

DELEGATED

**AGENDA NO
PLANNING COMMITTEE**

2 June 2010

**REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES**

10/0410/EIS

**PX (TGPP) Limited Gas Processing Plant, Seaton Carew Road, Port Clarence
Construction of a 4.5km 20 inch natural gas pipeline and a 4.5km 3 inch monoethylene glycol pipeline from Coatham Sands to Teesside Gas Processing Plant. Modifications to existing plant to include slug catcher, condensate stabilisation and flash gas compression unit, offshore glycol recovery and regeneration unit, gas dewpointing unit and a 60m high vent stack**

Expiry Date 2 June 2010

SUMMARY

This application seeks full planning permission for the construction of a natural gas pipeline and a glycol pipeline running from Coatham Sands in Redcar, under the River Tees to Teesside Gas Processing Plant. A similar application has been submitted to Redcar and Cleveland Borough Council who are in the process of dealing with the application with a recommendation for approval.

The application includes modifications to the existing Teesside Gas processing Plant to include slug catcher, condensate stabilisation and flash gas compression unit, offshore glycol recovery and regeneration unit, gas dew pointing unit and a 60m high vent stack.

The development will provide a national supply of secure natural gas and will result in a significant investment in the study area, and the development will result in the creation of approximately 200 construction jobs; the securing of 45 jobs at the gas processing plant and the creation of 15 operational jobs. The applicant has entered into a section 106 agreement to secure the use of local labour and services.

In view of the scale of the proposal and the location of the development, the application is subject to formal Environmental Impact Assessment, which has not revealed any significant drawbacks to the development that cannot be resolved by appropriate mitigation, and there have been no objections to the proposal from any of the statutory consultees.

A Statement of Community Involvement accompanies this application.

The main material planning considerations of the application relate to the impact of the proposed development in terms of land and water quality, flood risk, ecology and nature conservation, air quality, traffic impact and highway safety and any residual matters that might make the development unacceptable and whether it satisfies the requirements of National and Regional Guidance and Local Policies.

These matters have been considered in detail and the development as proposed is acceptable subject to conditions.

RECOMMENDATION

RECOMMENDED that the application be APPROVED subject to the applicant entering into a Section 106 Agreement in accordance with the Heads of Terms below and the following conditions:

Heads of Terms

Employment and Training

10% of jobs on the development and 20% of the operational jobs to be made available to residents of Stockton and the Tees Valley and 10% of total net value of the services and materials used in the development to be provided by businesses within Stockton and the Tees Valley.

Approved Plans

- 01 The development hereby approved shall be in accordance with the following approved plan(s); unless otherwise agreed in writing with the Local Planning Authority.**

Plan Reference Number	Date on Plan
SBC0001	25 February 2010
795570/P/553 B	25 February 2010
795570/P/551 B	25 February 2010
795570/P501 4 OF 6	25 February 2010
795570/P501 5 OF 6	25 February 2010
795570/P501 6 OF 6	25 February 2010
7126-0330-019-01-0001-003 Rev O	25 February 2010
7126-0330-019-01-0001-004 Rev O	25 February 2010

Reason: To define the consent.

Environmental Impact Statement

- 02 In addition to the requirements of condition 1, the development hereby approved shall be carried out in accordance with the submitted details including the Environmental Statement or as otherwise may be subsequently agreed in writing with the Local Planning Authority**

Reason: To define the consent

Travel Plan

- 03 Prior to occupation of development, the agreed travel plan (as set out in document 99/2010, Revision B, dated 27 April 2010 prepared by EAS Transport Planning Limited) shall be implemented and monitored in accordance with the details set out in the agreed plan. Where the targets specified within the Travel Plan are not achieved, the Travel Plan Co-ordinator will be notified in writing by the Local Planning Authority and the Travel Plan shall then be reviewed, updated and submitted to the Local Planning Authority for approval within one month of receipt of the Local Planning Authority's notification. The updated Travel Plan shall be implemented within one month of the date of the Local Planning Authority's approval.**

Reason: In the interests of sustainable travel.

Transport Management Plan

- 04. Prior to commencement of works, the agreed traffic management plan (as set out in document 99/2010, dated 27April 2010 prepared by EAS Transport Planning Limited) shall be implemented to the reasonable satisfaction of the local planning authority**

Reason: In the interest of reducing traffic impact of the development on the A19 and its slip roads, and to ensure that the A66 continues to fulfil its purpose as part of a national system of routes for through traffic in accordance with Section (2) of the Highways Act 1980.

Final Site Layout for the Temporary Construction Period

- 05. Prior to development commencing a scheme of full details of the final site layout for the construction period shall be agreed in writing with the Local Planning Authority. The agreed scheme shall be implemented in full, and retained thereafter unless with the prior approval of the Local Planning Authority to any variation.**

Reason: To achieve a satisfactory form of development and in the interests of highway safety

Disturbance to Birds

- 06. Construction works adjacent to Seal Sands should not take place between August to January (inclusive) unless otherwise agreed in writing by the local planning authority.**

Reason To ensure that the pipeline construction works avoid any risk of disturbance by wintering birds of international importance.

Control of Dust

- 07 The operator shall design and implement an agreed dust management plan for the works to control dust problems from earth moving operations and materials handling, details of which shall be submitted to and agreed in writing by the local planning authority.**

Reason: In the interest of the local environment and air quality

Flood Risk Assessment

- 08. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) report no. 126-001.002 produced by Archon.**

Reason: To prevent an increased risk of flooding.

Surface water Drainage Scheme

- 09. Development shall not begin until a surface water drainage scheme for the site, detailing how there will be no increase in surface water runoff as a result of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

Reason: To prevent the increased risk of flooding.

Flood Response Plan

10. **Development shall not begin until an acceptable flood response plan has been submitted and agreed in writing by the local planning authority. The plan shall be in place and subsequently be implemented in accordance with the approved details prior to work commencing onsite.**

Reason: To help ensure the safety of employees during flooding events.

