

The Keadby 3 Low Carbon Gas Fired Generating Station

Document Ref: 4.19

Planning Inspectorate Ref: EN010114

**The Keadby 3 (Carbon Capture Equipped Gas Fired Generating
Station) Order**

**Land at and in the vicinity of the Keadby Power Station site,
Trentside, Keadby, North Lincolnshire**

Haul Road Plans

The Planning Act 2008

**The Application (Prescribed Forms and Procedure) Regulations
2009**

Regulation 5(2)(o)

Applicant: Keadby Generation Limited

Date: May 2021

DOCUMENT HISTORY

Document Ref	4.19
Revision	VP1.0
Author	DWD

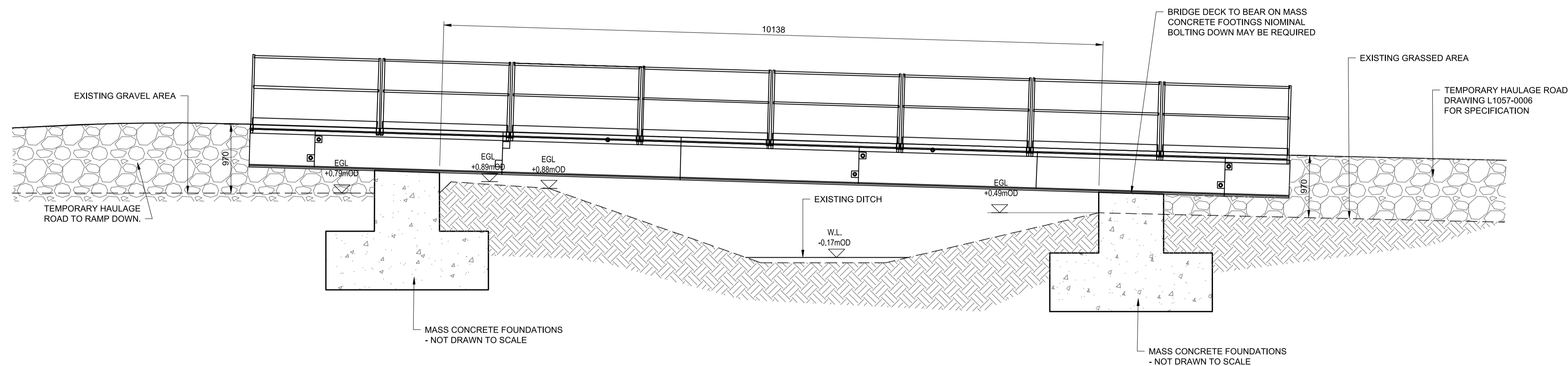
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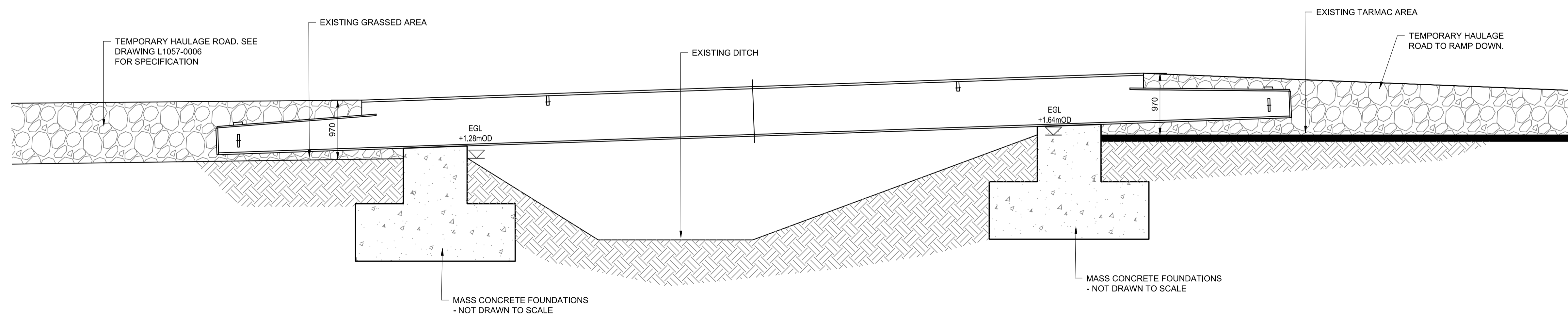
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The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order Regulation 5(2)(o) - Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009



