TEESWORKS

DORMAN POINT ENVIRONMENTAL STATEMENT

VOLUME 3: TECHNICAL APPENDICES
APPENDICES TO CHAPTER F (AIR QUALITY)

DECEMBER 2020

Dorman Point, South Tees
Volume 3: Appendices
Chapter F: Air Quality

December 2020

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Appendix F1: Traffic Data and Road Details

Appendix F1: Traffic Data and Road Details

1.1 The modelled road network used in this assessment is presented below in Table 1 and was used for both the construction traffic and operational traffic assessments.

1.2 The traffic data used in the operational traffic assessments is shown below in Table 2.

Table 1: Modelled road network details for construction and operational traffic assessments

AQ ID	Road name	Modelled as	Road width (m)
18_1	A1085 Trunk Road North of A1053 roundabout	Road	12.5
18S_J1	A1085 Trunk Road North of A1053 roundabout	Junction	11.0
18N_J2	A1085 Trunk Road North of A1053 roundabout	Junction	8.0
20S_J1	A1053 Greystones Road South of Trunk Road	Junction	6.5
20N_J2	A1053 Greystones Road South of Trunk Road	Junction	10.0
20_1	A1053 Greystones Road South of Trunk Road	Road	19.0
R_TR	Trunk Road roundabout	Roundabout	13.0
19N_1	A1085 Broadway South of A1053 roundabout	Road	7.0
19S_2	A1085 Broadway South of A1053 roundabout	Road	7.0
17_J3	A1053 Tees Dock Road East of Tees Dock Entrance	Junction	22.0
17S_J1	A1053 Tees Dock Road East of Tees Dock Entrance	Junction	8.0
17N_J2	A1053 Tees Dock Road East of Tees Dock Entrance	Junction	8.0
17_1	A1053 Tees Dock Road East of Tees Dock Entrance	Road	18.0
15_2	A66 East of Eston Road	Road	17.8
15_J2	A66 East of Eston Road	Junction	20.6
15_J1	A66 East of Eston Road	Junction	21.9
15_1	A66 East of Eston Road	Road	18.8
12_J1	A66 East of Normanby Road	Junction	22.7
12_J2	A66 East of Normanby Road	Junction	20.3
12_1	A66 East of Normanby Road	Road	19.0
7_J2	A66 West of Normanby Road	Junction	20.2
7_1	A66 West of Normanby Road	Road	16.9
R_A66	A66 roundabout	Roundabout	11.8
7_J1	A66 West of Normanby Road	Junction	26.9
19_3	A1085 Broadway South of A1053 roundabout	Road	7.4
20_J1	A1053 Greystones Road South of Trunk Road	Junction	27.0
20_2	A1053 Greystones Road South of Trunk Road	Road	19.0
R_TDR	Tees Dock Road roundabout	Roundabout	10.0
16_J1	Tees Dock Road North of A66	Junction	16.0
16_1	Tees Dock Road North of A66	Road	9.8
10_1	Normanby Road North of A66	Road	11.1
10_J1	Normanby Road North of A66	Junction	17.0
11_J1	Normanby Road South of A66	Junction	15.3
14_1	Church Lane South of A66	Junction	11.4
8_1	Middlesbrough Road East South of A66	Road	6.9