Land Contamination

11. **Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:**
- 1) **A preliminary risk assessment, which has identified:**
 - **all previous uses**
 - **potential contaminants associated with those uses**
 - **a conceptual model of the site indicating sources, pathways and receptors**
 - **potentially unacceptable risks arising from contamination at the site.**
 - 2) **A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.**
 - 3) **The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.**
 - 4) **A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.**
- Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.**

Reason: The information provided with the planning application indicates that the site has been subject to a potentially contaminative land-uses. The environmental setting of the site is sensitive as a section crosses an area underlain by the Sherwood Sandstone, a principal aquifer, and the pipeline crosses a surface water failing Water Framework Directive for chemical status, which could be attributable to land contamination. This condition will ensure that the risks posed by the site to controlled waters are assessed and addressed as part of the redevelopment.

Unexpected Land Contamination

12. **If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.**

Reason: Unsuspected contamination may be found during development that poses a risk to controlled waters.

INFORMATIVES

The proposal has been considered against National, Regional and local planning policies and it is considered that the scheme accords with those policies as the development will provide and meet national and regional policy requirements. It does not give rise to concerns over the impact on ecology, flood risk, local air quality or landscape and the development is acceptable on highway grounds. Other residual matters have also been examined and there is no issue to suggest that the development will have an unacceptable impact on the local amenities and there are no other material considerations, which indicate that a decision should be otherwise.

The submitted environmental information set out in the Environmental Statement has been taken into consideration in the permissions hereby granted.

The applicant's attention is drawn to the presence of other pipelines in the area and that the necessary health and safety precautions should be undertaken and consultation made to the National Grid and Northern Gas Networks to avoid any conflict with their existing utilities.

Informatives from the Environment Agency

Land drainage consent will be required for any works within 5 metres of a main river under the Water Resources Act 1991. Any applications to the Environment Agency for consent to carry out works affecting watercourses will need to contain information on ecological surveys and mitigation measures specific to the watercourses.

Chapter 7 of the Environmental Statement (reference C11-P10-R02) dated February 2010 comprehensively deals with the potential for contamination to be present within the development. Groundwater and soils along the route of the pipeline may be impacted by pollution. It is therefore proposed in the Environmental Statement (section 7.4.9) to undertake further characterisation to assess the risks posed. The Environment Agency is aware of soil and groundwater contamination within the vicinity of the proposed pipeline route through the Seal Sands complex. It should be noted that whilst shallow groundwater is a less sensitive receptor as noted in section 7.4.6, Shallow groundwater may be significantly connected to the River Tees which is a sensitive receptor. The applicant should also ensure that no preferential pathways are created that could link sensitive receptors with present or future pollution.

Environmental Permitting

The regulation of the natural gas pipeline will be by the Health and Safety Executive up to the boundary of PX Teesside Gas processing plant (TGPP).

The changes at PX (TGPP) however will need the applicant to vary their permit under the Environmental Permitting (England and Wales) Regulations 2007 and the safety report under the Control of Major Accident Hazards Regulations (1999).

The applicant should also note that the recovery, treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an Environmental Permit.

Treatment of contaminated soil by mobile plant requires a mobile treatment permit. Soil may be re-used on-site as part of a soil recovery operation by registering an exemption with the Environment Agency or by obtaining an Environmental Permit.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

It is recommended that developers should refer to the Environment Agency's Position statement on the Definition of Waste: Development Industry Code of Practice and website at www.environment-agency.gov.uk for further guidance.

Contaminated soil that is excavated, recovered or disposed of, is controlled waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- i) Duty of Care Regulations 1991*
- ii) Hazardous Waste (England and Wales) Regulations 2005*
- iii) Environmental Permitting (England and Wales) Regulations 2007*

Biodiversity

We note that within the Environmental Statement works in the Coatham and Seal Sands area are to take place in the period August to October. We recommend that this is carried out. We recommend that best practice should be followed to reduce the possibility of damage to the intertidal environment.

Land Drainage Consent

We advise the developer to contact us as soon as possible. Land drainage consents can take up to two months to process. Please contact our Flood Risk Engineer, Suzanne Hall on 0191 203 4094 to discuss the crossing in detail.

PROPOSAL

1. The applicant is proposing to develop the Breagh Field in the UK sector of the North Sea for the production of gas. The gas will be treated at the existing gas processing plant and exported via the national transmission system, which is a network of high-pressure pipelines that carry gas from coastal terminals to the main areas of demand within the UK. New pipelines will be required to connect the Breagh gas field to the Teesside Gas Processing Plant (TGPP) to both deliver the gas and return regenerated mono ethylene glycol.
2. The development that falls in Stockton Borough Council jurisdiction is for the provision of a 4.5km 20-inch natural gas pipeline and a 4.5km 3-inch monoethylene glycol pipeline from the River Tees to the Teesside Gas Processing Plant and modification of the existing TGPP. (The onshore development also includes the erection of a beach valve station to be erected at Coatham Sands and pipeline in Redcar and Cleveland).
3. The pipeline corridor will run alongside the existing high-pressure gas pipeline (CATS) and installation requires a working area of approximately 30 metres wide, which allows for fencing, bridging of small watercourses and removal of surface vegetation. Trenches will be excavated to a minimum depth of 1.2 metres cover. Once the trenches are excavated the welded pipe section will be lowered into the trench; backfilled with excavated material and topsoil and consolidated by tamping or rolling in layers. A horizontal directional drill will be used to install the pipeline under the River Tees
4. On completion a hydrostatic test will be carried out which involves filling sections of the pipeline with water and raising the pressure to ensure the integrity of the pipeline.
5. The existing Teesside Gas Processing Plant (TGPP) will be modified to develop a new gas reception facility that will include;
 - a slug catcher vessel (to manage liquid slugs from the offshore pipeline)
 - a condensate stabilisation and flash gas compression unit (to receive and separate the liquids),

- offshore glycol recovery and regeneration unit (regenerates rich glycol steam for re-injection into the pipeline for hydrates control)
 - gas dew pointing unit (to separate the heavier hydrocarbons from the gas allowing for onward exportation)
 - A 60m high vent stack (to manage surplus gas under certain operational and emergency circumstances).
6. Temporary access roads will be provided to provide access for construction and laydown areas for use during construction.
 7. The proposed development will create approximately 300 jobs during construction and will secure 45 existing staff at the gas processing plant and generate a further 15 full time staff during operation.
 8. The application has been submitted with a planning statement, design and access statement, statement of community involvement, flood risk assessment and an Environmental Impact Assessment with the following studies;
 - Land use and Planning Policies
 - Socio Economic Considerations
 - Culture and Archaeology
 - Air Quality
 - Land and Water
 - Ecology
 - Noise And Vibration
 - Landscape and Views
 - Transport Assessment
 - Cumulative Impacts
 9. Following the assessment of these issues a number of mitigation measures are proposed and are considered throughout this report.

