CANFORD RESOURCE PARK, WIMBORNE

STAFF TRAVEL PLAN

July 2023

MVV Environment Ltd

ENERGY FROM WASTE COMBINED HEAT & POWER FACILITY
CANFORD RESOURCE PARK
WIMBORNE

STAFF TRAVEL PLAN

-

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1. INTRODUCTION

1.1 This Staff Travel Plan (STP) has been prepared by Paul Basham Associates on behalf of MVV Environment Ltd (the Applicant) to support a full planning application for a Carbon Capture Retrofit Ready (CCRR) Energy for Waste Combined Heat and Power (EfW CHP) Facility at Canford Resource Park (CRP), off Magna Road, in the northern part of Poole. The Proposed Development also encompasses the associated CHP Connection, Distribution Network Connection (DNC) and Temporary Construction Compounds (TCCs).

1.2 The primary purpose of the Proposed Development is to treat Local Authority Collected Household (LACH) residual waste and similar Commercial and Industrial (C&I) waste from Bournemouth, Christchurch, Poole (BCP) and surrounding areas, that cannot be recycled, reused or composted and that would otherwise be landfilled or exported to alternative EfW facilities in the UK or Europe.

1.3 The Proposed Development would recover useful energy in the form of electricity and hot water from up to 260,000 tonnes of LACH residual waste and similar residual C&I waste each year. The Proposed Development has a generating capacity of approximately 31 megawatts (MW), exporting around 28.5 MW of electricity to the grid. Subject to commercial contracts, the Proposed Development will have the capability to export heat (hot water) and electricity to Magna Business Park and lays the foundations for a future CHP network to connect to customers off Magna Road.

1.4 The Proposed Development is located north of Poole and is situated within an operational integrated waste management park known as Canford Resource Park (CRP), off Magna Road. The location for the EfW CHP Facility is currently occupied by an implemented, but not operational, low carbon gasification and pyrolysis energy from waste facility, with a processing capacity of 100,000tpa. The approximate location of the EfW CHP Facility is shown in **Figure 1** with a copy of the proposed site layout within **Appendix A**.

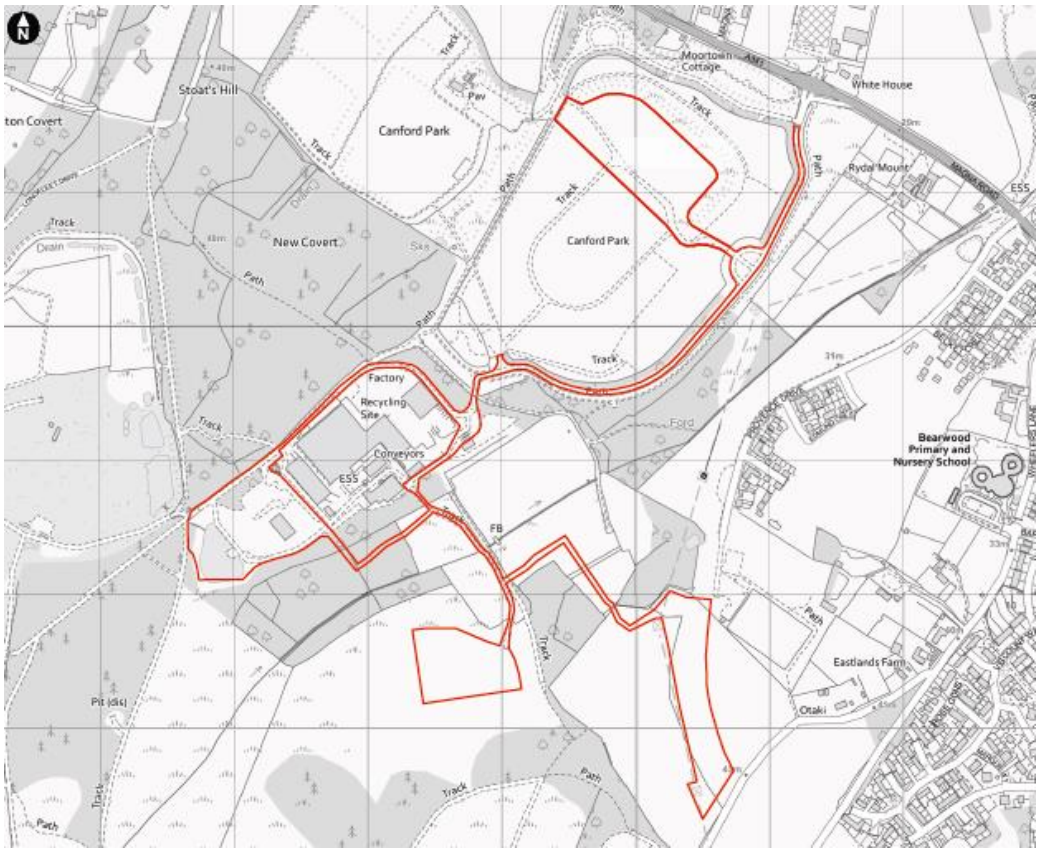


Figure 1: Approximate Site Location

1.5 The Applicant has constructed and operates EfW CHP facilities in Germany and the UK. This includes the Devonport EfW facility in Plymouth, which is most similar to the Proposed Development in that it processes 265,000t of waste per annum.

