REPORT

Boston Alternative Energy Facility

Outline Construction Traffic Management Plan

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Boston Alternative Energy Facility

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Classification
Project related

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1 Outline Construction Traffic Management Plan

1.1 Introduction

Background

1.1.1 This Outline Construction Traffic Management Plan (OCTMP) relates to the Boston Alternative Energy Facility (the 'Facility'). The OCTMP forms part of a set of documents that supports the Environmental Statement (ES) (document reference 6.2) submitted by the Applicant as part of the Development Consent Order (DCO) application.

1.1.2 The Facility is proposed to be located at Riverside Industrial Estate, Boston, Lincolnshire. The Riverside Industrial Estate is adjacent to the tidal River Witham (known as 'The Haven') and down-river from the Port of Boston.

1.1.3 A final detailed Construction Traffic Management Plan (CTMP) will be produced post-consent, prior to construction of the Facility, and will be in accordance with this OCTMP pursuant to the discharge of DCO Requirement 12.

1.1.4 This OCTMP also includes Travel Plan measures related to construction workers vehicle movements.

1.1.5 This OCTMP reinforces commitments made in the ES (document reference 6.2).

1.1 Structure of the OCTMP

1.1.6 The OCTMP will summarise the general principles and control measures to be adopted during construction of the Facility and will provide the framework for the preparation of the final, more detailed CTMP which will be developed post-consent.

1.1.7 The OCTMP describes the following:

- Section 2 sets-out the construction vehicle movements and programme, to include traffic demand and distribution.
- Section 3 sets-out the construction traffic management measures
- Section 4 sets-out the control processes
- Section 5 sets out the monitoring and control processes
- Section 6 sets out the corrective measures

1.2 Purpose and Scope of Final CTMP

1.2.1 The final CTMP will provide a key mechanism, enforceable via the DCO, through which the relevant regulatory authorities can be assured that environmental effects associated with construction of the Facility will be formally controlled and mitigated. The final CTMP will provide the standards, procedures and mitigation measures that are promoted for the project to manage and mitigate the effects of construction traffic in the area.

1.2.2 The CTMP is intended to be a live document to be reviewed and updated as appropriate by the Facility's appointed Principal Contractor (PC) in consultation with the highway authority Lincolnshire County Council (LCC) as construction is progressed.

2 Construction Vehicle Movements and Programme

2.1 Introduction

2.1.1 The Application Site for the Facility covers 26.8 hectares (ha) and is split in to two components: the area containing operational infrastructure for the Facility (the 'Principal Application Site'); and an area containing habitat mitigation works for wading birds (the 'Habitat Mitigation Area'). The Principal Application Site (NGR TF33950 42241) covers 25.3 ha and is neighboured to the west by the Riverside Industrial Estate and to the east by The Haven, a tidal waterway of the River Witham between The Wash and the town of Boston. The A16 public highway is located approximately 1.3 km to the west. The Habitat Mitigation Area covers 1.5 ha and is located approximately 170 m to the south east of the Principal Application Site, encompassing an area of saltmarsh and small creeks at the margins of The Haven.

2.1.2 Construction and operational traffic will be associated with the Principal Application Site only, and where 'site' is referenced in this document it means the Principal Application Site. The final layout of the Facility is contained within **Appendix A.**

2.2 Construction Programme

2.2.1 A draft construction programme has been produced and provided in **Appendix B**. The construction programme identifies a total construction duration of 48 months.

2.2.2 The Phase 1 Wharf construction will start at the beginning of the construction programme and is a critical establishing phase for future delivery of raw materials by ship rather than transportation by local roads. It is estimated that it will take approximately four to six months to construct the first section of the wharf. The remaining section of the wharf will take a further 12 months (approximately) to complete.

2.2.3 A concrete batching plant will be installed on-site. The concrete batching plant will take approximately four days to install. This will reduce road transport movements associated with supplying concrete using mixer lorries, which are only able to provide small quantities (6 to 8 m^3) of concrete compared to bulk raw material supply (20 to 25 m^3). When the wharf is complete, aggregate will be brought in by ship. Aggregate brought in via ship will be transferred from the wharf via an overland temporary conveyor to the concrete batching plant. The temporary aggregate conveyor will take around five months to install. This will be deconstructed when the need for aggregate supply by ship has come to an end.

2.2.4 Other bulk loads including reinforcement materials such as steel and fibre will be brought in via ship, with on-site vehicle transport to lay-down areas within the site.

2.2.5 **Table 2-1** provides a summary of the major Facility infrastructure components and the associated construction timescales. Further details of the construction of the Facility can be found in **Chapter 5 Project Description** of the ES (document reference 6.2.5).

Table 2-1 Facility Infrastructure Construction Timescales Summary

Facility Infrastructure	Construction Timescale
Wharf (Fully complete)	15 to 18 months
Bale Shredding Plant and Bunker	5 months
Thermal Treatment Plant (timescale includes building and commissioning of all three lines)	48 months
Lightweight Aggregate Facility (including commissioning)	19 months
Power Export Island	20 months
RDF Storage, Turbine House, Air Cooled Condensers, Control Room and Office	Various

2.3 Construction Traffic Demand

2.3.1 The traffic generation that has informed this OCTMP has been derived by work undertaken by the Applicant's Principal Contractors (PC). The forecast number of Heavy Goods Vehicles (HGVs) and personnel vehicle movements associated with construction of the Facility were supplied by the PC and these forecasts have been informed through calculations using the predicted quantity of materials, type of HGVs that could be expected and workforce requirements.

2.3.2 **Appendix B** shows the disaggregation of component traffic demand by activity over time. This data facilitates the derivation of total deliveries and HGV movements per day.

2.3.3 **Appendix B** shows peak HGV demand in week 41 of Year 1 of the construction programme with 293 daily HGV movements.

2.3.4 The majority of the HGV movements relate to the delivery of Ready Mixed Concrete (RMC) and is predicted to last for one week only. This period of intensification of HGV movements is to allow for the Phase 1 Wharf construction which is a critical establishing phase to allow for future delivery of raw materials by ship.

2.3.5 The peak daily HGV demand of 293 HGV movements represents the maximum HGV level for the Facility not to be exceeded by the PC.

2.3.6 The PC will be encouraged to validate the figures based on a greater certainty on supply chain and programming post application and prior to construction.

2.4 Traffic Distribution

2.4.1 HGV routes were carefully selected during the development of the Environmental Impact Assessment (EIA) to minimise the potential for adverse environmental. **Appendix C** highlights the HGV routes to the Facility's site location and associated points of access to the highway network.

2.4.2 There is the requirement for the road transport of approximately 83,780 tonnes of cement which will be required for the on-site concrete batching plant before the Phase 1 wharf construction has been completed and through the remaining period of the construction programme. This cement will originate from Ketton Cement works in the County of Rutland, with potential alternative sources from Purfleet or Tyneside.

2.4.3 At this stage, as a definitive sources of materials (RMC) and plant are unknown, therefore the respective traffic demands have been assigned to both the A16 originating from the north (Link 7) and the A16 originating from the south (Link 3).

2.4.4 HGVs will not be permitted to route through the A52 – Liquorpond Street during peak construction and will need to be diverted to the A17 and A16 to the south.

3 Construction Traffic Management Measures

3.1 Introduction

3.1.1 The following measures will form a framework for the PC to develop and augment in consultation with LCC prior to submitting the final CTMP for discharge of Requirement 12.

Management of Deliveries

3.1.2 The core working hours are anticipated to be between 8am and 8pm (with an option of 7am to 7pm), Monday to Saturday, with no bank holiday or public holiday working. The early stages of construction will require some slip-forming works (or other similar activities) and these will require limited *ad-hoc* 24 hour working.

3.1.3 LCC will be advised as soon as practical where works are undertaken out of consented hours in response to emergency situations or slip-forming (or other similar activities), outlining the circumstances for the works, the likely duration and the management and mitigation measures to be implemented.

3.1.4 The repetitive nature of the deliveries during the peak construction period (importing concrete) would inherently lead to an optimal fleet size resulting in an even distribution of HGV traffic on a day to day basis. This will prevent bunching of deliveries and reduce the impact of HGV traffic upon peak periods.

3.1.5 The contract would be required to introduce processes that maintain this even profile of HGV deliveries during the working hours.

3.1.6 The PC will implement a system to help the public distinguish HGV construction vehicles associated with the Facility from other traffic on the network. Each HGV construction vehicle will be required to display a unique identifier within the window of the cab (a recognisable logo).