SITE AND SURROUNDINGS

10. The pipeline corridor is 30 metres wide and runs from Coatham Sands in Redcar and Cleveland to the River Tees (which is within Redcar and Cleveland).
11. From the River Tees the pipeline corridor follows a route along the northern boundary of the industrial area and to the south of the Seal Sands SSSI and the Teesmouth & Cleveland Coast Special Protection Area before turning south towards the Gas processing Plant
12. The existing Teesside Gas Processing Plant (TGPP) is located at Seal Sands. Conoco Phillips Oil Refinery is located to the east of the gas processing plant and the 50MW Viking gas power station is located to the south.
13. To the west of the gas fired power station and TGPP is an ecologically sensitive area designated as part of the Seal Sands Site of Special Scientific Interest: a small part of the SSSI to the north west is also part of the Teesmouth and Cleveland Coast Special Protection Area (SPA).
14. The wider area within the application site accommodates a range of industrial land uses, including pipelines and infrastructure related to the management and distribution of natural resources, the manufacture of steel and petrochemical productions and the production of energy.

CONSULTATIONS

15. The following Consultations were notified and comments received are summarised below:-
16. The Acting Head of Technical Services

Highways Comments

This development proposes to construct a gas pipeline from Coatham Sands in Redcar and Cleveland to Teesside Gas Processing Plant. The site currently employs 45 FTE and the proposed development will create a further 15 FTEs. The site currently has 44 car parking spaces and operates over 24 hours, there is no proposal to increase the car park and it is assumed that this level of car parking is sufficient for operational needs. The submitted information includes a Travel Plan that supports the level of car parking and is acceptable for this development.

The submitted Travel Plan covers the construction period of the development and indicates a positive commitment for a Travel Plan Coordinator to be in place 6 months prior to the commencement of the development. Following the completion of the development it is indicated that the Travel Plan Coordinator will revise/develop the Travel Plan for the operational phase of the development. The Travel Plan has a target to achieve 60% car driver mode share. The measures set out within the Travel Plan are felt appropriate for this development and that this target is achievable.

The main traffic impact of the development will occur during the construction of the gas pipeline between Coatham Sands and TGPP. The Construction Phase will provide work for 300 workers and approximately 15 HGVs per day. The construction workers are divided into 150 to adapt the TGPP and 150 to construct the pipeline. For approximately half of the contract, the 150 pipeline workers will be working south of the River Tees and will not impact on the local road network in Stockton-on-Tees. The greatest impact on the local road network will occur for 9 months of the contract when all pipeline workers join the TGPP workers to complete the facility.

The Transport Assessment has prepared a gravity model of construction workers. Using a 60% car per employee rate, there will be 360 one-way trips per day. As two shifts will operate, this equates to 90 trips to the site and 90 trips away from the site per shift. The gravity model puts 60 of these trips through Portrack Interchange (for Stockton, Middlesbrough, Redcar & Cleveland and Darlington) and 15 trips through Wolviston Interchange (for Billingham North, Durham and Tyne & wear). The remainder of the trips are allocated to Hartlepool. As the shift start and finish times do not correspond with peak traffic periods, this will not adversely affect the operation of the junctions. Similarly, there are 30 HGV's expected to service the site per day. These will all use the Wolviston Interchange. As they are spread throughout the day, and a Traffic Management Plan for the site will prohibit HGV movements in peak traffic periods, there is expected to be little impact on the local or strategic road networks. The Highways Agency has made no objection to the proposal, subject to a Transport Management Plan being agreed.

Once Operational there is a requirement for 15 additional staff to work on site and there will be 2 additional HGV movements to remove an aqueous discharge per day. It is not considered that this will have any adverse impact on the local highway network.

A draft Traffic Management Plan has been submitted that is acceptable and should be conditioned for implementation should the development be approved. Details of the final site layout for the temporary construction period have not been submitted as part of the application as they will not be finalised until the Contract for Works has been awarded. It

should therefore be conditioned that this layout is submitted for approval to ensure that there is no adverse highway impact.

I have no objection to the proposed extension to the Teesside Gas Processing Plant and associated gas pipeline. However, the approval is subject to the following conditions:

- Implementation of the Travel Plan for the operation of the completed plant
- Implementation of the Transport Management Plan for the construction of the site
- Final site layout be submitted for approval.

Landscape & Visual Comments

We have no objections to the proposals, which will have limited effects on the visual amenity of the area. The development is set within a very similar industrial character and while the unit 1600 flare and vent is visible from the A178 and the minor road opposite the A1185 – views 1 and 2 respectively the visual impact is considered to be minor as similar stacks are located within the industrial area. The nearest centre of population Port Clarence is too far from the site for the visual impacts to be anything but minor.

Impact on the existing site vegetation notably the South Gare and Coatham Sands SSSI and the visual impact of the Beach valve station will be assessed by the relevant Tees valley councils.

Environmental Policy

All relevant policies are considered in the EIS and there is no Environmental Policy objection to this application.

17. Highways Agency

The applicant has provided the information as required by the Highways Agency and therefore no objections are raised subject to a condition relating to the implementation of the travel plan.

18. Natural England

Part of the application relates to land within Teesmouth and Cleveland Coast SPA and Ramsar site and Seal Sands SSSI. As applications potentially affecting these designations are subject to different procedures my response is differentiated accordingly.