1.6 In addition to this STP, a Transport Assessment has been prepared that details the operation of the Proposed Development, means of access and the likely impact on the highway network. This Travel Plan should be read in conjunction with that document.

1.7 The nature of the scheme is such that the majority of the movements associated with the Proposed Development will be made by HGVs and LGVs, in order to transport the input waste, consumables and output residues. An Outline Operational Traffic Management Plan (OTMP) accompanies the planning application and sets out how HGV traffic will be managed. Therefore, this STP focuses on opportunities to encourage staff to travel sustainably.

Purpose of the Travel Plan

1.8 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate.

1.9 This STP relates to staff movements for the EfW CHP Facility. The Proposed Development includes various aspects that will generate movements that cannot be performed via sustainable modes, including the delivery of the waste material and occasional movements associated with maintenance. The STP focuses specifically on staff at the EfW CHP Facility. The relationship between the EfW CHP Facility and the other parts of the Proposed Development are illustrated in **Figure 2**.

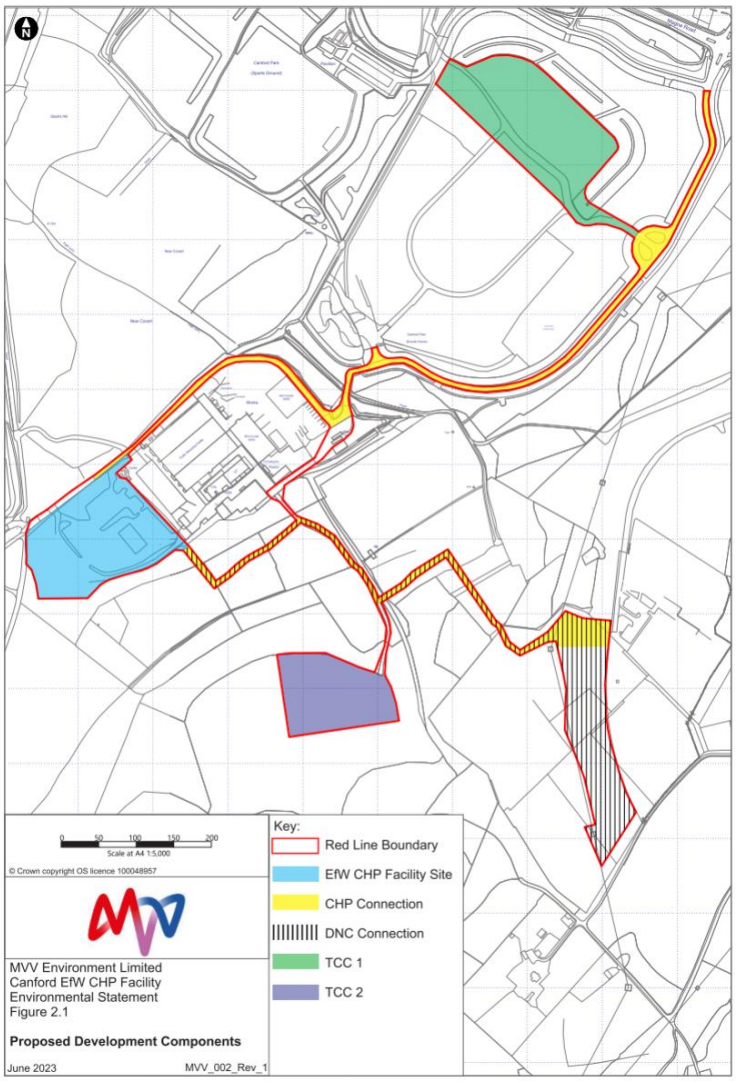


Figure 2: Proposed Development Components

1.10 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and co-ordination between its authors (Paul Basham Associates), the Applicant and the Local Authorities (BCP).

Travel Plan Principles

1.11 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available and proposes measures to encourage the use of sustainable modes. Given the relatively limited number of employees, it is not proposed to monitor modal splits, and this is therefore a 'Measures only Travel Plan'.

Travel Plan Structure and Approach

1.12 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Local Accessibility
- Chapter 4 – Proposed Development
- Chapter 5 – Travel Plan Strategy
- Chapter 6 – Implementation

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- Planning Practice Guidance (PPG);
- BCP & Dorset County Council Local Transport Plan 3 (LTP3) 2011-2026; and
- Poole Local Plan 2018.

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) *The potential impacts of development on transport networks can be addressed;*

b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.104)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.105)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 113)

Planning Practice Guidance (PPG)

2.3 The PPG (2014) provides an overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessments, Transport Statements and Travel Plans.

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

(PPG Para. 3)

BCP & Dorset Council Local Transport Plan 3 (LTP3) (2011-2026)

2.4 The Dorset Council Local Transport Plan covers the period up to 2026 and provides strategies for the 15-year period to deliver first class transport infrastructure, helping to deliver economic growth, reduction in carbon emissions, equality of opportunity, improved safety, security and health, and improved quality of life. The most relevant policy is summarised below.

Policy LTP F2

Requirements for Transport Assessments and Travel Plans will be applied through Local Development Documents for all planning applications for development that may have significant impacts on the transport network. These should consider potential impacts on all modes of transport, including walking & cycling, the safety of all users, and impacts on the environment. Travel Plans should clearly set out measures to reduce single occupancy car use, management arrangements, and quantitative targets and monitoring.