AQ ID	Road name	Modelled as	Road width (m)
8_J1	Middlesbrough Road East South of A66	Junction	14.5
2_1	Dockside Road East of Old Station Road	Road	7.0
3_1	Old Station Road South of Dockside Road	Road	6.6
3_J1	Old Station Road South of Dockside Road	Junction	15.8
3_J2	Old Station Road South of Dockside Road	Junction	15.6
2_J1	Dockside Road East of Old Station Road	Junction	11.6
6_J1	A66 West of Old Station Road	Junction	31.0
6_1	A66 West of Old Station Road	Road	17.8
6_J2	A66 West of Old Station Road	Junction	23.3
9_J1	Middlesbrough Road West South of A66	Junction	18.4
9_1	Middlesbrough Road West South of A66	Road	7.5
1_1	B1513 Dockside Road West of Old Station Road	Road	6.7
1_J1	B1513 Dockside Road West of Old Station Road	Junction	11.6
R_HS	High Street Roundabout	Roundabout	10.0
21_J1	B1380 High Street West of Greystones Roundabout	Junction	10.3
21_1	B1380 High Street West of Greystones Roundabout	Road	7.0
22E_J1	A174 West of Greystones Roundabout	Junction	11.7
22E_1	A174 West of Greystones Roundabout	Road	8.5
22W_1	A174 West of Greystones Roundabout	Road	7.4
22W_J1	A174 West of Greystones Roundabout	Junction	7.7
23_J1	A174 East of Greystones Roundabout	Junction	29.0
23_1	A174 East of Greystones Roundabout	Road	22.0
15_J3	A66 East of Eston Road	Junction	20.4
19N_J1	A1085 Broadway South of A1053 roundabout	Junction	7.1
19S_J2	A1085 Broadway South of A1053 roundabout	Junction	7.3
11_J2	Normanby Road South of A66	Junction	9.0
28W_J1	A66 West of Cargo Fleet Lane	Junction	9.5
28E	A66 West of Cargo Fleet Lane	Road	10.0
29E	A66 Between junction with Borough Rd and the A172	Road	7.0
29W	A66 Between junction with Borough Rd and the A172	Road	7.0
28W	A66 West of Cargo Fleet Lane	Road	7.0
28E_J1	A66 West of Cargo Fleet Lane	Junction	11.5
27W	A66 West of connection to A172	Road	11.0
27E	A66 West of connection to A172	Road	11.0
26E	A66 A66 flyover	Road	7.5
26W	A66 A66 flyover	Road	7.5
25_N	A66 East of A1032 (Newport Roundabout)	Road	7.0
25_S	A66 East of A1032 (Newport Roundabout)	Road	7.0
24_N	A66 East of A19 junction	Road	13.0
24_S	A66 East of A19 junction	Road	13.0
32_J1	Trunk Road West of Kirkleatham Lane	Junction	10.5
31_1	Trunk Road North of Steel House roundabout	Road	20.7

AQ ID	Road name	Modelled as	Road width (m)
32_1	Trunk Road West of Kirkleatham Lane	Road	11.5
35_J1	A1042 Kirkleatham Lane South of Trunk Road	Junction	11.2
35_1	A1042 Kirkleatham Lane South of Trunk Road	Road	10.0
35_J2	A1042 Kirkleatham Lane South of Trunk Road	Junction	9.9
33_J1	Kirkleatham Lane North of Trunk Road	Junction	10.5
33_1	Kirkleatham Lane North of Trunk Road	Road	8.2
34_J2	A1085 Corporation Road East of Kirkleatham Lane	Junction	11.2
34_J1	A1085 Corporation Road East of Kirkleatham Lane	Junction	8.7
34_1	A1085 Corporation Road East of Kirkleatham Lane	Road	7.2
36_1	West Coatham Lane East of Steel House roundabout	Road	9.0
36_J1	West Coatham Lane East of Steel House roundabout	Junction	13.2
36_2	West Coatham Lane East of Steel House roundabout	Road	7.8
36_J2	West Coatham Lane East of Steel House roundabout	Junction	9.0
31_J1	Trunk Road North of Steel House roundabout	Junction	23.0
31_2	Trunk Road North of Steel House roundabout	Road	17.2
31_3	Trunk Road North of Steel House roundabout	Road	12.0
13_J1	Eston Road North of A66	Junction	13.0
13_1	Eston Road North of A66	Road	7.3

Notes:
The road type was “urban (not London)”.
Traffic data were provided by Arup transport consultants, with the exception of the flows for the roundabouts, which were calculated by the air quality specialists using the flows from the arms of the roundabouts as provided.