- The Conservation (Natural Habitats &c.) Regulations 1994
- Teesmouth and Cleveland Coast SPA and Ramsar site

This letter may be taken to be Natural England's formal consultation representation under Regulation 48 (3) of the Conservation (Natural Habitats &c.) Regulations 1994. Regulation 48 (1) (a) requires that the competent authority (in this case the Council) assess projects either alone or in combination with other plans or projects. While the footprint of the proposed works within the SPA is clearly small and the potential impacts likely to be correspondingly limited it is nevertheless important that proper in-combination assessment is made especially as the project has the potential to affect other statutory sites outside Stockton in Redcar & Cleveland.

The nature of the SPA habitat at the pipeline land-fall site at Coatham Sands dynamic sandy foreshore combined with the short-term nature of the works and their scheduling within the period August to October together mean that impacts on the integrity of the SPA can safely be considered de minimis. This will also be the case should pipeline construction coincide with installation of cabling for the Tees Offshore Windfarm.

Whilst the ES has failed to characterise the emerging significance of Dabholme Gut as a feeding site for wintering SPA water birds I am satisfied that by scheduling adjacent

construction works for the period August to October impacts on the SPA water bird assemblage can be avoided.

Similarly the pipeline construction works within and adjacent to the Seal Sands component of the SPA will be short-lived and confined to the period August to October hence obviating any risk to SPA integrity.

I therefore consider that the location scale and nature of the proposed development in combination are such that they will be unlikely to have a significant effect on the interest features of the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site.

The Wildlife & Countryside Act 1981 as incorporated by the Countryside & Rights of Way Act 2000

Whilst the pipeline project will have a direct footprint within Seal Sands SSSI (Stockton-on-Tees) of around 3.9ha this affects unfavourable or destroyed units of the SSSI which now contain none of the features originally notified. Since other pipelines are already adjacent to the route the Breagh pipeline will not further compromise the possibility of restoring the notified habitat (intertidal mudflats).

Updated Comments

Based on this new information I would like to make the following additional comments. Dabholme Gut - Natural England acknowledges the applicants' commitment to avoid scheduling construction works adjacent to Dabholme Gut during the sensitive midwinter period (November to March inclusive) and considers that the works will therefore have no likely significant effect upon SPA bird species.

The use of Horizontal Directional Drill (HDD) at South Gare and Coatham Sands SSSI On the basis of the justifications supplied, Natural England is satisfied that the open cut construction method selected is in this instance preferable to HDD and we note that the selected method does allow for restrictions on the width of the construction corridor in order to avoid some of the more sensitive areas of vegetation. We also readily concede that the chosen route utilises an area of SSSI that has previously been disturbed by the construction of the CATS natural gas pipeline however given that the area in question has already recovered from this historical disturbance it is inevitable that some further temporary damage will be inflicted on the SSSI by this proposal.

Condition requiring a Restoration and Monitoring Plan for South Gare and Coatham Sands SSSI

In the event of permission being granted Natural England looks forward to engaging positively and creatively with the applicant in order to finalise and implement a conditioned restoration and monitoring plan

19. One North East

It is considered that the proposed development falls within Criterion B of the Agency's notification criteria, which were sent to local authorities in October 2005, namely:

Energy schemes: (i) Energy schemes of greater than 10 megawatts capacity, except those involving the provision of wind turbines: (ii) non-domestic wind turbines (iii) new re-routed or upgraded transmission lines of 275K volts or more.

As you are aware One North East is responsible for the development, delivery and review of the Regional Economic Strategy (RES) on behalf of North East England. The RES sets out how greater and sustainable economic prosperity will be delivered to all of the people of the North East over the period to 2016.

The following comments reflect the view of One North East acting in its role as a statutory consultee. As such they are provided only in accordance with the provisions of the above

regulations and relate to the effects that the proposals are considered to have upon the Regional Development Agency's strategic regional investment or employment policies.

Full planning permission is sought for modifications to the existing operational plant at TGPP's existing gas-processing plant to receive and process natural gas, hydrocarbon condensate and glycol including the provision of an additional pipeline 'corridor'.

Energy is a priority sector in the RES and one of the 'Three Pillars' on which the Strategy for Success is based. Providing a clean, secure and stable energy supply is presently a key challenge and a key opportunity for the region's economy. Efficient use of low carbon energy is the main policy driver that the Agency is promoting through its plans and programmes to support businesses and other users reduce the impacts of a presently volatile energy market and grasp the economic opportunities it represents.

Whilst One North East has a particular interest in renewable energy, the Agency recognises that, in order to meet the potential energy gap, particularly over the next five years, the Government has made it clear that natural gas will be extremely important. Clearly this project will contribute to the achievement of energy security.

I confirm that, subject to the resolution of any policy, highway, design and environmental issues to the LPA's satisfaction, One North East raises no objection to this application.

20. Association of North East Councils

Under section 38 (3) of the Planning and Compulsory Purchase Act (2004), the Regional Spatial Strategy (RSS) (July 2008) is part of the statutory development plan. Under the plan-led system, this means that the determination of planning applications will be made in accordance with the RSS and other development plan documents, unless material considerations indicate otherwise.

It is important to note that the advice provided with this letter relates purely to whether or not the proposal is in conformity with the RSS. It does not constitute an objection or expression of support with respect to the application. The local authority should consider this advice alongside other statutory and non-statutory representations in coming to a decision as to whether the development should be granted planning permission.

Development in this location - This proposal is located within Stockton-on-Tees, which is located within the Tees Valley city region. This is consistent with the locational priorities in the RSS.

Biodiversity - In addition to the Seal Sands and the Seaton Dunes and Common SSSI, there are several other areas of national importance that also form part of the Teesmouth and Cleveland Coast SPA. These include the South Gare and Coatham Sands SSSI and three non-statutory designated sites (Reclamation Pond SNCI, Brine fields SNCI and Saltholme RSPB Reserve) in the wider area. The supporting information indicates there will be a loss of dune vegetation at Coatham Sands outside the SSSI; loss of brownfield vegetation and uncommon plants from the South Gare and Coatham Sands SSSI. Overall no significant impacts on the inter-tidal zone of the SSSI are expected. The development proposal should seek to reflect the objectives of RSS policy 33, which advocates the protection and enhancement of international and national important sites and species.

