

Environmental Statement: Volume III

Appendix 7C: Framework Construction Traffic Management Plan

VPI Immingham OCGT Project

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The Immingham Open Cycle Gas Turbine Order

Land to the north of and in the vicinity of the VPI Immingham Power Station, Rosper Road, South Killingholme, Lincolnshire, DN40 3DZ

Environmental Statement Volume III: Appendix 7C: Framework Construction Traffic Management Plan

The Planning Act 2008

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



Applicant: VPI Immingham B Ltd

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GLOSSARY

Abbreviation	Description
AADT	Average Annual Daily Traffic
AAWT	Annual Average Weekday Traffic
AIL	Abnormal Indivisible Loads
AMEP	Able Marine Energy Park
ATC	Automatic Traffic Counts
CCGT	Combined Cycle Gas Turbine
CEMP	Construction Environmental Management Plan
CIHT	Chartered Institution of Highways and Transportation
CHP	Combined Heat and Power
DCO	Development Consent Order
DfT	Department for Transport
DPD	Development Plan Documents
ES	Environmental Statement
ha	Hectare
HE	Highways England
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
km	Kilometre
LDF	Local Development Framework
LPA	Local Planning Authority
m	metres
MCC	Manual Classified Counts
MW	Megawatts
NPPF	National Planning Policy Framework
NELC	North East Lincolnshire Council
NLC	North Lincolnshire Council
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
NTEM	National Trip End Model
OCGT	Open Cycle Gas Turbine
OS	Ordnance Survey
PEI	Preliminary Environmental Information
PIA	Personal Injury Accident
PINS	Planning Inspectorate
PPE	Personal Protective Equipment
PPG	Planning Practice Guidance
RFC	Reference Flow/Capacity

Abbreviation	Description
SoS	Secretary of State
TA	Transport Assessment
TS	Transport Statement

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Framework Construction Traffic Management Plan ('CTMP') has been prepared on behalf of VPI Immingham B Ltd ('VPIB' or the 'Applicant'). It forms part of the application (the 'Application') for a Development Consent Order (a 'DCO') submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy under section 37 of the Planning Act 2008' (the 'PA 2008').
- 1.1.2 VPIB is seeking development consent for the construction, operation and maintenance of a new gas-fired electricity generating station with a gross output capacity of up to 299 megawatts ('MW'), including electrical and gas supply connections, and other associated development (the 'Proposed Development'). The Proposed Development is located primarily on land (the 'Site') to the north of the existing VPI Immingham Power Station, Rosper Road, South Killingholme, North Lincolnshire, DN40 3DZ.
- 1.1.3 During construction, 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 need a special strategy for delivery.
- 1.1.4 This document is a Framework CTMP. The appointed contractor will be required to use this framework document as the basis for developing the final CTMP that it is suggested would be approved by the relevant planning authority, in consultation with Highways England and the highway authority, pursuant to Requirement 17 'Construction traffic management plan' of the draft DCO. .
- 1.1.5 The document 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; and
 - Section 6 describes the planned liaison with key stakeholders.

