The Drax Power (Generating Stations) Order

Land at, and in the vicinity of, Drax Power Station, near Selby, North Yorkshire

Environmental Statement
Appendix 5.2 – Outline Construction Traffic Management Plan

(Submitted for Deadline 4)

The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

Drax Power Limited

Drax Repower Project

Applicant:	DRAX POWER LIMITED
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1 INTRODUCTION

1.1 Overview

1.1.1. This Construction Traffic Management Plan (CTMP) has been prepared in support of the application for development consent in respect of the Proposed Scheme.

1.1.2. The CTMP provides a framework for addressing the transport issues associated with the movement of the construction traffic to service the Proposed Scheme, including site access, routing, signage, heavy goods vehicles (HGVs) and abnormal indivisible loads (AILs).

1.1.3. The purpose of this document is to set out the principles that the Applicant (or their appointed contractor) will follow to manage construction traffic on the highway network throughout the construction of the Proposed Scheme.

1.1.4. This CTMP has been revised to address comments raised by North Yorkshire County Council, Highways England, and Newlands Parish Council. This has included the construction traffic routes.

1.2 Drax Power Station

1.2.1. Drax Power Station is located near Selby, North Yorkshire.

1.2.2. Land uses within the Existing Drax Power Station Complex are predominantly associated with the operation of the Power Station. This includes a coal stock yard, hard standing, contractors' compounds, car parks and access/service roads.

1.2.3. Other land uses within the existing Power Station Site and on the Carbon capture readiness reserve space, not directly related to the operation of the Power Station, comprise open grassland, scrub and farmland.

1.3 The Proposed Scheme

1.3.1. Drax is proposing to repower up to two existing coal-fired units (known as Unit 5 and Unit 6) with gas – this means the existing coal-fired units would be decommissioned and replaced with newly constructed gas-fired units utilising some of the existing infrastructure. Each unit, which is a new gas fired generating station in its own right, would comprise combined cycle gas turbine ("CCGT") and open cycle gas turbine ("OCGT") technology. Each new gas generating unit would also use existing infrastructure, including the cooling system and steam turbines, and would each have a capacity of up to 1,800 MW, replacing existing units each with a capacity of up to 660 MW. Each unit would have a battery storage capability (subject to technology and commercial considerations). Should both units be repowered, the new gas-fired units / generating stations would have a total combined capacity of up to 3,800 MW.

1.3.2. Drax is seeking consent for the flexibility to construct a single generating station with an 1,800 MW generating capacity or to construct two generating stations each with an 1,800 MW generating capacity. The construction of each new gas fired generating station would repower either one or both of Unit 5 and Unit 6. The

decision as to whether Drax constructs one or two gas fired generating stations and when, is a commercial decision that can only be taken post any consent being granted.

1.3.3. In order to repower to gas, a new Gas Pipeline needs to be constructed from Drax Power Station to the National Gas Transmission System (“NTS”). In addition, an Above Ground Installation (“AGI”), and Gas Receiving Facility (“GRF”) are required. A connection to the electrical network would be made via the existing National Grid Substation within the Existing Drax Power Station Complex. Other development includes construction laydown areas, a passing place to enable the construction of the Gas Pipeline and a temporary footbridge during construction.

1.3.4. The development being applied for is called the "Proposed Scheme" and is more fully described in Schedule 1 of the draft Development Consent Order (where it is termed the "Authorised Development"). The Proposed Scheme is described in detail in Chapter 3 (Site and Project Description) of the Environmental Statement (Examination Library reference APP-071), along with the Removal of Stage 0 (as set out in the Cover Letter submitted at Deadline 2 (Examination Library Reference REP2-003) pursuant to the non-material amendment application submitted at Deadline 2 and the Assessment of Non-Material Amendments to Proposed Scheme (Applicant’s Document Reference 8.4.8) submitted at Deadline 3.

1.3.5. The Proposed Scheme includes the construction of a generating station with a capacity of more than 50 MW and accordingly meets the criteria given in the Planning Act 2008 (as amended) ("PA 2008") for being a Nationally Significant Infrastructure Project ("NSIP").

1.3.6. As a NSIP, the Proposed Scheme therefore requires a Development Consent Order ("DCO") from the SoS for Business, Energy and Industrial Strategy.

