



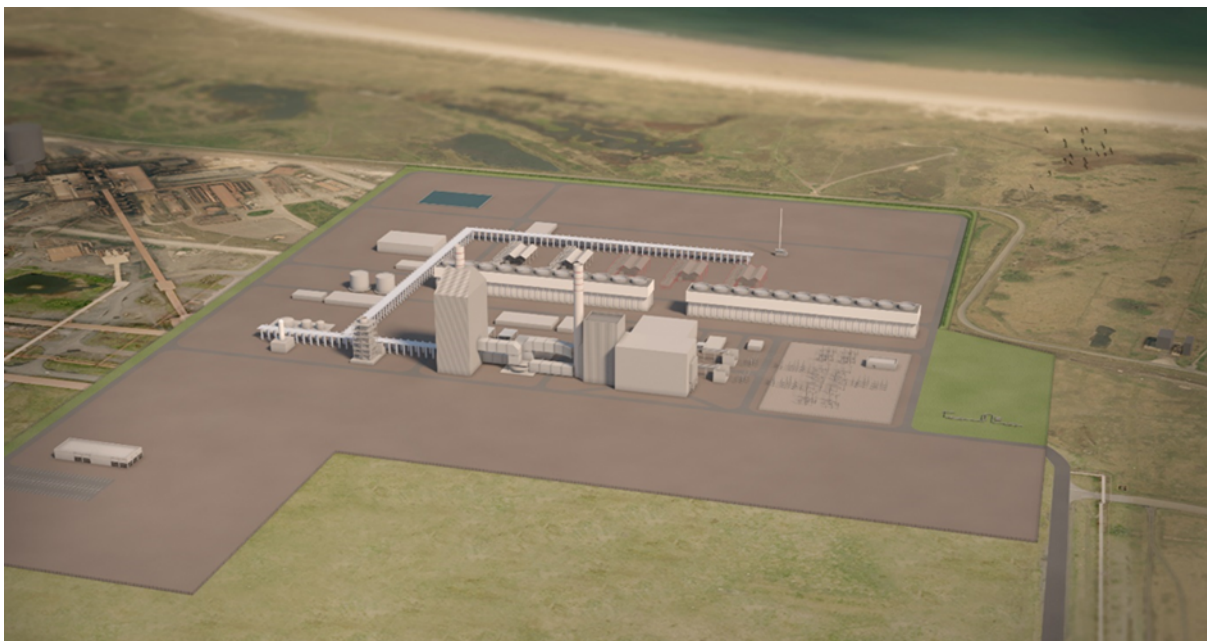
Net Zero Teesside – Environmental Statement

Planning Inspectorate Reference: EN010103

Volume III – Appendices

Appendix 16C: Framework Construction Traffic Management Plan (CTMP)

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



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16C. Framework Construction Traffic Management Plan

16.1 Introduction

- 16.1.1 This Framework Construction Traffic Management Plan (CTMP) has been prepared by AECOM on behalf of Net Zero Teesside Power Ltd & Net Zero Sea Storage Ltd together ‘the Applicants’ to accompany a Development Consent Order Application for the Proposed Development namely a new low-carbon electricity generating station (gas-fired power station) which will be constructed largely within the boundary of the Teesworks site (herein referred to as the PCC Site). The Proposed Development will also include a natural gas connection, electrical connection (for connection to the National Transmission System), CO₂ Gathering Network, CO₂ Export Pipeline and water supply and discharge connections.
- 16.1.2 The purpose of the CTMP is to investigate the likely generation and routing of HGV traffic associated with the construction phase of the Proposed Development which is expected to take approximately 51 months.
- 16.1.3 The Framework CTMP has been prepared in advance of the appointment of a Contractors tasked with the construction of the Project and thus the management of HGV traffic. The appointed Contractors will be required to use this framework as the starting point for the final CTMP and adapt it to their Project specific construction methodology. The appointed Contractors will be required to submit the final CTMP for comment / approval to Redcar and Cleveland Borough Council (RCBC) and Highways England (HE) prior to the commencement of any construction activities.
- 16.1.4 Following this introduction, the Framework CTMP is structured as follows:
- Section 2 provides background information including the site location and accessibility;
 - Section 3 describes measures to control HGV routing and the Impact on the surrounding area;
 - Section 4 considers Abnormal Indivisible Loads (AIL’s);
 - Section 5 provides the monitoring strategy; and
 - Section 6 describes the proposed consultation with key stakeholders.