Personnel Travel

3.1.7 As previously stated, working hours for the Facility are anticipated to be between

8am and 8pm (or 7am to 7pm), Monday to Saturday, Peak personnel vehicle movements will therefore be expected to occur outside of the traditional network peak hours.

3.1.8 From a workforce travel perspective, introducing arbitrary car share targets could prove unwieldly to monitor and report; and therefore could take the focus off the CTMP from managing traffic effects. It is likely that a large percentage of the workforce will be based in temporary accommodation locally and will be inclined to car share.

3.1.9 It is therefore proposed that the CTMP objective of managing the traffic effects of the Facility is achieved by focussing resource on introducing measures to encourage car sharing as set out in **Table 3-1** below.

Table 3-1 Personnel Travel Plan Measures

Measure	Rationale
Identify car-share, pickup locations	The PC will identify and group those personnel who are in nearby accommodation and assign designated drivers.
Drivers required to park within the site compound	All drivers will be required to park within the allocated car parks. Drivers not parking within the car parks, i.e. on the highway will be subject to enforcement action as set out in **Section 6.**
Walking/ cycle facilities	It is recognised that the site location could reduce the potential opportunities for walking and cycling and public transport. However, the PC would not seek to discourage personnel who choose to walk and cycle and will ensure changing facilities, and lockers are provided. In addition, secure cycle parking will be made available. The level of cycle parking requirements will be established by the PC based upon personnel origins and reviewed throughout construction.
Guaranteed lift home	To allow personnel who car share to get home in an emergency a guaranteed lift home will be offered.
Staff noticeboard	A staff notice board will be provided, within a communal area, this will include details of the car sharing options including details of parking requirements and the guaranteed lift home. The notice board will also include details of local

Measure	Rationale
	walking and cycling routes and bus and train times from Boston Town Centre.
Welfare and catering facilities	To avoid the need for personnel to drive off-site during the working day for lunch the PC will provide welfare facilities. These will include an area for personnel to prepare and eat lunch. In addition, the PC will also seek to encourage local suppliers (e.g. a sandwich van) to deliver food to the site location.

Temporary Signage

3.1.10 Temporary direction and warning signs to advise of turning vehicles will be provided in the vicinity of all accesses in accordance with Chapter 8 of the Traffic Signs Manual (2009). The signage would highlight the proposed accesses to drivers to avoid late breaking manoeuvres and highlight to the travelling public the potential for turning vehicles. Full details to be agreed in the final CTMP.

Driver Information Packs

3.1.11 An Information Pack will be distributed to all individuals involved in the transport of materials. The pack would be a convenient size so it can be stored in a truck cab.

3.1.12 The pack will include key information on delivery routes and times and procedures for dealing with emergencies and disciplinary measures for non-compliance.

Control of Dust and Dirt and Vehicle Emissions

3.1.13 To minimise vehicle emissions and control dust and dirt being tracked on to the highway, the Facility's construction site may include the following measures and are to be agreed in the final CTMP:

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the Principal Application Site.
- Loaded vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.

- Install a wheel washing system (with rumble grids to dislodge accumulated dust and mud) prior to leaving the site where reasonably practicable.
- Adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
- Locate site access gates at least 10 m from receptors where possible.
- All vehicles to comply with the Euro VI emission standard where practicable (it is noted some specialist vehicles may not be able to comply with this requirements). Project-related emissions would therefore be minimised insofar as is possible.

Parking and Loading

3.1.14 Two car parks will be provided at the Facility, the northern car park will be for cars and is accessed / egressed from Nursery Road, the southern car park will be for larger vehicles and separately accessed via an 'entry only' access off Marsh Lane and exit provided on Nursery Road.

3.1.15 The northern car park will be for construction personnel light vehicles only with an area allotted to visitors to the Facility. The southern car park will provide larger spaces (4 m x 7 m) for worker vans.

3.1.16 Details of parking capacity and layouts of the proposed car parks will be provided for inclusion into the final CTMP.

3.1.17 This one-way and separate parking strategy for larger vehicles (e.g. vans) ensures minimal vehicle conflicts and reduced vehicle delay on Marsh Lane and Nursery Road.

3.1.18 11 seater mini buses will transfer workers from the car parks to their place of work on the Principal Application Site via the site entrance on Nursery Road or Callen Road. This is to ensure high levels of site safety and operational control.

3.1.19 Appropriate loading/unloading areas for construction vehicles will be undertaken within the site compounds to avoid overspill parking or waiting on the highway.

Communication Strategy

3.1.20 The PC will identify a single point of contact as Traffic Management Plan Co-Ordinator (TMPC) – it is likely that much of this role will be undertaken by the Public Liaison Officer (PLO). The TMPC details will be provided to Boston Borough Council (BBC) and LCC to allow them to raise any immediate concerns

directly with the PC.

3.1.21 The TMPC will provide regular updates to the local community highlighting issues such as peak periods where deliveries would be more intense. In addition, the TMPC will establish direct lines of communication with local businesses, etc to ensure that deliveries are managed and co-ordinated. The form of communication will be agreed in the final CTMP.

Highway Maintenance

3.1.22 The PC would work with LCC to undertake pre-condition highway surveys. Upon completion of the works, any damage (attributable to the Facility) will be agreed with LCC and rectified. A daily check of the highway in the immediate vicinity of the Facility will be undertaken to identify defects. All defects will be reported to LCC for repair, the applicant will reimburse LCC for damage attributable to the Facility.

Public Rights of Way

3.1.23 During the construction, the following footpath sections would be permanently closed: BOST/14/4, BOST/14/10 and BOST/14/5. The closure would also affect the England Coast Path route which follows these footpaths, as does Macmillan Way (which is a series of interconnected public footpaths). The diversion for these route closures would follow the route of an existing footpath, which follows the route of Roman Bank (also known as 'Sea Bank') along footpath sections BOST/14/11 and BOST/14/9. **Figure 5.3** of the ES (document reference 6.3.2) details the footpath network and identifies the footpath sections to be closed.

3.1.24 To allow continued pedestrian footpath access along BOST/14/11 there is the requirement to install a safe pedestrian crossing method providing priority to pedestrians crossing the unnamed spur road which is within the site boundary. A number of potential methods could be utilised including, traffic lights, barrier gates or banksman to monitor the crossing of BOST/14/11 by potential construction traffic during the construction period.

3.1.25 The diversion would further affect pedestrians because the route of footpath section Bost/14/11 at the intersection with Bost/14/9 is within the construction boundary of the Facility. Therefore, pedestrians would be routed to cross the site road within closer proximity of construction traffic vehicles, thus decreasing the relative pleasantness of the journey.

3.1.26 Embedded mitigation is provided via a fenced public footbridge will be constructed

early in the construction programme to provide access across the existing gap in the Roman Bank. This will allow for increased pedestrian safety and means that pedestrians will not have to directly cross an active construction site at this location. The final design of the footbridge would be included within the final CTMP.

Interaction of Cumulative Projects

Battery Energy Storage Plant (BESP) (Marsh Lane) B/17/0467

3.1.27 The ES identified that Marsh Lane and Nursery Road could potentially result in significant effects during cumulative movements between the BESP and the Facility.

3.1.28 There are currently no details regarding an indicative construction timeline of the BESP, thus it is assumed that potential overlap of construction between the BESP and the Facility could occur.

3.1.29 Thus, a commitment by the Applicant and its appointed contractors to engage with the BESP contractors would enable opportunities in programming project peak construction activities so that they do not coincide together thus avoiding significant effects of cumulative traffic.

Viking Link Interconnector (VLI) UK Onshore Scheme - B/17/0340

3.1.30 The onshore planning application was granted consent in 2018, with construction due to begin in 2020 and completion by the end of 2023.

3.1.31 The ES identified that the A16 (as it enters Boston from the south to the roundabout junction with the A52) could potentially result in significant effects during cumulative movements between the VLI and the Facility.

3.1.32 As the duration of the peak VLI period is unknown, it is proposed that a commitment be undertaken by the Applicant and its appointed contractors to engage with National Grid.

3.1.33 Liaison between both projects would enable opportunities in programming project peak construction activities so that they do not coincide together thus avoiding significant effects of cumulative peak traffic.

3.1.34 Full details of the liaison processes between cumulative projects are to be agreed within the final CTMP.

4 Control Processes

4.1 Introduction

4.1.1 This section outlines the control processes that the PC and their supply chain would be required to adhere to and contribute towards.