2.0 BACKGROUND

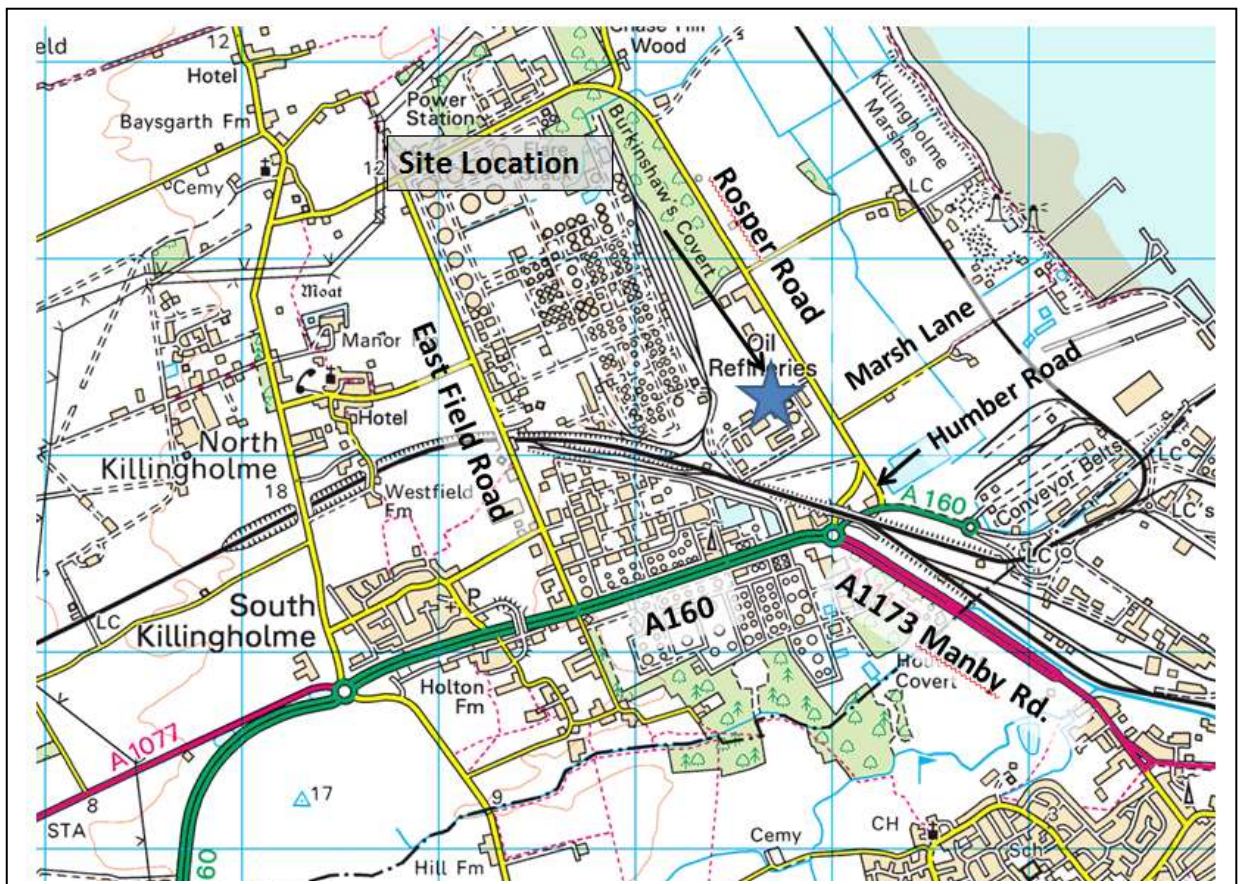
2.1 Site Description

2.1.1 Figure 1 shows the location of the Proposed Development Site and the surrounding highway network. Rosper Road is a single carriageway road running in a northerly direction from its junction with the A160. It serves the South Humber Bank development area which is bounded by East Field Road, Chase Hill Road and Rosper Road.

2.1.2 Adjacent to the site Rosper Road has the following characteristics:-

- Single carriageway, generally flat and straight;
- Footway along the eastern side, between Marsh Road and Humber Road;
- No street lighting;
- National Speed Limit (60mph); and
- No cycle facilities.

Figure 1: Study Area



2.2 Development Description

2.2.1 The Proposed Development comprises the construction and operation of an Open Cycle Gas Turbine (OCGT) power station with a gross electrical output of up to 299 MW.

2.3 Construction Programme

2.3.1 Subject to being granted development consent, it is anticipated that construction could commence in 2021 and last circa 21 months followed by a 3 month commissioning phase. The facility is programmed to be operational in late 2022 or early 2023.

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 (CWTP) Appendix 7B (ES Volume III).

2.5 Construction Phase HGV Traffic Generation

2.5.1 The volume of HGVs on the network is predicted to be, at its maximum, 52 two-way daily vehicle movements (26 in and 26 out) between Quarter 3, 2021 and Quarter 2, 2022. The peak of all total construction traffic (including cars and light vans is Q4, 2021). During the remainder of the construction period HGV movements will be around 24 daily two-way trips as shown in Table 7C.1.