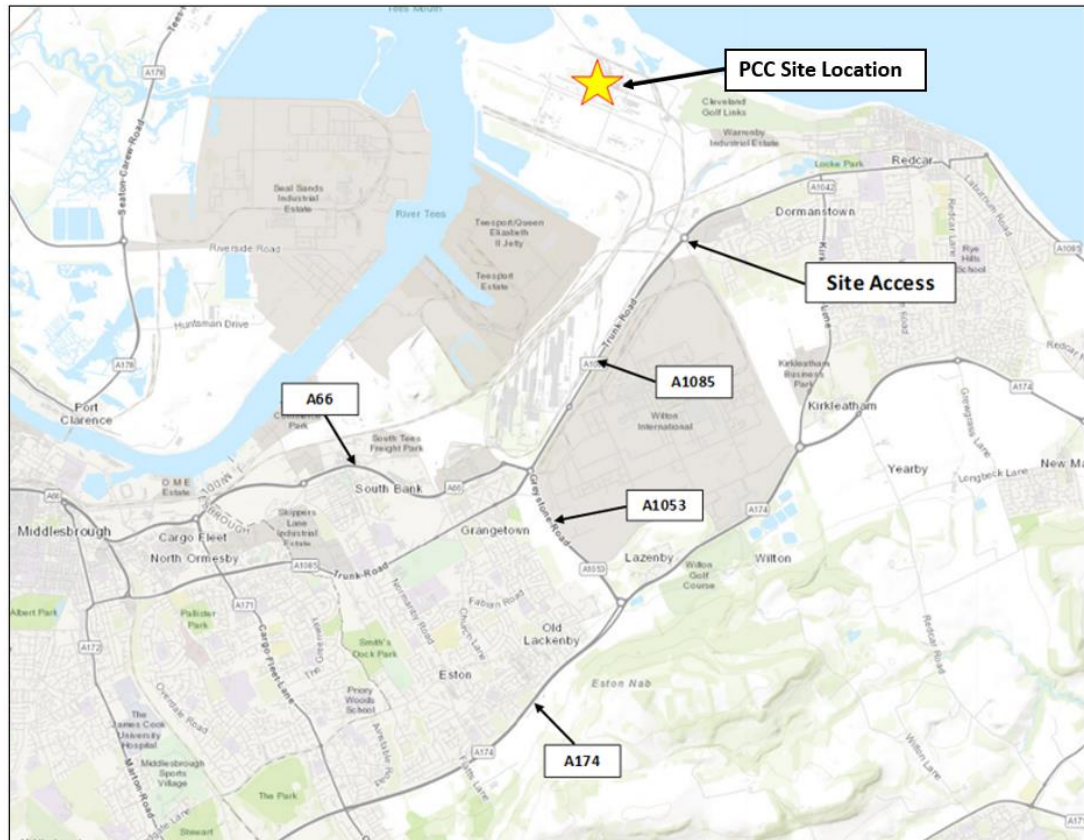
16.2 Background

Site Context

- 16.2.1 The PCC Site is located to the north of Redcar and is accessed from the A1085 Trunk Road which runs east-west to the south of the PCC Site linking to the A1053 / A66 Westgate Roundabout to the west and Redcar to the east. The A1053 in turn connects to the A174 to the south and the A66 to the north.

The A174 provides a link to the A19 to the south which in turn links to the A1 (M). The A1053 and A174 are part of the strategic road network and are part of Highways England's core network. Its location in relation to the surrounding area and the strategic road network is shown in Diagram 16C-1.

Diagram 16C- 1: PCC Site Location



Development Description

- 16.2.2 The Proposed Development comprises the construction and operation of a combined cycle gas turbine (CCGT) power station, with an electrical output of up to 860 MWe, together with equipment required for the capture and compression of carbon dioxide (CO₂) emissions from the power generating station. In addition, there is a need for the provision of supporting infrastructure and connections to support the power generating station and to facilitate the development of a wider industrial carbon capture network on Teesside, the construction of which also forms part of the Proposed Development. The Proposed Development also includes high-pressure compression of CO₂ and the onshore section of a pipeline to export the captured CO₂ for off-shore storage.

Indicative Construction Programme

- 16.2.3 It is anticipated that construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) potentially start as early as Quarter 4 (Q4) 2022. Construction activities are expected to last approximately 51 months.

Construction Phase Site Worker Traffic Generation

- 16.2.4 The Framework Construction Workers Travel Plan (CWTP) provided in Appendix 16B of ES Volume III (Document 6.4) provides detail on construction worker traffic generations and the proposed measures to be implemented to encourage sustainable travel modes.

Construction Phase HGV Traffic Generation.