4.2 Delivery Route Compliance

4.2.1 The delivery routes will be communicated by the PC to all individuals and companies involved in the transport of materials and plant to and from the Facility. Information signs will also be erected which will include a telephone number for the public to report concerns.

4.2.2 The PC will implement a system to help the public distinguish HGV construction vehicles associated with the Facility from other traffic on the network. Each HGV construction vehicle will be required to display a unique identifier within the window of the cab (a recognisable logo) that will allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number. Signs will be erected the site with the relevant contact number clearly displayed for public enquiries.

4.2.3 HGVs will not be permitted to route through the A52 – Liquorpond Street at any time during construction and will need to be diverted to the A17 and A16 to the south.

4.3 Personnel Travel

4.3.1 The PC will be required to keep an up to date record of the number of personnel on site and how they travelled. This will take the form of daily sign in sheets at the main compound where each employee will be required to sign in and at the same time provide their vehicle registration number where applicable.

4.3.2 This information will provide an easily auditable record of the number of vehicle movements and allow for the derivation of achieved mode share. This information will be retained and provided to LCC/BBC upon request.

4.4 Delivery Log

4.4.1 The PC will be responsible for managing the demand for deliveries and exports for their own fleet and that of their supply chain partners to ensure they comply

with agreed daily traffic profiles.

4.4.2 The PC will be required to keep up to date record of deliveries to the site, this will take the form of delivery receipts. This information will be retained to be provided to LCC/BBC upon request.

4.5 Welfare

4.5.1 Construction areas will be serviced by temporary construction offices and necessary welfare facilities, which may include mess rooms, locker rooms, showers and toilet facilities, plus facilities for mobile construction teams. These will comply with relevant legislation and codes of practice.

5 Monitoring and Control Processes

5.1 Introduction

5.1.1 This section outlines the monitoring and control processes that have been developed in collaboration with the PC.

5.2 HGV Movements

5.2.1 The HGV movements associated with the Facility will be continuously monitored through the use of a Delivery Log. This will require the PC to keep up to date record of deliveries to the construction site. This information will be made available to LCC/BBC upon request.

5.3 Personnel Movements

5.3.1 The vehicle movements associated with construction personnel travelling to and from the site will be continuously monitored through the use of signing in sheets. This would require the PC to keep an up to date record of personnel numbers and method of travel to work. This information will be made available to LCC/BBC upon request.

5.4 Stakeholder input

5.4.1 Contact numbers will be on display and will be provided to LCC/BBC for the public to raise any concerns with the PC. All enquiries will be recorded and responded to within seven working days. The enquirer would receive a written response (copied to LCC/BBC) detailing what action has been taken.

5.4.2 The PC will be required to keep an up to date record of all enquiries and responses to be made available to LCC/BBC upon request.

6 Corrective Measures

6.1 Introduction

6.1.1 This section provides a summary of the mechanisms that will ensure that the control measures are effectively implemented.

6.2 Correction Process

6.2.1 To ensure that the aims of the OCTMP can be effectively enforced, it is important to define what would constitute a breach. The following actions would contribute a breach of the OCTMP, whereby corrective measures will be required:

- Exceedance of the daily peak of 293 HGV movements:
- Construction personnel overspill parking on the public highway;
- Construction HGVs not adhering to the agreed times;
- Construction HGVS not adhering to the agreed routes; and
- Construction traffic being driven inappropriately, e.g. speeding.

6.2.2 On receipt of a report of a potential breach, the TMPC will investigate the circumstances and compile a report for LLC/BBC. LLC/BBC would then review the information, request further clarifications (if required) and confirm to the TMPC if a material breach has occurred.

6.2.3 If the breach is found to be material the PC will take appropriate action with the offenders and report back to the highway authority.

6.2.4 Individual personnel breaches would be addressed through UK employment law whereby the process outlined above would form the basis for disciplinary proceedings.

7 Summary

7.1.1 The OCTMP provides an outline of the standards, procedures and mitigation measures that are promoted for the construction of the Facility to manage against the effects of construction traffic in the area.

7.1.2 The OCTMP is intended to be an evolving document and the PC and their supply chain would be required to adhere to and contribute towards the OCTMP throughout the duration of the construction phase.

7.1.3 The OCTMP sets out a number of measures that have been developed to mitigate the construction traffic demand. The OCTMP then outlines how the measures within the plan would be subject to a series of control processes, a monitoring strategy and a corrective measure strategy. It provides a summary of the traffic demand, measures and controls.

Table 7-1 Summary of OCTMP Measures and Controls

OCTMP Section	Summary	Details
OCTMP demand and profiles	**HGVs**	**Section 2** sets out a maximum of 293 peak daily HGV movements to the site. The PC will therefore be expected to manage the total daily HGV peak demand traffic at 293 movements between 08:00 to 20:00 (with the option of 07:00 to 19:00) Monday to Saturday.
	Personnel vehicles	**Section 2** details that the construction of the Facility would result in a daily peak of 173 vehicle arrivals or departures. Core hours are anticipated to be between 08:00 to 20:00 (with the option of 07:00 to 19:00) Monday to Saturday
Overarching OCTMP measures	**Vehicle movements**	**Section 2** provides details of the measures to manage HGV and Personnel vehicle movements.
	Driver information packs	**Section 3** provides details of information packs that would be distributed to drivers to inform them of key delivery information such as routes, times etc.
	Dust and dirt	**Section 3** provides details of the measures that would be employed to control dirt being tracked on to the highway.
	Parking and loading	**Section 3** provides details of parking and loading requirements.
	Communication strategy	**Section 3** details a strategy for liaising with the local community to discuss issues.
	Highway maintenance	**Section 3** sets out the measures to ensure that any damage to the highway from the Facility is rectified.
	Public Rights of Way (PRoW)	**Section 3** sets out the measures to ensure continued PRoW access through the construction site.

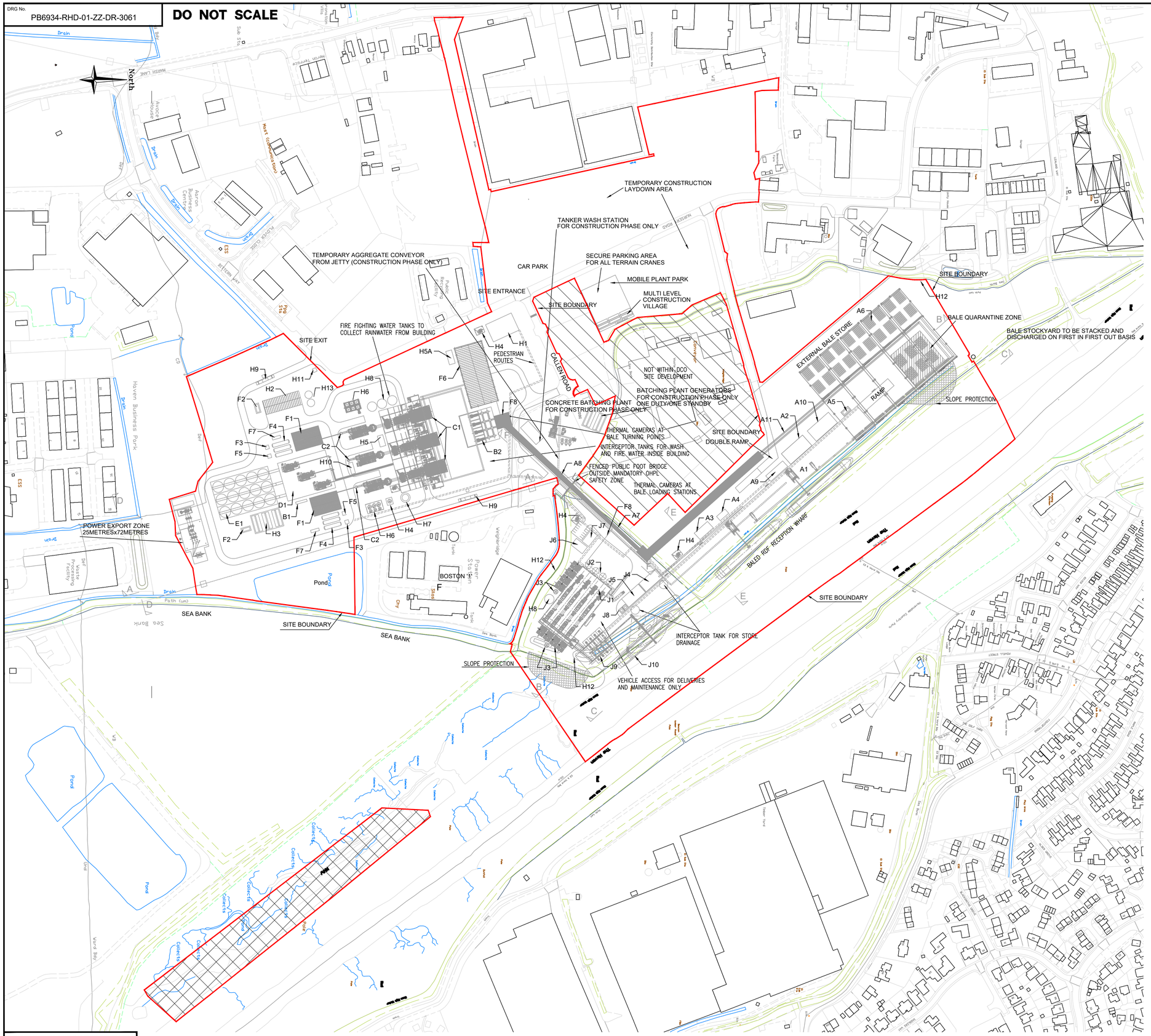
OCTMP Section	Summary	Details
OCTMP Controls	**Routes**	**Section 4.2** provides details of how HGV routing would be controlled.
	Personnel	**Section 4.3** provides details of measures to manage personnel vehicle movements.
	HGVs	**Section 4** provides details of measures to monitor HGV movements.
OCTMP Corrective Measures	**Section 6** details the mechanisms that would ensure that the control measures are effectively implemented.	