Poole Local Plan (2018)

2.5 The 2018 Poole Local Plan sets out a long-term vision for how Poole will respond to challenges and meet its development needs over the period 2013-2033. The most relevant policies are:

Policy PP35 – A safe, connected and accessible transport network

<u>New Development</u>

Proposals for new development will be required to:

a) Maximise the use of sustainable forms of travel;
b) Provide safe access to the highway;
c) Contribute positively to the retention and creation of attractive, safe and accessible places, and safe, convenient pedestrian and cycling routes.
d) Improve safety and convenience of travel, including improved access to local services and facilities by foot, cycle and public transport;
e) Accord with the Parking & Highway Layout in New Development SPD;
f) Identify opportunities for the provision of new accessing/servicing rear of commercial premises.

<u>Mitigating significant transport impacts</u>

Proposals that are likely to generate significant transport impacts must be supported by:

- A Transport Assessment

- A Travel Plan

Transport Assessments and Travel Plans should take into account the range of transport measures to mitigate impacts on the wider transport network, including where appropriate:

a) Reducing the need to travel;

b) Enabling active travel;

c) Public Transport Infrastructure

d) Road Infrastructure;

e) Any site specific mitigation measures outline in the Local Plan Transport Mitigation Plan.

2.6 This TP has been written in accordance with the above policies, and the Poole Travel Plans SPG (2003) to encourage staff to use sustainable methods of travel.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

3.1 The EfW CHP Facility Site is located north of Poole, and is situated within an integrated waste management park known as Canford Resource Park (CRP), off Magna Road. The EfW CHP Facility Site itself is currently occupied by an implemented, but not operational, low carbon gasification and pyrolysis energy from waste facility, with processing capacity of 100,000t pa. The EfW CHP Facility Site forms part of land allocated in the Waste Local Plan for future waste management use.

3.2 Arena Way meets the public highway at a signalised crossroads, formed of Magna Road (A341) and access to Canford Magna Garden Centre. Arena Way provides access to Canford Resource Park, Canford Park Sports Pitches and Canford Park Arena.

3.3 Arena Way is approximately 7.5m in width and is subject to a 20mph speed limit, with speed reduction measures including give-way arrangements formed by hinged gates. The existing conditions along Arena Way are shown in **Photographs 1 and 2**.

Photograph 1: Traffic Calming on Arena Way

Photograph 2: Arena Way beyond access to sports pitches

3.4 Arena Way continues to Canford Resource Park itself. Access to the proposed EfW CHP Facility would be provided via an existing service road that runs along the northern boundary of CRP. This can be seen in **Photograph 3**.

Photograph 3: Service Road along northern boundary of the EfW CHP Facility site

Local Road Network

3.5 Arena Way meets Magna Road (A341) and the access to a garden centre at a signalised crossroads. Dedicated left and right turn lanes are provided from Magna Road for vehicles wishing to access Arena Way. The junction can be seen in **Photographs 4 and 5**.

Photograph 4: Signalised junction from Arena Way

Photograph 5: Signalised junction from SW corner

3.6 Magna Road (A341) varies in width but is approximately 6m wide. In the vicinity of the site access junction, the speed limit is 40mph, although this reduces to 30mph within Bear Cross to the east. Double yellow lines prevent parking on the A341 in the vicinity of the site access.

3.7 The A341 connects to Gravel Hill (part of the A349) at a signalised junction to the west. At this point, the A341 is known as Queen Anne Drive, and separate right and left turn lanes are provided onto the A349. From here, access is provided to the A31 to the north via two roundabouts, and to Poole to the south. To the east of the site, the A341 meets the A348 at Bear Cross roundabout, from which connections towards Bournemouth, Christchurch and the A31 are provided.

Sustainable Travel Facilities

3.8 A pedestrian footway runs parallel to Arena Way, providing access to CRP. Staggered pedestrian crossings with tactile paving and dropped kerbs are in place over the southern, western and northern arms of the Arena Way/Magna Road/Garden Centre junction offering controlled pedestrian facilities. Advance stop lines are in place for cyclists at the signalised crossroads. The existing infrastructure at this junction is demonstrated in **Photographs 6 and 7.**

Photograph 6: Signalised pedestrian crossing (W)

Photograph 7: Signalised pedestrian crossing (S)

3.9 Furthermore, BCP are in the process of improving facilities for pedestrians, cyclists and bus users across various parts of the road network, as part of their Transforming Travel scheme. This includes the A341 from Gravel Hill to Bear Cross roundabout and beyond.

3.10 At the time of writing, work has been completed along the A341 from Gravel Hill to Knighton Lane. The works include implementation of a shared use path on the northern side of Queen Anne Drive, and on the northern side of Magna Road between the Hamworthy Club and Arena Way. To the east of Arena Way, the existing footway on the northern side of Magna Road has been converted to a shared cycling / walking path and the existing shared path on the south side of Magna Road has been widened, up to Knighton Lane. Improvements at junctions with minor roads to assist pedestrians / cyclists have been completed and bus stop facilities have also been improved with raised access. It is understood that the highway authority are currently evaluating the impact of works at the Magna Road / Canford Magna junction on driver delay. Further work is estimated to begin Spring 2023 between Knighton Lane and Bear Cross roundabout.