Landscape - The supporting information indicates that the development will not result in significant effects on landscape character and visual amenity. The only designation to be affected is the Green Wedge between Redcar Works and Coatham. However, this is considered to be minor. The local authority should be satisfied that the development proposal reflects the objectives of RSS policy 31 with regards to landscape character.

Flooding and sustainable drainage systems (SUDS) - The flood risk assessment states that the site is partially located with flood zone 3 and is therefore at risk of flooding. RSS policy 35 requires that, in considering planning proposals, a sequential risk based approach

to development and flooding should be adopted as set out in PPS25. The aim of PPS25 is to steer development, particularly uses which are considered more vulnerable to flooding, to areas at the lowest probability of flooding (zone 1). It will be necessary to ensure that the Environment Agency is satisfied that these requirements have been met to ensure general conformity with the objectives of this policy.

Transport - The supporting information states that the development proposal will not have a significant impact upon the local transport network. This is consistent with RSS policy 7, which promotes safe transport networks and infrastructure.

Conclusion - The proposal for the construction of a natural gas pipeline from Coatham Sands to Teesside gas processing plant is in general conformity with the RSS. The supporting information indicates that the development proposal will result in a number of environmental impacts, particularly biodiversity and landscape. In order to reflect the objectives of RSS policies 31 and 33, the development proposal should seek to minimise adverse environmental impacts.

21. The Environment Agency

We would only find the proposed development acceptable if the a number of conditions were imposed on any planning permission

22. Environmental Health Unit

I have no objection in principle to the development, however, I do have some concerns and would recommend the conditions being imposed on the development should it be approved relating to.

- Unexpected land contamination
- Control of Dust

23. Tees Archaeology

The proposal follows previously disturbed or reclaimed ground and I agree with the statement in the EIA that the impact on archaeological remains will be minimal. I therefore have no objection to the proposal and have no further comments to make.

24. The RSPB

The RSPB considers that the mitigation proposed by RWE DEA Ltd. (the Applicant) fails to provide appropriate protection to passage water birds using the Teesmouth & Cleveland Coast Special Protection Area (SPA) and Ramsar site. The affected area would be where the proposed pipeline corridor runs west-east along the southern edge of Seal Sands, part of the SPA/Ramsar site and also a Site of Special Scientific Interest (SSSI).

Whilst carrying out construction works during the August to October period will prevent disturbance to wintering SPA/Ramsar site water birds in this area, it will not do so during the autumn passage period. The SPA/Ramsar site supports large numbers of southward-migrating water birds at this time, and, as noted in the Environmental Statement (ES), the SPA/Ramsar site is specifically notified for its passage redshank population. Redshank use Seal Sands in significant numbers. Due to the high turnover of birds at this time, we disagree with the statement in the Statement to Inform Appropriate Assessment that birds may become habituated to noise and construction activity. In addition, the pipeline route traverses land that is regularly used by curlew as a high tide roost. It seems highly likely that these curlew would be disturbed from their favoured roosting areas.

We note that pipeline construction work alongside Seal Sands will only take approximately 10 days to complete, and can be carried out within a month. Therefore we recommend that this work along this section is scheduled to take place outside of the autumn (August to October) as well as the winter period, in order to prevent disturbance to passage SPA water birds foraging on Seal Sands or roosting along the pipeline route. This does not seem an onerous condition of consent given the short length of time required to complete the works,

and would only need to cover the pipeline length from NZ518254 to NZ535254 (approximate OS grid references).

This measure would satisfactorily address the RSPBs concerns. If this condition was put in place, appropriate measures would need to be put in place to prevent an infringement of the Wildlife & Countryside Act (1981 as amended) regarding breeding birds.

25. Teesmouth Bird Club (extracts relevant to Stockton Borough Council)

“TBC considers that the potential impacts on the birds of the SPA have not been fully addressed and that an Appropriate Assessment is applicable in this case. This applies particularly to Little Tern, the breeding colony of which historically alternated between South Gare and Crimdon Dene. The ES states that the works will be undertaken during August to September and, if this is the case, then clearly there will be no disturbance to breeding Little Terns. However, should the programme change for contractual or financial reasons, then the pipelines may be installed during more sensitive periods for this species, which is highly susceptible to disturbance, nest predation by foxes and hedgehogs, tidal incursions and human pressure”.

“We are pleased with the level of consideration that has been given to route assessment and reinstatement, and are satisfied that if there is any disturbance to birds, then this will be transient and of relatively short duration. We are also satisfied that reinstatement of the trenches has been considered in great detail and we have no issues with this aspect of the development, west of the River Tees. We fully endorse the staged process to reinstatement, including the storage of topsoil for re-use and seed harvesting. We note the developer’s intention to have a surface cover within two years”.

26. Health and Safety Executive

Refer to Individual pipeline operators

27. Councillor Alexander Cunningham

I have no comment to make on the above application

28. Durham and Tees Valley Airport

No objection

29. County Fire Officer (Hazardous)

Access, fire appliances and water supplies are satisfactory

30. National Grid

No comments received

31. Tees Valley Wildlife Trust

No comments received

32. Cleveland Emergency Planning Office

No comments received

33. PD Ports

No comments received

34. Northern Gas Networks

No comments received

35. Councillor Mrs J O'Donnell

No comments received

36. Councillor M Smith
No comments received
37. Councillor M Stoker
No comments received
38. Tees Valley Regeneration
No comments received
39. CE Electric UK
No comments made
40. Northumbrian Water Limited
No comments made

PUBLICITY

41. Neighbours were notified and comments received are set out below:-
42. Conoco Phillips Petroleum Company UK Ltd, Teesside Operations Seal Sands
- The proposal appears to conflict with the development approved for Norse Pipeline Limited and therefore object to the proposal until further information is received and the situation resolved.

