



DOGGER BANK
WIND FARMS



Dogger Bank C/Sofia
Onshore Works Southern Construction Access
Supporting Statement



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Table of contents

1	Introduction	4
1.1	Purpose of the Report.....	4
1.2	The Development.....	4
1.3	Purpose of Development	5
1.4	The Site and its Surroundings.....	6
1.5	Summary of Consultation.....	Error! Bookmark not defined.
2	Planning Policy	6
2.1	Introduction	6
2.2	Redcar and Cleveland Local Development Plan – Adopted May 2018	7
2.3	Assessment of the Development against the Policies in the RCBC LDP	7
3	Technical Summary	9
3.1	Introduction	9
3.2	Landscape	9
3.3	Transport and Traffic.....	10
3.4	Contaminated Land and Waste	10
3.5	Archaeology	10
3.6	Flood Risk	11
3.7	Ecology	12
3.8	Additional Considerations	Error! Bookmark not defined.
4	Material Considerations	13
4.1	National Planning Policy Framework (February 2019) (NPPF)	13
4.2	Planning Practice Guidance (PPG) (first published March 2014)	14
4.3	Summary of Material Considerations.....	14
4.4	Supplementary Guidance	14
5	Conclusion	15

Appendices

- Appendix A – Planning Drawings
- Appendix B – Highway Access Appraisal
- Appendix C – Flood Risk Statement
- Appendix D – Ecology Assessment

1 Introduction

1.1 Purpose of the Report

This Supporting Statement is submitted to support the planning application (the Application) made by Doggerbank Offshore Wind Farm Project 3 Projco Limited (the Projco) and Sofia Offshore Wind Farm Limited (SOWFL) (the Applicants), for permission pursuant to Section 62 of the Town and Country Planning Act 1990 as amended¹.

The aim of the Supporting Statement is to provide information to aid the determination of this Application by Redcar and Cleveland Borough Council (RCBC) and comprises of the following Sections:

- Introduction;
- Planning Policy
- Technical Summary;
- Material Considerations; and
- Conclusion.

The following appendices have been attached to the Statement:

- Appendix A – Planning Drawings
- Appendix B – Highway Access Appraisal
- Appendix C – Flood Risk Statement
- Appendix D – Ecology Assessment

1.2 The Development

The Development, to which this Application relates, comprises the formation of a construction access to the site of the Dogger Bank C Wind Farm and Sofia Offshore Wind Farm (The Projects) Onshore Converter Stations (OCSs), awarded consent by the Dogger Bank Teesside A & B Offshore Wind Farm Order 2015 (as amended) (The DCO). Associated ancillary works will include a layby to hold vehicles whilst being cleared for entry to the site, removal of a corridor of immature plantation woodland and provision of drainage. The access will connect the OCS area with the existing access road to Wilton International's South Entrance, immediately north of the slip road from the A174. The Application Site (the Site) is shown on drawing no. 60617518-ACM-XX-00-DR-CE-3001 Rev c.

In line with the Planning Practice Guidance² should the Council wish to amend the description of Development shown on the application form, the Applicant would welcome to opportunity to agree any changes in advance.

¹ UK Government (1990) Town and Country Planning Act 1990 [Online] Available at: <http://www.legislation.gov.uk/ukpga/1990/8/contents> (Accessed on 31/07/2020)

² Planning Practice Guidance paragraph Paragraph: 046 Reference ID: 14-046-20140306 [Available Online]: <https://www.gov.uk/guidance/making-an-application#Changes-to-the-description-of-development> [Accessed 03/09/2020]

1.2.1 Purpose of Development

The Development will allow direct access to traffic for preparatory site works, cable installation and the construction of the OCSs, supporting two consented Nationally Significant Infrastructure Projects. This access will be the primary access to the OCS site and construction works west of that area. It will supplement the consented access to the OCS site to the north east of the OCS site. Traffic will be able to utilise the access from the highway slip road, exiting the A174 after travelling from a west to east direction, and turning north onto the slip road that leads to the Site. Vehicles will not have to travel through Wilton International and its security gates to access the Projects. This will reduce the number of vehicle movements through Wilton International and mitigate potential effects on surrounding premises and the environment through reduced traffic movements.