Appendix A

Site Layout Figure

DRG No.
PB6934-RHD-01-ZZ-DR-3061

DO NOT SCALE



ITEM NO	PURPOSE	WORKS NO
A1	NEW MULTI PURPOSE WHARF AND PRIMARY FLOOD DEFENCE	4(a)
A2	RE-BALING FACILITY	4(f)
A3	FUEL WHARF PERSONNEL FACILITY	5(f)
A4	FUEL WHARF WC - UNISEX	5(f)
A5	FUEL WHARF - MOBILE PLANT REFUELING	5(n)
A6	EXTERNAL BALE STORAGE	4(e)
A7	BALE TRANSFER ROLLER CONVEYORS OPEN & COVERED	4(c)
A8	BALE TRANSFER BELT CONVEYORS COVERED	4(c)
A9	DAMAGED BALE STORE	4(g)
A10	MOBILE PLANT WORKSHOP INCLUDING WC - UNISEX (5 STAFF)	4(j)
A11	BALE TRANSFER FLAT BELT OPEN CONVEYORS	4(c)

ITEM NO	PURPOSE	WORKS NO
B1	MAKE UP WATER FACILITY	1A(ii)
B2	BALE SHREDDERS	1A(i)
C1	EfW PLANT 3 LINES	1A(ii)
C2	EfW PLANT STACK	1A(iv)
D1	TURBINE GENERATOR HALL	1A(v)
E1	AIR COOLER CONDENSOR	1A(vii)
F1	ASCO PLANT - CARBON CAPTURE	1C
F2	60 000 LITRE BUNDED DIESEL TANK	5(a)
F3	6.5 Mw CHILLER	1C
F4	200 TONNE C02 TANK	1C
F5	TANKER FILLING CONTROL STATION	5(e)
F6	BOTTOM ASH STORAGE AND PROCESSING PLANT	1B
F7	TANKER FILLING AND DRIVER FACILITIES	1C
F8	FINE ASH TRANSFER	1B(v)

ITEM NO	PURPOSE	WORKS NO
H1	OFFICES, VISITORS CENTRE AND CONTROL ROOM	5(o) and 5(e)
H2	PLANT WORKSHOPS	5(h)
H3	BLACK START DIESEL GENERATORS	5(q)
H4	11KV TRANSFORMER AND PEN	5(p)
H5	EfW MCC ROOM FIRST FLOOR COMPRESSOR ROOM GROUND FLOOR	5(e)
H5A	BOTTOM ASH PROCESSING MCC ROOM	5(e)
H6	ADDITIVES FOR FINAL EMISSIONS FILTERING	5(h)
H7	BUNDED FUEL OIL TANK	5(a)
H8	FIRE FIGHTING WATER TANK	5(d)
H9	WEIGH BRIDGE	5(k)
H10	SITE WC - UNISEX	5(f)
H11	SEWER PUMP HOUSE	6(b)
H12	EXISTING SEA BANK AND PUBLIC RIGHT OF WAY	not applicable
H13	3 DAY WATER STORAGE TANKS	6(b)

ITEM NO	PURPOSE	WORKS NO
J1	LIGHTWEIGHT AGGREGATE PLANT	2(b) and 2(c)
J2	ASH SILOS	2(a)
J3	FILTER BANK AND STACK	2(d)
J4	DELIVERED SILT STORAGE AND DRAINING	2(f)
J5	DELIVERED CLAY STORAGE AND DRAINING	2(f)
J6	OFFICES AND CONTROL ROOM	5(e)
J7	WORKSHOPS FOR LWA PLANT ONLY	5(h)
J8	BUNDED OIL STORAGE TANK	5(a)
J9	AGGREGATE PELLET STORAGE	2(e)
J10	CLAY AND SILT DELIVERY AND AGGREGATE EXPORT	4(h)

NOTES

KEY

- ORDER LIMITS
- HABITAT MITIGATION AREA
- LAND OUTSIDE ORDER LIMITS

REV	DATE	DESCRIPTION	BY	CHK	APP
0	19/03/2021	FOR SUBMISSION	MCP	AG	PS

REVISIONS

CLIENT

ALTERNATIVE USE
BOSTON PROJECTS LTD

PROJECT

BOSTON
ALTERNATIVE ENERGY FACILITY
ENVIRONMENTAL STATEMENT

TITLE

GENERAL LAYOUT DRAWING
PLAN
FIGURE 5.1 - SHEET 1 OF 2

Royal HaskoningDHV
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DRAWN	CHECKED	APPROVED
MCP	AG	PS
DATE	SCALE AT A1	REF.
19/03/2021	1:2000	PB6934-RHD-01-ZZ-DR-3061

DRAWING No.	SUITABILITY	REVISION
PB6934-RHD-01-ZZ-DR-3061	S0	0

Appendix B

Vehicle Demand Aligned to Construction Programme

| | | 2021 | | |

2022

14-Mar	21-Mar	28-Mar	04-Apr	11-Apr	18-Apr	25-Apr	02-May	09-May	16-May	23-May	30-May	06-Jun	13-Jun	20-Jun	27-Jun	04-Jul	11-Jul	18-Jul	25-Jul	01-Aug	08-Aug	15-Aug	22-Aug	29-Aug	05-Sep	12-Sep	19-Sep	26-Sep	03-Oct	10-Oct	17-Oct	24-Oct	07-Nov	14-Nov	21-Nov	28-Nov	05-Dec	12-Dec	19-Dec	26-Dec	02-Jan	09-Jan	16-Jan	23-Jan	30-Jan	06-Feb	13-Feb	20-Feb	27-Feb	06-Mar	13-Mar
																									Year 2																										
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95	95	95	95	83	83	83	83	83	83	83	83	83	3	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	84	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83
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319	***333***	***331***	***307***	***287***	***296***	***293***	***295***	***269***	***270***	***244***	***244***	***250***	***130***	***248***	***248***	***248***	***248***	***248***	***246***	***243***	***241***	***251***	***240***	***274***	***265***	***364***	***356***	***250***	***285***	***342***	***314***	***270***	***269***	***267***	***275***	***273***	***278***	***273***	***268***	***270***	***273***	***265***	***262***	***292***	***287***	***281***	***292***	***318***	***315***	***318***	***361***
638	***666***	***662***	***614***	***574***	***592***	***586***	***590***	***538***	***540***	***488***	***488***	***500***	***260***	***496***	***496***	***496***	***496***	***496***	***492***	***486***	***482***	***502***	***480***	***548***	***530***	***728***	***712***	***500***	***570***	***684***	***628***	***540***	***538***	***534***	***550***	***546***	***556***	***546***	***536***	***540***	***546***	***530***	***524***	***584***	***574***	***562***	***584***	***636***	***630***	***636***	***722***
702	***733***	***728***	***675***	***631***	***651***	***645***	***649***	***592***	***594***	***537***	***537***	***550***	***286***	***546***	***546***	***546***	***546***	***546***	***541***	***535***	***530***	***552***	***528***	***603***	***583***	***801***	***783***	***550***	***627***	***752***	***691***	***594***	***592***	***587***	***605***	***601***	***612***	***601***	***590***	***594***	***601***	***583***	***576***	***642***	***631***	***618***	***642***	***700***	***693***	***700***	***794***
117	***122***	***121***	***113***	***105***	***109***	***107***	***108***	***99***	***99***	***89***	***89***	***92***	***48***	***91***	***91***	***91***	***91***	***91***	***90***	***89***	***88***	***92***	***88***	***100***	***97***	***133***	***131***	***92***	***105***	***125***	***115***	***99***	***99***	***98***	***101***	***100***	***102***	***100***	***98***	***99***	***100***	***97***	***96***	***107***	***105***	***103***	***107***	***117***	***116***	***117***	***132***