PLANNING POLICY

National Planning Policy and Guidance

43. Planning Policy Statement 1: Delivering Sustainable Development sets out at paragraph 3 that sustainable development is the 'core principle underpinning planning' and that its key objective is to ensure '...a better quality of life for everyone, now and for future generations'. Paragraph 4 sets out four aims for sustainable development:
- Social progress which recognises the needs of everyone;
 - Effective protection of the environment;
 - The prudent use of natural resources; and,
 - The maintenance of high and stable levels of economic growth and employment.
44. Planning Policy Statement 9: 'Biodiversity and Geological Conservation' seeks to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered. It states that planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests.
45. Planning Policy Guidance 13: 'Transport' has objectives to:
- promote more sustainable transport choice for moving freight,
 - promote accessibility to jobs and services by public transport, walking and cycling
 - reduce the need to travel, especially by car
46. Planning Policy Statement 23: Planning and Pollution Control requires the potential impacts from development on the natural environment, public health and safety, and amenity to be considered as part of the planning process, for example by attaching mitigating conditions

to allow developments to proceed, and preventing harmful developments which cannot be made acceptable even through planning conditions

47. Planning Policy Guidance 24: 'Planning and Noise' provides guidance on how the planning system can be used to minimize the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business. It outlines some of the main considerations which local planning authorities should take into account in drawing up development plan policies and when determining planning applications for development which will either generate noise or be exposed to existing noise sources.
48. Planning Policy Statement 25: 'Development and Flood Risk' sets out the Government's policy on development and flood risk. It seeks to ensure that flood risk is taken into account at all stages in the planning process. It strives to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk

Regional Spatial Strategy

49. Regional Planning policy guidance is set out the North East of England Regional Spatial Strategy to 2021 published in July 2008. The relevant policies are:

Policy 1 North East Renaissance
Policy 2 Sustainable Development
Policy 3 Climate Change
Policy 4 The Sequential Approach to Development
Policy 6 Locational Strategy
Policy 8 Protecting and Enhancing the Environment
Policy 10 Tees Valley City Region
Policy 12 Sustainable Economic Development
Policy 23 Chemical and Steel Industries
Policy 24 Delivering Sustainable Communities
Policy 31 Landscape Character
Policy 32 Historic Environment
Policy 33 Biodiversity and Geodiversity
Policy 34 The aquatic and marine environment
Policy 35 Flood Risk
Policy 37 Air Quality
Policy 54 Parking and Travel Plans

Local Planning Policy

50. There is limited planning policy, within the adopted Stockton on Tees Local plan and Core Strategy relating specifically to this form of development. However, adopted policies that remain relevant policies and contained within Stockton on Tees Local Plan (June 1997) and the Core Strategy Development Plan Document 2010 are:
51. Policy EN4
Development which is likely to have an adverse effect upon sites of nature conservation importance will only be permitted if:-
 - (i) There is no alternative available site or practicable approach; and
 - (ii) Any impact on the sites nature conservation value is kept to a minimum.Where development is permitted the council will consider the use of conditions and/or planning obligations o provide appropriate compensatory measures.

52. Local Plan Policy EN36

Hazardous installations will only be permitted if there is no increased hazard to existing residential areas, prestige industrial sites or any site attracting large numbers of people.

53. Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel

Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.

All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.

The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide. Further guidance will be set out in a new Supplementary Planning Document.

Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:

The Tees Valley Metro;

The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;

Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.

Improvements to the road network will be required, as follows:

In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;

To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;

iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and

To support sustainable development in Ingleby Barwick.

The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.

The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.

This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

54. Core Strategy Policy 4 (CS4) - Economic Regeneration

A range of opportunities will be provided within the employment land portfolio to meet the requirement set out in the Regional Spatial Strategy, as follows:

- _ General Employment Land 255 hectares (ha)
- _ Key Employment Location (Wynyard) 70 ha
- _ Durham Tees Valley Airport 50 ha
- _ Land for Chemical and Steel Industries, up to 445 ha

The main locations for general employment land will be:

- _ Durham Lane Industrial Estate. 40 ha
- _ Belasis Technology Park 20 ha
- _ Teesside Industrial Estate 30 ha
- _ Urray Nook 20 ha
- _ Core Area 10 ha

Land for general employment uses will be released in phases as follows:

- 2004 - 2011 0 ha
- 2011 - 2016 60 ha
- 2016 - 2021 60 ha
- 2021 - 2024 40 ha

The target for the annual average development of all types of employment land is 13 hectares over the life of the Core Strategy.

To maximise opportunities for the delivery of the Regional Spatial Strategy requirements land will be safeguarded for chemical production and processing, subject to environmental constraints, in the following locations:

- North Tees Pools up to 100 ha
- Seal Sands up to 175 ha
- Billingham Chemical Complex up to 65 ha

If evidence comes forward that the Billingham Chemical Complex (formerly known as the ICI Process Park) is not suitable for these purposes, other specialist uses will be considered, such as reprocessing industries and biotechnology laboratories. These are also suitable locations for the installation of new, or expansion of existing potentially hazardous or polluting industries, although these will need to be sensitively and safely located.

Land will also be safeguarded on the north bank of the River Tees in the Haverton Hill and Port Clarence areas. Priority will be given to developments requiring a port or river-based site. No port or river based development will be permitted on, or on land immediately adjacent to, the North Tees Mudflat component of the Tees and Hartlepool Foreshore and Wetlands Site of Special Scientific Interest (SSSI).

Employment sites which are viable and attractive to the market will be protected from increasing pressure for redevelopment for alternative uses which may secure higher land values, for example housing.

Additionally, support will be given to:

Suitable enterprises that require a rural location and which support the rural economy and contribute to rural diversification; ii) The establishment of new enterprises, particularly where related to existing industries, assisting them to evolve with advancing green technologies;

The expansion of research-based businesses associated with Durham University's Queen's Campus;

Growth in sustainable tourism, particularly in the following locations:

The River Tees as a leisure, recreation and water sports destination, with regard given to the protection and enhancement of the character of tranquil areas along the river corridor between the towns of Stockton and Yarm;

Preston Park;

Sites linked to the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution; and

Saltholme Nature Reserve.

The creation of employment and training opportunities for residents by developers and employers.

55. Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.

Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.

The separation between settlements, together with the quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of:

Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.