1.2.2 Construction

The Development will be utilised throughout the construction and commissioning of the Projects which current construction programmes will be for a period of approximately 5 years.

Drawing nos. 3002c – 3007c provide details of the proposed access road. It will be located within a corridor of approximately 15 m of immature plantation woodland that will be felled prior to construction and the working area clearly marked thereafter. It comprises a bellmouth junction from the access road to the Southern Entrance to Wilton International into the Projects' OCSs site and is approximately 130 m in length with a running width of 7m. A pedestrian footway of 1.5 m width will run adjacent to the vehicular access. A 3.5 m x 20 m layby is included within the application on the south side of the road and filter drains are provided to the north and south of the access road. The road has an incline of approximately 2 m from the OCSs site to the point at which it joins the existing road.

The road will be laid on a geotextile membrane with an approximately 650 mm layer of crushed aggregate and an asphalt surface some 80 mm thick. The road will cross multiple existing services utilising subsurface concrete protection, if required. The required visibility splay of 4.5 m x 43 m will be secured by the removal of existing signage.

1.2.3 Operation

The purpose of the proposed access road is to provide access to the Projects OCSs construction site (and area to the west) for construction personnel, light and heavy goods vehicles. It is anticipated that Abnormal Indivisible Loads (AILs) required for construction of the OCSs may utilise the site access awarded consent by the DCO, accessed via Wilton International.

This access is proposed to minimise the need for construction vehicles to access the site via Wilton International and the existing security check point north of the proposed access road. Removing the requirement for the majority of construction vehicles to pass through Wilton International's site security protocols will reduce delays and inconvenience for other users of the site and nearby highway network as well as benefiting the Projects' construction traffic.

It is intended that construction vehicles will leave the Wilton International southern entrance road (private road) and turn off onto the proposed access road where they can be held in the layby to allow site security protocols to be followed. These site security measures will be provided within the DCO Limits and as such are not included within this Application. This approach will ensure that waiting vehicles are removed from the existing road to minimise disruption to other road users.

Filter drains on the north and south of the access road will connect to the wider drainage scheme associated with the OCSs site and will allow for the effective management of any pollution incidents during construction.

1.2.4 Removal and Reinstatement

After commissioning of the Projects, this access will be removed, and land reinstated, in accordance with the Projects' wider Landscaping Plan, and woodland replanted with native, regionally appropriate species. This aspect of the Development can be appropriately controlled by suitably worded planning condition.

In accordance with the DCO operational site access will be maintained through Wilton International. If additional access is required for the decommissioning phase the necessary permissions will be sought at that time in accordance with an approved decommissioning plan.

1.3 The Site and its Surroundings

The Site, as shown in the Plans within Appendix A is the area covering 'the Development' as defined above and in total comprises 0.29 hectares (ha).

The Site is located approximately 8 km east of Middlesbrough and to the south west of Redcar, and is bounded by the A174 to the south, development at Wilton International to the east, woodland to the north, and farmland to the west that will house the OCSs. The Development will pass through land currently occupied by immature plantation woodland which is gently sloping in topography.

The Site is on the periphery of the Wilton International site and the Development will join onto the Wilton International southern entrance road (private road), that connects to the A174 to the south of the site. The closest listed building is approximately 300 m to the east of the Site, named North Lodge, and the closest Scheduled Monument is Bow Barrow approximately 1.8 kilometres south of the Development. There are no statutory or non-statutory designations within the Site.

This Statement should be read in conjunction with submitted drawings:

- Site Location – Ref 60617518-ACM-XX-00-DR-CE-3001c
- General Arrangement – Ref 60617518-ACM-XX-00-DR-CE-3002c
- Longitudinal Section - Ref 60617518-ACM-XX-00-DR-CE-3003c
- Typical Cross Sections – Ref 60617518-ACM-XX-00-DR-CE-3004c
- Proposed Junction with existing access road - Ref 60617518-ACM-XX-00-DR-CE-3005c
- Visibility Splays – Ref 60617518-ACM-XX-00-DR-CE-3006c
- Proposed drainage - Ref 60617518-ACM-XX-00-DR-CE-3007c
- Southern Access Road - Vehicle Tracking - Ref 60617518-ACM-XX-00-DR-CE-3008

2 Planning Policy

2.1 Introduction

Under Section 38 (6) of the Planning and Compulsory Purchase Act 2004, when determining a planning application Local Planning Authorities are required to make planning decisions in accordance with the policies of the relevant development plans unless material considerations indicate otherwise.

