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Project name:
West Burton C (Gas Fired Generating Station)

Project ref: EN010088

From: Richard Lowe, AECOM

Date:
30th January 2020

To:
Planning Inspectorate

Memo

Subject: Updates to the Framework Construction Traffic Management Plan (CTMP)

Overview of the Framework Construction Traffic Management Plan

The first version (dated April 2019) of Document 7.6: Framework Construction Traffic Management Plan (CTMP) [APP-140] prepared for the application for the West Burton C (Generating Station) Order presented the measures proposed to control the routing and impact of heavy goods vehicles (HGVs) on the local road network during construction of the Proposed Development.

The Framework CTMP was revised during the DCO Examination and a revised document was produced in December 2019 and submitted at Deadline 2. The update provided further detail in relation to the consideration of waterborne freight being utilised.

Following discussions at the Examination Hearings, the Applicant has updated the Framework CTMP a second time (Revision 2) to provide further clarity on routing sanction measures, the use of waterborne and rail for freight delivery and Abnormal Indivisible Load (AIL) routing. Revision 2 of the Framework CTMP has been included in this Deadline 4 submission.

Sanctions for Non-Compliance, Contingency Measures for HGVs Early Arrival and Use of the Lay-by

Construction traffic will be managed through the implementation of the Construction Traffic Management Plan that, under Requirement 18 of the draft DCO, must be agreed with Highways England, the highway authority, Lincolnshire County Council and West Lindsey District Council and approved by the relevant planning authority (Bassetlaw District Council) before works can commence.

As set out in the Framework Construction Traffic Management Plan (CTMP), the approved plan will include details of the routes to be used for the delivery of construction materials and any temporary signage to identify routes and promote their safe use.

Enforcement of the approved CTMP would be achieved through a yellow card/ red card system or equivalent, whereby should any drivers be identified as not using the agreed routes they will be warned and if necessary dismissed from working at Site. This approach has been successfully applied on other construction projects. Wording to secure this has been added to the Framework

CTMP and an updated version of the document has been provided within this Deadline 4 submission.

In response to concerns raised directly by the community, the Applicant has recently provided further reassurance that it will also include within the construction contracts a restriction on the use of the lay-by by construction-related traffic. This has also been added to the updated Framework CTMP provided with this Deadline 4 submission.

Use of Water and Rail-Borne Transport for Abnormal Indivisible Loads and Other Movements

At this stage of the project development it is not possible for the Applicant to commit to using waterborne or rail transportation during the construction phase as the feasibility of this will depend on the volumes and sizing of equipment being delivered to Site, the source of that equipment and other factors such as the availability of water and rail facilities in the area at the time of construction. It is intended that, where possible, standard heavy goods vehicles (HGVs) will be used to transport construction materials to Site using the routes identified and assessed in the ES Chapter 7: Traffic and Transportation [APP-036]; the volumes of traffic predicted to use those routes are identified to not give rise to any significant environmental effects.

However, in accordance with the Highways England policy '*Water preferred policy guidelines for the movement of abnormal indivisible loads*' published in January 2016, waterborne transport may be appropriate for the delivery of Abnormal Indivisible Loads (AILs) if any are required for the Proposed Development. Use of waterborne transport for such loads was successfully implemented during the construction of West Burton B (WBB) Power Station and lessons learned from such operations would be applied for the Proposed Development if any such loads are to be delivered in this way.

Figure 2 of APP-052 (Appendix 7A: Transport Assessment) shows the route that has been assessed for delivery of AILs in the event of waterborne transport being utilised. This route runs from EDF's Cottam power station to the Site; a distance of approximately six miles, allowing the Applicant to use an existing jetty at Cottam power station if appropriate. This was the route used for AIL deliveries during construction of WBB Power Station and more recently to move a Generator Transformer from Cottam to West Burton A (WBA) Power Station. It is therefore already an established potential route option and is considered suitable for AIL transportation purposes if required. Any such deliveries of AILs would be isolated and very limited in number and would be undertaken at a time to be agreed with the local authority and/ or local police so as to minimise disruption on the road network. The final route of the AIL deliveries, and therefore whether they will use water or rail facilities, will be included within the final Construction Traffic Management Plan that must be approved by Bassetlaw District Council under Requirement 18 of the DCO.

Abnormal Indivisible Load Routing

Should the route from Cottam jetty to the Site be used for AILs, this comprises:

- Outgang Lane exiting the Cottam power station site, Road leading to Cottam Road to the village of Treswell;
- Right turn onto Leverton Road leading to Treswell Road leading to Church Street through South Leverton village;
- Left turn onto Station Road leading to Southgore Lane leading to Leverton Road through North Leverton village and Sturton le Steeple;
- Left turn onto Station Road;
- Right turn onto Gainsborough Road;
- Right turn into West Burton power station site.