1.4 Document Structure

1.4.1. The CTMP is divided into the following sections:

- Chapter 2 – Existing Conditions
- Chapter 3 – Site Access
- Chapter 4 – Construction Hours and Trip Generation
- Chapter 5 – Abnormal Loads
- Chapter 6 – Construction Laydown and Parking

2 EXISTING CONDITIONS

2.1 Introduction

2.1.1. The Existing Drax Power Station Complex is located in North Yorkshire, south of the town of Selby. The predominant access is from the A645 to the south of the Power Station Site.

2.1.2. The A1041 and the A645 serve to connect the Existing Drax Power Station Complex to the wider road network. The Strategic Road Network is accessed at Junction 36 M62, via A645 and A614 approximately 6 km south.

2.1.3. At present, staff and visitors access the Existing Drax Power Station Complex via the 'South Gate' on the A645. Contractors, deliveries and HGV traffic make use of the site entrances on New Road to the eastern boundary of the Existing Drax Power Station Complex.

2.1.4. A number of unclassified roads exist within the vicinity of the Site, with Main road and Carr Lane providing access to neighbouring villages such as Drax. Main Road varies in width along its extent, from single carriageway road on the approach to Drax Village, converting to a narrower, rural road elsewhere.

2.1.5. The road network within the area under analysis is shown on Figure 5.1 of the Environmental Statement, the Transport Study Area Map.

2.1.6. Requirement 17 in Schedule 2 to the draft DCO stipulates that the Applicant must submit the CTMP, to be prepared substantially in accordance with this outline, for approval by Selby District Council prior to the commencement of construction. The DCO also requires that construction works for the Proposed Scheme (or the part to which the CTMP relates) must be carried out in accordance with the approved CTMP.

3 SITE ACCESS

3.1 Proposed Site Access

3.1.1. Construction staff parking will be provided on land to the East of New Road as shown in Figure "Work No. 9 Key Plan - Temporary Construction Laydown Areas" (Examination Library Reference REP2-007) and presented at the end of this document.

3.1.2. Parking will be permitted with 400 permit spaces made available to encourage shared worker trips.

3.1.3. A pedestrian footbridge will be provided from the parking area into the Power Station Site in order to maintain site security and remove the need for workers to cross New Road. The exact position of this is to be confirmed, although the footbridge will be located within the limits of deviation for Work Number 9A.

3.1.4. HGV deliveries will access the Existing Drax Power Station Site and the laydown areas as shown as Work Numbers 9A and 9B on the Works Plans (Examination Library Reference REP2-007), to the east and west of New Road

3.1.5. For the pipeline works, materials will be stored within the Power Station Site and the Carbon capture reserve space, however, a laydown area and some construction worker parking will also be provided at the proposed AGI (the start of the gas pipeline) off Rusholme Lane, and there would be construction laydown areas along the gas pipeline route.

3.1.6. A passing place will be provided on Rusholme Lane although control will be required by the contractor in order to coordinate arrivals and departures at the AGI. The proposed control method is deemed to be appropriate due to the low frequency of deliveries forecast at the AGI site.

3.1.7. Given the width constraints of Rusholme Lane, with varying horizontal alignments, only vehicles that can safely navigate the road will be used to access the AGI. Unsuitable vehicles will access the AGI via the working width of the new pipeline, across the existing fields via access from Main Road.

3.1.8. Access to Rusholme Lane for suitable construction related vehicles, will be via New Road, Carr Lane, Main Road and then Church Dike Lane. HGVs will be appropriately signed to avoid use of Brier Lane and this will be agreed with the contractor. Figure 1 shows the route to the AGI from the M62 J36.

3.1.9. Prior to deliveries to the AGI a swept path analysis exercise will be undertaken and checked using on-site measurements. Any vehicles that are identified as unable to travel along Rusholme Lane will be required to use the proposed route of the pipeline, with access from Main Road.

3.1.10. As a result of the above information, no new road based infrastructure is required to facilitate access during the construction phase (Stages 1 and 2). However, a series of smaller-scale modifications and enabling works will be required during Stages 1 and 2 in order to ensure sufficient access for AILs (see Chapter 6) or to access specific areas of the Site, such as for the GRF, AGI and the laydown area east of New Road.