PCC Construction

- 16.2.5 The volume of HGVs associated with construction of the Proposed Development on the network would be at its maximum of 346 two-way daily HGV movements (173 in and 173 out) during the initial Site Enabling and Preparation phase of construction.
- 16.2.6 This is associated with the potential cut and fill of the top layer of ground within the PCC Site to improve the geotechnical condition of the ground. The import and export of material will occur over a twelve month period between Months 1 and 12 of the construction programme. During the remainder of the construction period, HGV movements will vary with 80 two-way daily HGV movements (40 in and 40 out) from month 13 to month 28 of construction, 60 two-way daily HGV movements (30 in and 30 out) from months 29 to 34 and 40 two-way daily HGV movements (20 in and 20 out) from months 35 to 51 of the construction programme.

Gas Connection / CO₂ Gathering Network

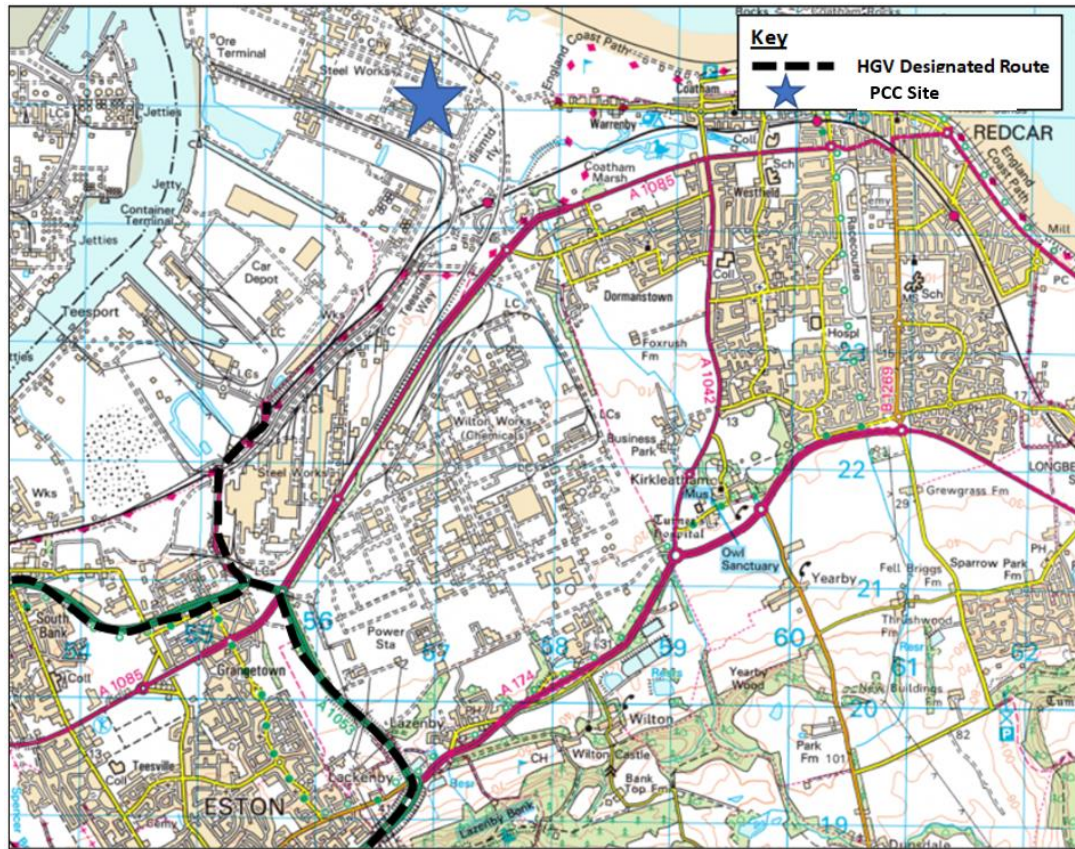
- 16.2.7 The majority of materials for the gas connection and CO₂ Gathering Network are anticipated to be delivered to Site at the start of construction over a two-week period, with up to 42 HGV movements per day (21 in and 21 out) anticipated.
- 16.2.8 It is anticipated that 10 HGV Movements per day (5 in and 5 out) will be required for the remainder of construction delivering consumable construction materials.

