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West Burton C (Gas Fired Generating Station)

The West Burton C (Generating Station) Order

Land to the north of the West Burton B Power Station, Nottinghamshire

Framework Construction Traffic Management Plan

Applicant: EDF Energy (Thermal Generation) Limited
Date: April 2019

DOCUMENT HISTORY

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GLOSSARY

ABBREVIATION	DESCRIPTION
AIL	Abnormal Indivisible Load – a load that cannot be broken down into smaller loads for transport without undue expense or risk of damage. It may also be a load that exceeds certain parameters for weight, length and width.
Applicant	EDF Energy (Thermal Generation) Limited
CTMP	Construction Traffic Management Plan – a plan outlining measures to organise and control vehicular movement on a construction site so that vehicles and pedestrians using site routes can move around safely.
CWTP	Construction Workers Travel Plan – a plan managing and promoting how construction workers travel to a particular area or organisation. It aims at promoting greener, cleaner travel choices and reducing reliance on the private car.
DCO	Development Consent Order - made by the relevant Secretary of State pursuant to The Planning Act 2008 to authorise a Nationally Significant Infrastructure Project. A DCO can incorporate or remove the need for a range of consents which would otherwise be required for a development. A DCO can also include rights of compulsory acquisition.
ES	Environmental Statement – a report in which the process and results of an Environment Impact Assessment are documented.
HE	Historic England – an executive non-departmental body of the British Government tasked with protecting the historical environment of England.
HGV	Heavy Goods Vehicle – vehicles with a gross weight in excess of 3.5 tonnes.
MW	Megawatt – unit of power.

ABBREVIATION	DESCRIPTION
NCC	Nottinghamshire County Council – the county council with jurisdiction over the area within which the West Burton Power Station Site and Proposed Development Site (the Site) are situated.
NSIP	Nationally Significant Infrastructure Projects – defined by the Planning Act 2008 and covers projects relating to energy (including generating stations, electric lines and pipelines); transport (including trunk roads and motorways, airports, harbour facilities, railways and rail freight interchanges); water (dams and reservoirs, and the transfer of water resources); waste water treatment plants and hazardous waste facilities. These projects are only defined as nationally significant if they satisfy a statutory threshold in terms of their scale or effect.
OCGT	Open Cycle Gas Turbine – a combustion turbine plant fired by gas or liquid fuel to turn a generator rotor that produces electricity.
WBA	West Burton A – the existing coal-fired power station within the West Burton Power Station Site, owned and operated by the Applicant.
WBB	West Burton B – the existing gas-fired power station, using Combined Cycle Gas Turbine (CCGT) technology, owned and operated by the Applicant.

Executive Summary

This Framework Construction Traffic Management Plan (Framework CTMP) has been prepared to outline the controls intended to be used for the management and routing of HGV traffic associated with the construction of a proposed gas fired generating station on the site of the existing West Burton Power Station (the Proposed Development).

The construction of the Proposed Development would generate a volume of HGVs delivering plant and machinery, concrete and aggregates, steelwork, bricks and block work and other general construction materials. A small number of abnormal indivisible loads (AILs) may also be generated by the construction of the Proposed Development which will need a special strategy for delivery.

This Framework CTMP sets the limits determined by the assessment of traffic impacts associated with the Proposed Development. The appointed contractor will be required to use this document as the starting point for the detailed Construction Traffic and Routing Management Plan required in accordance with a Development Consent Order (DCO) to demonstrate how the limits set will be achieved. The draft DCO is included as **Application Document Ref. 2.1**. It also describes the issues that have been identified during the application process and the measures necessary to address these issues.

This Framework CTMP is structured as follows:

- Section 2 describes the Proposed Development including the construction programme, the profile of car and light van generation and heavy goods vehicle (HGV) generation;
- Section 3 describes the proposed measures to control HGV routing and impact;
- Section 4 describes the proposed AIL route;
- Section 5 provides the monitoring strategy; and
- Section 6 describes the planned liaison with key stakeholders.

1. Introduction

1.1 Overview

1.1.1 This Framework Construction Traffic Management Plan (Framework CTMP) has been prepared on behalf of EDF Energy (Thermal Generation) Limited (hereafter referred to as the Applicant). It forms part of the application (the Application) for development consent that has been submitted to the Secretary of State pursuant to the Planning Act 2008 (2008 Act) (Ref 1).