Green wedges within the conurbation, including:

- _ River Tees Valley from Surtees Bridge, Stockton to Yarm;
- _ Leven Valley between Yarm and Ingleby Barwick;
- _ Bassleton Beck Valley between Ingleby Barwick and Thornaby;
- _ Stainsby Beck Valley, Thornaby;
- _ Billingham Beck Valley;
- _ Between North Billingham and Cowpen Lane Industrial Estate.

iii) Urban open space and play space.

The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.

Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.

Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:

Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;
Tees Heritage Park.

The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).

New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.

When redevelopment of previously developed land is proposed, assessments will be required to establish:

- _ the risks associated with previous contaminative uses;
- _ the biodiversity and geological conservation value; and
- _ the advantages of bringing land back into more beneficial use.

MATERIAL PLANNING CONSIDERATIONS

56. Drawing from current planning policy set out in Government advice, National Planning Policy and the Development Plan including the Local Development Framework documents, the main material planning considerations of the application relate to whether it satisfies the requirements of National and Regional Guidance and Local Planning Policies; the impact of the proposed development on the locality in terms, landscape and visual amenity, flood risk, land contamination, ecology and nature conservation, air quality, traffic impact and highway safety and any residual matters that might make the development unacceptable.

National and Regional Guidance and Local Policies

57. Energy is a priority sector in the RES and one of the 'Three Pillars' on which the Strategy for Success is based. Providing a clean, secure and stable energy supply is presently a key challenge and a key opportunity for the region's economy. Whilst there is particular interest in renewable energy, it is recognised that, in order to meet the potential energy gap, particularly over the next five years, the Government has made it clear that natural gas will be extremely important. Clearly this project will contribute to the achievement of energy security.
58. From the planning standpoint one of the most important considerations is whether the proposal is in an acceptable location in land use terms. The proposed development is wholly within the limits to development and in an area of general industry and does not in principle conflict with planning policy. In addition, the upgrading of the processing plant or pipeline location in relation to the surrounding uses will not detrimentally affect the amenities of the area.
59. In light of the above it is considered that the proposal accords with planning policy and guidance. Accordingly, it is considered the proposals do not give rise to any major concerns in terms of conflict with planning policy and meets national and regional policy requirements.

Landscape and visual amenity

60. There will be no permanent impact on landscape character or visual amenity as a result of the pipeline as this will be buried. The main impacts will be from the above ground structures at Teesside Gas Processing Plant especially the 60 metre vent stack.

61. A study has been carried out and the conclusions were that none of the predicted effects on landscape character and visual amenity are considered to be significant. Moderate (and thereby potentially significant) effects are identified for birdwatchers due to the proposed modifications to the gas processing plant, however the overall character and amenity value of the views experienced by these receptors will remain unchanged and is therefore not regarded as significant.
62. Taking the above into account and the industrial nature of the area with many structures similar in height or taller than the stack it is considered that the proposed scheme will not have a negative visual impact on the area.

Health and Safety

63. Health and Safety advice is normally produced by the PADHI+ system, however the development did not fall into a specific category to be assessed and in this instance the Health and Safety Executive were contacted direct and advised the local authority to contact all local pipeline operators in the area.
64. This advice was followed and Conoco Phillips, were of the opinion that the proposed scheme will conflict with their planned and approved development (App 08/0983/EIS) and objected to the proposal until matters could be resolved.
65. The applicant and Conoco Phillips have been in discussion regarding this matter and have arranged for a letter of agreement to be signed by all parties and will ensure that the pipeline will be designed and installed in a manner that does not detrimentally affect the ability of Conoco Phillips to install an LNG pipeline that conforms to the current planning permission. At the time of writing this report the letter was in the process of being signed.
66. No other objections were received however to further ensure public safety concerns are fully addressed it is recommended an informative be added drawing the applicants attention to the presence of other pipelines in the area and that the necessary health and safety precautions be undertaken to avoid any conflict with the existing utilities in the area

Flood Risk

67. The majority of the site lies within Flood Zone 3 and a small portion of the Gas processing Plant is within Flood Zone 2. A flood risk assessment has been submitted for consideration as part of the application.
68. The submitted information and mitigation measures have been considered by the Environment Agency, who generally accept the findings and the proposed mitigation measures subject to a number of conditions and informatives, which have been recommended.

Land and Water Contamination

69. The applicant has submitted detailed assessment of the impacts both on land and water through the construction of the pipeline and it is proposed that the works will comply with the relevant regulations (outside of the planning regime).
70. The proposal has been considered by the Environment Agency and the Council's Environmental Health Officer who raise no objections subject to the imposition of planning conditions relating to ground conditions and contaminated land, which have been recommended.

71. Following the construction of the pipeline there are not considered to be future issues with regard to land or water quality.

Ecology

72. A detailed ecological assessment has been undertaken at this site through field surveys, desk based information and consultations.
73. The assessments showed that there are no significant impacts on the inter-tidal zone of the SSSI predicted and there are no significant impacts though loss of vegetation on parts of the route onwards from the SSSI to the gas-processing plant, although species rich brownfield vegetation characteristic of Teesside does occur on the reclaimed land of the Seal Sands estate.
74. No significant impacts on protected mammals or herpetofauna are predicted. In addition, although the wider area contains several sites of international importance for nature conservation particularly for birds, the assessment concluded that the proposed development (construction and operation) would not give rise to any significant adverse impacts on these areas subject to mitigation measures.
75. Consultations have been carried out and responses received from Natural England, RSPB and Teesmouth Bird Club.
76. Natural England provided comments on the submitted scheme and highlighted a few issues that needed to be addressed (mainly in Redcar and Cleveland). The applicant provided these details and NE have raised no formal objections to the scheme and have commented that whilst the pipeline project will have a direct footprint within Seal Sands SSSI, this affects unfavourable or destroyed units of the SSSI which now contain none of the features originally notified and since other pipelines are already adjacent to the route the Breagh pipeline will not further compromise the possibility of restoring the notified habitat.
77. Teesmouth Bird Club and RSPB have commented on the proposed scheme and raised concerns about the impact on the local bird life. However RSPB have confirmed that their concerns would be satisfactorily addressed with a condition requiring pipeline construction work alongside Seal Sands be scheduled to take place outside of the autumn (August to October) as well as the winter period, in order to prevent disturbance to passage SPA water birds foraging on Seal Sands or roosting along the pipeline route. This has been discussed with the applicant who will schedule work around this period. This condition has been recommended.