The following local and national policies will be used to assess the acceptability of the Development:

2.2 Redcar and Cleveland Local Development Plan – Adopted May 2018

The relevant Development Plan for the Site consists of the Redcar & Cleveland Borough Council Local Development Plan³ (RCBC LDP) (2018), the Tees Valley Joint Minerals and Waste Development Plan Documents of the Minerals and Waste Core Strategy DPD (2011),⁴ Mineral and Waste policies and Sites DPD (2011)⁵ and supplementary planning documents ('SPD') including the Landscape Character SPD (2010).

2.3 Assessment of the Development against the Policies in the RCBC LDP

The overall aim is for the Tees Valley to become a high-value, low-carbon, diverse and inclusive economy⁶. The vision of the RCBC LDP is that:

“the needs and aspirations of our communities will be met through the delivery of sustainable development across the Borough”.

The RCBC LDP was adopted in May 2018 and the Proposals Map shows that the Development is not within any designated areas (statutory and non-statutory). Table 1 below provides an assessment of the compliance of the Development with the relevant Policies in the RCBC LDP. The policy wording has not been displayed in the Supporting Statement as it is suggested the local plan is read as a whole together with the application. However, the following policies are considered to be the determining ones against which the application should be assessed.

The following specific areas have been scoped out from the policy assessment due to the lack of effects on each particular resource: Development Limits, Tourism and Employment, Minerals.

Table 1: Policy Considerations and Compliance

RCBC LDP Policy	Environmental Topic	Compliance with RCBC LDP Policy
Policy SD 1: Sustainable Development	Environment; Landscape; Sustainability; Design	The Development conforms to the presumption in favour of sustainable development through assisting the generation of a offshore renewable energy scheme..
Policy SD 4: General Development Principles	General Amenity; Historic Environment; Landscape; Biodiversity and Geodiversity; Sustainability; Land Quality; Traffic and Transport;	The Development complies with all objectives for Policy SD 4 and will have no unacceptable effects on the environmental quality of the area. The environmental effect on existing receptors is expected to be negligible and have no significant effect.

³ Redcar and Cleveland Borough Council (2020) Local Plan Adopted May 2018 [Online] Available at: <https://www.redcar-cleveland.gov.uk/resident/planning-and-building/strategic%20planning/Pages/local-plan.aspx> [Accessed on 31/07/2020]

⁴ Redcar and Cleveland Council (2011) Core Strategy Adopted DPD Adopted September 2011 [Online] Available at: <https://www.redcar-cleveland.gov.uk/resident/planning-and-building/local-plan/Pages/Joint-Minerals-Waste-Development-Plan.aspx> [Accessed on 31/07/2020]

⁵ Redcar and Cleveland Council (2011) Core Strategy Adopted DPD Adopted September 2011 [Online] Available at: <https://www.redcar-cleveland.gov.uk/resident/planning-and-building/local-plan/Pages/Joint-Minerals-Waste-Development-Plan.aspx> [Accessed on 31/07/2020]

⁶ Tees Valley Combined Authority – Tees Valley Strategic Economic Plan – The Industrial Strategy 2016 – 2026. <https://teesvalley-ca.gov.uk/wp-content/uploads/2016/12/TVCA207-SEP-Document-Full-WEB.pdf> (Accessed 23/06/2020)