Table 2: Operational traffic data

AQ ID	Speed (kph)	2019 Baseline		2033 Do-Minimum		2033 Do-Something	
		AADT	%HDV	AADT	%HDV	AADT	%HDV
18_1	112	15,227	7%	16,402	7%	18,131	8%
18S_J1	20	7,401	7%	7,960	7%	8,849	8%
18N_J2	20	7,826	7%	8,442	7%	9,281	8%
20S_J1	20	10,161	9%	11,706	9%	13,109	9%
20N_J2	20	9,630	9%	10,944	9%	12,197	9%
20_1	112	19,791	9%	22,650	9%	25,306	9%
R_TR	20	18,637	8%	20,669	8%	22,908	8%
19N_1	64	3,024	7%	3,537	7%	3,577	7%
19S_2	64	4,004	7%	4,631	7%	4,685	7%
17_J3	20	32,503	7%	35,456	7%	39,934	8%
17S_J1	20	17,448	7%	19,365	7%	21,661	8%
17N_J2	20	15,055	7%	16,091	7%	18,273	8%
17_1	112	32,503	7%	35,456	7%	39,934	8%
15_2	80	39,407	10%	42,928	10%	47,406	10%
15_J2	20	39,407	10%	42,928	10%	47,406	10%
15_J1	20	39,407	10%	42,928	10%	47,406	10%
15_1	80	39,407	10%	42,928	10%	47,406	10%
12_J1	20	43,006	13%	46,251	13%	48,547	13%
12_J2	20	43,006	13%	46,251	13%	48,547	13%
12_1	80	43,006	13%	46,251	13%	48,547	13%
7_J2	20	35,805	13%	38,146	13%	40,549	13%
7_1	80	35,805	13%	38,146	13%	40,549	13%
R_A66	20	16,958	12%	18,309	12%	19,270	12%
7_J1	20	35,805	13%	38,146	13%	40,549	13%
19_3	64	7,028	7%	8,168	7%	8,262	7%
20_J1	20	19,791	9%	22,650	9%	25,306	9%
20_2	112	19,791	9%	22,650	9%	25,306	9%
R_TDR	20	31,239	14%	34,282	14%	37,267	14%
16_J1	20	21,808	32%	24,461	32%	24,461	32%

AQ ID	Speed (kph)	2019 Baseline		2033 Do-Minimum		2033 Do-Something	
		AADT	%HDV	AADT	%HDV	AADT	%HDV
16_1	48	21,808	32%	24,461	32%	24,461	32%
10_1	48	6,274	18%	6,776	18%	7,584	18%
10_J1	20	6,274	18%	6,776	18%	7,584	18%
11_J1	20	7,045	1%	7,418	1%	7,893	2%
14_1	20	7,132	1%	7,480	1%	8,208	2%
8_1	48	1,964	1%	2,248	1%	2,329	1%
8_J1	20	1,964	1%	2,248	1%	2,329	1%
2_1	48	2,357	24%	2,624	24%	2,624	24%
3_1	48	7,298	18%	8,106	18%	8,106	18%
3_J1	20	7,298	18%	8,106	18%	8,106	18%
3_J2	20	7,298	18%	8,106	18%	8,106	18%
2_J1	20	2,357	24%	2,624	24%	2,624	24%
6_J1	20	34,992	13%	35,855	13%	38,008	13%
6_1	80	34,992	13%	35,855	13%	38,008	13%
6_J2	20	34,992	13%	35,855	13%	38,008	13%
9_J1	20	4,733	1%	7,188	1%	7,357	1%
9_1	48	4,733	1%	7,188	1%	7,357	1%
1_1	80	5,179	28%	5,765	28%	5,765	28%
1_J1	20	5,179	28%	5,765	28%	5,765	28%
R_HS	20	24,563	4%	28,649	4%	29,977	5%
21_J1	20	6,688	9%	7,948	9%	8,029	9%
21_1	48	6,688	9%	7,948	9%	8,029	9%
22E_J1	20	16,447	4%	19,175	4%	19,631	4%
22E_1	112	16,447	4%	19,175	4%	19,631	4%
22W_1	112	16,711	4%	20,271	4%	20,695	4%
22W_J1	20	16,711	4%	20,271	4%	20,695	4%
23_J1	20	38,615	2%	44,552	2%	46,248	2%
23_1	80	38,615	2%	44,552	2%	46,248	2%
15_J3	20	39,407	10%	42,928	10%	47,406	10%
19N_J1	20	3,024	7%	3,537	7%	3,577	7%

