: Chris Bell	Position: Planning and Development
Highways England: Lateral, 8 City Walk, Leeds, LS11 9AT Chris.bell2@highwaysengland.co.uk	

Annex A **Highways England recommended Planning Conditions /**
~~Highways England recommended further assessment required /~~
~~Highways England recommended Refusal.~~

Condition(s) to be attached to any grant of planning permission:

Prior to commencement of the development, a Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the Local Planning Authority in consultation with Highways England (or the highway authority for the A1053).

Reason(s) for the recommendation above:

To ensure that during the construction period the A1053 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980, in the interests of road safety.

HIGHWAYS ENGLAND has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard Application Reference **R/2020/0684/ESM** and has been prepared by Chris Bell.



South Bank Wharf, Redcar

Highways England

South Bank Quay Technical Review Note

AA.20.18.20

Report 001 | Revision: N/A

23rd December 2020

South Bank Quay, Redcar

Project No: AA.20.18.20
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Document History and status

Revision	Date	Description	Author	Reviewer	Approver
001	23/12/2020	Technical review note for EIA R/2020/0684/ESM & R/2020/0685/ESM	Roxanna Watson (SYSTRA)	Alexandra Freeman (SYSTRA)	Chris Cox (SYSTRA)

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1. Introduction

On 24th November 2020, Redcar and Cleveland Borough Council (RCBC) validated two planning applications including Environmental Statements for the demolition of existing redundant quay structures, capital dredging and development of new quay and associated works at Land at South Bank Wharf, Grangetown, Lackenby. The applicant is the South Tees Development Corporation.

The two applications are for Phase 1 (R/2020/0684/ESM) and Phase 2 (R/2020/0685/ESM) of the development of the quays.

SYSTRA have reviewed the documents uploaded to the RCBC planning portal in support of the applications in relation to transport related environmental impacts specifically in relation to the strategic road network. The outcome of the review is outlined below.

2. Background and Existing Situation

2.1 Site Description

The site is located approximately 2.5 miles north east of Middlesbrough town centre, and 3 miles south west of Redcar town centre. The planning application site is situated immediately adjacent to the River Tees. Figure 1 below shows the site boundary and location.