3.11 The closest bus stops to the site are the 'Canford Business Park' and 'Canford Arena' bus stops with timetable, flag and bus cage. The 'Canford Business Park' bus stops are located on the A341 approximately 170m northwest of Arena Way and the 'Canford Arena' bus stops are situated on the A341 approximately 170m southeast.

3.12 The 'Canford Business Park' bus stop comprises a timetable, flagpole and road demarcation and the 'Canford Arena' bus stop comprises similar aspects including a flagpole, timetable and road demarcations. A summary of the bus services provided within the vicinity of the site are outlined within **Table 1.**

Service	Route	Operator	Frequency		
			M-F	Sat	Sun
6	Wimborne – Bournemouth	Morebus	1 per hour First bus 06:47, Last Bus 22:12		No Service
32	Poole – Bournemouth	Morebus	2 per day First Bus 09:58, Last Bus 14:56		No Service

Table 1: Summary of Local Bus Services

3.13 In addition, the site is situated within close proximity to Public Rights of Way as shown in **Figure 3**. Bridleway 118 runs east to west through the centre of the Resource Park, connecting to other routes around Canford Heath.

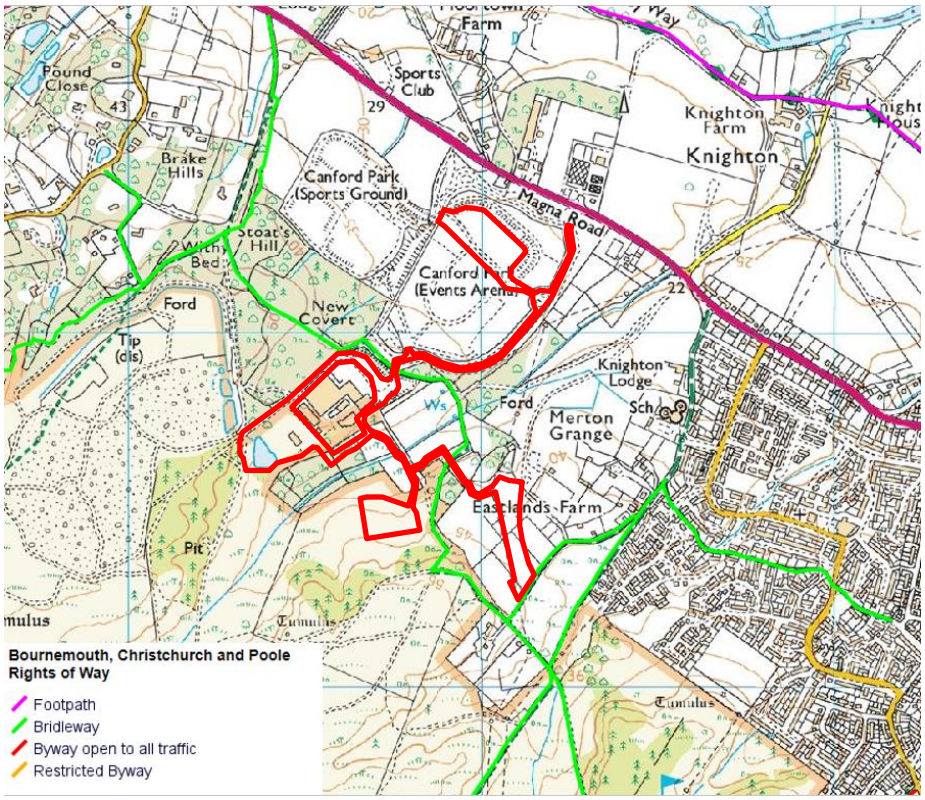


Figure 3: Public Rights of Way Map

Summary of Site Accessibility

3.14 The EfW CHP Facility site is connected to the local pedestrian and cycle network which has recently been improved and provides access to local residential areas. There are good opportunities to promote sustainable travel to the operational staff.

Key Travel Resources

3.15 A number of key travel resources are available to help guide employees and visitors in making the best choice when it comes to sustainable travel. A handful of these resources are provided in **Table 2** below.

Resource	Description	Details
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online travel journey planner	www.traveline.info
Cycle Street	Online cycling journey planner	www.cyclestreets.co.uk
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Liftshare	Car sharing platform	www.liftshare.com

Table 2: Key Travel Resources

4. OPERATIONAL STAFF

4.1 Details of the function of the EfW CHP Facility are provided in the TA. Up to 32 FTE roles would be created by the facility, both directly and indirectly. The facility would be operated by a team of 12 skilled operators, working in shifts of two at a time to cover 24 hour operation. Other staff that would predominantly be on-site during standard office hours include operations manager, facility manager, a quality health safety and environment manager, maintenance team, waste acceptance team, and business support staff.

Operational Staff Access Arrangements

4.2 Access onto the public highway would be provided at the signalised junction of Magna Road/Arena Way/Garden Centre, as existing. Arena Way is a 7.5m wide private road built to adoptable standard. Given this is as per the existing arrangement and that no substantive accident record is recorded where Arena Way meets the public highway, it is considered this will remain suitable to serve the EfW CHP Facility during construction, operational and decommissioning phases. A small number of construction vehicles would also need to temporarily access the site via Provence Drive to facilitate construction of the DNC.