RCBC LDP Policy	Environmental Topic	Compliance with RCBC LDP Policy
	Sustainability, Hydrology	
Policy SD 6: Renewable and Low Carbon Energy	Renewable Development; Environment; Landscape	The Development is located within Wilton International and will support the operation of a consented renewable energy scheme which will contribute to a low carbon economy through sustainable development. The Development conforms with the local policy and will result in some improvement and benefit to habitats and species in the local environment through native species planting on reinstatement
Policy SD 7: Flood and Water Management	Hydrology	There will be no detrimental effect on flood risk or water resources in the area. Therefore, the Development remains in conformity with the policy.
Policy N 1: Landscape	Landscape	The Development will respect the landscape character and conform to Policy N 1 by using mitigation measures. Prior to construction all retained trees will be protected in accordance with British Standard BS5837:2012 and post development the tree belt shall be replanted with an appropriate mix of tree species to minimise the visual impact of the Development and increase the biodiversity of the area.
Policy N 2: Green Infrastructure	General Amenity, Environment	The Development would not result in deterioration in the landscape character, identity, biodiversity visual coalescence or quality of the water environment. The Development is in conformity with the Policy.
Policy N 4: Biodiversity and Geological Conservation	Biodiversity and Geodiversity	The Development is not within any designated sites and will not have any significant adverse effects on the natural environment at the local or national level. Due to the limited extent of the works, low value habitat of a temporary nature of the Development will have no significant effects on habitats and no recreational effects. The Development has the potential to deliver biodiversity net gain through reinstatement planting. The Development conforms with the Policy.
Policy HE 2: Heritage Assets	Historic Environment	There are no designated or non-designated heritage assets within the area of the proposed Development. The Development will have no adverse effects on historically important landscapes and therefore is in conformity with the Policy.
Policy HE 3: Archaeological Site and Monuments	Historic Environment	The Development will have no significant effect on an archaeological resource or on the setting of any designated heritage assets.

RCBC LDP Policy	Environmental Topic	Compliance with RCBC LDP Policy
Policy TA 1: Transport and New Development	Traffic and Transport, Environment, Sustainability	The new access road will connect to the public highway and serve as a direct entrance to the OCSs site, reducing congestion from other roads in the industrial site. Sustainable travel from the OCSs to the public highway includes a path for pedestrians. No significant adverse effects on transport are expected to occur. The Development is in conformity with the Policy.

The Development will facilitate the construction of the Projects which, once implemented, will contribute significantly towards national energy targets and carbon reduction. There is a clear presumption in favour of the implementation of renewable energy developments, as clearly stated within RCBC LDP Policy SD6: Renewable and Low Carbon Energy, provided environmental effects are suitably addressed.

3 Technical Summary

3.1 Introduction

This section of the Statement provides a summary of technical environmental work undertaken in respect of the Development and considers the conformity of the Development with the Development Plan polices considered above.

Implementation of the mitigation measures set out in the technical reports in Appendices B-D, which can be secured by planning condition where appropriate, and the nature of the Development ensure that the Development fully accords with the provisions of the RCBC LDP.

3.2 Landscape

No unacceptable effects on landscape character are anticipated as a result of the proposed works and mitigation planting. The site has no statutory or non-statutory designation for landscape quality although it does form part of an existing woodland edge to an industrial area. It therefore provides some limited visual amenity value for users of the local road network.

Whilst the Development will result in the loss of an area of plantation woodland, due to the location and extent there will be a minimal effect on the substantial visual screening provided by the woodland as a whole, other than that experienced from the access road to Wilton International. Following the decommissioning of the temporary access route, the woodland will be replanted as part of wider works associated with the DCO. This will consist of an appropriate mix of native tree species at an appropriate size and density to minimise the visual impact of the Development and enhance the biodiversity of the area.

Prior to construction all retained trees adjacent to the Development will be protected in accordance with British Standard BS5837:2012 with the necessary tree protection fencing.

The Development is therefore in conformity with NPPF paragraph 170 and LDP Policy SD 4, Policy SD 6, Policy N 1, Policy N 2 and Policy HE 2.

3.3 Transport and Traffic

A Highway Access Appraisal (Appendix B) has been prepared to assess the related transport effects on the new proposed access for use during the construction of the OCS relative to the consented access under the 2015 DCO.

Access to the wider Strategic Road Network would utilise a grade separated junction that connects the Site to the A174 located to the south of the Development. Access to the OCS construction site and compound will include a left hand turn that will not interrupt traffic or cause congestion when entering Wilton International.

The proposed construction access will reduce the volume of traffic entering from the eastern access into Wilton International, and promote sustainable transport modes.

The maximum potential effect of the proposal is if all construction traffic were to use the proposed access. However, it is possible that the predicted movements will be split between the consented and the proposed access. It is expected that Abnormal Indivisible Loads (AILs) will access the Site using the access awarded consent by the DCO, however, the proposed access is an alternative option for some heavy loads.