AQ ID	Speed (kph)	2019 Baseline		2033 Do-Minimum		2033 Do-Something	
		AADT	%HDV	AADT	%HDV	AADT	%HDV
19S_J2	20	4,004	7%	4,631	7%	4,685	7%
11_J2	20	7,045	1%	7,418	1%	7,893	2%
28W_J1	20	25,078	7%	26,672	7%	27,622	7%
28E	80	22,899	8%	24,355	8%	25,320	8%
29E	80	26,050	7%	27,706	7%	28,671	7%
29W	80	29,359	7%	31,225	7%	32,175	7%
28W	80	25,078	7%	26,672	7%	27,622	7%
28E_J1	20	22,899	8%	24,355	8%	25,320	8%
27W	80	33,639	6%	35,777	6%	36,727	6%
27E	80	33,484	6%	35,612	6%	36,578	6%
26E	80	33,484	6%	35,612	6%	36,198	6%
26W	80	33,639	6%	35,777	6%	36,354	6%
25_N	80	39,423	5%	41,929	5%	42,471	5%
25_S	80	35,161	6%	37,396	6%	37,930	6%
24_N	80	40,584	5%	43,164	5%	43,706	5%
24_S	80	44,731	5%	47,574	5%	48,108	5%
32_J1	20	13,234	7%	14,235	7%	15,801	8%
31_1	112	9,171	7%	9,864	7%	11,431	8%
32_1	64	13,234	7%	14,235	7%	15,801	8%
35_J1	20	8,734	2%	9,394	2%	9,586	2%
35_1	48	8,734	2%	9,394	2%	9,586	2%
35_J2	20	8,734	2%	9,394	2%	9,586	2%
33_J1	20	9,524	2%	10,245	2%	10,832	3%
33_1	48	9,524	2%	10,245	2%	10,832	3%
34_J2	20	10,234	7%	11,008	7%	11,795	7%
34_J1	20	10,234	7%	11,008	7%	11,795	7%
34_1	48	10,234	7%	11,008	7%	11,795	7%
36_1	48	8,628	1%	9,280	1%	9,442	1%
36_J1	20	8,628	1%	9,280	1%	9,442	1%
36_2	48	8,628	1%	9,280	1%	9,442	1%

AQ ID	Speed (kph)	2019 Baseline		2033 Do-Minimum		2033 Do-Something	
		AADT	%HDV	AADT	%HDV	AADT	%HDV
36_J2	20	8,628	1%	9,280	1%	9,442	1%
31_J1	20	9,171	7%	9,864	7%	11,431	8%
31_2	112	9,171	7%	9,864	7%	11,431	8%
31_3	112	9,171	7%	9,864	7%	11,431	8%
13_J1	20	5,284	18%	5,757	18%	13,031	16%
13_1	48	5,284	18%	5,757	18%	13,031	16%

Appendix F2: Consultation Records

From:
Sent: 02 December 2020 08:17
To:
Subject: [External] RE: Proposed Development - South Tees Development Corporation

Hi
that sounds fine to us
Regards

Contaminated Land Officer
Redcar & Cleveland Borough Council

Environmental Protection Team
Public Health
Belmont House
Rectory Lane
Guisborough
Yorkshire
TS14 7FD
Tel:
Email:
Website: http://www.redcar-cleveland.gov.uk

Follow us on Twitter: @redcarcleveland
Like us on Facebook: facebook.com/redcarcleveland

From:
Sent: 01 December 2020 17:29
To:
Cc:

Subject: RE: Proposed Development - South Tees Development Corporation

Hi

Many thanks for your prompt reply, it is much appreciated.