4.3 Pedestrian access will be maintained via the footway that runs parallel to Arena Way. Cycle access is available by travelling along Arena Way.

Internal Layout

4.4 The proposed EfW CHP Facility Site layout is attached as **Appendix A**. Separate access from the existing service road is provided for private vehicles associated with staff and visitors. Parking areas are provided on the north / western sides of the building, adjacent to administrative space, workshops and stores to separate such movements from those by HGVs. 30 parking spaces, including 2 for disabled users, EV charging points and 10 bicycle spaces would be provided. This is based on the applicant's operational experience, in the absence of any relevant local standards.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

To support a sustainable development by reducing the need for private car single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips made by staff and their subsequent impact on the local road network where possible;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes off-site if staff reside nearby;
- Promote local public transport; and
- Ensure safe and easy access for all site users.

5.3 Meeting these objectives will help achieve a high standard of sustainable travel practices and a decreased reliance on the private car to access and egress the site at the beginning and end of shift times, thus reducing the impact of car travel on the local road network.

Travel Plan Targets

5.4 Given the limited number of staff employed, this Travel Plan does not set specific targets. It commits the applicant to implementing measures to encourage sustainable travel.

6. TRAVEL PLAN STRATEGY

6.1 The following section proposes a package of soft measures to be implemented and refined by the Applicant over the lifetime of the TP. The measures proposed are influenced by the site location, the TP aims & objectives and relevant policy.

6.2 In order to meet the objectives of the TP some tasks should be completed prior to first use, as outlined within the site's Action Plan in **Table 3**. These include:

- Appoint a member of staff to be the Travel Plan Coordinator (TPC);
- Produce a sustainable travel information board; and
- Produce a Staff Welcome Pack including details on:
    - Walking and cycling routes;
    - Bus stop locations, prices and times;
    - Electric charging information; and
    - Car sharing information and benefits.

6.3 The key ongoing responsibility is to promote sustainable travel and ensure that the noticeboard is kept up to date amongst other measures discussed in further detail in the remainder of this section.

Modal Measures: Walking and Cycling

6.4 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff. These will be detailed to staff in their welcome pack.

6.5 The accessibility review indicates that walking and cycling can be encouraged as a travel mode for staff in the area due to well-lit, wide footways and cycleways, safe signalised crossings within the public highway.

6.6 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). The Applicant is already registered with Cyclescheme to encourage commuting by bicycle.

Modal Measures: Public Transport

6.7 It is considered that the site location provides an opportunity to promote bus travel as an alternative mode. The bus services, particularly those from the 'Canford Business Park' and 'Canford Arena' bus stops would be promoted to staff.

6.8 Maximising staff use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and updated noticeboard.

Modal Measures: Car Sharing

6.9 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff interaction and creating a sense of community.

6.10 Liftshare is a well-established scheme and would be promoted to staff through the noticeboard and welcome pack, to help them find potential lift sharing partners in the local area. The TPC would also coordinate liftsharing opportunities within the business and highlight the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

6.11 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.

6.12 Electric vehicles now have significant ranges, with some vehicles claiming to achieve at least 300 miles before needing to be recharged. In addition, manufacturers are so confident in the batteries that they are now offering 8 year warranties on some models.

6.13 Hybrid vehicles combine both electric motors with a standard combustion engine providing a traditional driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, to be promoted as part of the TPC. Dedicated EV chargers would be provided on site.

Personalised Travel Planning

6.14 Upon moving to their new job, staff will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform staff on how they can travel to local facilities and/or commute destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication

6.15 A dedicated Travel Plan noticeboard would be implemented, to provide staff with up-to-date information and latest changes to travel services, news and events. This would be reviewed regularly and updated as required, to ensure the latest travel information is suitably reflected. Details of any national events and personalised travel planning information would be provided.

Visitors

6.16 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the measures set out above will be extended to encourage visitors to make sustainable travel choices.

Action Plan

6.17 To accompany this TP a proposed Action Plan has been developed and sets out the measures to be implemented by the TPC. The measures have been split into modes of travel and includes the preliminary measures that would be undertaken by the TPC. Before the development is occupied, the TPC would need to approve the Action Plan with the Travel Plan Officer (TPO) at BCP, reviewing and revising the measures as necessary. The proposed Action Plan is displayed in **Table 3**.

	Action	Responsibility	Timescale
Preliminary	Travel Plan Co-ordinator (TPC) to be appointed	Applicant	Prior to practical completion
	TPC to confirm Action Plan with BCP Council	TPC	
	TPC to establish point of contact with BCP Council's TPO	TPC	
	TPC to prepare Travel Marketing schemes, such as leaflets with information on bus routes/services, walking/cycling network, car sharing etc.	TPC	
	TPC to prepare TP action database for logging/recording the following details: Actions, Staff details, queries, and advice	TPC	
Walking/Cycling	Maintenance of local area walking/cycling route/duration map with staff, focusing on journey times/routes within the local region	TPC	Ongoing
	Promote use of local walking facilities and on-site cycle storage		
	Co-operation and co-ordination with local, regional or national campaigns and events such as: -Bike Week (www.bikeweek.org.uk) -Sustrans Big Cycle and Walk Challenge (www.getmeactive.org.uk)		
	Co-operate with local Walking Groups for local events/groups		
Car Sharing	Promote the benefits of Car Sharing through LiftShare & creation of database	TPC	Ongoing
Public Transport	Maintenance of maps/journey times/routes of public transport	TPC	Ongoing
	Maintain dialogue with local public transport service operators for service changes and promotions		
Communication and Marketing	Maintain leaflets and noticeboards outlining the sustainable modes of travel available in the local area	TPC	Ongoing

Table 3: Action Plan

7. IMPLEMENTATION

7.1 The STP would be secured through a planning condition. The TPC position would be an additional responsibility of a member of staff.