3.2 Access Routes

3.2.1. Construction Traffic (HGVs) will route to the Power Station Site via J36 of the M62 via the A614/A645/New Road. HGV deliveries will access the Existing Drax Power Station Site and the laydown areas as shown as Work Numbers 9A and 9B on the Works Plans (Examination Library Reference REP2-007), to the east and west of New Road

3.2.2. Residential settlements within the vicinity such as Camblesforth and Carlton will experience negligible disruption caused by construction related traffic.

3.2.3. The access route for AILs is shown in Figure 5.2 of the Environmental Statement. The access route for HGVs is shown in Figure 5.4 of the Environmental Statement.

3.2.4. It should be noted that HGV access will be coordinated by the contractor to ensure that routes avoid the start and finish times of Read School.

3.2.5. The impacts of traffic on the access routes for the peak periods of construction related activities have been assessed in the Environmental Statement and there are no significant impacts of using these routes.

3.2.6. Existing roads that cross the Site will remain open as the contractor will use horizontal directional drilling under the roads where possible. Any temporary traffic management will be undertaken in alignment with Chapter 8 of the Traffic Signs Manual, and will be authorised by the DCO.

3.3 Signage

3.3.1. Appropriate signage to ensure sufficient guidance for construction traffic will be provided, and to ensure that the traffic does not deviate from a specified route. More specifically, this will guide construction traffic in and out of the construction laydown, power station and gas pipeline construction site.

3.3.2. Signage will also be used as a means of guiding the construction workers to the designated construction parking bays.

3.3.3. The location of signage will be developed as the Proposed Scheme progresses whilst also incorporating the outputs of ongoing consultation with the Local Highway Authority and Highways England.

3.4 Gated Access

3.4.1. The North Gate is currently security protected and access is via a gate with a security guard presence.

3.4.2. This protocol will be continued for construction traffic for the Proposed Scheme, and drivers must have a permit to access the site via the North Gate.

3.5 Public Rights of Way (PRoW)

3.5.1. PRoW access impacts and mitigation are presented in the Transport Chapter of the ES.

4 CONSTRUCTION HOURS AND TRIP GENERATION

4.1 Construction Working Hours

4.1.1. During the construction of Stages 1 and 2, it is expected that standard working hours will be Monday to Friday from 07:00 to 19:00 and personnel will work a nine hour period within this timeframe. As such, all construction worker related trips will arrive on site between 6.00 and 10.00 and depart the site between 16:00 and 20:00.

4.1.2. On Saturdays, standard working hours will be 07:00 and 13:00. Start-up and shutdown activities would take place during a one hour window either side of standard working hours.

4.1.3. Working hours outside of these periods, including bank holidays, will be agreed in advance with Selby District Council (other than where such works are associated with an emergency, or where work is carried out within existing buildings or buildings constructed as part of the authorised development). The operational power station site will continue to operate a 24 hour operation.

4.2 Trip Generation

4.2.1. The combined worst case site traffic flows have been provided in Table 4-1 below. It should be noted that this includes all Gas Pipeline and electrical works showing both car trips and HGVs.

Table 4-1 - Peak/Daily Number of Cars and HGVs and Project Month

Category	Maximum number per hour (2way arrival and departure)	Maximum number per day (2way arrival and departure)	Project month
Car Trips	124 (412*)	824	21
HGVs	18	194	12

**Total Car Arrivals between 06.00-10.00 time period.*

4.3 Construction Worker Arrival and Departures

4.3.1. In order to estimate a realistic arrival and departure profile of workers, it is common practice to use an existing flow profile in a similar area to the Proposed Scheme, which is deemed to be representative of an existing trend and travel pattern.

4.3.2. The use of TRADS (now Webtris) which shows the hourly variation of traffic on the M62 (reflective of the area of Drax), is therefore an appropriate way of deriving this profile between the hours of 06.00-10.00 and 16.00-20.00.

4.3.3. The estimated worker arrival and departure profile is shown in Table 4-2, and the car trip profile is visually presented in Diagram 1.