Taking account of the mitigation embedded into the design of the proposed access, the Development is assessed as having a negligible result on the highway network. The Development is considered to be in conformity with NPPF paragraph 108-110 and LDP Policy SD 4 and Policy TA 1.

3.4 Contaminated Land and Waste

A potentially contaminated (inert) bund is located in the vicinity of the OCSs site where the proposed road will enable access. The bund is not in the Application site and proposed access road will not affect it.

Some surplus soil that may result from the groundworks of the Development, and any excess soil which cannot be re-used within the Development will be classified as waste. On site waste management will segregate waste in terms of topsoil / subsoil and hazardous / non-hazardous prior to being stored in a manner that minimises erosion, and run-off before being removed from the Site.

The presence of the contaminants cannot be discounted, therefore mitigation measures will be put in including the use of good hygiene and protective equipment during construction. With the implementation of the mitigation measures the risk of the Development will be reduced and is not considered significant.

The Development is therefore in conformity with NPPF paragraph 178 and LDP Policy SD 4.

3.5 Archaeology

Designated heritage assets were identified within 5km of the Works, in order to determine if there would be any operational effect on their setting. No historic or archaeological assets were identified within the Development footprint. Geophysical survey on the adjacent onshore convertor station site identified geophysical anomalies which may pertain to later prehistoric or Roman settlement activity. Such activity may have extended into the Development site. No archaeological survey work is possible on the site because it is densely wooded, and no

resource has been identified. Tree planting and subsequent root action from the established trees on the site is likely to have truncated any archaeological resource that was present.

The construction of the access road will result in ground disturbance to a depth of c.0.2-0.4m, anticipated to be within the area of major root disturbance, with a deeper trench required for the filter drains. The potential for a construction impact on any archaeological resource that may be present is therefore minimal.

The Development will have the following effects in respect of archaeology:

- No construction or operational effect on designated heritage assets, as there is no interrelation between the setting of the assets and the Development
- No significant effect on any as yet unidentified archaeological resource.

The Development will have no significant effect on an archaeological resource or on the setting on any designated heritage assets, and no specific mitigation works are required.

The Development will have no significant effect on an archaeological resource or on the setting of any designated heritage assets. No mitigation works will be required. The Development conforms with NPPF paragraph 189 and LDP Policy SD 4, Policy HE 2 and Policy HE 3.

3.6 Flood Risk

The Development is located within Flood Zone 1 'Low Probability' (land at less than a 1 in 1000 (0.1%) annual probability of river or sea flooding).

The risk of flooding from other sources (surface water, groundwater and reservoirs) is considered to be 'Low' or 'Very Low' – see FRS (Doc. 46941/4004/TN001) for further detail.

The proposed access road will increase impermeable surfacing at the site, giving rise to a corresponding increase in the rate and volume of surface water runoff. A Surface Water Drainage Strategy has been produced to ensure that there will be no increase in flood risk to external receptors as part of the development proposals (See Appendix C).

Any new development should be constructed such that it does not detrimentally impact on flow routes or reduce the available floodplain storage over the site; either of which could potentially cause an increase in flood levels on-site or elsewhere. This is considered up to the benchmark of the applicable 1 in 100 annual probability plus climate change allowance flood event.

Given that the site is a significant distance outside Flood Zones 2 and 3, the Development will have no detrimental impact on floodplain storage capacity or flow routes.

It is necessary to consider and incorporate safe access arrangements as part of the mitigation to ensure that users of the Development are safe in times of flooding. Given that the site and surrounding area lie within Flood Zone 1, it is considered reasonable to assume that continuous safe access to the site is available and unaffected in times of fluvial flooding.

The Development will increase impermeable surfacing at the site, giving rise to a corresponding increase in the rate and volume of surface water runoff. The NPPF recommends that priority is given to the use of Sustainable Drainage Systems (SuDS) in new development, this being complimentary to the control of development within

the floodplain. Redcar and Cleveland Borough Council also advocates the use of appropriate SuDS in new development.

The proposals show that two filter drains, located either side of the access road (adjacent to the north and south), will intercept and collect surface water runoff from the site (see Drawing 60617518-ACM-XX-00-DR-CE-3007c). Based on the topography of the site, the filter drain will direct water westwards and connect into the proposed OCS platform drainage system.