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466	***370***	***362***	***310***	***310***	***340***	***340***	***340***	***252***	***148***	***138***	***138***	***138***	***138***	***138***	***138***	***178***	***178***	***178***	***98***	***98***	***78***	***90***	***170***	***374***	***278***	***474***	***518***	***214***	***166***	***414***	***340***	***410***	***174***	***182***	***186***	***218***	***222***	***234***	***134***	***130***	***126***	***122***	***102***	***234***	***278***	***174***	***114***	***110***	***114***	***114***	***202***
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78	***370***	***150***	***170***	***42***	***42***	***42***	***122***	***42***	***42***	***42***	***42***	***142***	***142***	***142***	***140***	***170***	***160***	***170***	***52***	***42***	***30***	***30***	***42***	***50***	***42***	***50***	***682***	***90***	***118***	***82***	***182***	***296***	***314***	***222***	***290***	***166***	***298***	***96***	***104***	***202***	***248***	***82***	***78***	***82***	***138***	***70***	***62***	***62***	***126***	***90***	***188***
86	***407***	***165***	***187***	***46***	***46***	***46***	***134***	***46***	***46***	***46***	***46***	***156***	***156***	***156***	***154***	***187***	***176***	***187***	***57***	***46***	***33***	***33***	***46***	***55***	***46***	***55***	***750***	***99***	***130***	***90***	***200***	***326***	***345***	***244***	***319***	***183***	***328***	***106***	***114***	***222***	***273***	***90***	***86***	***90***	***152***	***77***	***68***	***68***	***139***	***99***	***207***
14	***68***	***28***	***31***	***8***	***8***	***8***	***22***	***8***	***8***	***8***	***8***	***26***	***26***	***26***	***26***	***31***	***29***	***31***	***10***	***8***	***6***	***6***	***8***	***9***	***8***	***9***	***125***	***17***	***22***	***15***	***33***	***54***	***58***	***41***	***53***	***30***	***55***	***18***	***19***	***37***	***45***	***15***	***14***	***15***	***25***	***13***	***11***	***11***	***23***	***17***	***34***

702	733	728	675	631	651	645	649	592	594	537	537	550	286	546	546	546	546	546	541	535	530	552	528	603	583	801	783	550	627	752	691	594	592	587	605	601	612	601	590	594	601	583	576	642	631	618	642	700	693	700	794
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
513	407	398	341	341	374	374	374	277	163	152	152	152	152	152	152	196	196	196	108	108	86	99	187	411	306	521	570	235	183	455	374	451	191	200	205	240	244	257	147	143	139	134	112	257	306	191	125	121	125	125	222
86	407	165	187	46	46	46	134	46	46	46	46	156	156	156	154	187	176	187	57	46	33	33	46	55	46	55	750	99	130	90	200	326	345	244	319	183	328	106	114	222	273	90	86	90	152	77	68	68	139	99	207

598	**814**	**563**	**528**	**387**	**420**	**420**	**508**	**323**	**209**	**198**	**198**	**308**	**308**	**308**	**306**	**383**	**372**	**383**	**165**	**154**	**119**	**132**	**233**	**466**	**352**	**576**	**1320**	**334**	**312**	**546**	**574**	**777**	**537**	**444**	**524**	**422**	**572**	**363**	**262**	**365**	**411**	**224**	**198**	**348**	**458**	**268**	**194**	**189**	**264**	**224**	**429**
100	**136**	**94**	**88**	**65**	**70**	**70**	**85**	**54**	**35**	**33**	**33**	**51**	**51**	**51**	**51**	**64**	**62**	**64**	**28**	**26**	**20**	**22**	**39**	**78**	**59**	**96**	**220**	**56**	**52**	**91**	**96**	**129**	**89**	**74**	**87**	**70**	**95**	**61**	**44**	**61**	**69**	**37**	**33**	**58**	**76**	**45**	**32**	**32**	**44**	**37**	**72**
8	**11**	**8**	**7**	**5**	**6**	**6**	**7**	**4**	**3**	**3**	**3**	**4**	**4**	**4**	**4**	**5**	**5**	**5**	**2**	**2**	**2**	**2**	**3**	**6**	**5**	**8**	**18**	**5**	**4**	**8**	**8**	**11**	**7**	**6**	**7**	**6**	**8**	**5**	**4**	**5**	**6**	**3**	**3**	**5**	**6**	**4**	**3**	**3**	**4**	**3**	**6**

Year 2 Average Daily Movements — 66 — Year 2 Max Daily Movements — 220

Not including Year 2 Peak Week 28.

