

The Eggborough CCGT Project

Document Ref: 7.2
PINS Ref: EN010081

The Eggborough CCGT (Generating Station) Order

Land at and in the vicinity of the Eggborough Power Station site,
near Selby, North Yorkshire, DN14 0BS

Statement of Common Ground with Highways England

The Planning Act 2008



Applicant: Eggborough Power Limited
Date: September 2017

DOCUMENT HISTORY

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GLOSSARY

Abbreviation	Description
EPL	Eggborough Power Limited
DCO	Development Consent Order
SoS	Secretary of State
PA 2008	The Planning Act 2008
MW	megawatts
the Order	Eggborough CCGT (Generating Station) Order
EP UK	EP UK Investments Ltd
EPH	Energetický A Prumyslový Holding
SDC	Selby District Council
NYCC	North Yorkshire County Council
m	metres
CCGT	combined cycle gas turbine
kV	kilovolt
NTS	National Transmission System
AGI	Above Ground Installation
SoCG	Statement of Common Ground
HE	Highways England
PINS	The Planning Inspectorate
EIA	Environmental Impact Assessment
SRN	Strategic Road Network
PEI	Preliminary Environmental Information
TA	Transport Assessment
ES	Environmental Statement
AIL	Abnormal Indivisible Load
CWTP	Construction Worker Travel Plan
CTMP	Construction Traffic Management Plan

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1.0 INTRODUCTION

Overview

- 1.1 This Statement of Common Ground has been prepared on behalf of Eggborough Power Limited ('EPL' or the 'Applicant') in respect of its application (the 'Application') for a Development Consent Order (a 'DCO').
- 1.2 The Application has been 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'). It seeks consent for the construction, operation and maintenance of a new gas-fired electricity generating station with a gross output capacity of up to 2,500 megawatts ('MW') and associated works (the 'Proposed Development') on land at and in the vicinity of the existing Eggborough coal-fired power station, near Selby, North Yorkshire.
- 1.3 A DCO is required for the Proposed Development as it falls within the definition and thresholds for a 'Nationally Significant Infrastructure Project' (a 'NSIP') under Sections 14 and 15(2) of the PA 2008.
- 1.4 The DCO, if made by the SoS, would be known as the 'Eggborough CCGT (Generating Station) Order' (the 'Order').

EPL

- 1.5 EPL owns and operates the existing Eggborough coal-fired power station (the 'coal-fired power station'), near Selby, including a significant proportion of the land required for the Proposed Development.
- 1.6 EPL was acquired by EP UK Investments Ltd (EP UK) in late 2014; a subsidiary of Energetický A Průmyslový Holding ('EPH'). EPH owns and operates energy generation assets in the Czech Republic, Slovak Republic, Germany, Italy, Hungary, Poland and the United Kingdom.

The Site

- 1.7 The Proposed Development Site (the 'Site') is located at and in the vicinity of Eggborough coal-fired power station south of Selby. The River Aire is located just to the north of the existing coal-fired power station with the A19 immediately to the west. Eggborough Village is situated to the south-west.
- 1.8 The entire Site lies within the administrative boundaries of Selby District Council ('SDC') and North Yorkshire County Council ('NYCC').
- 1.9 The coal-fired power station was officially opened in 1970 and comprises four coal-fired boiler units, which together are capable of generating up to 2,000 MW of electricity. The coal-fired power station also includes a turbine hall and boiler house, an emissions stack (chimney) of approximately 198 metres ('m') in height, eight concrete cooling towers of approximately 113 m in height, an administration and control block, coal stock yards and a dedicated rail line for the delivery of coal, in addition to ancillary buildings, structures and infrastructure and utility connections.