The main operational assessment for each site will cover the site's operational traffic and will include committed developments in the traffic data. Each site will be assessed individually within separate EIAs.

The cumulative assessment will then cover all 5 sites operating at the same time, and will also include the previous STDC site from Summer 2020, known as South Bank, committed development traffic data and the process contribution from the Prairie Energy from Waste site (as we did for South Bank). The same cumulative assessment will be provided with each of the 5 EIAs for air quality.

In terms of construction traffic, this will be assessed at reserved matters stage and not in this assessment (details of construction traffic approach in email below). For construction dust, please see below note on proposals to scope out.

Hope this answers your queries but feel free to come back to me if you'd like to discuss further.

I'd be grateful if you could confirm you are happy with our approach, in particular our approach to the construction phase.

Kind regards,

Environmental Consultant | Environment and Sustainability
BSc (Hons) MSc AMIEnvSc Associate Member IAQM

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Central Square Forth Street Newcastle upon Tyne NE1 3PL United Kingdom

www.arup.com

From:
Sent: 30 November 2020 11:11
To:
Subject: [External] RE: Proposed Development - South Tees Development Corporation

Hi
Will the operational assessment cover the worst case for all 5 sites operating together with surrounding operations at the same time and similarly will the cumulative assessment include all 5 construction activities?

regards

Contaminated Land Officer
Redcar & Cleveland Borough Council

Environmental Protection Team
Public Health
Belmont House
Rectory Lane
Guisborough
Yorkshire

TS14 7FD
Tel:
Email:
Website: http://www.redcar-cleveland.gov.uk

Follow us on Twitter: @redcarcleveland
Like us on Facebook: facebook.com/redcarcleveland

From:
Sent: 30 November 2020 10:06
To:

Subject: Proposed Development - South Tees Development Corporation

Dear

I hope you are well. I'm working on the air quality chapters for the EIAs for five sites within the South Tees Development Corporation's (STDC) forthcoming outline planning applications within the South Tees area, Redcar. The five planning applications will be coming forward together.

To assess the potential impacts of this development, we would like to discuss the methodologies outlined below to address any comments that you may have at this stage. As we plan to use the same methodology for each site, I have included one list below that will apply to all five. You may remember that I got in touch with you about the previous STDC planning application over the summer – we'll be taking a similar approach again here.

We are particularly interested in your thoughts on the approach to construction – outlined in the second and third bullet points.

Scope of assessment

- A baseline assessment will be undertaken to determine existing air quality in the area using available data from the Redcar and Cleveland Borough Council review and assessment process and data available from the Defra UK-Air website;
- As the five sites will be constructed within close proximity to each other and within a similar timeframe, it is likely that the sites would require high risk dust mitigation measures. As such, it is proposed that we embed the high risk dust mitigation measures from the Institute of Air Quality Management (IAQM) guidance for the assessment of dust from demolition and construction into the CEMP from the outset, and scope out further assessment of construction dust;
- An assessment of construction traffic impacts resulting from the proposed development is proposed to be carried out at reserved matters stage once details about

traffic movements will be known. Once available, the construction traffic data should be screened against the EPUK/IAQM screening criteria and if these criteria are exceeded, then dispersion modelling should be carried out;

- An assessment of operational impacts resulting from the proposed development will be carried out, including detailed dispersion modelling of the emissions from operational traffic should the IAQM screening criteria be exceeded;
- Model verification will be undertaken, using data from RCBC monitoring sites that are suitable for verification once traffic data is available;
- No combustion sources are proposed for any of the proposed developments; and
- Mitigation measures will be recommended for the construction and operational phases, should they be required.

Following discussions with yourself from the previous STDC development in Summer 2020, we extended the modelled road network to include the A66 from Redcar across to the A19 in Middlesbrough. We also included process contributions from the Prairie energy from waste site. I have assumed that you would request the same approach again on both counts and have therefore included these points in our assessment from the outset.