2023

20-Mar	27-Mar	03-Apr	10-Apr	17-Apr	24-Apr	01-May	08-May	15-May	22-May	29-May	05-Jun	12-Jun	19-Jun	26-Jun	03-Jul	10-Jul	17-Jul	24-Jul	31-Jul	07-Aug	14-Aug	21-Aug	28-Aug	04-Sep	11-Sep	18-Sep	25-Sep	02-Oct	09-Oct	16-Oct	23-Oct	30-Oct	06-Nov	13-Nov	20-Nov	27-Nov	04-Dec	11-Dec	18-Dec	25-Dec	01-Jan	08-Jan	15-Jan	22-Jan	29-Jan	05-Feb	12-Feb	19-Feb	26-Feb	04-Mar	11-Mar
																										Year 3																									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	10	10	10	10	10	10	10	5	5	5	5
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	3	1	3	1	3	1	3	1	3	1	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	24	30	30	30	12	12	12	12	12	12	6	6	6	6	6	6	6	6
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	12	12	12	12	12	12	12	12	18	18	18	18	12	12	12	10	6	6	24	30	30	30	12	6	6	6	6	6	6	6	6	6	6	6	6	6
23	41	17	23	23	25	25	25	45	25	45	25	45	25	45	25	45	25	45	25	25	20	20	20	26	26	26	18	18	18	18	16	18	18	18	18	18	18	18	18	18	18	18	18	12	12	12	12	12	32	32	12
6	26	6	6	6	12	12	12	32	12	32	12	32	12	38	18	38	18	38	18	18	18	12	12	18	18	18	18	12	12	12	12	12	12	12	12	12	12	12	12	12	12	6	6	6	6	12	12	12	32	32	12
12	12	12	12	12	6	0	6	6	6	0	6	6	6	0	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	18	18	18	18	0	0	0	0	0	0	0	0	0	0	0	0
22	22	22	12	12	12	12	12	12	12	12	24	24	24	24	24	24	24	7	6	12	12	18	18	18	14	18	8	8	8	8	6	6	6	6	6	6	6	6	6	18	30	30	18	18	6	6	6	6	6	6	6
12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	6	6	6	12	12	12	12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6	6	6	6	6	6	6	6
83	83	83	83	83	83	83	83	83	83	3	3	3	3	3	3	3	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
40	40	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
317	*351*	*307*	*298*	*295*	*300*	*292*	*300*	*338*	*301*	*212*	*192*	*231*	*192*	*230*	*197*	*249*	*209*	*224*	*182*	*186*	*175*	*196*	*175*	*187*	*185*	*190*	*164*	*151*	*151*	*151*	*265*	*263*	*263*	*317*	*329*	*329*	*329*	*293*	*287*	*287*	*297*	*291*	*283*	*271*	*261*	*267*	*267*	*268*	*314*	*314*	*274*
634	*702*	*614*	*596*	*590*	*600*	*584*	*600*	*676*	*602*	*424*	*384*	*462*	*384*	*460*	*394*	*498*	*418*	*448*	*364*	*372*	*350*	*392*	*350*	*374*	*370*	*380*	*328*	*302*	*302*	*302*	*530*	*526*	*526*	*634*	*658*	*658*	*658*	*586*	*574*	*574*	*594*	*582*	*566*	*542*	*522*	*534*	*534*	*536*	*628*	*628*	*548*
697	*772*	*675*	*656*	*649*	*660*	*642*	*660*	*744*	*662*	*466*	*422*	*508*	*422*	*506*	*433*	*548*	*460*	*493*	*400*	*409*	*385*	*431*	*385*	*411*	*407*	*418*	*361*	*332*	*332*	*332*	*583*	*579*	*579*	*697*	*724*	*724*	*724*	*645*	*631*	*631*	*653*	*640*	*623*	*596*	*574*	*587*	*587*	*590*	*691*	*691*	*603*
116	*129*	*113*	*109*	*108*	*110*	*107*	*110*	*124*	*110*	*78*	*70*	*85*	*70*	*84*	*72*	*91*	*77*	*82*	*67*	*68*	*64*	*72*	*64*	*69*	*68*	*70*	*60*	*55*	*55*	*55*	*97*	*96*	*96*	*116*	*121*	*121*	*121*	*107*	*105*	*105*	*109*	*107*	*104*	*99*	*96*	*98*	*98*	*98*	*115*	*115*	*100*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	40	40	0	0	34	34	0	0	40	40	0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	50	36	30	18	18	18	18	20	20	20	20	20	20	20	20	20	20	32	32	32	26	26	14	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	12	24	24	12	42	42	42	42	42	42	8	8	8
28	28	32	28	16	20	10	10	14	10	10	14	10	10	14	10	10	14	10	14	10	10	10	10	10	10	22	22	22	22	22	10	10	10	10	4	4	4	4	4	0	0	0	0	0	0	0	0	0	6	6	6
51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	75	75	201	75	75	75	75	75	75	51	51	51	51	51	51	51	51	51	51	45	45	45	45	45	45	45	45	45	57	57	57	57
109	*129*	*119*	*109*	*125*	*129*	*79*	*79*	*119*	*115*	*81*	*85*	*121*	*121*	*85*	*81*	*115*	*119*	*93*	*97*	*117*	*111*	*237*	*99*	*85*	*85*	*97*	*97*	*97*	*73*	*73*	*61*	*61*	*61*	*61*	*55*	*55*	*67*	*67*	*61*	*69*	*69*	*57*	*87*	*87*	*87*	*87*	*87*	*99*	*71*	*71*	*71*
218	*258*	*238*	*218*	*250*	*258*	*158*	*158*	*238*	*230*	*162*	*170*	*242*	*242*	*170*	*162*	*230*	*238*	*186*	*194*	*234*	*222*	*474*	*198*	*170*	*170*	*194*	*194*	*194*	*146*	*146*	*122*	*122*	*122*	*122*	*110*	*110*	*134*	*134*	*122*	*138*	*138*	*114*	*174*	*174*	*174*	*174*	*174*	*198*	*142*	*142*	*142*
240	*284*	*262*	*240*	*275*	*284*	*174*	*174*	*262*	*253*	*178*	*187*	*266*	*266*	*187*	*178*	*253*	*262*	*205*	*213*	*257*	*244*	*521*	*218*	*187*	*187*	*213*	*213*	*213*	*161*	*161*	*134*	*134*	*134*	*134*	*121*	*121*	*147*	*147*	*134*	*152*	*152*	*125*	*191*	*191*	*191*	*191*	*191*	*218*	*156*	*156*	*156*
40	*47*	*44*	*40*	*46*	*47*	*29*	*29*	*44*	*42*	*30*	*31*	*44*	*44*	*31*	*30*	*42*	*44*	*34*	*36*	*43*	*41*	*87*	*36*	*31*	*31*	*36*	*36*	*36*	*27*	*27*	*22*	*22*	*22*	*22*	*20*	*20*	*25*	*25*	*22*	*25*	*25*	*21*	*32*	*32*	*32*	*32*	*32*	*36*	*26*	*26*	*26*
18	18	18	18	18	18	18	18	18	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	92	90	40	40	30	30	0	0	0	26	0	0	0	30	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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46	98	51	42	36	43	37	49	63	43	57	102	115	95	109	101	115	95	75	60	68	68	70	68	76	72	76	64	40	40	40	38	38	38	74	74	74	74	38	38	38	50	44	32	26	20	14	14	14	34	34	14
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12	12	12	12	12	6	6	6	6	9	11	11	9	9	9	9	11	11	9	21	33	15	17	17	9	9	9	0	0	0	0	0	0	0	0	0	0	0	12	54	36	36	36	30	0	0	0	0	0	12	12	12
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12	12	12	12	6	6	0	0	0	0	0	3	3	3	3	3	3	3	0	0	4	4	4	4	4	4	16	16	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
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10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
190	*242*	*193*	*134*	*122*	*113*	*101*	*83*	*97*	*76*	*106*	*128*	*139*	*119*	*169*	*131*	*147*	*125*	*124*	*109*	*129*	*111*	*115*	*117*	*111*	*109*	*124*	*96*	*60*	*60*	*60*	*58*	*58*	*58*	*94*	*94*	*94*	*94*	*82*	*124*	*106*	*118*	*112*	*88*	*52*	*46*	*40*	*40*	*40*	*72*	*72*	*52*
380	*484*	*386*	*268*	*244*	*226*	*202*	*166*	*194*	*152*	*212*	*256*	*278*	*238*	*338*	*262*	*294*	*250*	*248*	*218*	*258*	*222*	*230*	*234*	*222*	*218*	*248*	*192*	*120*	*120*	*120*	*116*	*116*	*116*	*188*	*188*	*188*	*188*	*164*	*248*	*212*	*236*	*224*	*176*	*104*	*92*	*80*	*80*	*80*	*144*	*144*	*104*
418	*532*	*425*	*295*	*268*	*249*	*222*	*183*	*213*	*167*	*233*	*282*	*306*	*262*	*372*	*288*	*323*	*275*	*273*	*240*	*284*	*244*	*253*	*257*	*244*	*240*	*273*	*211*	*132*	*132*	*132*	*128*	*128*	*128*	*207*	*207*	*207*	*207*	*180*	*273*	*233*	*260*	*246*	*194*	*114*	*101*	*88*	*88*	*88*	*158*	*158*	*114*
70	*89*	*71*	*49*	*45*	*41*	*37*	*30*	*36*	*28*	*39*	*47*	*51*	*44*	*62*	*48*	*54*	*46*	*45*	*40*	*47*	*41*	*42*	*43*	*41*	*40*	*45*	*35*	*22*	*22*	*22*	*21*	*21*	*21*	*34*	*34*	*34*	*34*	*30*	*45*	*39*	*43*	*41*	*32*	*19*	*17*	*15*	*15*	*15*	*26*	*26*	*19*
697	772	675	656	649	660	642	660	744	662	466	422	508	422	506	433	548	460	493	400	409	385	431	385	411	407	418	361	332	332	332	583	579	579	697	724	724	724	645	631	631	653	640	623	596	574	587	587	590	691	691	603
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	284	262	240	275	284	174	174	262	253	178	187	266	266	187	178	253	262	205	213	257	244	521	218	187	187	213	213	213	161	161	134	134	134	134	121	121	147	147	134	152	152	125	191	191	191	191	191	218	156	156	156
418	532	425	295	268	249	222	183	213	167	233	282	306	262	372	288	323	275	273	240	284	244	253	257	244	240	273	211	132	132	132	128	128	128	207	207	207	207	180	273	233	260	246	194	114	101	88	88	88	158	158	114
658	**816**	**686**	**535**	**543**	**532**	**396**	**356**	**475**	**420**	**411**	**469**	**572**	**528**	**559**	**466**	**576**	**537**	**477**	**453**	**541**	**488**	**774**	**475**	**431**	**427**	**486**	**425**	**345**	**293**	**293**	**262**	**262**	**262**	**341**	**328**	**328**	**354**	**328**	**407**	**385**	**411**	**372**	**385**	**306**	**293**	**279**	**279**	**306**	**315**	**315**	**271**
110	**136**	**114**	**89**	**91**	**89**	**66**	**59**	**79**	**70**	**69**	**78**	**95**	**88**	**93**	**78**	**96**	**89**	**80**	**76**	**90**	**81**	**129**	**79**	**72**	**71**	**81**	**71**	**58**	**49**	**49**	**44**	**44**	**44**	**57**	**55**	**55**	**59**	**55**	**68**	**64**	**69**	**62**	**64**	**51**	**49**	**47**	**47**	**51**	**52**	**52**	**45**
9	**11**	**10**	**7**	**8**	**7**	**6**	**5**	**7**	**6**	**6**	**7**	**8**	**7**	**8**	**6**	**8**	**7**	**7**	**6**	**8**	**7**	**11**	**7**	**6**	**6**	**7**	**6**	**5**	**4**	**4**	**4**	**4**	**4**	**5**	**5**	**5**	**5**	**5**	**6**	**5**	**6**	**5**	**5**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**