Table 4-2 Construction Estimated Worker Arrival and Departure Profile

Time Period	Arrivals		Departures	
	Eastbound		Westbound	
	Count Site (M62/2564A)		Count Site (M62/2564B)	
	Vehicles	Proportion	Vehicles	Proportion
0600-0700	1,588	19%	-	-
0700-0800	2,457	30%	-	-
0800-0900	2,213	27%	-	-
0900-1000	1,888	23%	-	-
1600-1700	-	-	2,479	34%
1700-1800	-	-	2,318	32%
1800-1900	-	-	1,545	21%
1900-2000	-	-	905	12%

4.3.4. The arrival and departure of construction workers will be managed as part of the Construction Worker Travel Plan (CWTP) and this will include monitoring of the staff car parks to record the arrival/departure profile of construction workers. As set out in detail in the CWTP it is proposed that if construction traffic arrivals and departures are occurring in narrower timeframe than predicted during the peak of construction then measures such as a permit system could be enacted by the Transport Steering Group.

4.4 HGV Arrival and Departures

4.4.1. A profile showing the number of HGVs over the duration of the construction phase has been included in Diagram 1.

4.4.2. Throughout the day, it is assumed that HGVs will have a linear profile of arrival and departure during the working day from 07.00-19.00. The peak number of HGVs arriving / departing in an hour during the full duration of the Proposed Scheme is eight (or 16 two-way).

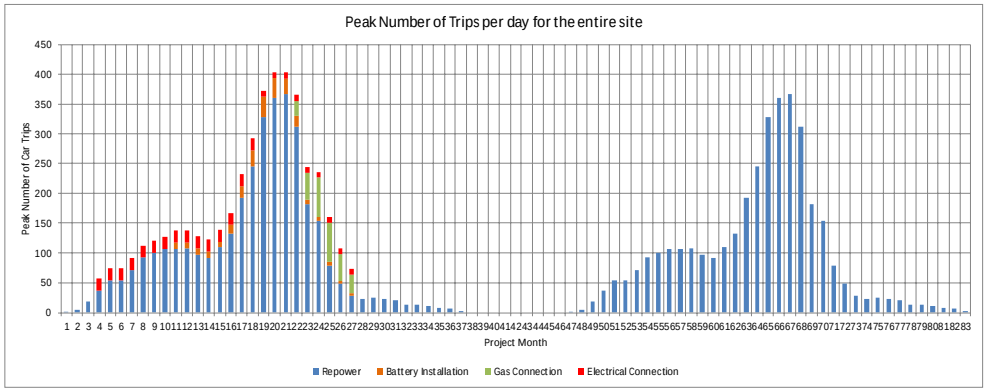
4.4.3. The impacts of traffic, both construction worker and HGV traffic on the transport network for the peak periods of construction related activities have been assessed in the Environmental Statement and there is the potential for an adverse impact on the SRN (JN36 of M62 at Goole) therefore this will be monitored and managed through the CWTP and this CTMP.