I should also note that we will carry out a cumulative assessment of the five sites operating together.

I'd be grateful to hear any feedback or comments you have at this time. Looking forward to hearing from you.

Kind regards,

Environmental Consultant | Environment and Sustainability
BSc (Hons) MSc AMIEnvSc Associate Member IAQM

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Central Square Forth Street Newcastle upon Tyne NE1 3PL United Kingdom

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Redcar & Cleveland Borough Council, Redcar & Cleveland House, Kirkleatham Street, Redcar, TS10 1RT, Tel: 01642 774 774, Website: www.redcar-cleveland.gov.uk

Appendix F3: Modelled Receptor Results

Appendix F3: Modelled Receptor Results

Table 1: Predicted annual mean NO_2 concentrations at assessed receptors for operational traffic

Receptor ID	Annual mean NO_2 modelling results				
	Base 2019 NO_2 ($\mu g/m^3$)	DM 2033 NO_2 ($\mu g/m^3$)	DS 2033 NO_2 ($\mu g/m^3$)	Change (DS - DM)	Impact descriptor
R1	19.2	19.4	19.6	0.2	Negligible
R2	18.0	18.2	18.4	0.2	Negligible
R3	17.9	18.2	18.7	0.5	Negligible
R4	18.1	18.4	18.9	0.5	Negligible
R5	18.0	18.3	18.7	0.4	Negligible
R6	15.7	16.0	16.1	0.1	Negligible
R7	15.3	15.5	15.6	0.1	Negligible
R8	14.6	14.9	14.9	< 0.1	Negligible
R9	15.6	16.1	16.1	< 0.1	Negligible
R10	16.2	16.8	17.0	0.2	Negligible
R11	14.4	14.7	14.8	0.1	Negligible
R12	14.4	14.8	14.9	0.1	Negligible
R13	15.8	16.4	16.5	0.1	Negligible
R14	15.4	16.0	16.1	0.1	Negligible
R15	31.4	31.7	31.7	< 0.1	Negligible
R16	35.1	35.5	35.6	0.1	Negligible
R17	31.1	31.4	31.5	0.1	Negligible
R18	36.1	36.5	36.6	0.1	Negligible
R19	27.8	28.1	28.2	0.1	Negligible
R20	27.8	28.1	28.2	0.1	Negligible
R21	25.8	26.1	26.1	< 0.1	Negligible
R22	23.7	23.8	23.9	0.1	Negligible
R23	22.7	22.8	22.9	0.1	Negligible
R24	15.5	15.6	15.8	0.2	Negligible
R25	15.4	15.6	15.7	0.1	Negligible
R26	15.2	15.4	15.5	0.1	Negligible
R27	16.1	16.2	16.5	0.3	Negligible
R28	15.4	15.5	15.5	< 0.1	Negligible
E1	18.7	18.7	18.7	< 0.1	Negligible
E2	18.6	18.6	18.6	< 0.1	Negligible

Note:
'R' denotes residential receptors
'E' denotes ecological receptors

Table 2: Predicted annual mean PM_{10} concentrations at assessed receptors for operational traffic