1.1.2 The Applicant is seeking development consent for the construction, operation (including maintenance) and decommissioning of a new gas fired electricity generating station of up to 299 megawatts (MW) of gross electrical output including electrical, gas and utility connections, a construction laydown area and other associated works (the Proposed Development) on land to the north of the existing West Burton B (WBB) Power Station, in Nottinghamshire. The Proposed Development is described in **Chapter 4**: The Proposed Development (ES Volume I) (**Application Document Ref. 5.2**).

1.1.3 The Proposed Development falls within the definition of a *'Nationally Significant Infrastructure Project'* (NSIP) under Section 14(1)(a) and Sections 15(1) and (2) of the 2008 Act, as it is an onshore generating station in England that would have a generating capacity greater than 50MW electrical output (50MWe). As such, a DCO is required to authorise the Proposed Development in accordance with Section 31 of the 2008 Act.

1.1.4 The DCO, if made by the Secretary of State, would be known as the 'West Burton C (Gas Fired Generating Station) Order' (the Order).

1.2 The Applicant

1.2.1 As described above, the Applicant is EDF Energy (Thermal Generation) Limited which owns and operates the two existing power stations at the West Burton Power Station site; West Burton A (WBA) and West Burton B (WBB) Power Stations, as well as the nearby Cottam Power Station.

1.2.2 EDF Energy (Thermal Generation) Limited is part of EDF Energy is the UK's largest producer of low carbon electricity, the biggest supplier of electricity by volume in Great Britain and the largest supplier to British businesses..