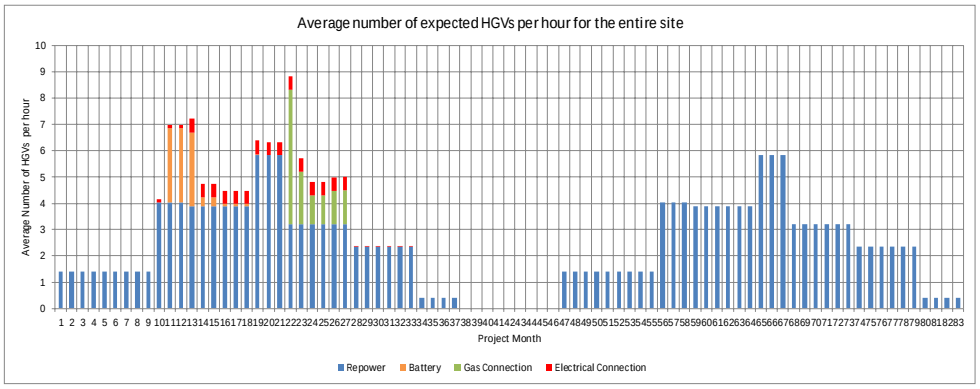
4.5 Construction Timetable

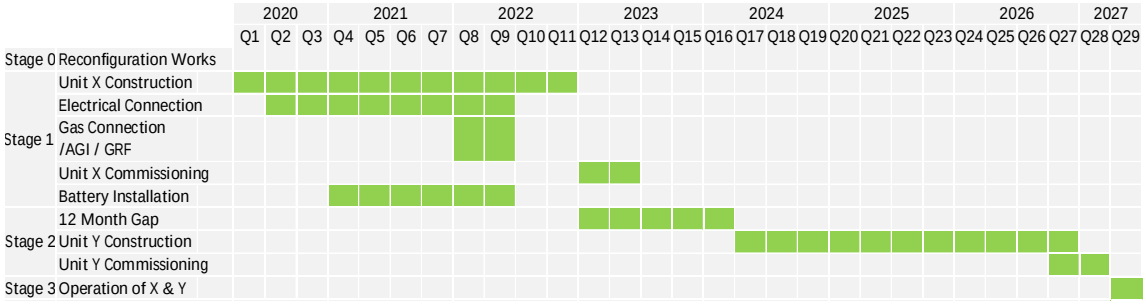
4.5.1. An assessment of the construction phase of the Proposed Scheme has been undertaken and an outline construction programme developed. Diagram 1 shows the proposed outline

construction programme and highlights the periods where construction activity is most concentrated.

Diagram 4-1 - Trip Generation and Programme







5 ABNORMAL LOADS

5.1 Introduction

5.1.1. The Proposed Scheme will require the delivery of a number of AILs for various components during Stages 1 and 2. As such, it is important that the CTMP considers adequate transport routes for the AILs and addresses any mitigation measures which may be required to facilitate the deliveries.

5.1.2. At this stage of the Proposed Scheme, it assumed that some AILs will be delivered by road from origins within the UK, or shipped into Goole Inland Port and transferred via road to Drax.

5.1.3. For deliveries of AILs from Goole Inland Port two route options can be taken:

- A161 > M62 > A614 > A645
- A161 > Booth Ferry Road > A614 > M62 > A614 > A645

5.1.4. Given the early stage of the Proposed Scheme, and the required consultation needed to prepare for the delivery of an AIL, the outline process is laid out below. The final route and logistics required for delivery would form part of the final CTMP to be submitted pursuant to requirement 17 of Schedule 2 of the draft DCO.

5.2 Haulage Responsibilities

5.2.1. The requirements outlined below will be the responsibility of the haulage companies during the delivery of AIL components:

- Abnormal load drivers, and their convoy, will be fully aware of the specified access route and will not deviate from this route.
- Abnormal load deliveries will only take place during the hours agreed with both the Police and Highway Authorities.
- Peak traffic periods and the school run will be avoided when planning the timing of deliveries both to and from the construction site.
- Deliveries during a weekend will be minimised but will take place if this is deemed to be acceptable to both the Police and Highway Authorities.
- To ensure the safe and effective coordination of the work, written notification of the commencement of the delivery periods will be given to the Police and Highway Authority within an agreed timescale to be agreed with the respective parties.
- Additional temporary warning signs may be provided on the delivery route for abnormal loads in accordance with the requirements of the Highway Authority.
- Any modifications, temporary or permanent, to the highway network must be agreed with the Local Highway Authority and Highways England prior to the delivery of AILs.

5.3 Notifications

5.3.1. In order to facilitate the delivery of AILs, it will be the responsibility of the haulage company to contact and inform the following key stakeholders. The haulage company must be able to advise each of the stakeholders in terms of proposed delivery dates and likely impacts.

Emergency Services

5.3.2. The Police, Fire and Ambulance services should be given written notice of the deliveries, and further daily notifications should be provided in advance of the vehicles leaving the port of entry.

Highway Authorities

5.3.3. The respective Highway Authorities should be given advance written notice of the AIL deliveries. The relevant authorities are likely to include Highways England, East Riding of Yorkshire Council and Selby District Council.

5.3.4. Updates should be provided on a regular basis as the delivery timetable is finalised with the supplier during the delivery period.

Local Residents

5.3.5. Relevant and timely information should be provided to local residents affected during the delivery of the AILs four weeks and one week prior to the commencement of the deliveries.

5.3.6. The preferred method and channels for communicating with residents will be determined at a later date. At this stage, it is proposed that communication should provide residents with the following key information:

- Name and contact details of the Construction Site Manager(s).
- Name and contact details of the relevant Supplier Site Manager(s).
- The date on which the deliveries will begin.
- The anticipated duration of the delivery period.
- Formal request for residents to keep the necessary sections of the highway clear of parked vehicles during the delivery period.
- Emergency contact details for the Local Police.

Local School

5.3.7. As with HGV access, AIL access will be coordinated by the contractor to ensure that routes avoid the start and finish times of the Drax Community Primary School and Read School.