Air Quality and pollution control

78. There will be no new sources of emissions to air associated with the normal operation of the gas processing plant or with the long-term use of the pipeline.
79. The impacts to air quality that may arise as a consequence of the construction and operation of the proposed development are therefore limited to the emission of dust during construction and emission from construction vehicles.
80. The assessment has concluded that as a range of mitigation measures are proposed to minimise dust generation and minimise emissions from construction traffic there will be no significant impacts on air quality.
81. The Environmental Health Unit has raised no objections to the proposal subject to a dust management plan, which has been recommended.

82. It is therefore considered with appropriate conditions relating to dust management and the mitigation methods proposed, the proposed works are not considered to have a significant impact during the construction phase or operation of the development.

Noise

83. The activities associated with the construction has the potential to generate noise, however the proposed pipeline route and the Gas Processing Plant are in an industrial area with few residential receptors present.
84. The applicant has proposed certain mitigation measures to minimise the potential short term and localised impacts from construction of the pipeline and modifications are proposed to the gas processing plant to ensure that the plant continues to meet current boundary noise level limits.
85. Overall whilst it is considered that some additional noise may occur during the construction phase, as with all new developments, this will be temporary and as there are no sensitive receptors nearby this is considered that there will be no significant impacts from noise or vibration from the development.

Transport Issues

86. A detailed transport assessment has been undertaken for the proposed development, considering both the construction and operational effects of the proposed development on the road network.
87. The key sources of traffic associated with the long-term operation of the plan are limited to approximately 2 tanker movements per working day and the daily movements from 15 additional staff. The Acting Head of Technical Services considers that this will not have any adverse impact on the local highway network.
88. It is proposed to manage HGV traffic during the construction phase to also avoid peak traffic periods through the submitted Traffic Management Plan.
89. Details of the final site layout for the temporary construction period have not been submitted as part of the application as they will not be finalised until the Contract for Works has been awarded. A condition recommending that this layout is submitted for approval has been recommended to ensure that there is no adverse highway impact.
90. A Travel Plan has been prepared for the site to demonstrate the means by which these phases of the development would seek to reduce reliance on travel by car.
91. The Highways Agency and the Acting Head of Technical Services has reviewed the submitted information and raises no objection in highway terms subject to an appropriate condition for the ongoing implementation of the Travel Plan, the Construction Management Plan and the submission of a plan showing the final site layout for the construction period. These conditions have been recommended.

Employment and Socio-economic impact

92. An assessment has been undertaken of the potential effects of the proposed development on the socio-economics of the area. It concludes that the proposed development will result in the delivery of a new supply of natural gas for the study area for processing at the Teesside Gas Processing Plant. The development will contribute to the national supply of

UK natural gas and will facilitate the security of natural gas supplies and result in significant investment.

93. This development would have positive impacts on the employment market and the local economy due to the recruitment of approximately 300 construction workers, securing of 45 jobs at the gas processing plant and the creation of 15 operational staff positions and the effects of maintenance and service contracts let to local businesses.
94. In line with Supplementary Planning Document 6: Planning Obligations, the applicant has agreed to enter into a Section 106 Agreement in respect of new jobs to be created. The following Heads of Terms are recommended: -

10% of jobs on the development and 20% of the operational jobs to be made available to residents of Stockton and the Tees Valley and 10% of total net value of the services and materials used in the development to be provided by businesses within Stockton and the Tees Valley.

95. The above Heads of Terms is acceptable to the Council's Labour Market Co-ordinator.

Culture and Archaeology

96. The application area is not considered to have recorded features of national, regional or local significance that will be impacted upon by the proposal. This is a view, which is shared by Tees Archaeology who have advised that proposal follows previously disturbed or reclaimed ground and the impact on archaeological remains will be minimal.
97. It is therefore considered that the conclusions within the Environmental Statement that there are no significant impacts on archaeological deposits expected are satisfactory.

Cumulative Impacts

98. Cumulative Impacts are those that arise when development proposals are considered in relation to other existing, planned or proposed developments.
99. The Environmental Statement concludes that there is potential for short term impacts in the Redcar and Cleveland Area and that the applicant will work with other scheme proponents and statutory bodies to manage any impacts.

Other relevant matters

100. A number of alternative routes were examined for their suitability. In selecting a site the following factors were considered; minimisation of potential impacts to designated sites; constructability of the pipeline and cost.
101. After considering the alternative routes, it was concluded that the proposed route was the best as the route predominately occupies industrial and/or derelict land, follows existing pipeline corridors, much of the route is located outside land used for amenity purposes and there are no residential properties in close proximity to the route.

Environmental Statement

102. It is considered that all the relevant impacts have been identified and appropriate mitigation measures can be applied to address the impacts. Therefore it is considered that the proposed development will not give rise to unacceptable environmental impacts

CONCLUSION

103. In conclusion, it is considered the proposals do not give rise to any major concerns in terms of conflict with planning policy and meets national and regional policy requirements. It is considered to be an acceptable location for a pipeline.
104. The development is acceptable on highway grounds and other residual matters have also been examined and there is no issue to suggest that the development will have an unacceptable impact on the local amenities and the environment. A number of conditions are recommended to properly control the development.
105. Accordingly the application is recommended for approval subject to the applicant entering into a Section 106 Agreement and conditions set out in this report.

Corporate Director of Development and Neighbourhood Services
Contact Officer Mrs Elaine Atkinson Telephone No 01642 526062

Financial Implications

As report

Environmental Implications

As Report

Legal Implications

As report

Community Safety Implications

As Report

Human Rights Implications

The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report

WARD AND WARD COUNCILLORS

Ward	Billingham South
Ward Councillor	Councillor Mrs J. O' Donnell

Ward	Billingham South
Ward Councillor	Councillor M. Smith