Year 3 Average Daily Movements 70 Year 3 Max Daily Movements 136

2024

18-Mar	25-Mar	01-Apr	08-Apr	15-Apr	22-Apr	29-Apr	06-May	13-May	20-May	27-May	03-Jun	10-Jun	17-Jun	24-Jun	01-Jul	08-Jul	15-Jul	22-Jul	29-Jul	05-Aug	12-Aug	19-Aug	26-Aug	02-Sep	09-Sep	16-Sep	23-Sep	30-Sep	07-Oct	14-Oct	21-Oct	28-Oct	04-Nov	11-Nov	18-Nov	25-Nov	02-Dec	09-Dec	16-Dec	23-Dec	30-Dec	06-Jan	13-Jan	20-Jan	27-Jan	03-Feb	10-Feb	17-Feb	24-Feb	03-Mar	10-Mar
Year 4																																																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
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4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	1
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2025

17-Mar	24-Mar	31-Mar	06-Apr	13-Apr	20-Apr	27-Apr	04-May	11-May	18-May	25-May	01-Jun	08-Jun	15-Jun	22-Jun	29-Jun	06-Jul	13-Jul	20-Jul	27-Jul	03-Aug	10-Aug	17-Aug	24-Aug	31-Aug	07-Sep	14-Sep	21-Sep	28-Sep	05-Oct	12-Oct	19-Oct	26-Oct	02-Nov	09-Nov	16-Nov	23-Nov	30-Nov	07-Dec	
																			Year 5																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	
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22	22	22	22	22	16	16	10	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	6	0	711
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42	42	42	42	42	42	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30	24	24	24	24	24	18	18	18	18	12	12	12	12	14584
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144	144	144	144	144	132	120	108	100	100	100	100	100	108	96	96	96	96	96	96	96	96	96	104	92	90	76	76	76	76	72	60	60	68	56	56	44	50	38	90124
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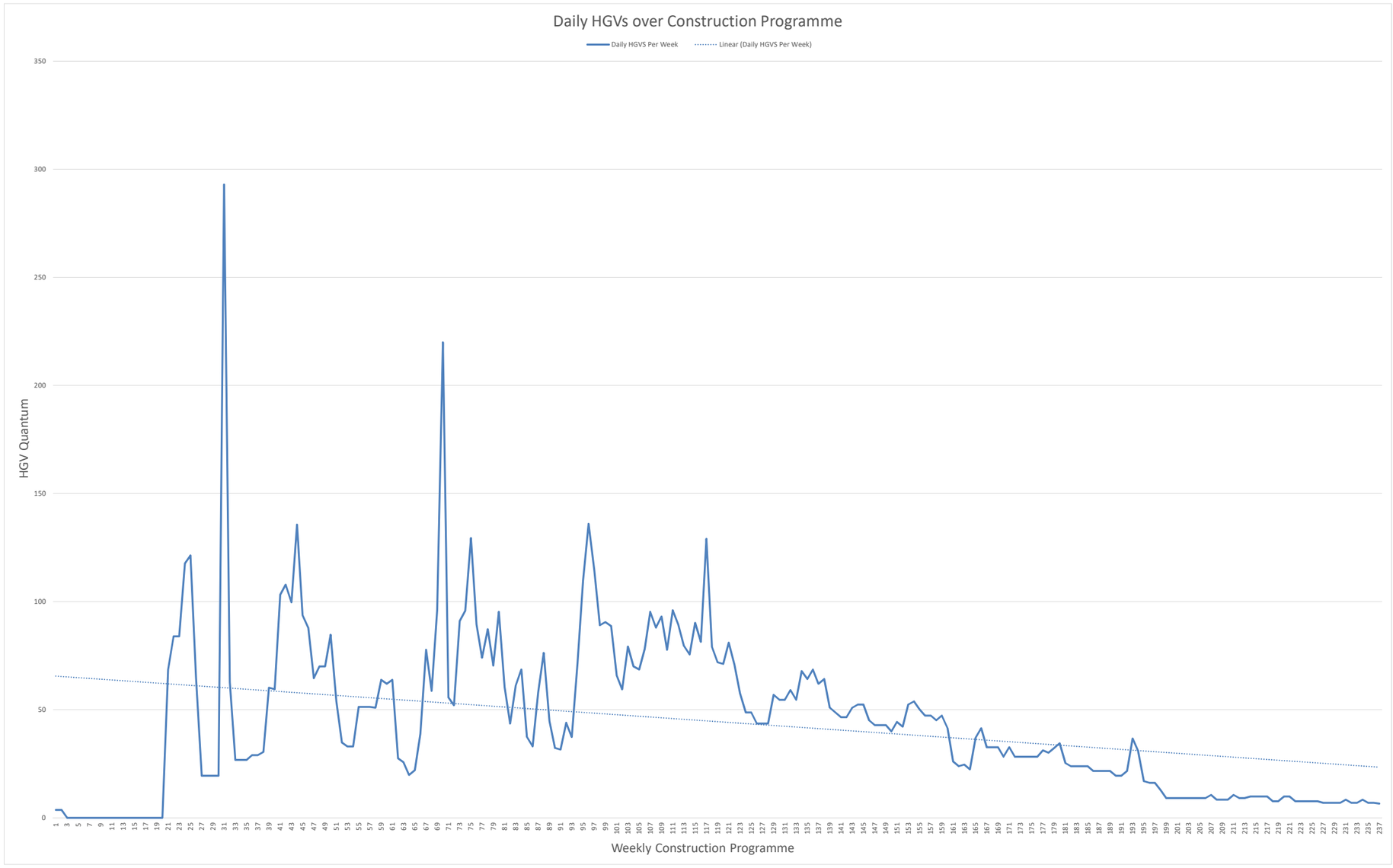
Year 5 Average Daily Movements 8.5 Year 5 Max Daily Movements 11


Daily HGVs over Construction Programme
Daily HGVS Per Week
Linear (Daily HGVS Per Week)
HGV Quantum
0
50
100
150
200
250
300
350
Weekly Construction Programme

Appendix C

HGV Delivery Routes Figure

530000 532500 535000

345000

342500

N

To the A16 North

Sheet 4

Sheet 3

Sheet 2

Sheet 1

To the A17 and A1 North and South

0 1 Kilometres

Key

- Order limits
- Habitat Mitigation Area
- Land outside Order limits

Outline Construction Traffic Management Plan

- Permitted delivery route
- Restricted route

REV	DATE	DESCRIPTION	BY	CHK	APP
0	19/03/21	For Submission	MCP	AG	PS

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CLIENT

ALTERNATIVE USE BOSTON PROJECTS LTD

PROJECT

BOSTON ALTERNATIVE ENERGY FACILITY OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

TITLE

HGV DELIVERY ROUTES KEY PLAN FIGURE 1

Royal HaskoningDHV
Enhancing Society Together

Rightwell House,
Bretton,
Peterborough, PE3 8DW
Tel +44 (0)1733 334455
Email info.peterborough@rhdhv.com
Website www.royalhaskoningdhv.com

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MCP	AG	PS

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DRAWING NUMBER	STATUS	REVISION
PB6934-RHD-01-ZZ-DR-5001	S0	0

533000 533500 534000 534500

342500

342000

N

Key

- Order limits
- Habitat Mitigation Area
- Land outside Order limits

Outline Construction Traffic Management Plan

- Permitted delivery route

0 250 Meters

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BOSTON ALTERNATIVE ENERGY FACILITY OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

TITLE

HGV DELIVERY ROUTES PLAN FIGURE 2 Sheet 1 of 4

Royal HaskoningDHV
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Website www.royalhaskoningdhv.com