Local Businesses

5.3.8. In addition to the distribution of information through emails, local businesses should also be approached directly in order to ensure that any effect on their business is minimised. This should include Royal Mail (with Delivery Offices located at both Selby and Goole).

Local Services

5.3.9. Every effort will be made to work with local service providers to ensure disruption caused by deliveries is avoided. Services of particular relevance include, but are not limited to, the following items;

- Local buses.
- Refuse collection.
- Regular goods deliveries.

5.3.10. Contact with these service providers should be made by the site manager two weeks in advance of planned deliveries taking place.

Planned Engineering Works

5.3.11. Through working with the local Highway Authority, planned engineering works which conflict with the delivery route times should be identified. Discussions will then focus on minimising and, where possible avoiding, any disruption to the local community during the planned engineering works.

Local Community Events

5.3.12. Through close working with the local council, the developer will identify any conflicts with school and nursery drop off and pick up locations and times. Where possible, the construction deliveries will be scheduled to avoid these busy periods and minimise the level of disruption in the local area.

5.3.13. All events within the local community which are planned or notified will be considered by the developer when scheduling deliveries. The site manager will contact the relevant stakeholders two weeks in advance of scheduled deliveries to ensure that all issues are considered, and that necessary mitigation measures are implemented.

5.4 Highway Condition Survey

5.4.1. A highway condition survey will be carried out along the whole route ahead of the first AIL delivery, and after the final AIL.

5.4.2. Any road maintenance issues or damage deemed to be attributable to the AIL will be rectified, and the road will be returned to its former condition.

5.5 Mitigation

5.5.1. Once the Contractor has been appointed, and prior to transportation of the first AIL, an access route survey report will be produced by the haulage company to identify the pinch-points requiring minor mitigation (such as temporary removal of street furniture and safety barriers) along the entirety of the route's length from the AIL's port of entry to the Power Station Site. This will involve removing part of the safety barrier at Junction 36 of the M62.

5.5.2. At this stage, the exact size of the AILs are not known, nor is the port of entry to determine the likely route. An indicative assessment of a large unit being transferred from Goole Inland Port to Drax would require the use of a cross-over of the M62, west of J36. Further detailed assessment would be undertaken to determine the exact temporary mitigation required for the M62, and other local required temporary mitigations, as well as the agreement of traffic management and coordination of the delivery with Highways England and Local Authorities.

6 CONSTRUCTION LAYDOWN AND PARKING

6.1 Construction Staff Parking

6.1.1. Construction staff parking will be provided on land to the East of New Road as shown in Figure "Work No. 9 Key Plan - Temporary Construction Laydown Areas" (Examination Library Reference REP2-007) and presented at the end of this document.