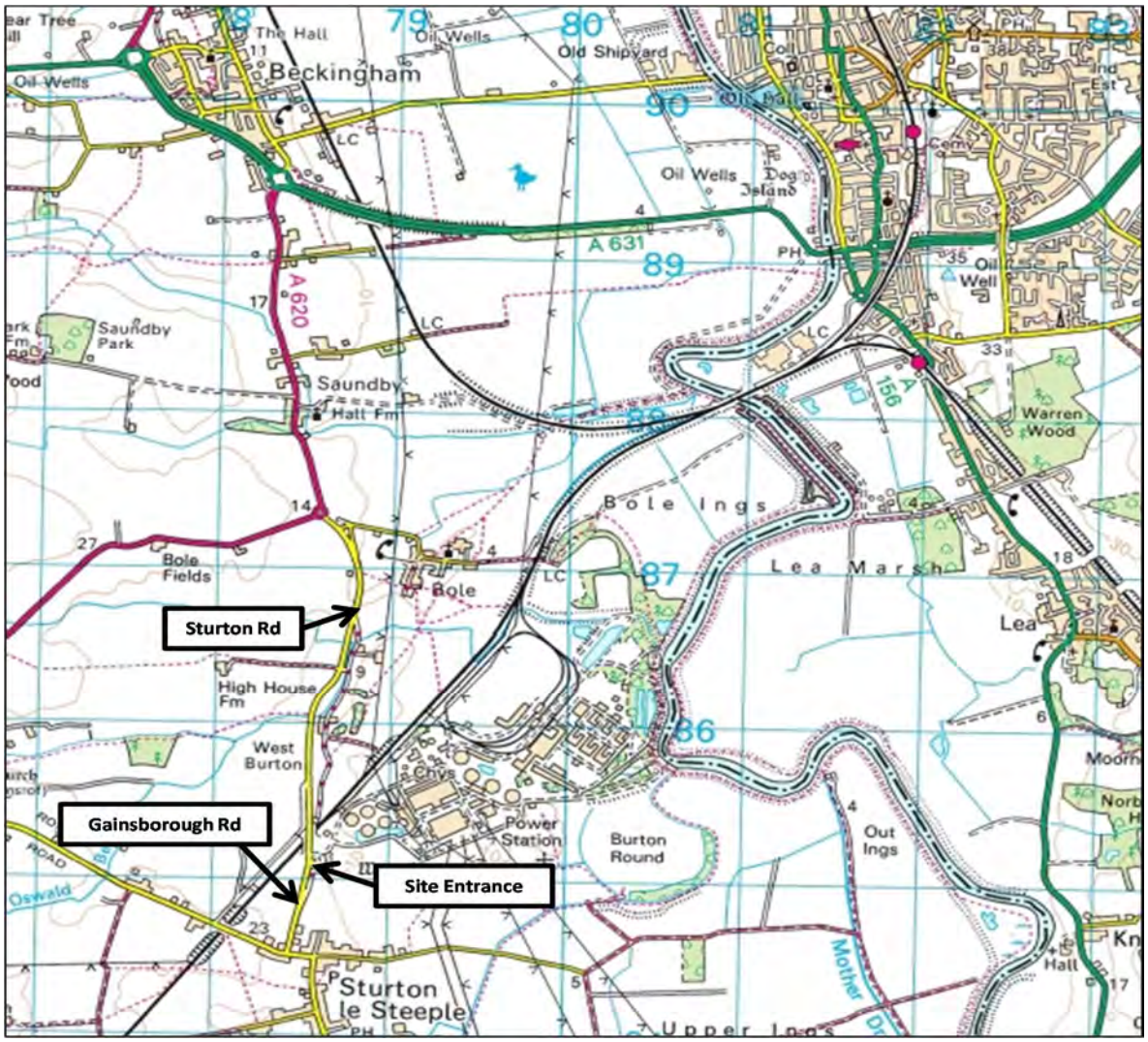
1.3 The Site

1.3.1 The Site comprises land within the boundary of the existing West Burton Power Station site near Gainsborough, Nottinghamshire. The land is within the ownership of the Applicant. The Site is centred on national grid reference 480275, 386241 (the middle of the Proposed Power Plant Site defined in **Chapter 3**: Description of the Site and its Surroundings (ES Volume I) (**Application Document Ref. 5.2**).

1.3.2 The West Burton Power Station site is located 3.5km to the south-west of Gainsborough and 1km to the north-east of Sturton-le-Steeple. The West Burton Power Station site lies close to the junction of the A631 and A620. The A631 runs east-west from the Sheffield/Rotherham area, crossing the A1(M) at Tickhill and providing one of the few crossings of the River Trent at Gainsborough. The A620 follows a more south-west/north-east orientation between Ranby and its junction with the A631 at Beckingham, en-route passing through the market town of Retford and the villages of Clarborough and Welham. These two routes provide direct links to the A1 and the areas to the west of the A1. The A631 Gainsborough river crossing provides a link with areas to the east of the River Trent.

1.3.3 The West Burton Power Station site is accessed from a C-class road, the C2 (Gainsborough Road), which joins the A620 at Bole Corner. The West Burton Power Station site entrance where it meets the C2 is a standard priority T-junction with a wide bell-mouth junction designed for the simultaneous arrival and departure of HGVs. Its location in relation to the surrounding area and the strategic road network is shown in **Figure 1**.

Figure 1. West Burton Power Station Location



1.4 The Proposed Development

1.4.1 The Proposed Development would comprise a gas fired power station with gross electrical output capacity of up to up to 299MW with associated buildings, structures and plant defined in the draft DCO as Work No. 1 and shown on the Works Plans (**Application Document Ref. 3.2**) as **Work No. 1: Sheet 1 of 10** including:

- up to five open cycle gas turbine (OCGT) units and associated generators, potentially housed within building(s), with stack(s), transformer(s), air inlet filter(s) and exhaust gas diffuser(s);
- associated switchgear and ancillary equipment; and
- auxiliary closed loop cooling equipment/systems.

1.4.2 In an OCGT, natural gas fuel is mixed and combusted with air from the compressor section of the gas turbine and the hot gases are expanded through the power turbine section of the turbine, which drives a generator to produce electricity for export to the National Grid electricity transmission system

1.4.3 Peaking plants, such as that proposed, are used to rapidly supply electricity to the network when required by the National Grid. These plants can be fired up at short notice to help cope with periods of high demand or low electricity supply nationally (for example when the wind is not blowing to enable sufficient output to be achieved from wind farms in the UK), or when required to provide ancillary services to support the National Grid. This is expected to be weighted towards the winter period, usually for a few hours at a time. However, as the operation of the plant is driven by the dynamics of the energy market, the plant could run for longer periods, at any time of day, up to the maximum allowed under its Environmental Permit, which is anticipated to be 1,500 hours per year on a rolling five year average.

1.4.4 The Proposed Development is described in further detail in the Environmental Statement (ES Volume I) (**Application Document Ref. 5.2**, **Chapter 4**: The Proposed Development).