2 SECTION - WESTERN DITCH
1:50



3 SECTION - EASTERN DITCH
1:50



GENERAL NOTES

Navigation Light (fixed green)

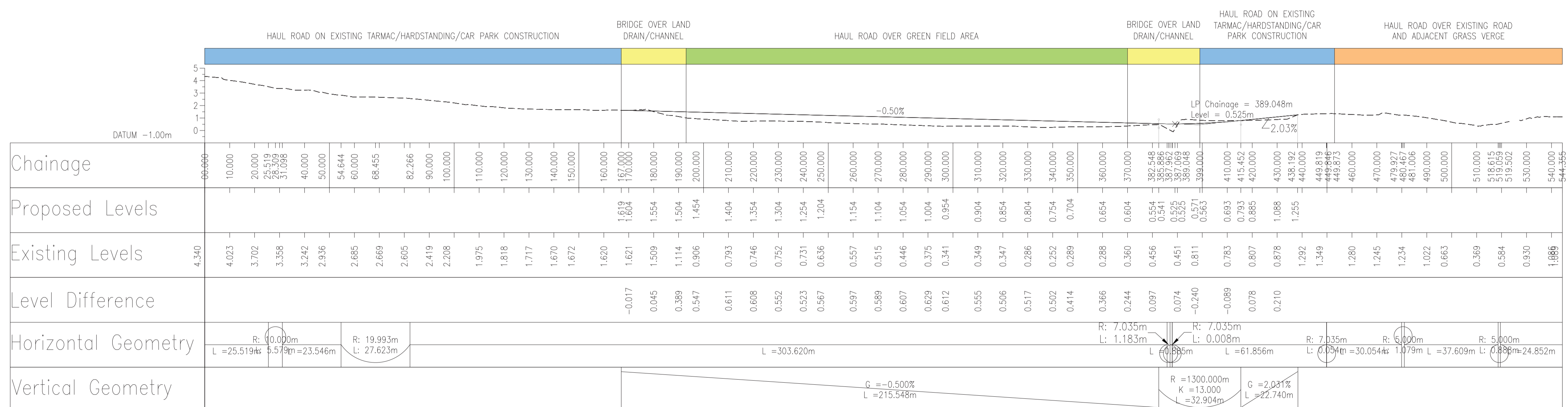
Jetties

Landing Stages

Navigation Light (fixed green)