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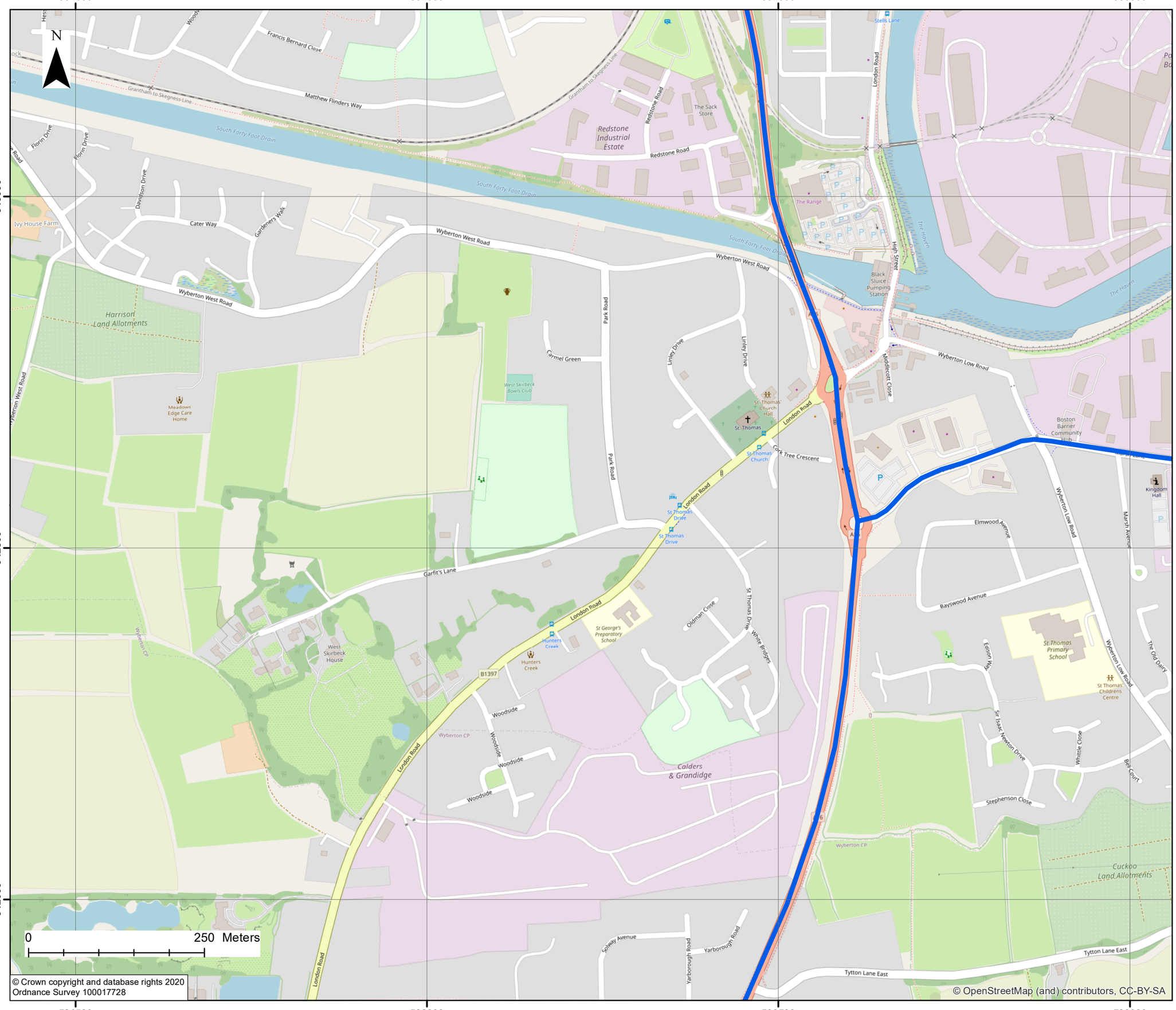

Key

Outline Construction Traffic Management Plan

Permitted delivery route

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0	19/03/21	For review	MCP	AG	PS

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BOSTON ALTERNATIVE ENERGY FACILITY OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

TITLE

HGV DELIVERY ROUTES PLAN FIGURE 2 Sheet 2 of 4

Royal HaskoningDHV
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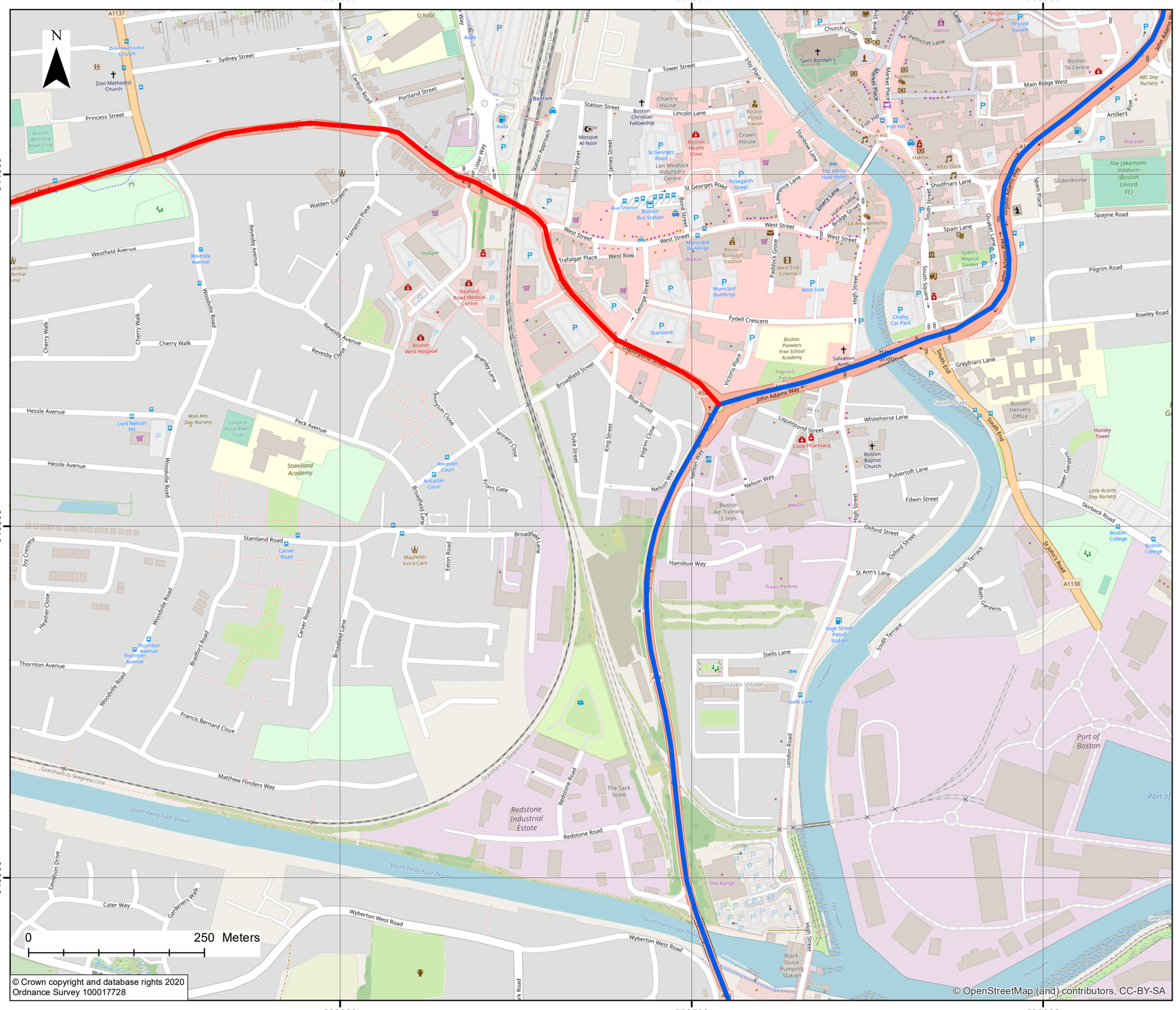

Key

Outline Construction Traffic Management Plan

- Permitted delivery route
- Restricted route

REV	DATE	DESCRIPTION	BY	CHK	APP
0	19/03/21	For review	MCP	AG	PS

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BOSTON ALTERNATIVE ENERGY FACILITY OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

TITLE

HGV DELIVERY ROUTES PLAN FIGURE 2 Sheet 3 of 4

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DRAWING NUMBER	STATUS	REVISION
PB6934-RHD-01-ZZ-DR-5002	S0	0

530000 530500 531000 531500

344000

343500

343000

N

0 250 Meters

Key

Outline Construction Traffic Management Plan

Restricted route

REV	DATE	DESCRIPTION	BY	CHK	APP
0	19/03/21	For review	MCP	AG	PS

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BOSTON ALTERNATIVE ENERGY FACILITY OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

TITLE

HGV DELIVERY ROUTES PLAN FIGURE 2 Sheet 4 of 4

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