



FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN: 7.7

DECARBONISATION

Cory Decarbonisation Project

PINS Reference: EN010128

March 2024

Revision A

TABLE OF CONTENTS

1. INTRODUCTION	1
1.2. Purpose & Structure.....	2
2. LOCAL CONTEXT & CONSIDERATIONS	3
2.1. Introduction	3
2.2. Location Context	3
2.3. Local Access Context.....	3
2.4. Considerations and Assumptions.....	4
3. MEASURES	6
3.1. Introduction	6
3.2. Implementing, Monitoring and Updating.....	10
4. REFERENCES	10

1. INTRODUCTION

- 1.1.1. This **Framework Construction Traffic Management Plan (Framework CTMP) (Document Reference 7.7)** has been prepared for the Cory Decarbonisation Project, to be located at Norman Road, Belvedere in the London Borough of Bexley (LBB; National Grid Reference/NGR 549572, 180512). The following figures which show the location of Cory Decarbonisation Project are also available in **Volume 2** of this Environmental Statement (ES):
- **Figure 1-1: Site Boundary Location Plan (Volume 2);** and
 - **Figure 1-2: Satellite Imagery of the Site Boundary Plan (Volume 2).**
- 1.1.2. The Applicant intends to construct and operate the Proposed Scheme to be linked with the River Thames. It comprises of the following key components, which are described below, and further detail is provided within **Chapter 2: Site and Proposed Scheme Description (Volume 1)**:
- The Carbon Capture Facility (including its associated Supporting Plant and Ancillary Infrastructure): the construction of infrastructure to capture a minimum of 95% of carbon dioxide (CO₂) emissions from Riverside 1 and 95% of CO₂ emissions from Riverside 2 once operational, which is equivalent to approximately 1.3Mt CO₂ per year. The Carbon Capture Facility will be one of the largest carbon capture projects in the UK.
 - The Proposed Jetty: a new and dedicated export structure within the River Thames as required to export the CO₂ captured as part of the Carbon Capture Facility.
 - The Mitigation and Enhancement Area: land identified as part of the **Outline Landscape, Biodiversity, Access and Recreation Delivery Strategy (Document Reference 7.9)** to provide improved access to open land, habitat mitigation, compensation and enhancement (including forming part of the drainage system and Biodiversity Net Gain delivery proposed for the Proposed Scheme) and planting. The Mitigation and Enhancement Area provides the opportunity to improve access to outdoor space and to extend the area managed as the Crossness Local Nature Reserve (LNR).
 - Temporary Construction Compounds: areas to be used during the construction phases for activities including, but not limited to office space, warehouses, workshops, open air storage and car parking, as shown on the **Works Plans (Document Reference 2.3)**. These include the core Temporary Construction Compound, the western Temporary Construction Compound and the Proposed Jetty Temporary Construction Compound.
 - Utilities Connections and Site Access Works: The undergrounding of utilities required for the Proposed Scheme in Norman Road and the creation of new, or the improvement of existing, access points to the Carbon Capture Facility from Norman Road.

1.1.3. Together, the Carbon Capture Facility (including its associated Supporting Plant and Ancillary Infrastructure), the Proposed Jetty, the Mitigation and Enhancement Area, the Temporary Construction Compounds and the Utilities Connections and Site Access Works are referred to as the 'Proposed Scheme'. The land upon which the Proposed Scheme is to be located is referred to as the 'Site' and the edge of this land referred to as the 'Site Boundary'. The Site Boundary represents the Order Limits for the Proposed Scheme as shown on the **Works Plans (Document Reference 2.3)**.

1.2. PURPOSE & STRUCTURE

1.2.1. The purpose of this document is to identify potential measures to be implemented to control the routing and minimise, where practicable, the effects of Heavy Goods Vehicles (HGV) on the surrounding road network, local communities, and the environment during construction of the Proposed Scheme. The effects are assessed in **Chapter 18: Landside Transport Assessment (Volume 1)** and **Appendix 18-1: Transport Assessment (Volume 3)**. This document will be developed into a full CTMP upon the appointment of the Contractor(s), to be in substantial accordance with this outline, as secured by a DCO requirement.