7.2 The TPC role and contact details will be finalised with BCP prior to occupation and following their appointment by the applicant and would be a part-time role alongside their normal job role. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure promotion of sustainable travel is carried out.

7.3 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support;
- Liaising with public transport operators, local interest groups, BCP;
- Designing and implementing an effective marketing strategy and raising awareness;
- Attending relevant networking events;
- Organising travel-based events;
- Acting as the point of call for all TP enquiries; and
- Co-ordinating the monitoring and evaluation programme for the TP, including promotion of sustainable travel via newsletters and website information.

Feedback

7.4 Staff members would be encouraged to provide feedback on sustainable travel matters, such as whether there are any barriers preventing them from travelling sustainably, or whether any additional measures could feasibly be implemented.

Appendix A

PROPOSED SITE PLAN

SCALE 1 : 500 @ A1

KEY

- PLANNING RED LINE BOUNDARY
- PROPOSED 2.4m HIGH PALADIN TYPE PERIMETER FENCE
- CANFORD HEATH NATURE RESERVE BOUNDARY
- EXISTING TREES
- PROPOSED TREES & SHRUBS

LEVELS

- XX.XXXm — EXISTING LEVELS - AOD
- XX.XXXm — PROPOSED LEVELS - AOD

SCALE

1:500 — 5m 0 5m 10m 15m 20m 25m

N

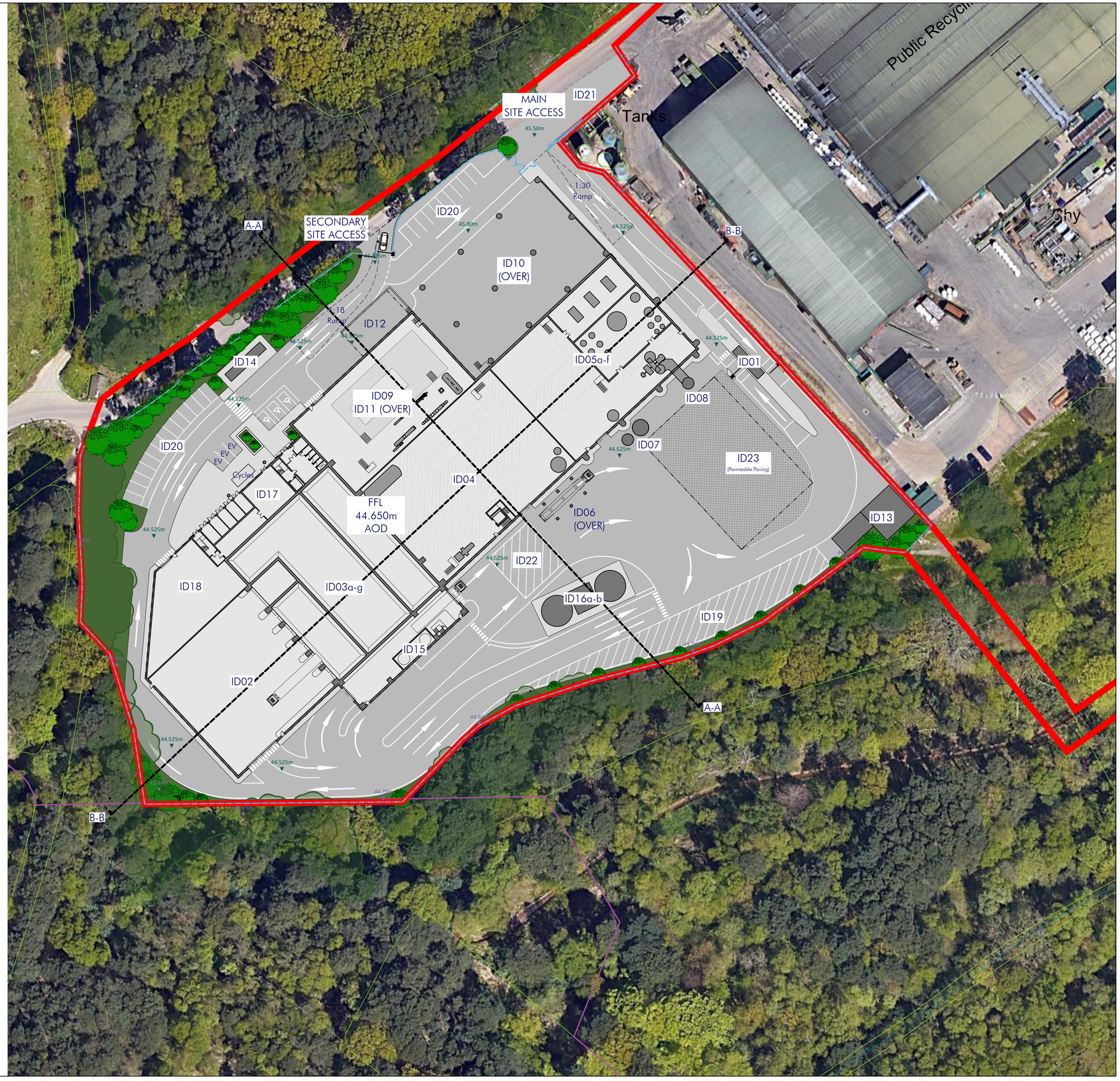
LEGEND

ID01: Gatehouse / weighbridges
ID02: Tipping hall
ID03: Waste bunker building
- (ID03a): Tipping bunker
- (ID03b): Main waste bunker
- (ID03c): Waste chute platform
- (ID03d): Crane maintenance area
- (ID03e): IBA Bunker
- (ID03f): IBA loading enclosure
- (ID03g): Back loading hatch

ID04: Boiler house
ID05: Air pollution control building
- (ID05a): APC plant and reactor