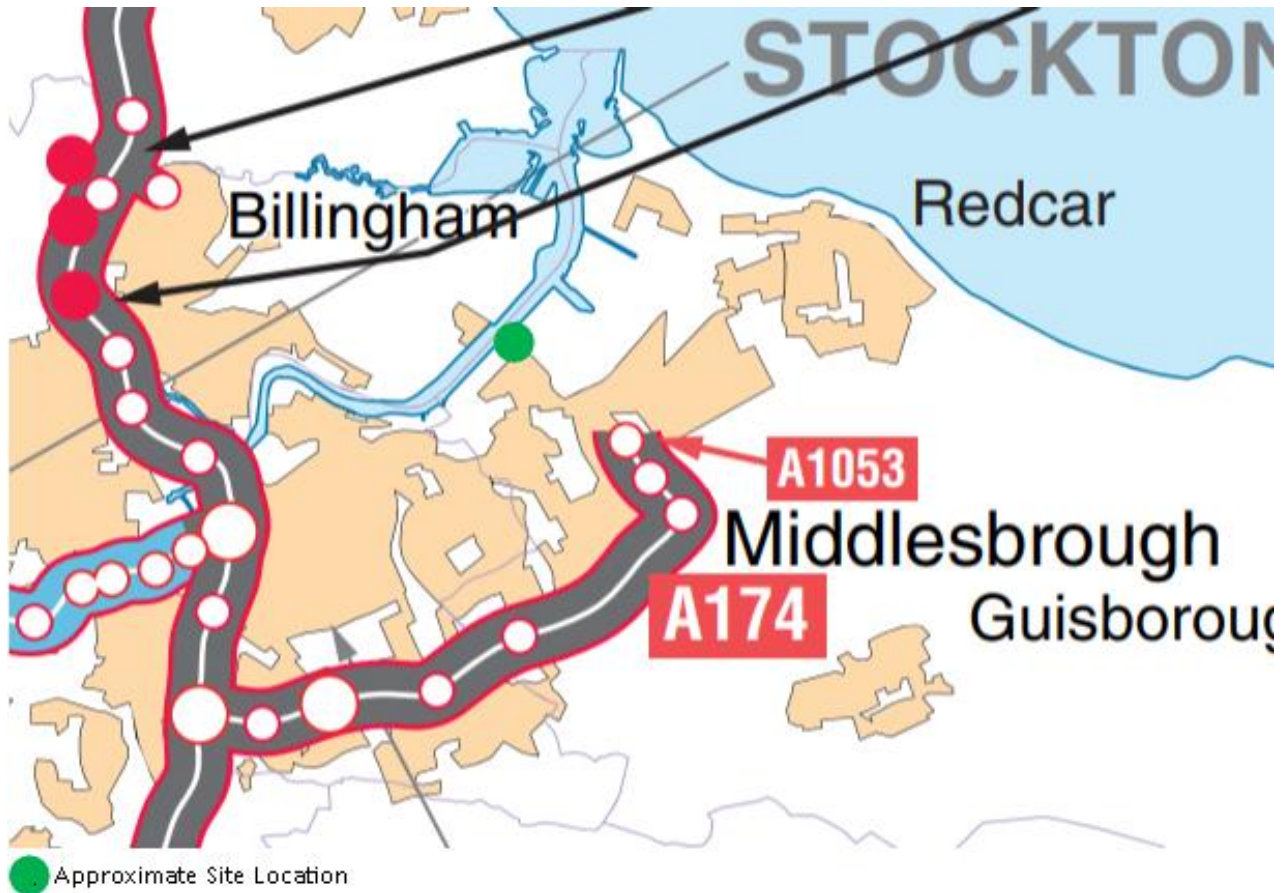
Figure 1: Site boundary and location



2.2 Site Location in Relation to Strategic Road Network

The proposed development site is located approximately 2 miles from the A1053, which is the section of SRN is closest proximity to the site. Figure 2 shows the site location in relation to the Strategic Road Network (SRN).

Figure 2: Site Location in Relation to Strategic Road Network



3. Proposed Development

The proposed scheme comprises:

- Demolition of the existing wharf, jetties and other minor infrastructure;
- Dredging to create a berth pocket and construction and operation of a new quay;
- A solid piled quay structure up to 30m wide and 1,230m in length (with an approximate 1,050m of usable quay for berthing), set back into the riverbank.;

Two separate planning applications have been submitted to RCBC; one for Phase 1 and one for Phase 2. It is intended that construction of the first phase of the quay would commence in 2021, with the quay operational by 2023. At this stage, it is anticipated that Phase 2 construction would commence after Phase 1, or not at all if market rates do not require it. Therefore, at this stage, it is acknowledged that the phases, despite having concurrently running planning applications, would not be constructed at the same time.

An Environmental Impact Assessment (EIA) has been produced (by Royal HaskoningDHV) in support of the proposals (Document Reference PC1084-RHD-SB-EN-RP-EV-1100, S0/P01.01, 06 November 2020). The same EIA has been used for both applications.

3.1 South Industrial Zone

The proposed scheme is required to support the economic regeneration plans for the Tees Valley region. Outline planning permission (R/2020/0357/OOM). has been recently granted (3 December 2020) for the development of large-scale general industry and/or storage and distribution uses on land known as the South Industrial Zone (SIZ); a 174 hectare site adjoining the proposed quay. Highways England offered a No Objection response to this application.

The SIZ is proposed to be first occupied in 2023. The site is anticipated to be fully occupied by 2028, is expected to accommodate approximately 3,870 employees at this point.

The Transport Assessment produced in support of the SIZ (produced by ARUP, issue 3, dated 3 July 2020) noted that:

A66 / A1053 / Tees Dock Road roundabout will approach its theoretical capacity in the '2028 Base' scenario. For the '2028 Base + Development' scenario, the Tees Dock Road arm of the junction will continue to approach its theoretical capacity, whilst the A66 eastbound approach and Tees Dock Road southbound arms will operate above their theoretical capacity.