- 1.10 The Site itself extends to approximately 102 hectares and comprises land within the operational area of the existing coal-fired power station for the new generating station and electrical connection in addition to corridors of land outside this area for the water connections and gas supply pipeline. The generating station would be located on the existing main coal stock yard.
- 1.11 The land required for the generating station and electrical connection is owned by EPL, as well as the majority of the land for water connections. The land required for the majority of the gas supply pipeline is not owned by EPL.
- 1.12 The area surrounding the Site is predominantly flat and for the most part comprises agricultural land interspersed with small settlements and farmsteads. It is however crossed by transport infrastructure, notably the A19 and railway lines, including the East Coast Mainline, in addition to overhead electricity lines associated with coal-fired power station and other power stations within the wider area.

The Proposed Development

- 1.13 The main components of the Proposed Development are summarised below:
- an electricity generating station fuelled by natural gas with a gross output capacity of up to 2,500 MW, comprising:
 - a combined cycle gas turbine ('CCGT') plant, comprising up to three CCGT units, including turbine and heat recovery steam generator buildings, emissions stacks, cooling towers and cooling water treatment plant, administration/control building, ancillary buildings, plant and equipment;
 - a peaking plant and black start plant with a combined generating capacity of up to 299 MW, emissions stacks and ancillary buildings, plant and equipment; and
 - other ancillary buildings, enclosures, plant, equipment and infrastructure connections and works;
 - electrical connection works, comprising up to 400 kilovolt ('kV') underground cables to the existing National Grid 400 kV substation at the coal-fired power station site and works within the substation;
 - cooling water connection works, comprising works to the existing cooling water supply and discharge pipelines and intake and outfall structures within the River Aire;
 - ground and towns water supply connection works, comprising works to the existing ground and towns water supply pipelines and boreholes;
 - an underground gas supply pipeline to the National Transmission System ('NTS') for gas of up to 1,000 millimetres (nominal bore) in diameter and approximately 4.7 km in length running north, under the River Aire, to a connection point with the NTS to the south-west of Burn Village; and
 - an 'Above Ground Installation' ('AGI') to the south-west of Burn Village for the connection of the gas supply pipeline to the NTS.
- 1.14 The Proposed Development also includes a temporary construction laydown area for the accommodation of plant and materials and contractors compounds and facilities during the construction phase, which would last for approximately three years. This would be provided on land within the operational area of the coal-fired power station, north of the main coal stockyard.

1.15 In addition, land would be set aside adjacent to the new generating station to accommodate any future carbon capture plant, should the deployment of such technology become viable in the future. It is proposed that this 'reserve' land would be provided on the area to be used for temporary construction and laydown area during construction of the Proposed Development.

The purpose and structure of this document

1.16 The purpose of the Statement of Common Ground ('SoCG') is to set out the agreement that has been reached between EPL and Highways England ('HE') in respect of the following matters relating to the Proposed Development:

- consultation;
- construction stage impacts;
- operational stage impacts;
- physical interactions; and
- mitigation measures.

2.0 RELEVANT MATTERS

Consultation with Highways England

2.1 HE was first consulted on the Proposed Development by The Planning Inspectorate ('PINS') in August 2016 in response to EPL's request for an Environmental Impact Assessment ('EIA') Scoping Opinion.

2.2 HE's response to the EIA scoping consultation (dated 30 August 2016) confirmed that the main issue for the Secretary of State for Transport is the continued safe operation of the Strategic Road Network ('SRN') in the area, specifically the M62 Motorway. The response continued:

"The two primary concerns which we would wish to see addressed in the future Transport Assessment work have been outlined by the scope already:

- *Generation of traffic during construction (and decommissioning)*
- *Generation of traffic during operation*

Focusing on the peak hour impacts along the M62 corridor, specifically at Junction 34, and the potential for reducing that impact through the implementation of sustainable transport measures where possible. We have no further comments to make at this point in time and welcome the opportunity to formally engage with the project team further in the future."

2.3 A copy of HE's response to the EIA scoping consultation is provided at **Appendix 1**.

2.4 Further to this, HE was consulted on the Proposed Development by EPL as part of its Stage 1 'non-statutory' consultation in September/October 2016.

