

# South Humber Bank Energy Centre Project

Planning Inspectorate Reference: EN010107

South Marsh Road, Stallingborough, DN41 8BZ

The South Humber Bank Energy Centre Order

**Transport Assessment Annex 28: Framework Construction Traffic Management Plan**

The Infrastructure Planning (Environmental Impact Assessment) Regulation 2017 (as amended)

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

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Applicant: EP Waste Management Ltd  
Date: December 2020

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## DOCUMENT HISTORY

<b>Document Ref</b>	Framework Construction Traffic Management Plan		
<b>Revision</b>	2.0 (revised for insertion of new section 7 as agreed with Royal Mail)		
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## GLOSSARY

<b>Abbreviation</b>	<b>Description</b>
AIL	Abnormal indivisible load
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
HGV	Heavy Goods Vehicle
km	kilometre
MW	Megawatts
Q	Quarter
SHBPS	South Humber Bank Power Station

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## **1.0 INTRODUCTION**

### **1.1 Overview**

- 1.1.1 This Framework Construction Traffic Management Plan (CTMP) has been prepared by AECOM on behalf of EP Waste Management Limited to accompany the Transport Assessment for the proposed South Humber Bank Energy Centre, an energy from waste plant located on land within the boundary of the existing South Humber Bank Power Station, South Marsh Road, Stallingborough.
- 1.1.2 The Site is located to the north of the A180 and is accessed via the A1173, Kiln Lane, Hobson Way and South Marsh Road.
- 1.1.3 The construction of the Proposed Development will generate a volume of HGVs delivering plant and machinery, concrete and aggregates, steelwork, bricks and block work and other general construction materials. A number of abnormal indivisible loads (AILs) will also be generated by the construction of the Proposed Development which will require notification via the usual procedures.
- 1.1.4 This document is a Framework CTMP. The appointed contractor will be required to use this framework document as the starting point for the final CTMP.
- 1.1.5 Following this introduction the Framework CTMP is structured as follows:
- Section 2 describes the Proposed Development including the construction programme and the 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;
  - Section 6 describes the planned consultation with key stakeholders; and
  - Section 7 describes notification procedures for Royal Mail.

## 2.0 BACKGROUND

### 2.1 Site Description

- 2.1.1 The Site is located off South Marsh Road, Stallingborough, North East Lincolnshire approximately 3 km north-west of Grimsby. The Main Development Area is located on vacant land within the boundary of the existing South Humber Bank Power Station. Its location in relation to the surrounding area and the strategic road network is shown in Figure 2.1.
- 2.1.2 South Marsh Road provides highway access to the SHBPS, and also to Synthomer (UK) Limited and the NEWLINCS Integrated Waste Management Facility (both located north of the Site), and for the Environment Agency to parts of the Humber Estuary flood defences (to the east of the Site).

**Figure 2.1: Site location**



### 2.2 Development Description

- 2.2.1 The Proposed Development is an energy from waste power station which will generate energy through the controlled combustion of refuse derived fuel (RDF) and with a gross electrical output of up to 95 MW.

### 2.3 Construction Programme

- 2.3.1 It is anticipated that construction could commence in Q2 2020 at the earliest or Q3 2026 at the latest and last circa 36 months.

## 2.4 Construction Phase Site Worker Traffic Generation

2.4.1 For construction worker traffic generation and the proposed measures to be implemented to encourage sustainable travel modes, please refer to the Framework Construction Workers Travel Plan (at Annex 27 of this Transport Assessment).

## 2.5 Construction Phase HGV Traffic Generation

2.5.1 The volume of HGVs on the network is predicted to be at its maximum of 412 two-way daily vehicle movements (206 in and 206 out) during Q2 2020 of construction and is associated with the possible removal of the top 2 m of ground within the Main Development Area and replacing with imported compacted engineering fill to improve bearing capacity. During the remainder of the construction period HGV movements will vary between 18 and 116 daily two-way movements as shown in Table 2.1.