In conclusion, the future users of the Development will be safe from flooding and there will be no detrimental impact on third parties. The proposals comply with the National Planning Policy Framework (NPPF) and local planning policy with respect to flood risk and is an appropriate development at this location. The Development also complies with LDP Policy SD 4, Policy SD 7 and Policy N 2.

3.7 Ecology

The Development is located directly west of the Wilton International and will provide access for construction traffic between the existing industrial estate access road and the proposed OCS (the ecological assessment of which is provided in a separate planning application⁷). An initial ecological walkover to inform this report was conducted on 20th January 2020, with an additional targeted walkover of the Site conducted on 28th April 2020. Survey methods are detailed in Appendix D. The Ecology Survey Area are shown in Appendix D, Figure 1.

Several ecological features have the potential to be negatively affected by the Development in the absence of mitigation, although none of these effects are considered to be significant. These features include habitats, bats, badger and breeding birds. Mitigation measures have been recommended to reduce the limited ecological effects and to minimise the likelihood of legal offences, in line with standard good practice for safeguarding ecological features during construction. The reinstatement of woodland with native canopy and understorey species has the potential to provide a net gain in the ecological value of the woodland and to benefit birds, bats and badger.

Habitats within the site comprise primarily immature mixed plantation woodland and smaller areas of bare ground (a track), arable land and neutral semi-improved grassland. East of the Site is a hardstanding road to Wilton International, lined with amenity grassland verges. Habitats are shown in Appendix D, Figure 2. The Development will result in the temporary loss of all habitats within the site. Due to the limited extent of the Development footprint, combined with the low ecological value of the affected habitats, the subsequent temporary losses are not considered not significant. Assessments have been made of the potential effects on the following protected species.

Great Crested Newts and Other Amphibians:

A single pond was located within 500 m of the Development and was not separated from the Development by any major barriers to the dispersal of great crested newts (GCN) (location shown in Appendix D, Figure 3). The A174 presents a significant barrier to dispersal and thus any ponds to its south are excluded from this assessment. The pond had “Poor” suitability to support GCN due to its large size, the presence of water fowl and low quality terrestrial habitat in the immediate surroundings. Furthermore, presence- absence surveys conducted on waterbodies over the wider area during the 2020 survey season recorded no GCN (the pond within 500 m of the Site was not included within these presence-absence surveys due to its poor suitability to support GCN)⁷. Consequently, GCN are considered to be absent from the Site and are not discussed further in this report.

⁷ Arcus (2020) Dogger Bank C/ Sofia, Alternative Cable Route Application, Ecology Report 2020.

Reptiles:

No habitats with potential to support foraging or sheltering reptiles were recorded and, therefore, reptiles are not discussed further in this report.

Bats:

A majority of trees within the plantation were immature, some larger conifers were also present, although no trees had potential to support roosting bats. However, the plantation woodland, which comprises the majority of the Development footprint, and in particular the woodland edge, had potential to support foraging and commuting bats, although it is limited in extent. Without mitigation, the Development has the potential to impact foraging and commuting bats due to the temporary loss of woodland habitat and construction disturbance. Given the small scale of the Development such adverse effects would be short-term, reversible and not significant; however, mitigation is proposed to further reduce these effects.

Badger:

No active badger setts, latrines or snuffle holes were recorded. Although limited in extent, the plantation woodland is considered suitable for sett creation and foraging due to the variety of suitable habitat types (scrub, woodland and arable fields) in the wider area. Badgers are not currently utilising habitats within the Development footprint, however, they are a mobile species and known to be present within the local area⁷ and thus have the potential to utilise the Site in the future. Consequently, further pre-construction surveys and mitigation are required to reduce the likelihood of legal offences and to safeguard badgers during construction.

Breeding Birds

Surveys undertaken in line with development in the wider area recorded a diverse assemblage of breeding birds associated with a mosaic of habitats⁸. The surveys did not record breeding birds within the Site and the nearest records (100–200 m from the Site) included: skylark, reed bunting, blackbird, dunnock, yellowhammer, willow warbler and meadow pipit. These species are generally common and widespread and typical of the habitats in the local landscape. The habitats in the Site have the potential to support these and other common arable and farmland birds, including some BoCC, although the small size of the Site and the limited range and extent of its habitats will limit the breeding bird assemblage, in terms of both species and abundance. Given the potential of the Site to support breeding birds, mitigation is required to safeguard breeding birds and reduce the likelihood of legal offences during construction.