2.5 HE's response to the Stage 1 consultation (dated 27 September 2016) reaffirmed that its main interest in the Proposed Development relates to potential impacts upon Junction 34 of the M62 and specifically:

- construction stage impacts;
- operational stage impacts; and
- physical interactions.

2.6 A copy of HE's response to the Stage 1 consultation is provided at **Appendix 2**.

2.7 HE was also consulted by EPL as part of its Stage 2 'statutory consultation' in January/February 2017. The Stage 2 consultation documents provided to HE included EPL's Preliminary Environmental Information ('PEI') Report, which in effect represented a draft Environmental Statement for the Proposed Development.

2.8 HE's response to the Stage 2 consultation (**Appendix 3**) dated 10 May 2017 concluded that in broad terms, HE was satisfied that the development proposals will not have a material impact on the SRN during the construction, demolition and operational phases of the Proposed Development.

- 2.9 HE was also consulted upon submission of the DCO application. HE's response to this consultation (dated 18 July 2017) concluded that there remained a few smaller issues for clarification. A copy of the HE's response to the DCO submission is provided in **Appendix 4**.
- 2.10 AECOM (EPL's transport consultant) made a further submission to HE in order to address these smaller issues which has culminated in HE now confirming that there are no outstanding issues. The HE response dated 18 August 2017 is provided in **Appendix 5**. It is agreed that there are no outstanding issues.

Construction stage impacts

Scope of the assessment

- 2.11 HE's response to EPL's Stage 1 consultation dated 27 September 2017 (**Appendix 2**) stated that HE should be consulted on the scope and specific requirements of the Transport Assessment ('TA'), particularly in relation to potential influence on Junction 34 of the M62.
- 2.12 EPL subsequently met with HE on 4 November 2016 to discuss the TA, including the proposed assessment of construction stage impacts. HE indicated that the proposed scope was acceptable, however, the following points were raised for inclusion in the TA:
- the need for clarification in relation to HGV movements and any abnormal loads;
 - clarification in relation to routing of specific elements of construction traffic; and
 - the need for the road safety study area be extended slightly to include the interaction between the Junction 34 main line and the on and off slip roads.
- 2.13 The Environmental Statement ('ES') Volume 1, Chapter 14 'Traffic and Transportation' (Application Document Ref. 6.2.14) and ES Volume 2, Appendix 14A 'Transport Assessment' ('TA') (Application Document Ref. 6.4.21) were produced to take account of comments made by HE in its Stage 1 consultation response and the subsequent meeting (and all other correspondence). Full details relating to HGV movements, abnormal loads and routing have been provided. The road safety study area has been extended to include the interaction between the Junction 34 main line and the on and off slip roads.
- 2.14 It is agreed that the TA has addressed HE's comments in relation to the matters set out above and that the scope of the TA is therefore comprehensive.

Assessing impacts

- 2.15 In terms of assessing impacts, ES Volume 1, Chapter 14 assumes that HGVs delivering construction materials will access the Site from Tranmore Lane located off the A19, with all HGVs arriving and departing the Site to/from Junction 34, and that construction worker traffic will access the Site via Wand Lane/ Hensall Gate. The DCO includes three potential access points from the A19 (via Tranmore Lane, via the existing coal-fired power station's main entrance and via Wand Lane/ Hensall Gate), and a final decision on the access points for each type of traffic will be made at a later date.
- 2.16 The volume of HGVs associated with the Proposed Development on the network is at its maximum predicted to comprise 80 two-way daily vehicle movements (40 in and 40 out) at the peak of construction in Month 18. Deliveries will be made between 08:00 and 18:00 hours.