1.5 The Purpose of this Document

1.5.1 This Framework CTMP will be provided to the appointed contractor who will be required to prepare a Construction Traffic and Routing Management Plan which is proposed to be secured by a Requirement of the draft DCO (**Application Document Ref. 2.1**) for details.. This Framework CTMP also identifies measures to control the routing and impact that HGVs will have on the local road network during construction.

1.6 Indicative Construction Programme

1.6.1 Construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start as early as Quarter 3 (Q3) 2020 or as late as Q3 2027. Construction activities are expected to be completed within four years and are more likely to be completed within three years from commencement.

1.7 Construction Phase Site Worker Traffic Generation

1.7.1 For construction worker traffic generation and the measures to be implemented to encourage sustainable travel modes, please refer to the Framework Construction Workers' Travel Plan (CWTP) (**Application Document Ref. 7.7**).

1.8 Construction Phase HGV Traffic Generation

1.8.1 As described **Chapter 7:** Traffic and Transport (ES Volume I), no allowance has been in the traffic impact assessment for the delivery of construction materials by rail or water, in order to assess the 'worst case' construction road traffic impact. However, the contractor would review options for the use of rail and water when sourcing construction materials.

Proposed Development Construction

1.8.2 HGVs delivering construction materials would access the West Burton Power Station site from the existing site entrance located off the C2 Gainsborough Road, with all HGVs arriving and departing to/from the north via the A620 and onwards to the A631. The volume of HGVs associated with construction of the Proposed Development on the network would be at its maximum of 112 two-way daily vehicle movements (56 in and 56 out) at the peak of construction in months 25 – 27.

1.8.3 HGV arrivals, including deliveries, will be managed as far as reasonably practicable, such that they are spread evenly over the day between the hours of 07:00 and 19:00 Monday to Friday (except bank holidays) and 08:00 to 18:00 on Saturday (if required) to avoid on-site congestion.