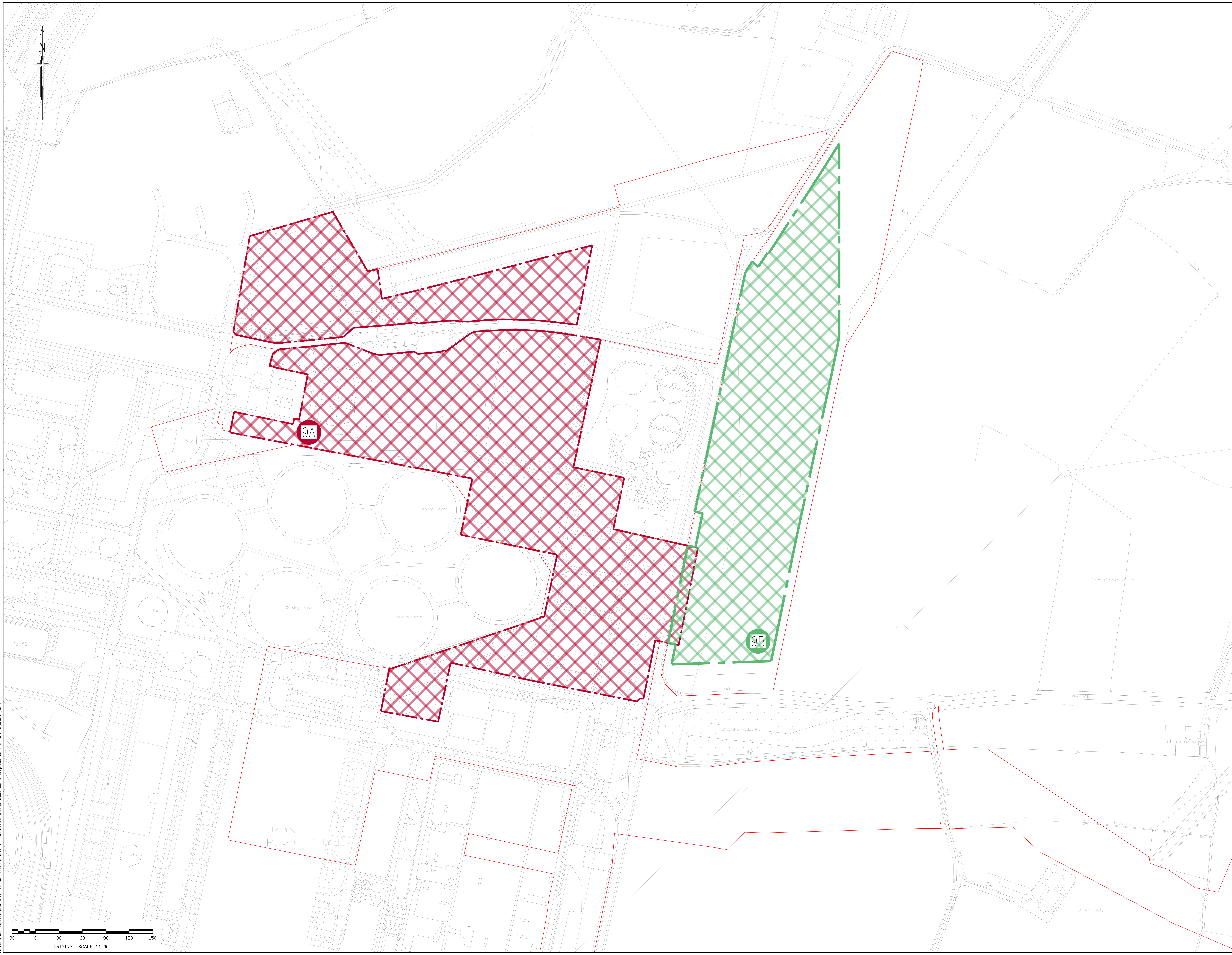
6.1.2. Parking will be permitted with 400 permit spaces made available to encourage shared worker trips, and to minimise any impact on the local transport network. A car park management strategy will be prepared as part of the CWTP and will include the eligibility criteria for parking, monitoring of the strategy, and enforcement of the strategy.

6.1.3. A pedestrian footbridge will be provided from the parking area into the Power Station Site in order to maintain site security and remove the need for workers to cross New Road. The exact position of this is yet to be confirmed, although the footbridge will be located within the limits of deviation for Work Number 9A.

6.2 Construction Laydown Areas

6.2.1. HGV deliveries will access the Existing Drax Power Station Site and the laydown areas as shown as Work Numbers 9A and 9B on the Works Plans (Examination Library Reference REP2-007), to the east and west of New Road.

6.2.2. For the pipeline works, materials will be stored within the Power Station Site and the carbon capture reserve space, however, a laydown area and some construction worker parking will also be provided at the start of the proposed pipeline off Rusholme Lane.



DO NOT SCALE

LEGEND

ORDER LIMITS

WORK No. 9
TEMPORARY CONSTRUCTION LAYDOWN AREAS

WORK No. 9A

HARDSTANDING / CAR PARKING / PEDESTRIAN BRIDGE / SITE WELFARE OFFICES

HARDSTANDING / CAR PARKING / PEDESTRIAN BRIDGE / SITE WELFARE OFFICES LIMITS OF DEVIATION

WORK No. 9B

HARDSTANDING / CAR PARKING

HARDSTANDING / CAR PARKING LIMITS OF DEVIATION

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(j)

REV	DATE	BY	DESCRIPTION	CHK	APP
02	22/10/2018	JPW	SECOND ISSUE SUBMITTED FOR EXAMINATION DEADLINE 2	RM	BS
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PROJECT: The Drax Power (Generating Stations) Order

TITLE: Application Document Reference 2.3A Works Plans Work No. 9 Key Plan - Temporary Construction Laydown Areas

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PROJECT No: 70037047	DESIGNED: B.SIBTHORP	DRAWN: S.SPINKS	DATE: 22/10/2018