- (ID05b): Bag filter house
- (ID05c): Induced draft (ID) fan
- (ID05d): Compressed air station
- (ID05e): Water treatment plant
- (ID05f): Urea tank

ID06: APCr silos
ID07: Lime & activated carbon silos
ID08: Chimney & CEMS platform
ID09: Turbine hall
ID10: Air cooled condenser (ACC)
ID11: Water re-cooling system
ID12: Future district heating equipment area
ID13: Main transformer & switchgear
ID14: Emergency diesel generator
ID15: Diesel tanks
ID16: Fire water tank & pump enclosure
- (ID16a): Fire water tanks
- (ID16b): Fire pump enclosure

ID17: Switchgear building, administration building and control room
ID18: Workshop & stores
ID19: Lay-by area
ID20: Parking areas
ID21: HGV out of hours parking area
ID22: Mobile crane slab
ID23: Laydown / maintenance & future environmental requirements area



NOTES
Figured dimensions are to be used in preference to scaled dimensions. Do not scale from this drawing. Contractors MUST CHECK ALL dimensions and levels on site and any discrepancies must be reported to the Architect. If in doubt consult the Architect.

rev	date	comment

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project: ENERGY FROM WASTE, COMBINED HEAT & POWER FACILITY. CANFORD.

drawing: Proposed Site Plan

scale	paper size
1:500	A1
date	drawn
23/02/23	NAB

project no.	drawing no.	rev.
SC1643/PL	10-01	

KEY

- PLANNING RED LINE BOUNDARY
- PROPOSED 2.4m HIGH PALADIN TYPE PERIMETER FENCE
- CANFORD HEATH NATURE RESERVE BOUNDARY
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- PROPOSED TREES & SHRUBS

LEVELS

- XX.XXXm ▼ EXISTING LEVELS - AOD
- XX.XXXm ▼ PROPOSED LEVELS - AOD

SCALE

1:500
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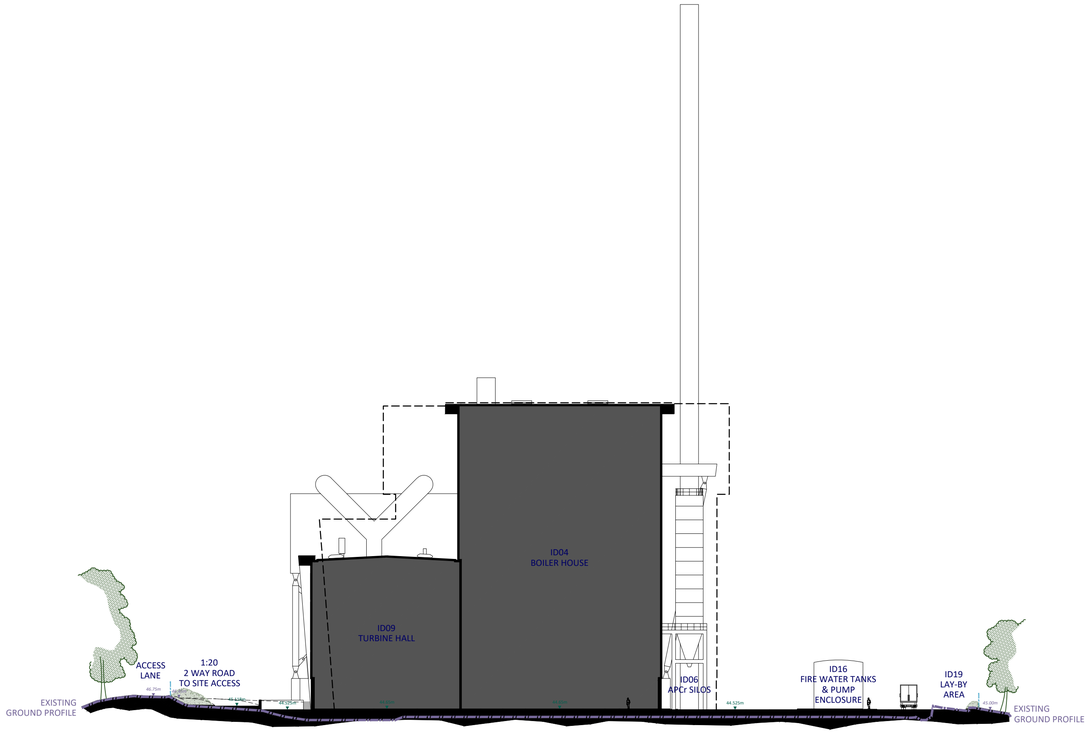
- (ID03d): Crane maintenance area
- (ID03e): IBA Bunker
- (ID03f): IBA loading enclosure
- (ID03g): Back loading hatch