**Table 2.1: Construction HGV movements**

YEAR OF CONSTRUCTION	DAILY TWO-WAY HGV MOVEMENTS
Q2 2020	412
Q3 2020	80
Q4 2020	94
Q1 2021	108
Q2 2021	116
Q3 2021	70
Q4 2021	64
Q1 2022	52
Q2 2022	34
Q3 2022	18
Q4 2022	32
Q1 2023	26

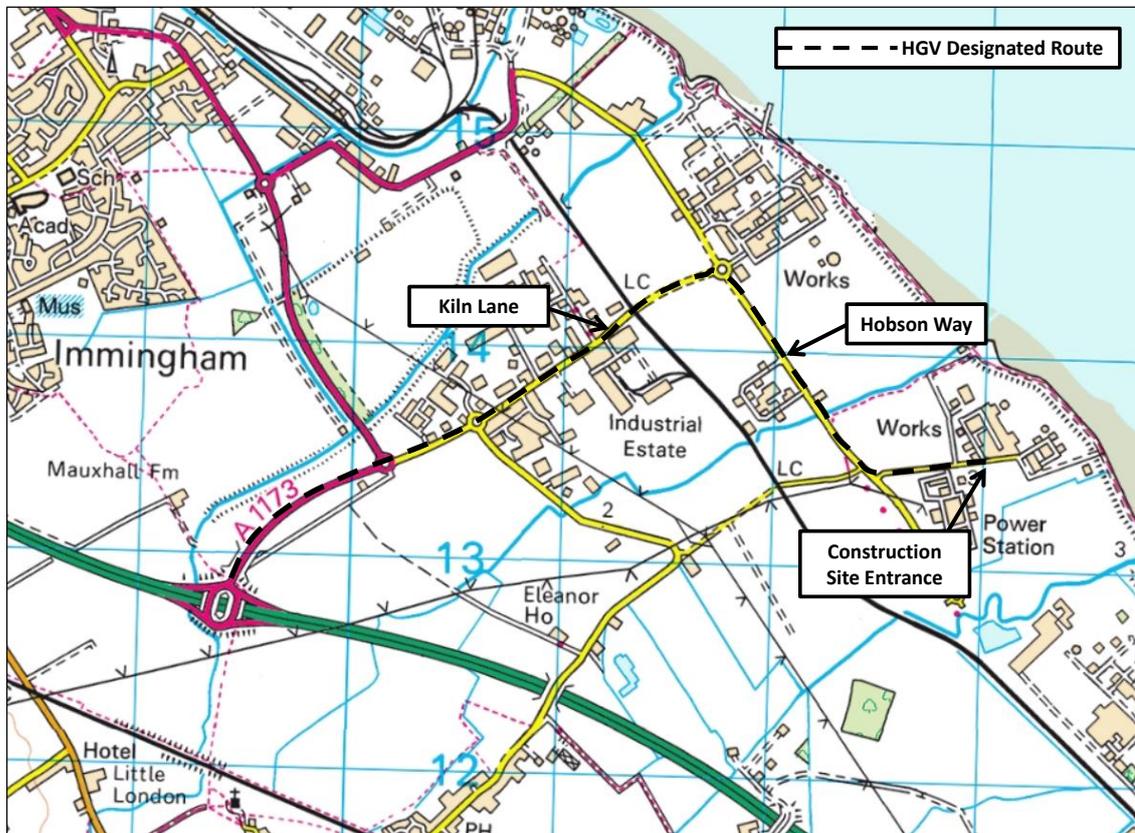
### 3.0 MEASURES TO CONTROL HGV ROUTING AND IMPACT

#### 3.1 Designated Route to Site

3.1.1 It is proposed that all construction HGVs associated with the construction of the Proposed Development will arrive and depart the Site via the construction site entrance located off South Marsh Road. All HGVs associated with the construction of the Proposed Development will be required to arrive and depart the Site towards the A180 via Hobson Way, Kiln Lane and the A1173, unless new designated route/s are approved in writing by the local planning authority via the submission by the Applicant of a new Construction Traffic Management Plan (which shall accord with this Framework document in all other respects).

3.1.2 The designated HGV routing plan is shown in Figure 3.1 below.

**Figure 3.1: HGV designated route plan**



3.1.3 The HGV routing plan will be distributed to all drivers during their induction. It will be a condition of contract between EP Waste Management Limited and the appointed contractor to ensure that all HGV deliveries to the Site 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.