1.2.2. The remainder of this document is structured as follows:

- **Section 2** – describes the local setting and considerations, including location context, local access and key assumptions applied to date; and
- **Section 3** – describes the potential measures that may be implemented to control HGV routing and minimise impacts during construction.

2. LOCAL CONTEXT & CONSIDERATIONS

2.1. INTRODUCTION

- 2.1.1. This section provides an overview of the local context and access to the Site before outlining the key considerations and assumptions contained within **Chapter 18: Landside Transport Assessment (Volume 1)** and **Appendix 18-1: Transport Assessment (Volume 3)** upon which the potential measures (outlined in **Chapter 3: Consideration of Alternatives (Volume 1)**) are based upon.

2.2. LOCATION CONTEXT

- 2.2.1. The Site is located immediately south of the River Thames, on Norman Road and within the Belvedere Industrial Area, which is land designated as a Strategic Industrial Location¹. The Belvedere Industrial Area comprises of a number of industrial estates. The key highway links that are likely to be subject to daily traffic flow changes resulting from the construction period, which form the Study Area, are shown in **Figure 18-1: Landside Transport Study Area (Volume 2)**.

2.3. LOCAL ACCESS CONTEXT

TEMPORARY CONSTRUCTION COMPOUNDS

- 2.3.1. Construction works will take place across the Site as required. However, there are three areas of focus proposed for construction related activities: two temporary construction compounds designated for terrestrial works, and one specifically for the construction activities related to the Proposed Jetty and Belvedere Power Station Jetty (disused), shown on the **Works Plans (Document Reference 2.3)**.

THE CORE TEMPORARY CONSTRUCTION COMPOUND

- 2.3.2. The core Temporary Construction Compound will be located centrally within the Site, within the Carbon Capture Facility component.
- 2.3.3. The core Temporary Construction Compound will be used during construction for uses including but not limited to, construction activities, site offices, welfare, warehouses, workshops, open air storage and car parking. The core Temporary Construction Compound will be located across Borax North, Borax South, Creekside, Munster Joinery and Gannon land parcels. These land parcels other than Munster Joinery are currently in use as part of the construction of Riverside 2. This is beneficial in that these sites are already set up, surfaced and have utilities connections (drainage, water and power). Additionally, there are appropriately made, existing accesses from Norman Road.
- 2.3.4. Site clearance, levelling and ground preparation works for the Munster Joinery land parcel may be undertaken to provide a suitable working compound if the existing ground and surface is found to be inadequate.

- 2.3.5. Following completion of the construction works, the land in the core Temporary Construction Compound will be utilised as part of the Caborn Capture Facility.
- 2.3.6. Designated Contractor(s) car parking will be focussed on the core Temporary Construction Compound.

THE WESTERN TEMPORARY CONSTRUCTION COMPOUND

- 2.3.7. The western Temporary Construction Compound will be utilised to support the construction of flue gas ducting from Riverside 2, which borders the southern, western and partial northern perimeters of Riverside 2. The western Temporary Construction Compound can be accessed utilising the Riverside 2 internal access roads (which are currently under construction) and by a new ditch crossing.
- 2.3.8. Following completion of construction works most of the western Temporary Construction Compound will be reinstated to its prior use. A small section along the eastern border of the compound, will be utilised for the Flue Gas Supply Ductwork.

PROPOSED JETTY TEMPORARY CONSTRUCTION COMPOUND

- 2.3.9. The Proposed Jetty Temporary Construction Compound will be used to facilitate construction activities related to the Proposed Jetty and Belvedere Power Station Jetty (disused), specifically to support construction of the Access Trestle for the Proposed Jetty.
- 2.3.10. The Proposed Jetty Temporary Construction Compound will be accessed via the Iron Mountain Records Storage and Asda Access Road, which will remain accessible to existing businesses throughout the construction period.
- 2.3.11. Following completion of the construction works of the Proposed Scheme, the Proposed Jetty Temporary Construction Compound will be reinstated to its prior use but will be available for maintenance access during the operation phase. However, the Applicant is seeking permanent rights to utilise part of this land in the future for any required maintenance works to the Proposed Jetty, as shown on the **Land Plans (Document Reference 2.2)**.