Table 7C.1 – HGV Numbers through the Construction Programme

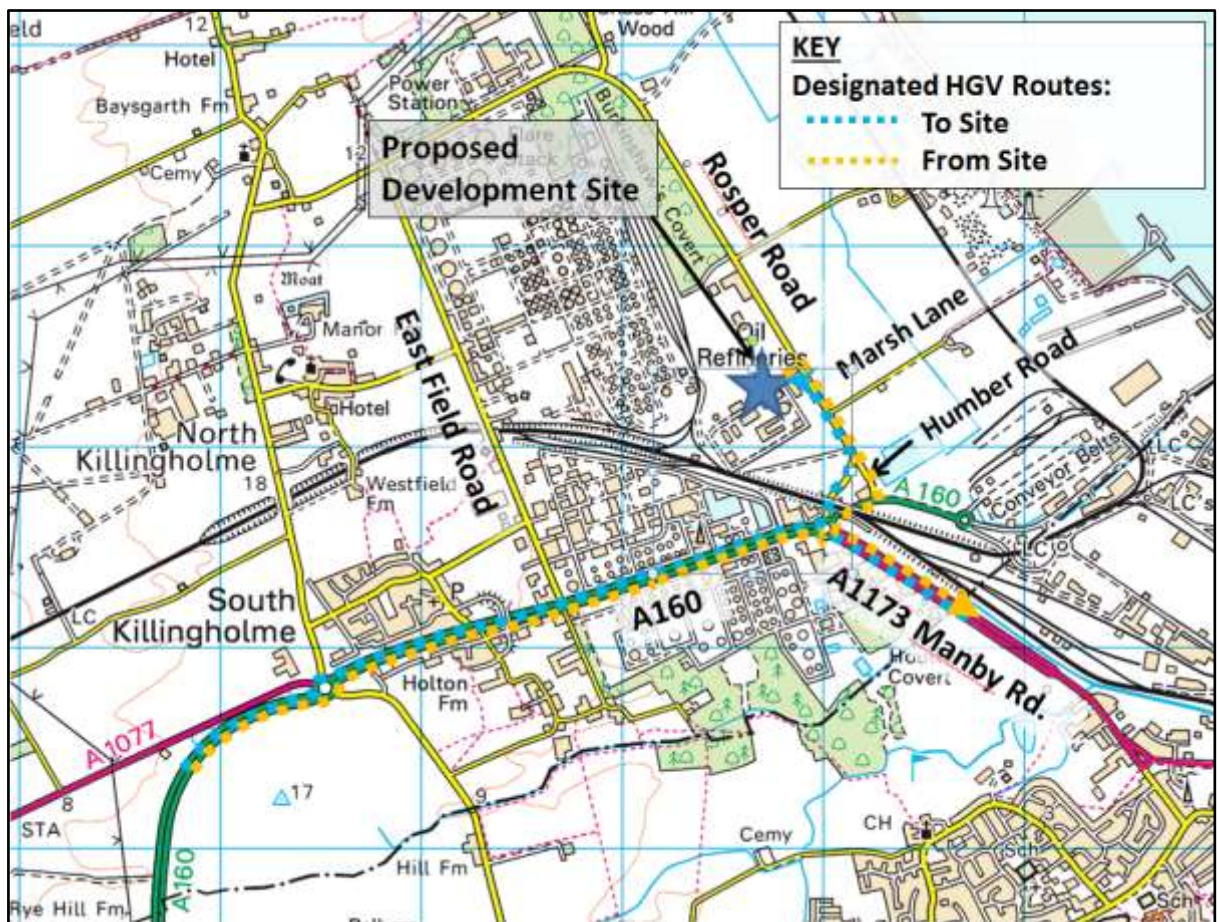
Quarter (Year) of Construction & Commissioning	Two-way Daily HGV Movements
Q1 2021	40
Q2 2021	24
Q3 2021	52
Q4 2021	52
Q1 2022	52
Q2 2022	52
Q3 2022 (Commissioning)	24
Q4 2022 (Commissioning)	24

3.0 MEASURES TO CONTROL HGV ROUTING AND IMPACT

3.1 Designated Route to Site

3.1.1 It is proposed that all HGVs associated with the construction of the Proposed Development will arrive and depart the Site via the construction site entrances located off Rosper Road. All HGVs associated with the construction of the Proposed Development will be required to arrive and depart the Site via Rosper Road towards the A160 Humber Road and A1173 Manby Road roundabout. The designated HGV routing plan is shown in Figure 2 below.

Figure 2: HGV Designated Route Plan



3.1.2 The HGV routing plan will be distributed to all drivers during their induction. It will be a condition of contract between VPIB 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 21-month period with an additional 3 months commissioning at the end of construction.

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

- Monday – Friday : 07:00–19:00; and
- Saturdays: 07:00–13:00

3.2.3 HGV deliveries will only be made during these hours.

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 should be required to wheel wash when exiting the Site. The need for this measure should be periodically reviewed throughout the construction period.

3.4 Wear and Tear on the Local Road Network

3.4.1 Before and after road condition surveys will be undertaken on Rosper Road and Humber Road in accordance with Requirement 16 ‘Protection of highway surfaces’ of the draft DCO, with any damage to these roads being made good after construction. The North Lincolnshire Council Improvement Manager will be invited to attend these surveys/ inspections.

3.5 Advanced Warning Signs

3.5.1 Advance warning signage will be erected on Rosper Road prior to the construction entrances to the Site to warn drivers of the construction access ahead and the potential for slow turning vehicles. An example of the proposed signage is shown below.



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

3.6 Contact Name and Number

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

4.0 ABNORMAL INDIVISIBLE LOADS (AILS)

- 4.1.1 A number of AILs will need to be brought into the Site over the construction period.
- 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 Local Highway Authority will be consulted at the earliest opportunity on the programme and plan for the delivery of AILs. Requirement 17 'Construction traffic management plan' of the draft DCO requires the plan CTMP submitted for approval to include "*(b) details of the routing strategy and procedures for the notification and conveyance of abnormal indivisible loads, including agreed routes, the numbers of abnormal loads to be delivered by road and measures to mitigate traffic impact;*".
- 4.1.4 The public will also be made aware of when AIL deliveries are taking place via social media, local radio and the local press.

5.0 MONITORING

- 5.1.1 The appointed contractor will maintain gatehouse records of construction HGVs entering and leaving the Site and they will be available to North Lincolnshire Council on request.
- 5.1.2 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 is proposed to:

- Establish a channel of communication between the contractor and the regulating authorities;
- Make all interested 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. AIL deliveries.

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.