The A66 / A1053 / Tees Dock Road roundabout is the section of SRN in closest proximity to the site. No junction improvements or mitigation is proposed at junction despite the results of the assessment. Instead, it is claimed that the assessment scenario is a worst-case scenario, that 82% of employees will drive to the site, and that the transport strategy for the site is still in development. The assessment also assumes future development traffic will follow existing distributions. However, the impacts are expected to be minimised if vehicles reroute in the future, due to off-site highway improvements.

Given that Highways England issued 'no objection' response to the application, it is considered that this position has been accepted, and that no physical mitigation or improvements are required on the SRN as part of this application.

4. Review of the EIA

4.1 TRAFFIC AND TRANSPORT

Chapter 15 of the EIA is concerned with the Traffic and Transport impacts of the development. A supporting Transport Statement has been produced (PC1084-RHD-SB-EN-RP-EV-1112, 7 October 2020), which has been attached as an appendix to the EIA.

It is forecast that once operational, the new quays would require 10 employees. It is anticipated that these employees are already included within the figures as part of the application for the SIZ, which has been granted outline planning permission. The EIA and Transport Statement submitted for the two quay applications therefore largely concentrates on construction traffic.

Paragraph 4.2.11 outlines that Transport Statement (TS) 110 employees are required to construct, with 10 of these associated with off-shore dredging, and therefore would not travel to the site. The remaining 100 are anticipated to travel to the site in single occupancy vehicles to present a worst case.

Construction traffic has been calculated on a first principles approach by generating traffic volumes from an understanding of construction material quantities and personnel numbers. Table 4.1 of the TS outlines HGV movements associated with the construction phase. It assumed the construction programme commences October 2021, ending October 2022. The peak movements are anticipated to be in June 2022, with a total of 471 movements across the month, equating to 42 HGV movements per day (assuming 24 working days per month). Together with construction staff, this is a total anticipated peak of 242 movements per day (AADF).

The TS outlines that for the assessment, a worst case of deliveries arriving between 7:00 and 17:30 has been assumed, which creates a flat profile of four two-way HGV movements per hour.

With regards to the 100 employees, it is assumed that they will operate a two shift pattern, in which all employees arrive before the end of the previous shift which results in an hourly peak of 50 car movements. The anticipated shift pattern has not been confirmed. The flat profile of the anticipated traffic flows as presented in the TS and EIA do not take into account these 50 vehicles movements per hour. However, it is anticipated that these movements (which equate to just less than one vehicle per minute over the hour) would not significantly impact the operation of the SRN junctions.

It is considered that Highways England should recommend that the production of a Construction Traffic Management Plan be applied as a condition to any consent granted. This will ensure that construction traffic will use the SRN safely and efficiently.

4.2 Noise and Vibration

Construction road traffic noise

Impacts of negligible significance from the short term, local and reversible construction phase road traffic at the human receptors have been determined within the EIA, and found to be not significant and consequently, no mitigation measures are required. This is a position that we consider can be accepted by Highways England.

On-site construction noise

Predicted noise levels indicate negligible impact at human receptor locations. This is considered not significant and impact is deemed short-term, local and reversible.

In light of the above, we are satisfied that the SRN will not be affected in terms of noise and air quality during the construction or the operational stage of the proposed development.”

4.3 Air Quality

A review of the expected vehicle movements generated during the construction phase of the proposed scheme has been undertaken by the applicant to determine whether the screening criteria would be exceeded. The traffic generated by the proposed scheme does not exceed the screening criteria. The proposed schemes impact on local air quality has therefore been considered as not significant. This is a position which SYSTRA consider Highways England would be able to accept with regards to the SRN.

5. Summary and Conclusions

On the basis of this review, the recommendation to Highways England in relation to the two planning application associated with the development proposal is: that a **planning condition should be applied** which would secure a Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP)

Prior to commencement of the development, a Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the Local Planning Authority in consultation with the highway authority for the A1053.

Reason: To enable the safe and efficient operation of the Strategic Road Network.