Stopping masonry

MHW



Chainage	Proposed Levels	Existing Levels	Level Difference	Horizontal Geometry	Vertical Geometry
0+000		4.340			
10.000		4.023			
20.000		3.702			
25.519		3.358		R: 10.000m L = 25.519m	
31.098		3.242			
40.000		2.936			
54.644		2.685			
60.000		2.669			
68.455		2.605			
82.266		2.419			
90.000		2.208			
100.000		1.975			
110.000		1.818			
120.000		1.717			
130.000		1.670			
140.000		1.672			
150.000		1.620			
160.000		1.621	-0.017		
167.000	1.604	1.604	0.045		
170.000	1.554	1.504	0.389		
180.000	1.504	1.454	0.547		
190.000	1.454	1.404	0.611		
200.000	1.404	1.354	0.608		
210.000	1.354	1.304	0.552		
220.000	1.304	1.254	0.523		
230.000	1.254	1.204	0.567		
240.000	1.154	1.104	0.589		
250.000	1.104	1.054	0.607		
260.000	1.004	0.954	0.629		
270.000	0.954	0.904	0.612		
280.000	0.904	0.854	0.555		
290.000	0.854	0.804	0.506		
300.000	0.804	0.754	0.517		
310.000	0.754	0.704	0.502		
320.000	0.704	0.654	0.414		
330.000	0.654	0.604	0.366		
340.000	0.604	0.554	0.244		
350.000	0.554	0.504	0.097		
360.000	0.504	0.451	0.074		
370.000	0.451	0.401	-0.240		
382.548	0.389	0.389	-0.089		
387.069	0.389	0.389	0.078		
389.048	0.389	0.389	0.210		
399.000	0.389	0.389			
410.000	0.389	0.389			
420.000	0.389	0.389			
430.000	0.389	0.389			
440.000	0.389	0.389			
449.819	0.389	0.389			
449.873	0.389	0.389			
460.000	0.389	0.389			
470.000	0.389	0.389			
480.000	0.389	0.389			
490.000	0.389	0.389			
500.000	0.389	0.389			
510.000	0.389	0.389			
518.615	0.389	0.389			
519.502	0.389	0.389			
530.000	0.389	0.389			
540.000	0.389	0.389			
544.355	0.389	0.389			

HAUL ROAD - LONGSECTION
SCALE: H 1:100,V 1:20.

KEY

----- EXISTING GROUND LEVEL

———— PROPOSED ROAD DESIGN LEVEL

Rev	Date	Description	By	Chk	App
03	20.09.19	DRAINAGE REMOVED AS PER REQUEST	AC	GMC	DG
02	17.09.19	CHANGE OF TITLE	CP	MB	MB
01	09.08.19	VIEWPORT ROTATED	AC	GMC	DG
00	06.08.19	PRELIMINARY ISSUE	AC	GMC	DG