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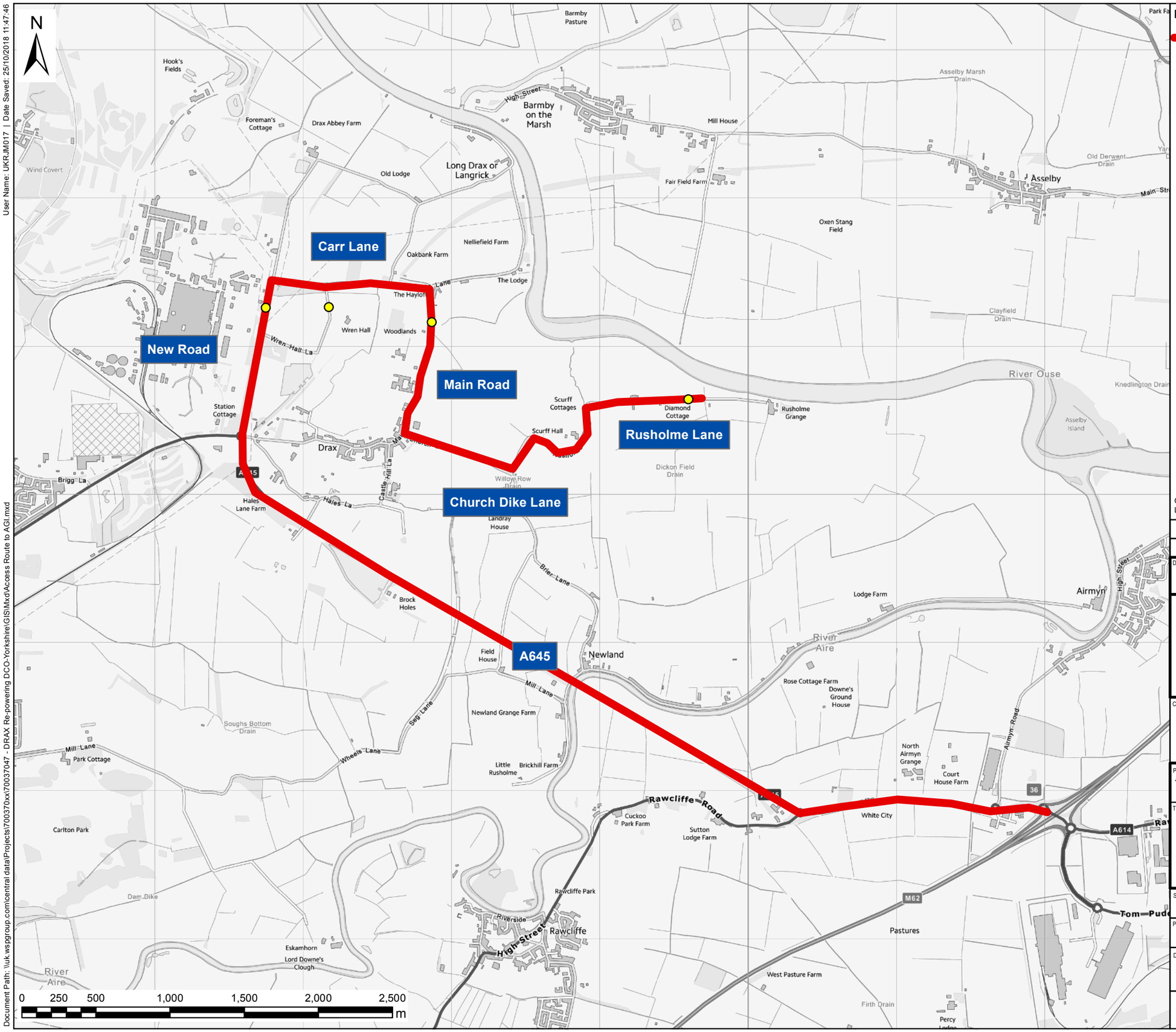
REV: 02



Key

- Construction Route
- Access to Pipeline

REV	DATE	BY	DESCRIPTION	CHK	APP
A	17/10/2018	RS	FIRST ISSUE	PW	VH

DRAWING STATUS: DRAFT

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PROJECT: The Drax Power (Generating Stations) Order

TITLE: Figure 1 - Construction Access Route

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25,000 @ A3	PW	VH

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