2.4. CONSIDERATIONS AND ASSUMPTIONS

INDICATIVE CONSTRUCTION PROGRAMME

- 2.4.1. Construction for the Proposed Scheme is expected to start in 2026. There are two options for construction of the Carbon Capture Facility:
- Option 1 – Two-Phase Construction: First, one Carbon Capture Plant and CO₂ Processing Plant is constructed along with the LCO₂ Buffer Storage Area and LCO₂ Piping and Utilities to Proposed Jetty, the Supporting Plant, Proposed Jetty, and Ancillary Infrastructure. Then the second Carbon Capture Plant and CO₂ Processing Plant is constructed sequentially (expected duration 60 months).

- Option 2 – Single-Phase Construction: All elements of the Carbon Capture Facility, the Proposed Jetty and the Ancillary Infrastructure are constructed in parallel (expected duration 42 months). Option 2 encapsulates either two plant design or a single plant design^a.

2.4.2. Option 2 has been considered in **Chapter 18: Landside Transport Assessment (Volume 1)** and **Appendix 18-1: Transport Assessment (Volume 3)** as this presents the worst case scenario. This is because there would be greater construction traffic due to the consolidated construction programme. The use of Option 2 in the assessment is also representative of the worst case scenario for this topic for single plant design or two plant design.

ESTIMATED PEAK TRIP ATTRACTION

2.4.3. As outlined in **Chapter 18: Landside Transport Assessment (Volume 1)** and **Appendix 18-1: Transport Assessment (Volume 3)**, during the peak construction year (2028), it is anticipated that there will be up to 1,000 workers on Site per day, of which 480 are anticipated to use a private vehicle. In addition, there will be approximately 25 daily HGV deliveries (50 two-way movements).

ASSUMED WORKING HOURS

2.4.4. During construction, it is expected that standard working hours for the landside activities are Monday to Friday 07:00 to 19:00. On Saturdays, standard working hours are 07:00 to 13:00, with no working on Sundays or Bank Holidays. The working hours do not apply to construction works where these are (a) are carried out within existing buildings or buildings constructed as part of Proposed Scheme; (b) are carried out with the prior approval of the relevant planning authority; or (c) are associated with an emergency.

ASSUMED HGV ROUTEING

2.4.5. The Transport Assessment for the adjacent Riverside 2 (now under construction)² assumed construction HGV routing from the north/west via the A2016 Eastern Way (25%), and the southeast (towards the M25) via the A2016 Bronze Age Way and A206 (75%). Yarnton Way has a 3.0t weight restriction so would not be suitable for any HGV. The Riverside 2 Transport Assessment was developed with input and approval from the local highways authorities; therefore, the same assumptions have been applied for the Proposed Scheme. Agreement on these assumptions was sought from the relevant local highways authorities for this Proposed Scheme, as detailed in **Chapter 18: Landside Transport Assessment (Volume 1)**. These form the basis of the designated routes set out below.

^a A two-plant design will be the worst case scenario, requiring a larger quantity of plant and equipment in comparison to the single-plant design and having a longer duration at 42 months. A single-plant design will have a duration of 36 months.

3. MEASURES

3.1. INTRODUCTION

3.1.1. This section outlines potential measures that will be implemented to minimise, where practicable, the effects of construction vehicles on the surrounding transport networks, local communities, and the environment. These measures have been grouped into:

- safety/environmental standards and programmes;
- delivery schedules;
- designated routes;
- site signage;
- mud/debris management;
- dust management;
- traffic management;
- construction workforce travel plan;
- communication, with local residents and neighbouring businesses; and
- implementing, monitoring and updating.

SAFETY/ENVIRONMENTAL STANDARDS AND PROGRAMMES

3.1.2. The Contractor(s) would seek to ensure all HGV arriving at the Site comply with sufficient safety measures and requirements relating to Work Related Road Risk (WRRR), as detailed by Transport for London (TfL). The full CTMP(s) prepared by the Contractor(s) would detail how compliance would be enforced, monitored and managed.