16.3 Measures to Control HGV Routing and Impact

Designated Route to Site

- 16.3.1 It is proposed that all construction HGVs associated with the Electricity Generating Station and Carbon Capture Plant would arrive and depart the Site from an entrance to the Site on Tees Dock Road, via the A1053 / A66 / Tees Dock Road roundabout. The designated HGV routing plan is shown indicatively in Diagram 16C-2 below.
- 16.3.2 Materials required to carry out the construction of the Gas connections will be delivered direct to the relevant compound rather than the main site.
- 16.3.3 The HGV routing plan will be distributed to all drivers during their induction. It will be a condition of contract between the applicant and the appointed Contractors 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.

Diagram 16C- 2: HGV Designated Route Plan (Electricity Generating Station and Carbon Capture Plant Construction)



Construction Programme / Site Hours

- 16.3.4 The construction is programmed to be carried out over a circa 51 month period.
- 16.3.5 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
 - Saturday: 07:00 – 13:00.
- 16.3.6 It is proposed that HGV deliveries will be made between 07:00 and 19:00 hours unless agreed in exceptional circumstances (e.g. during concrete pouring) in advance with the local authority. The only deliveries outside these hours may be the delivery of Abnormal Indivisible Loads (AIL), if required. Any noisy works outside the core working hours, including timing of AIL deliveries, if required, would need to be agreed with the local planning authority on a case by case basis.

Wheel Cleaning Facility

- 16.3.7 In the interests of highway safety, wheel cleaning facilities should be installed on Site from the start of the construction phase. Wheel cleaning facilities should also be located at each of the temporary access points for the construction of the proposed gas connection and CO₂ Gathering Network. 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.

Advance Warning Signage

- 16.3.8 Advance warning signage will be erected on the public highway prior to the temporary construction compound site entrances associated with the pipeline construction. The erection of signage will warn drivers of the construction access ahead and the potential for slow turning vehicles. An example of the proposed signage is shown below.



- 16.3.9 The appointed Contractors will be required to maintain all signage.

Contact Details

- 16.3.10 Twenty-four-hour contact details will be provided on the Applicants website so that residents can get in touch to find out further information. This will be a name and number established by the Contractors once appointed. It is anticipated that the project liaison manager will act as the initial point of contact for members of the community to find out further information.

16.4 Abnormal Indivisible Loads

- 16.4.1 A number of AILs will need to be brought into the site over the construction period. It is anticipated that some components for the Low-Carbon Electricity Generating Station may be manufactured abroad and oversized loads would be shipped into the Redcar Bulk Terminal (RBT) wharf.
- 16.4.2 The Highways England document 'Water preferred policy guidelines for the movement of abnormal indivisible loads' published in January 2016, states that it is government policy to avoid road transport as far as possible by using alternative modes, such as water.
- 16.4.3 It is proposed to import all large modular plant and components for the Low-Carbon Electricity Generating Station using the facilities at the RBT and then moved to the Site using the existing internal Teesworks roads. AILs will be removed from ships by crane or using Self Propelled Modular Transporters.
- 16.4.4 The import of AILs through RBT will result in approximately 40 ship movements over a period of 2 years. It is assumed that PD Ports, as the harbour authority, would adopt Ships Agency and take responsibility for the transport and delivery of such loads (including navigational risk) through existing port procedures.

- 16.4.5 Initial discussions with RBT have confirmed that the estimate of up to 40 ship movements required for the import of AILs is well within RBTs permitted operating capacity.
- 16.4.6 At this stage it is proposed that all AILs will arrive to RBT during daytime hours. Should night-time unloading be required by exception this would only be with prior agreement from the port authority (PD Ports).
- 16.4.7 AILs weighing less than 100 tonnes may also be brought in through Teesport. In addition, Teesport may be used to import containerised plant or components. AILS or containerised loads would then be moved from Teesport to the Site using HGVs via Tees Dock Road and the internal Teeswork road network north of Lackenby Steelworks.

16.5 Monitoring

- 16.5.1 Monitoring will be undertaken by the appointed Contractors 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 Contractors and displayed at the Site.
- 16.5.2 The appointed Contractors will maintain gatehouse records of construction HGVs entering and leaving the Site and they will be available to the Council on request.
- 16.5.3 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.

16.6 Consultation

- 16.6.1 A formal process of liaison between all relevant parties (Contractors, RCBC Highways and HE) would :
- 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.
- 16.6.2 The above would be secured via a Requirement of the draft DCO.
- 16.6.3 It is proposed that a short-written report is prepared by the Contractors on a six-monthly basis and circulated to all key stakeholders. Any comments generated by the report will be circulated to all key stakeholders and a

meeting may be held if required. Some other parties may need to be consulted from time to time (e.g. Royal Mail). Where required (depending on the works and location) 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 these parties will be provided at least one month before the relevant works are anticipated to commence.