2. Measures to Control HGV Routing and Impact

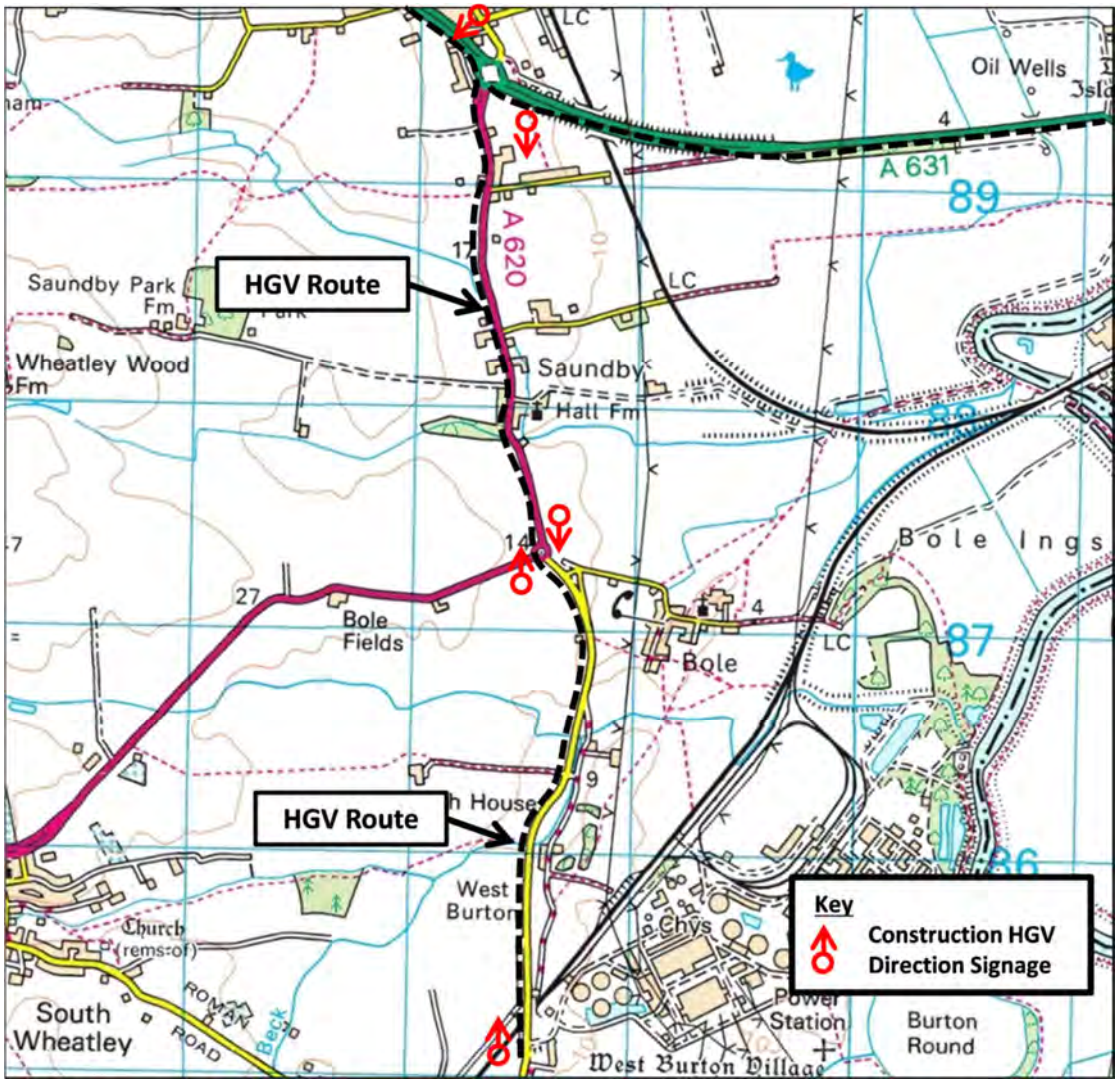
2.1 Designated Route to Site

Proposed Development Construction

2.1.1 It is proposed that HGVs associated with the construction of the Proposed Development would arrive and depart the Site via the existing West Burton Power Station site entrance located off the C2 Gainsborough Road. All HGVs associated with the construction would be required to arrive and depart the Site to/from the north via the A631. This is due to a bridge height restriction in place at two locations along the A620 towards Retford with height limits of 3.8m and 4.5m respectively. The HGV routing plan is shown in **Figure 2**.

2.1.2 The HGV routing plan will be distributed to all drivers during their induction. It will be a condition of contract between the Applicant and the appointed contractor to ensure that all construction HGV deliveries are instructed to use the designated route to access and egress the construction site. Sanctions will be put in place to deal with non-compliance with the aim of ensuring no repeat events.

Figure 2. HGV Designated Route Plan (Proposed Development Construction)



2.1.3 The contractor will erect signage at the main junctions to ensure that all HGV traffic relating to the Proposed Development will be directed in the appropriate direction. The signage locations are shown in **Figure 2**. These will be in place for the duration of the construction phase and checked regularly to ensure they are visible throughout.

2.1.4 Signage is currently in place at the exit to the main West Burton Power Station site, as shown in **Figure 2,** directing all HGVs to the A620.

2.1.5 The appointed contractor will be required to maintain all the HGV route signage.

2.2 Construction Programme/Site Hours

2.2.1 Construction activities are expected to be completed within four years and are more likely to be completed within three years.

2.2.2 In order to minimise the disruption to the public, the core construction hours will be restricted to the following:

- Monday – Friday: 07:00 – 19:00 (excluding Bank Holidays); and
- Saturday: 08:00 – 18:00.

2.2.3 It is proposed that HGV deliveries will be made during these core working hours, unless agreed in exceptional circumstances (e.g. during concrete pouring) in advance with the local authority. The only expected HGV deliveries outside these hours may be the delivery of AIL, if required. Any noisy works outside the core working hours, including timing of AIL deliveries, if required, would be agreed with the local planning authority on a case by case basis.

2.3 HGV Access along A620, Sturton Road and Gainsborough Road

2.3.1 Concerns from residents living in the village of Bole during the construction of WBB Power Station related primarily to construction HGVs parking on the public highway, awaiting access to the West Burton Power Station site. In addition, there was a reported issue of HGVs parking overnight at Bole Corner with issues of anti-social behaviour and leaving the area generally untidy.

2.3.2 It will be a condition of contract between the Applicant and the appointed contractor to ensure that anti-social behaviour policy is adhered to, by both HGV drivers and construction workers. This policy will be reinforced during staff inductions and will include HGV drivers being made aware not to park on the public highway, with sanctions put in place to deal with non-compliance with the aim of ensuring no repeat events.

2.4 Wheel Cleaning Facility

2.4.1 In the interests of highway safety, wheel cleaning facilities will be installed on Site from the start of the construction phase. All HGVs would be required to wheel wash when exiting the Site. The need for this measure will be periodically reviewed throughout the construction.