3.1.3. Industry best practice would be adopted, wherever practicable, to support the construction stage of the Proposed Scheme. Through the procurement process, the Contractor(s) and their subcontractors, could be members of, or signatories to, relevant best practice schemes and initiatives including, for example:

- Considerate Contractors Scheme (CCS) – promotes best practice that relates to on Site activities and those in the vicinity of the Site. The Site could be registered under CCS.
- Fleet Operator Recognition Scheme (FORS) – for suppliers that would deliver to, and hauliers that visit the Site, the Contractor(s) could mandate these businesses to be members of FORS before they could deliver to Site – unless a specific exception is agreed with the relevant local highways authorities prior to that haulier or supplier visiting Site.
- Construction Logistics and Community Safety (CLOCS) – brings the construction logistics industry together to revolutionise the management of work-related road risk and ensure a road safety culture is embedded across the industry. The

Contractor(s) could require all hauliers and suppliers to be CLOCS compliant – unless a specific exception is agreed with the relevant local highways authorities prior to that haulier or supplier visiting Site.

- Construction Logistics Improvement Group (CLIG) – comprises around 50 construction industry stakeholders which are involved in TfL’s behaviour change project, aimed at minimising the impact of the increasing amount of construction and to ultimately reducing the congestion and improve safety and air quality for London and the surroundings.

DELIVERY SCHEDULES

- 3.1.4. To minimise disruption, HGV deliveries could be scheduled to arrive/depart the Site to avoid the network peaks, whilst still occurring during the construction operating hours. HGV deliveries will be made during the standard working hours, unless agreed in exceptional circumstances in advance with the relevant local highways authorities. The only expected HGV deliveries outside these hours are likely to be associated with Abnormal Indivisible Loads (AIL), if required, and these deliveries/their enabling mechanisms (e.g. traffic management) will be agreed on a case-by-case basis with the relevant local highways authorities.

DESIGNATED ROUTES

- 3.1.5. HGVs associated with the construction of the Proposed Scheme would be required to access/depart the Site from Norman Road. The Contractor(s) will prepare and distribute a HGV routing plan to all HGV drivers during their induction. The Contractor(s) will ensure that construction HGV deliveries use the designated routes to access and egress the Site.
- 3.1.6. If required, sanctions can be put in place by the Contractor(s) to deal with any non-compliance issues.

SITE SIGNAGE

- 3.1.7. The Contractor(s) will prepare an appropriate signage strategy and erect the relevant signage at the main junctions to appropriately direct all HGV traffic relating to the Proposed Scheme (both accessing and egressing the site) via the approved designated routes. The Contractor(s) would be required to maintain all the HGV route signage for the duration of the construction phase and to regularly check to confirm they are visible and fit for purpose.

MUD/DEBRIS MANAGEMENT

- 3.1.8. Any mud/debris arising from the Site should, so far as feasibly practicable, not be transferred onto the public highway. Therefore, in the interests of highway safety, wheel cleaning facilities (or a suitable alternative) could be installed, as required, at the Site from the start of the construction phase in accordance with the **Outline Code of Construction Practice (Outline CoCP) (Document Reference 7.4)**.

DUST MANAGEMENT

- 3.1.9. Any dust arising from the Site should be minimised. The Contractor(s) will be aware of the potential human health and ecological effects of dust particulates and ensure that basic remedial action is taken to limit particle pollution.
- 3.1.10. It is anticipated that the construction activities will generate dust during extended periods of dry weather. This dust should be suppressed by water bowsers damping down site entrances and working areas, either on a continuous or as-required basis. Other techniques adopted to control dust during the construction phase could include:
- cleaning the wheels and chassis of vehicles to avoid the spread of mud, debris and dust;
 - ensuring that HGV carrying debris or waste are properly covered and not overloaded;
 - cleaning the public carriageway near the site entrances as required; and
 - providing dust bags and water suppression where disk cutters are being used.
- 3.1.11. Dust management measures such as these are set out in the **Outline CoCP (Document Reference 7.4)** in order to minimise the risk of adverse effects arising from dust. A full CoCP will be developed to be in substantial accordance with this outline document, which will set out the final measures to mitigate these impacts.

TRAFFIC MANAGEMENT

- 3.1.12. If required, traffic management can be implemented to effectively manage and control traffic flow where construction activities would likely impact the typical operation of a highway link. It is anticipated that the Contractor(s) would identify the need for traffic management and plan appropriate strategies that would enable the safe movement of all road users. Traffic management will be agreed on a case-by-case basis with the relevant local highways authorities.