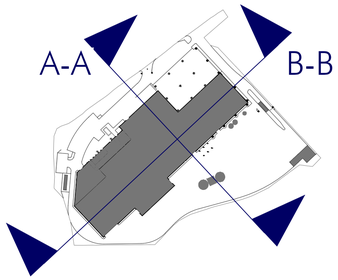
ID04: Boiler house
ID05: Air pollution control building
- (ID05a): APC plant and reactor
- (ID05b): Bag filter house
- (ID05c): Induced draft (ID) fan
- (ID05d): Compressed air station
- (ID05e): Water treatment plant
- (ID05f): Urea tank

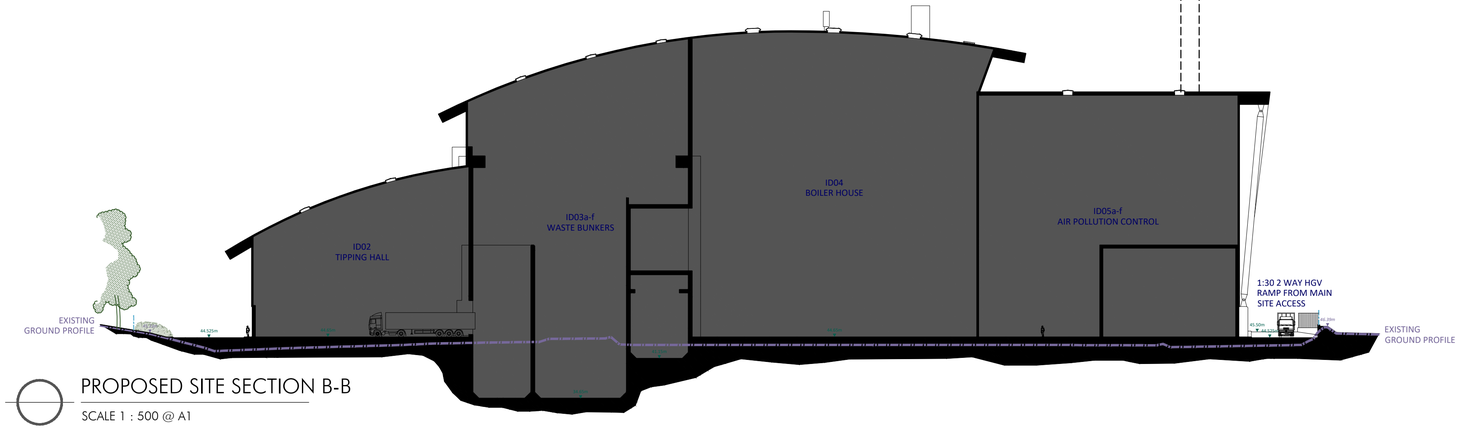
ID06: APCr silos
ID07: Lime & activated carbon silos
ID08: Chimney & CEMS platform
ID09: Turbine hall
ID10: Air cooled condenser (ACC)
ID11: Water re-cooling system
ID12: Future district heating equipment area
ID13: Main transformer & switchgear
ID14: Emergency diesel generator
ID15: Diesel tanks
ID16: Fire water tank & pump enclosure
- (ID16a): Fire water tanks
- (ID16b): Fire pump enclosure

ID17: Switchgear building, administration building and control room
ID18: Workshop & stores
ID19: Lay-by area
ID20: Parking areas
ID21: HGV out of hours parking area
ID22: Mobile crane slab
ID23: Laydown / maintenance & future environmental requirements area



PROPOSED SITE SECTION A-A
SCALE 1 : 500 @ A1





PROPOSED SITE SECTION B-B
SCALE 1 : 500 @ A1

NOTES
Figured dimensions are to be used in preference to scaled dimensions. Do not scale from this drawing. Contractors MUST CHECK ALL dimensions and levels on site and any discrepancies must be reported to the Architect. If in doubt consult the Architect.

rev	date	comment

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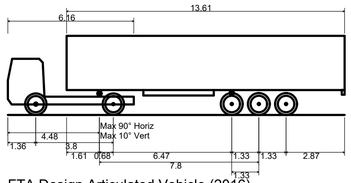
drawing
Proposed Site Sections

scale	paper size
1:500	A1
date	drawn
23/02/23	NAB

project no.	drawing no.	rev.
SC1643/PL	11-01	

SITE VEHICLE TRACKING

SCALE 1 : 500 @ A1

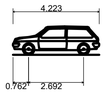


FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

VEHICLE CONFIGURATION 1

SCALE 1 : 150 @ A1



DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

VEHICLE CONFIGURATION 2

SCALE 1 : 150 @ A1

NOTES
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drawing
Vehicle Tracking

scale	paper size
1:150/500	A1
date	**drawn**
23/02/23	NAB

project no.	drawing no.	rev.
SC1643/PL	10-02	