Receptor ID	Annual mean PM_{10} modelling results				
	Base 2019 PM_{10} ($\mu g/m^3$)	DM 2033 PM_{10} ($\mu g/m^3$)	DS 2033 PM_{10} ($\mu g/m^3$)	Change (DS - DM)	Impact descriptor
R1	12.1	12.1	12.1	< 0.1	Negligible
R2	12.4	12.5	12.5	< 0.1	Negligible
R3	12.1	12.2	12.2	< 0.1	Negligible
R4	12.1	12.2	12.3	0.1	Negligible
R5	12.1	12.2	12.3	0.1	Negligible
R6	11.9	12.0	12.0	< 0.1	Negligible
R7	11.8	11.9	11.9	< 0.1	Negligible
R8	13.5	13.5	13.5	< 0.1	Negligible
R9	13.7	13.8	13.8	< 0.1	Negligible
R10	12.2	12.3	12.4	0.1	Negligible
R11	12.1	12.1	12.2	0.1	Negligible
R12	12.1	12.2	12.2	< 0.1	Negligible
R13	12.3	12.4	12.4	< 0.1	Negligible
R14	12.3	12.3	12.4	0.1	Negligible
R15	16.4	16.5	16.5	< 0.1	Negligible
R16	17.5	17.6	17.6	< 0.1	Negligible
R17	16.5	16.6	16.6	< 0.1	Negligible
R18	17.7	17.9	17.9	< 0.1	Negligible
R19	13.9	13.9	14.0	0.1	Negligible
R20	13.9	13.9	14.0	0.1	Negligible
R21	13.4	13.5	13.5	< 0.1	Negligible
R22	13.1	13.2	13.2	< 0.1	Negligible
R23	12.7	12.8	12.8	< 0.1	Negligible
R24	11.5	11.5	11.5	< 0.1	Negligible
R25	11.4	11.5	11.5	< 0.1	Negligible
R26	11.4	11.4	11.4	< 0.1	Negligible
R27	11.6	11.6	11.6	< 0.1	Negligible
R28	11.9	11.9	11.9	< 0.1	Negligible
E1	10.6	10.6	10.6	< 0.1	Negligible
E2	10.6	10.6	10.6	< 0.1	Negligible

Note:
'R' denotes residential receptors
'E' denotes ecological receptors

Table 3: Predicted annual mean $PM_{2.5}$ concentrations at assessed receptors for operational traffic

Receptor ID	Annual mean $PM_{2.5}$ modelling results				
	Base 2019 $PM_{2.5}$ ($\mu g/m^3$)	DM 2033 $PM_{2.5}$ ($\mu g/m^3$)	DS 2033 $PM_{2.5}$ ($\mu g/m^3$)	Change (DS - DM)	Impact descriptor
R1	7.9	7.9	7.9	< 0.1	Negligible
R2	8.1	8.1	8.1	< 0.1	Negligible
R3	7.8	7.8	7.9	0.1	Negligible
R4	7.8	7.9	7.9	< 0.1	Negligible
R5	7.9	7.9	7.9	< 0.1	Negligible
R6	7.7	7.7	7.8	0.1	Negligible
R7	7.7	7.7	7.7	< 0.1	Negligible
R8	8.0	8.1	8.1	< 0.1	Negligible
R9	8.1	8.2	8.2	< 0.1	Negligible
R10	7.7	7.7	7.8	0.1	Negligible
R11	7.6	7.6	7.7	0.1	Negligible
R12	7.6	7.7	7.7	< 0.1	Negligible
R13	7.7	7.8	7.8	< 0.1	Negligible
R14	7.7	7.8	7.8	< 0.1	Negligible
R15	10.1	10.2	10.2	< 0.1	Negligible
R16	11.1	11.2	11.2	< 0.1	Negligible
R17	10.2	10.3	10.3	< 0.1	Negligible
R18	11.2	11.3	11.3	< 0.1	Negligible
R19	8.9	9.0	9.0	< 0.1	Negligible
R20	8.9	9.0	9.0	< 0.1	Negligible
R21	8.6	8.7	8.7	< 0.1	Negligible
R22	8.4	8.4	8.4	< 0.1	Negligible
R23	8.2	8.2	8.3	0.1	Negligible
R24	7.5	7.6	7.6	< 0.1	Negligible
R25	7.5	7.5	7.6	0.1	Negligible
R26	7.5	7.5	7.5	< 0.1	Negligible
R27	7.6	7.6	7.6	< 0.1	Negligible
R28	7.5	7.5	7.5	< 0.1	Negligible
E1	7.1	7.1	7.1	< 0.1	Negligible
E2	7.1	7.1	7.1	< 0.1	Negligible
Note: 'R' denotes residential receptors 'E' denotes ecological receptors					