2.5 Contact with Local Residents

2.5.1 A 24 hour contact name and number will be displayed on a notice board at the Site entrance on the Applicant's website and on the Sturton Ward website (www.sturtonward.org.uk) if they elect to, for members of the public to contact should they have any issues regarding construction traffic.

2.5.2 Residents will be updated on the construction of the Proposed Development via a regular update bulletin posted on the Applicant's website and on the Sturton Ward website if they elect to host this. This will include information on the timing and routing of abnormal indivisible load (AIL) deliveries and a 24 hour contact name and number for members of the public to contact should they have any issues regarding construction traffic.

3. Abnormal Indivisible Loads

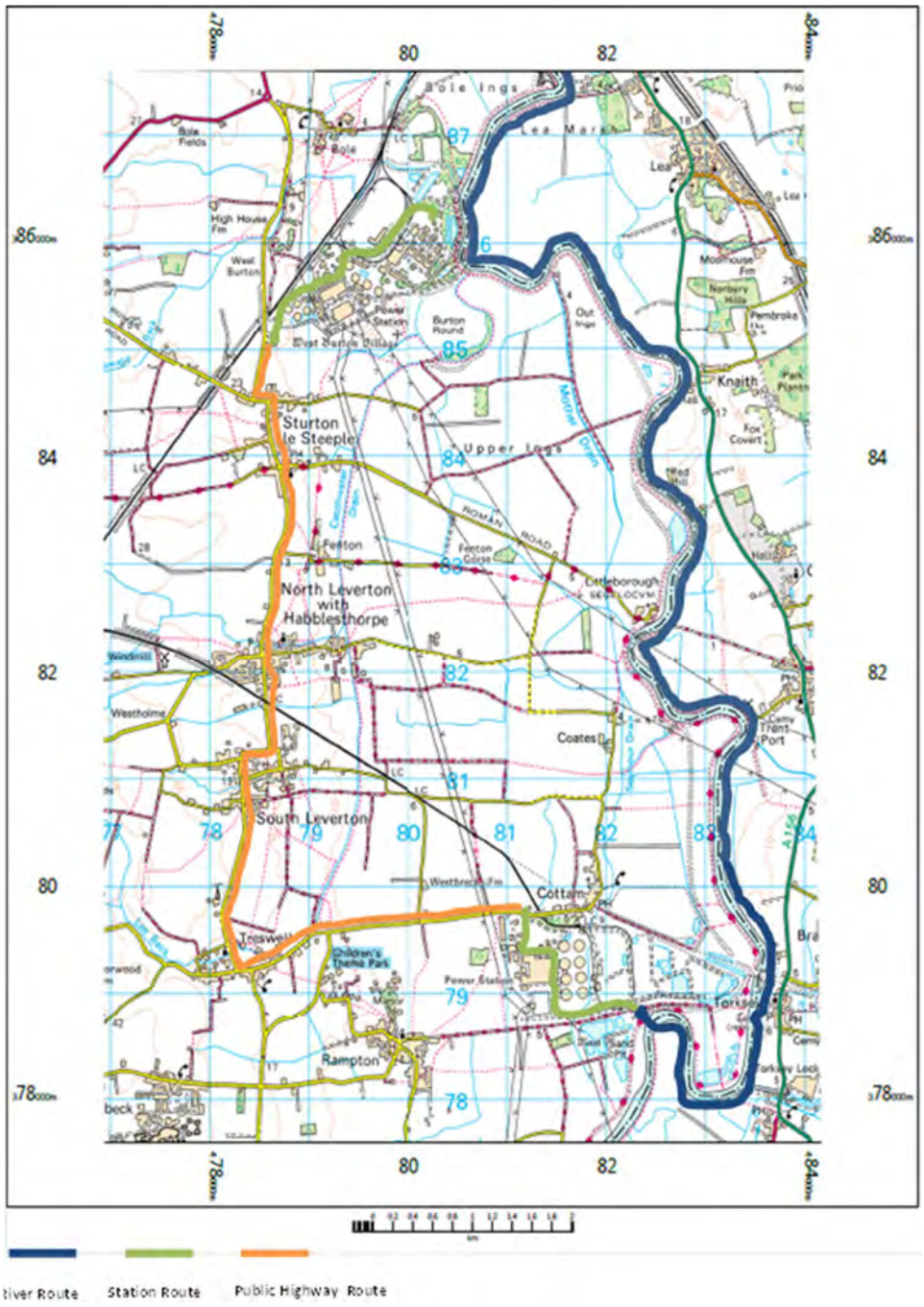
3.1 Strategy and Routing

3.1.1 A number of AILs may need to be brought into the Site during the construction phase.

3.1.2 The Highways England document 'Water preferred policy guidelines for the movement of abnormal indivisible loads' (Ref 2) published in January 2016, states that it is Government policy to avoid road transport as far as possible by using alternative modes, such as water.