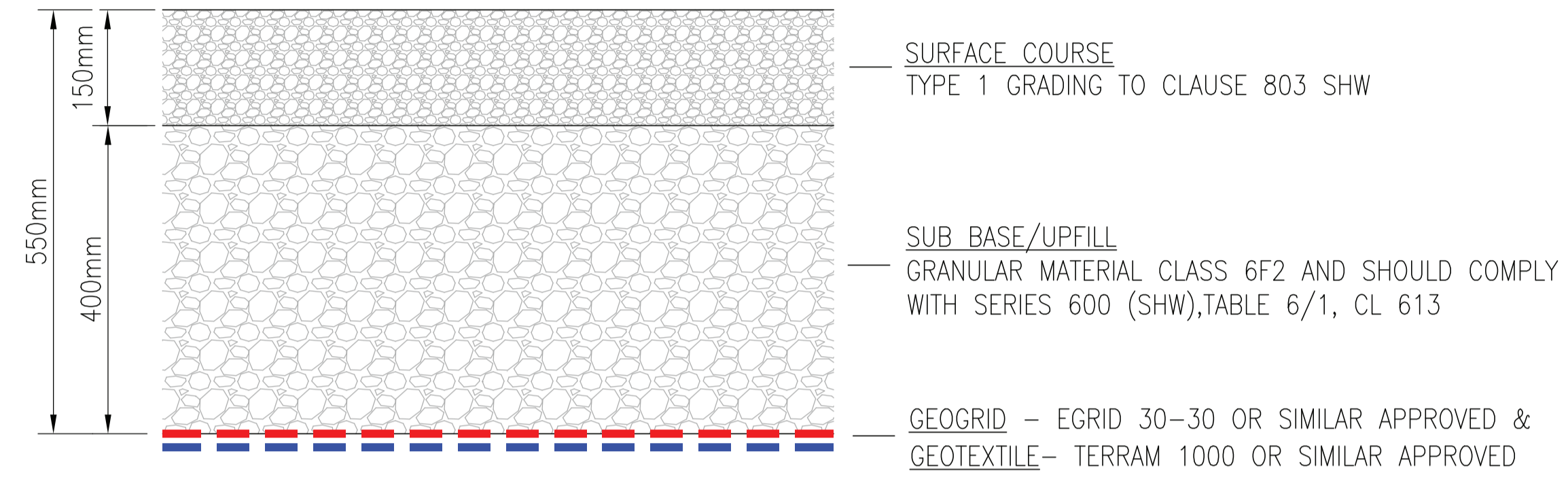
CLIENT

PROJECT
KEADBY ENABLING WORKS

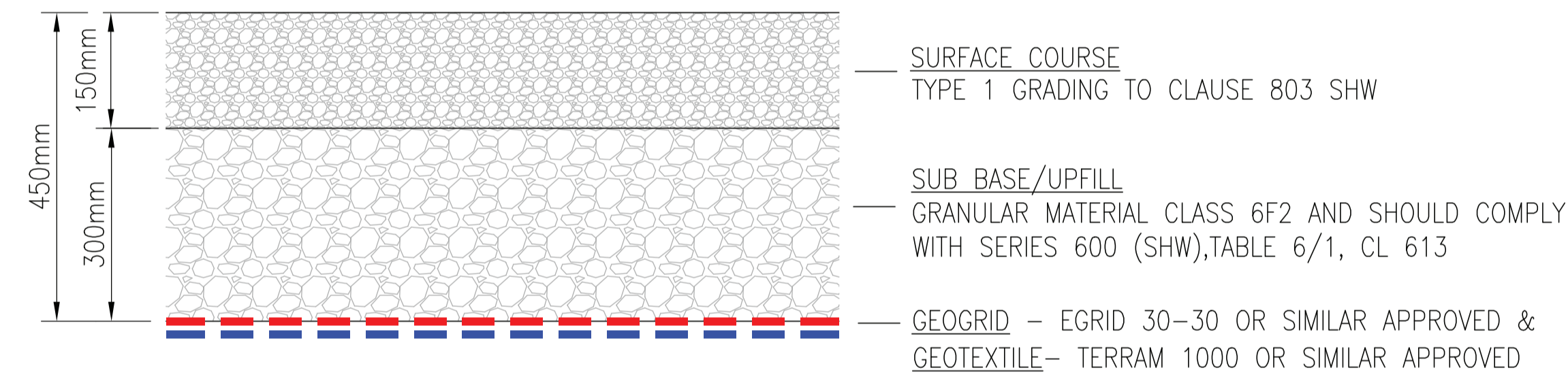
DRAWING TITLE
PROPOSED HAUL ROAD
PLAN AND LONGSECTION

STATUS
PRELIMINARY

Date:	Scale:	AS SHOWN	Drawn:	AC	Chk:	GMC	Appr:	DG
Date: 06.08.19	Scale: AS SHOWN	Drawn: AC	Chk: GMC	Appr: DG				
Project No:	01041	Drw. No:	0010	Rev:	03			



DETAIL 'A'
TRACK CONSTRUCTION – EXCAVATED
ASSUMED FORMATION CBR < 2.5%
(NTS)



DETAIL 'B'
TRACK CONSTRUCTION – EXCAVATED
ASSUMED FORMATION CBR OF 2.5-5%
(NTS)

NOTE: CBR VALUE OF FORMATION LAYER TO BE ASSESSED ON SITE PRIOR TO TRACK CONSTRUCTION. TESTS TO BE CARRIED OUT ON FORMATION AT ENGINEERS DISCRETION OR CHANGES IN SUBSOIL.

IF CBR <2.5% PLEASE CONSULT WITH ENGINEER.

MATERIAL TO BE PLACED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS SERIES 600 TABLE 6/1.