The ecological effects of the Development are therefore considered to be acceptable in terms of effects on Ecology and Ornithology and it complies with NPPF Paragraph 170 and LDP Policy SD 1, Policy SD 6, Policy N 1 and Policy N 4.

4 Material Considerations

4.1 National Planning Policy Framework (February 2019) (NPPF)

The NPPF was first published in March 2012 and has since been revised on two occasions, most recently February 2019. The NPPF reiterates that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The NPPF also identifies that national planning policy is a material consideration when making decisions on planning applications. The NPPF is clear that planning has a key role in supporting renewable energy and associated infrastructure. The most relevant aspects of national planning policy contained within the NPPF are as follows:

⁸ Arcus (2020) Breeding Season Ornithology Report, Sofia Cable Route, Innogy Renewables UK Limited

The approach to encouraging sustainable transport and managing impacts on transport networks is set out in Paragraphs 108 to 111.

Paragraph 148 proposes that the planning system should support the transition to a low carbon future in a changing climate:

"The planning system should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings, and support renewable and low carbon energy and associated infrastructure."

Paragraphs 170 to 202 emphasise the importance of preservation and enhancement of the built and natural environment and set out detailed requirements for the assessment of the effects of development on the landscape value, biodiversity and habitats, and the historic environment.

Paragraph 154 states that applications for renewable and low carbon development should be approved if the impacts are (or can be made) acceptable. These requirements have been considered throughout the technical assessments within the appendices and have been addressed to demonstrate the compliance of the Development.

4.2 Planning Practice Guidance (PPG) (first published March 2014)

The Government's PPG website contains guidance on the planning system and provides advice across a variety of planning matters which is continuously updated. The web-based guidance should be read alongside the NPPF and is a material consideration in the consideration of planning applications.

In terms of the visual impact of the proposed development, the PPG goes on to advise:

"protecting local amenity is an important consideration which should be given proper weight in planning decisions."

The Development is designed to ensure that any disturbance arising from the Development is suitably mitigated, ensuring that any impacts are minimised.

4.3 Summary of Material Considerations

The Development will support the operation of two consented NSIPs which will contribute to a low carbon economy through sustainable development. It is considered that NPPF and PPG, fully support the Development. There are no material considerations which override the presumption in favour of a determination in accordance with the terms of the Development Plan.

4.4 Supplementary Guidance

Redcar & Cleveland Local Development Framework: Landscape Character Supplementary Planning Document

The Landscape Character Supplementary Planning Document⁹ ('SPD') was adopted in March 2010. The SPD sets out the Council's approach to guide the design of the development with the landscape to create new landscape features and to expand upon the Development Plan and provide detailed guidance.

⁹ Redcar and Cleveland Borough Council. Landscape Character SPD (2010) [Online]. Available at: <https://www.redcar-cleveland.gov.uk/resident/planning-and-building/strategic%20planning/Documents/Landscape%20Character%20SPD.pdf> (Accessed 07/05/2020)

The SPD acknowledges the importance of sustainable development and one of the four themes encourages 'a high quality and sustainable living environment' alongside enhancing the natural and historic environment.

5 Conclusion

The design of the Development has involved consideration of relevant environmental, engineering and technical parameters. Care has been taken to minimise effects on people and the environment, to facilitate the delivery of the wider environmental and socioeconomic benefits of the Projects that will outweigh the localised and temporary effects associated with this access.

Appropriate construction mitigation measures will be put in place to mitigate the very limited effects on the local community and environment, which can be subject to planning conditions and this will be managed as part of the wider onshore DCO works and associated construction and environmental management plans.

Following construction, there will be little discernible change to the existing environment which will be able to accommodate the Development and with the mitigation proposed the anticipated operational effects of the Development will not give rise to unacceptable effects and amenity or the environment.

There are no statutory or non-statutory designations covering the Site which would be directly or indirectly affected to a notable extent.

As summarised in Section 4, the Development is in conformity with all relevant policies in the RCBC LDP and there are no other material considerations which militate against the granting of planning permission.

RCBC is therefore invited to approve the Application.