3.1.3 Historically, delivery of AILs to the West Burton Power Station Site have been received at the Port of Hull and barged down the River Trent to a jetty at Cottam Power Station (also owned and operated by the Applicant). The components have then been transported for the final six mile road journey to the station through the villages of Treswell, South and North Leverton and Sturton-le-Steeple (see **Figure 3**). This AIL route is therefore already an established potential route option.

Figure 3. Abnormal Indivisible Load Route for Proposed Development



3.1.4 Alternatively, the strategic road network would be used. Detailed consideration will be given to the appropriate AIL routes (water or road) during detailed design. However, it is a reasonable assumption that all major ports are able to accommodate abnormal loads and that adequate access to the strategic road network is achievable.

3.1.5 The historical AIL route to the West Burton Power Station site from the strategic network is as follows:

- exit A1 at Junction 34 to the A614;
- turn right onto the A631 at Bawtry;

- turn right onto the A620 at Beckingham; and
- continue straight ahead onto Sturton Road and Gainsborough Road to the Site.

3.1.6 Detail of the routing strategy and procedures for the notification and conveyance of AILs, including agreed routes, the number of abnormal loads to be delivered by road and measures to mitigate traffic impact will be set out in the Traffic and Routing Management Plan, secured as a Requirement of the draft DCO (**Application Documents Ref. 2.1**).

3.1.7 Nottinghamshire County Council (NCC) and Highways England (HE) have an abnormal loads officer and each will be consulted at the earliest opportunity on the programme and plan for the delivery of the AILs, in discharging the relevant DCO Requirement.

3.1.8 The public will also be made aware of when abnormal load deliveries are taking place via a notice on the board at the West Burton Power Station Site's entrance, on the Applicant's Website, the Sturton Ward website (www.sturtonward.org.uk) where they elect to do so, the local media and temporary verge signing.

4. Monitoring

4.1 General Measures

4.1.1 A programme of monitoring will be adopted to assess the effectiveness of the measures included in the Construction Traffic and Routing Management Plan. It will provide a basis upon which to answer queries and complaints regarding any potential HGV traffic impacts during construction.

4.2 HGV Monitoring Surveys

4.2.1 The appointed contractor will maintain gatehouse records of construction HGVs entering and leaving the Site, which will be made available to NCC on request.

4.2.2 Should any complaints be raised by members of the public with regards to construction HGVs not using the dedicated HGV route to the Site, gatehouse records along with CCTV footage obtained from the camera installed at the West Burton Power Station site entrance would be used to identify the offending HGV involved and appropriate sanctions put in place with the aim of avoiding repeat events.

4.2.3 In terms of monitoring to ensure no construction HGVs are parking on the public highway, pre-emptive actions are set out in **Section 2.3**, including the anti-social behavioural policy and reinforcing to HGV drivers during their site induction not to park on the public highway.

5. Consultation

5.1 Planned Liaison

5.1.1 A formal process of liaison via the Local Liaison Committee, would:

- establish a channel of communication between the contractor and the regulating authorities;
- provide a route by which any complaints can be communicated and dealt with;
- provide a route through which transport related issues can be identified and dealt with; and
- provide prior notice of significant events e.g. delivery of abnormal loads.

5.1.2 The Local Liaison Committee will be secured via a Requirement of the draft DCO (**Application Documents Ref. 2.1**).

5.1.3 It is proposed that a short written report is prepared by the contractor on a six monthly basis and circulated by post to all key stakeholders. Any comments generated by the report will be circulated to all key stakeholders and a meeting may be held if required.

6. References

Ref 1 HM Government (2008) *The Planning Act 2008.*

Ref 2 Highways England (2016) Water preferred policy guidelines for the movement of abnormal indivisible loads.