02	17.09.19	EXCHANGE OF TITLE	CP	MB	MB
01	26.08.19	ROAD BUILD UP UPDATED TO UNBOUND	AC	GMC	DG
00	09.08.19	PRELIMINARY ISSUE	AC	GMC	DG
Rev	Date	Description	By	Chk	App

CLIENT

PROJECT
KEADBY ENABLING WORKS

DRAWING TITLE
PROPOSED ROAD DETAILS

STATUS
PRELIMINARY

Date: 09.08.19	Scale: AS SHOWN	Drawn: AC	Chk: GMC	App: DG
Project No: N1041	Dwg. No: 0011	Rev:		02



GENERAL NOTES

Rev	Date	Description	By	Chk	App
01	10.08.19	FOR INFORMATION	AC	GMC	DG
00	06.09.19	PRELIMINARY ISSUE	AC	GMC	DG

CLIENT

PROJECT
KEADBY ENABLING WORKS

DRAWING TITLE
TEMPORARY HAUL ROAD
RED LINE BOUNDARY PLAN

STATUS
PRELIMINARY

Date: 09.08.19	Scale: 1:750	Drawn: AC	Chk: GMC	App: DG
Project No: N1041	Drwg. No: 0013			Rev: 01

Date: 3 February 2020
Our Ref: 15369

Andrew Law
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DN16 1AB



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Dear Mr Law,

THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

SECTION 73 - MINOR MATERIAL AMENDMENT – VARIATION OF CONDITIONS 7 AND 8 OF PLANNING PERMISSION REF. PA/2019/1595 – DECOMMISSIONING AND RESTORATION OF HAUL ROAD

I write on behalf of Keadby Developments Limited ('KDL'), a subsidiary of SSE plc ('the Applicant'), to submit a planning application (the 'Application') under Section 73 of the Town and Country Planning Act 1990 (as amended) for a minor material amendment ('MMA') to Planning Permission Ref. PA/2019/1595 (the 'Planning Permission') dated 15 November 2020.

The Planning Permission allowed for the construction of a temporary haul road to accommodate Abnormal Indivisible Loads ('AILs'), including two ditch crossings (the 'Temporary Haul Road') on land east of the existing Keadby Power Station (Keadby 1), Keadby, DN17 3EF (the 'Site') in connection with the construction of the Keadby 2 Power Station Project ('Keadby 2'). The Application seeks to vary Conditions 7 and 8 of the Planning Permission, which relate to the removal of the Temporary Haul Road and restoration of the Site.

The Application comprises:

- *Application Forms and Certificates;*
- *Cover Letter (this document);*
- *Site Location Plan; and*
- *Planning Permission Ref. PA/2019/1595 (dated 15 November 2020).*

Background to the Application

The Temporary Haul Road was required to facilitate the delivery of circa 80 Abnormal Indivisible Loads ('AILs') to the Keadby 2 construction site from the nearby Railway Wharf on the River Trent. The use of the Railway Wharf and provision of the Temporary Haul Road has significantly reduced the impact of the Keadby 2 construction work on to the local road network, removing the need for AILs to be transported by road from the nearest port (i.e. Immingham), which would have caused disruption to other road users. National planning policy also supports the use of waterborne transport as a means of reducing road traffic and emissions.

KDL is now advancing proposals for a further Combined Cycle Gas Turbine ('CCGT') power station on land to the north-west of Keadby 1. The proposals are known as the 'Keadby 3 Low Carbon Gas Power Station'. Carbon dioxide from the CCGT Power Station will be captured and then transported via a

DWD Regulated by
RICS



pipeline, forming part of the Zero Carbon Humber Project, for secure storage beneath the North Sea. An application for development consent is to be submitted to the Planning Inspectorate in late Quarter 1/early Quarter 2 2021 and it is envisaged that consent would be granted some time in Quarter 3 2022. It is proposed that during the Keadby 3 construction works, which could commence in late 2022/early 2023, use is once again made of the Temporary Haul Road to facilitate the movement of AILs from the Railway Wharf to the construction site. KDL is therefore applying to vary Conditions 7 and 8 of the Planning Permission so as to allow for the Temporary Haul Road to be retained for a longer period in order that it can be used during the construction of Keadby 3.