#### 3.2 Construction Programme / Site Hours

3.2.1 Construction at the Site is programmed to be carried out over a 36 month period.

3.2.2 In order to minimise the disruption to the public the standard construction hours will be:

- Monday – Saturday: 07:00 – 19:00.

3.2.3 It is proposed that HGV deliveries will be made during these hours wherever possible.

### **3.3 Wheel Cleaning Facility**

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

### **3.4 Advanced Warning Signs**

3.4.1 Advance warning signage will be erected on South Marsh Road prior to the construction site entrance to warn drivers of the construction access ahead and the potential for slow turning vehicles. An example of the proposed signage is shown below.



3.4.2 The appointed contractor will be required to maintain all signage.

### **3.5 Contact Name and Number**

3.5.1 A 24 hour contact name and number will be established by the contractor and displayed on a notice board at the construction site entrance points.

## **4.0 ABNORMAL INDIVISIBLE LOADS**

- 4.1.1 A number of AILs will need to be brought into the construction site over the construction period. The Site is part of the existing power station site so there is a history of abnormal load access to the Site.
- 4.1.2 The ports of Immingham, Hull and Goole are situated near to the Proposed Development. Detailed consideration will be given to the appropriate port and AIL routes during detailed design once final details of the size and origin of loads are known.
- 4.1.3 Abnormal Loads Officers at Highways England and the North East Lincolnshire Council will be consulted at the earliest opportunity on the programme and plan for the delivery of AILs via the usual notification procedures. This requires an application to be made to North East Lincolnshire Council a minimum of 10 working days between the application and the date of the first movements in order to assess the application and to put in place any specific traffic management that may be required. Network Rail will also be consulted in advance to confirm that the AIL route is viable and to agree a strategy to protect Network Rail asset(s) from any potential damage caused by abnormal loads.
- 4.1.4 The public will also be made aware of when abnormal load deliveries are taking place via social media, local radio and the local press.

## **5.0 MONITORING**

- 5.1.1 Monitoring will be undertaken by the appointed contractor to assess the effectiveness of the measures included in the final CTMP to control the routing and impact of construction HGVs. Monitoring will also provide a firm basis upon which to answer queries and complaints regarding the HGV traffic impact during construction. A 24 hour contact name and number will be established by the contractor and displayed at the Site.
- 5.1.2 The appointed contractor will maintain gatehouse records of construction HGVs entering and leaving the Site and they will be available to North East Lincolnshire Council on request.
- 5.1.3 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 will be used to identify the offending HGV involved and appropriate sanctions put in place to ensure no repeat events.

## **6.0 CONSULTATION**

- 6.1.1 A formal process of liaison between all relevant parties (Principal Contractor, North East Lincolnshire Council Highways and Highways England) is proposed to:
- establish a channel of communication between the contractor and the regulating authorities;
  - make all parties aware of the results of monitoring of the final CTMP;
  - 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, in accordance with standard protocols.
- 6.1.2 It is proposed that a short written report is prepared on behalf of the contractor on a six monthly basis and circulated to all key stakeholders.
- 6.1.3 Any comments generated by the report will be circulated to all key stakeholders and a meeting may be held if required.

## **7.0 ROYAL MAIL NOTIFICATION**

7.1.1 Royal Mail will be provided with a copy of each CTMP approved pursuant to this Framework CTMP, along with information on working hours and proposals for traffic management or works on the highways network (including any road closures, diversions or alternative access arrangements) that have potential to affect vehicle movements to and from Royal Mail's distribution facilities in Grimsby and Immingham as identified below, at least one month before the relevant works are anticipated to commence.

- Grimsby Vehicle Service Centre, Unit 18, Estate Road 8, Grimsby DN31 2TG
- Immingham Delivery Office, Middleplatt Road, Immingham DN40 1BL
- Grimsby Delivery Office, Fotherby Street, Grimsby DN31 8AR

7.1.2 Notifications should be addressed to the Delivery Office Manager and to the Operations Manager at each address above, and also to:

- Special Events Planner - Special Events Planning Team North, Tyneside Mail Centre, Gateshead NE11 0YY
- BNP Paribas Real Estate – Portwall Place, Portwall Lane, Bristol BS1 6NA (Attention Daniel Parry-Jones / Alice Stephens).