CONSTRUCTION WORKFORCE TRAVEL PLAN

- 3.1.13. A Construction Workforce Travel Plan (CWTP) will be developed as a part of the full CTMP(s) (as secured by the **Draft DCO (Document Reference 3.1)**) to promote sustainable transport by workers during construction of the Proposed Scheme. Through inclusion of details of travel planning initiatives and measures within the CWTP, construction staff engaged on the Proposed Scheme will be encouraged to use alternatives to single occupancy car travel to the Site which could include the promotion of walking, cycling, bus and rail (with potential supplementary linkages between transport interchanges for example, via minibus), car sharing and use/incentivisation of electric vehicles.
- 3.1.14. It is anticipated that the Contractor(s) would undertake the role of Travel Plan Coordinator (TPC) who would champion initiatives to reduce the environmental

impacts of workforce travel and the impacts of commuting on the local road network. The TPC should:

- Implement and actively promote Travel Plan measures to maximise the use of non-car modes of travel to and from work, such as:
 - implementing a car share scheme or promoting existing car sharing schemes in the area (e.g Liftshare);
 - providing information on public transport services in the area;
 - promoting the use of cycle routes and onsite supporting facilities (safe, secure cycle parking, washrooms and lockers) at the Core Temporary Construction Compound;
 - promote training (through TfL’s existing Cycle Skills training initiatives), to encourage appropriate safer cycling equipment and guidance on safe cycle maintenance; and
 - extolling the virtues of active travel and encouraging walking for those living within 1km of the Site or cycling for those living within 5km.
- ensure the requirements for workforce inductions, briefings and communications include information and guidance on the importance of environmentally friendly commuting;
- act as a focal point for workforce commuting issues; and
- manage the monitoring, assessment and review of workforce travel patterns.

COMMUNICATION

Local Residents

- 3.1.15. Contact details would be displayed on a notice board adjacent to the Site entrance and the Temporary Construction Compounds, for members of the public to contact should they have any issues regarding construction traffic. Local residents would be updated on the construction of the Proposed Scheme via a regular update bulletin posted on the project website.

Neighbouring Businesses

- 3.1.16. The TPC would be responsible for ensuring coordination with adjacent developments and businesses to minimise traffic disruption. They would also be responsible for promoting a good working relationship with the immediate neighbours to the Site and dealing with any traffic complaints arising from the construction of the Proposed Scheme.

3.2. IMPLEMENTING, MONITORING AND UPDATING

- 3.2.1. This document does not include a detailed and defined description of how the full CTMP(s) would be implemented, monitored and updated. However, the following approach could be implemented.
- 3.2.2. It is anticipated that a suitably qualified person from the Contractor(s) would be responsible for implementing the full CTMP(s) on behalf of the Contractor(s). Once implemented, it is expected that the data and information collected as part of the full CTMP(s) could include:
- Vehicle movements:
 - number of vehicle movements to Site providing data on:
 - total vehicles accessing the Site;
 - type/fuel type/size/age of vehicles;
 - time spent on Site.
 - Breaches, complaints and non-compliance:
 - vehicle routeing;
 - unacceptable queuing;
 - unacceptable parking; and
 - Ultra Low Emissions Zone (ULEZ) compliance.
 - Safety:
 - logistics-related accidents;
 - record of associated injuries; and
 - vehicles and operations not meeting safety requirements.
 - Workforce Travel Patterns:
 - details of staff travel modes when commuting to Site;
 - summary of travel times; and
 - challenges and obstacles that are limiting the maximisation of non-car travel.
- 3.2.3. The data collected could be made available, upon request, for transparency.

4. REFERENCES

¹ London Borough of Bexley. (2023). 'The Bexley Local Plan 2023'. Available at: <https://www.bexley.gov.uk/sites/default/files/2023-07/bexley-local-plan-adopted-26-april-2023.pdf>

² Cory Environment Holdings. (2018). 'Riverside Energy: Riverside Energy Park: Transport Assessment'. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010093/EN010093-000244-6.3%20ES%20Technical%20Appendices%20B.1%20Transport%20Assessment.pdf>



DECARBONISATION

10 Dominion Street
Floor 5
Moorgate, London
EC2M 2EF
Contact Tel: 020 7417 5200
Email: enquiries@corygroup.co.uk
corygroup.co.uk