The Site and Existing Temporary Haul Road

The Site boundary for the Temporary Haul Road Planning Permission is shown edged red in **Figure 1** below. The first section of the route from the Railway Wharf passes through a PD Ports Storage Yard to the west of the B1392. No works were required in this area, which comprises existing hardstanding. The remainder of the route passes through a field that is within the control of the Applicant and it is within this area (shaded yellow in Figure 1) that the Temporary Haul Road was constructed.

Figure 1: Temporary Haul Road Planning Permission Redline Boundary



The Temporary Road comprises of compacted granular stone laid on top of a geotextile permeable membrane. The Temporary Haul Road passes over drainage ditches on the eastern and western boundaries of the field on steel bridges held in place by concrete support foundations, fitted into the ditch banks. The granular stone, membrane and ditch crossings would be removed when no longer required and the field restored in accordance with details approved by the Local Planning Authority ('LPA').

The Variation of Conditions 7 and 8

As confirmed above, it is proposed that the Temporary Haul Road is retained so that it can be used during the during the Keadby 3 construction works, which could commence in late 2022/early 2023. The Temporary Haul Road would be removed at the end of the construction period, which would be of similar duration to that for Keadby 2, and the Site restored in accordance with details approved by the LPA. Condition 7 of the Planning Permission requires the Temporary Haul Road to be removed and the Site restored in accordance with an approved scheme (secured by Condition 8) within three months of the completion of Keadby 2. It is currently envisaged that construction work on Keadby 2 will be completed in mid-2021, meaning that the Temporary Haul Road would need to be removed before the end of this year.

While it is proposed that the application for development consent will include the temporary haul route from the Railway Wharf to the Keadby 3 site, it is necessary for Conditions 7 and 8 to be varied so that the Temporary Haul Road can be retain in-situ until Quarter 3/Quarter 4 2022, at which point it is envisaged that a Development Consent Order would have been granted for Keadby 3, which would in effect replace the Planning Permission. It is therefore proposed that Conditions 7 and 8 are amended to as follows:

Amended Condition 7

“Unless a new planning permission or consent has been granted to permit the retention of the temporary haul road on a further temporary basis within 2 years from completion of the Keadby 2 Power Station Project, the temporary haul road, road bridges and associated infrastructure shall be excavated, dismantled and removed from the site. The developer shall notify the local planning authority in writing no later than 28 days following completion of the construction of Keadby 2 Power Station. The site shall subsequently be restored in accordance with the approved restoration scheme no later than three months following the removal of the works from the site completion of the Keadby 2 power station.”

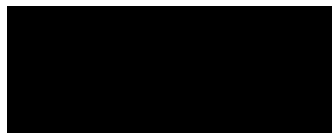
Amended Condition 8

“No later than ~~within~~ 182 months following ~~of~~ completion of the construction of the Keadby 2 Power Station Project temporary haul road hereby approved a scheme for the removal of the temporary haul road, road bridges and associated infrastructure decommissioning of the haul road and restoration of the site, including the incorporation of biodiversity enhancements and a timetable for implementation, shall be submitted to and approved in writing by the local planning authority. The Such an approved scheme shall thereafter be implemented as approved, in accordance with the timescales as set out in condition 7 of this planning permission. except for where a new planning permission or consent has been granted to permit the retention of the temporary haul road in which case the removal of the temporary haul road shall be in accordance with the requirements of the new planning permission or consent.”

The retention of the Temporary Haul Road for use in connection with the construction of Keadby 3 would not only have transport sustainability benefits, but also represents a more sustainable and cost-effective approach than would be the case if it had to be removed later this year in line with Condition 7 as currently worded, only to have to be reconstructed at a later date.

I look forward to the LPA confirming receipt and validation of the Application. The application fee of £234.00 has been settled electronically via the Planning Portal.

Yours sincerely,



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DWD
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Enc.

Application Forms and certificates
Site Location Plan
Planning Permission – PA/2019/1595