- 2.17 A number of Abnormal Indivisible Load ('AIL') movements are expected during the construction programme associated with the delivery of large items of plant and equipment. The AIL route from the strategic network to the Site will be via M62 Junction 34 and the A19. A swept path analysis for a vehicle capable of transporting a gas turbine (the largest single component anticipated to be delivered to Site) has been undertaken. This demonstrates that delivery of the largest AIL component via the M62 Junction 34 / A19 grade separated roundabout is possible, and the only pinch point along the section of the A19 between the M62 and the Site is where it meets the A645 at a standard four arm roundabout. This would require the AIL delivery having to be driven over the roundabout and will require the temporary removal of street furniture and the necessary support put in place for the AIL to safely negotiate the roundabout. Due to the small number of AIL deliveries, such deliveries can be managed so as not to cause a nuisance to other road users.
- 2.18 It is expected that the construction workforce will peak at approximately 1,200 workers per day in Month 18. Construction worker traffic has been assigned based on the geographic split of population within a 30 minute drive-time of the construction site.
- 2.19 ES Volume 1, Chapter 14 concludes that the additional traffic as a result of the Proposed Development construction activities (combined with traffic associated with the demolition of the existing coal-fired power station and other committed developments in the area) would result in small, temporary, increases in traffic flows, including HGVs, on the roads leading to the Site (the only exception being Wand Lane, due to low current usage of that road; however the link sensitivity is very low). In line with the significance criteria presented in ES Volume 1, Chapter 14 and in the TA (ES Volume 3, Appendix 14A), the impacts of construction traffic on all road sections and junctions are considered to be minor/negligible adverse and not significant.
- 2.20 It is agreed therefore that the impact of the Proposed Development on the SRN, particularly Junction 34 of the M62, would not be significant.

Operational stage impacts

- 2.21 HE's response to the Stage 1 consultation stated that while the scale of the proposed workforce and the shift-based nature of the Proposed Development would likely mean that its influence during the operational stage on the SRN would not be significant a quantitative assessment of the impacts at Junction 34 would be welcomed, in order for this to be agreed.
- 2.22 ES Volume 1, Chapter 14 includes an assessment of operational stage impacts. It is concluded that the overall effects during operation are considered to be negligible adverse and not significant. This conclusion is valid regardless of whether or not demolition of the existing coal-fired power station is still ongoing at the start of operation (the 'Opening' assessment scenario) or not (the 'Operation' assessment scenario), as the vehicle numbers generated will continue to be significantly lower than experienced during the construction period.
- 2.23 It is agreed that the generation of traffic during operation would be minimal when compared to the construction period and therefore it would have an insignificant impact on the local highway network. It is therefore agreed that the potential effects are negligible and not considered to be significant.

Physical interactions

2.24 ES Volume 1, Chapter 14 confirms that the Proposed Development has no permanent physical interaction of any kind with the SRN and this is agreed.

Mitigation measures

2.25 The following mitigation measures are proposed to limit the construction stage traffic impacts of the proposed Development:

- implementation of a Construction Worker Travel Plan ('CWTP') (referred to as a 'Travel plan - construction staff' in the draft DCO) aimed at identifying measures and establishing procedures to encourage construction workers to adopt modes of transport which reduce reliance on single occupancy private car use (a framework CWTP is provided at Appendix 14A of ES Volume 3); and
- implementation of a Construction Traffic Management Plan ('CTMP') (referred to as a 'Construction Traffic and Routing Management Plan' in the draft DCO), including measures to control the routing and impact of HGVs and abnormal loads upon the local road network during construction (a framework CTMP is provided at Appendix 14A of ES Volume 3). It is proposed that all construction HGVs will be required to arrive and depart the Site towards the M62 avoiding the villages of Chapel Haddlesey and Burn (with the exception of a small number accessing the northern parts of the proposed gas connection construction area).

2.26 The above mitigation measures have been devised having regard to previous correspondence and meetings with HE, where the requirement for the above measures was discussed and agreed. These measures would be secured by the following requirements within Schedule 2 of the draft DCO:

- Requirement 20. 'Construction traffic and routing management plan'.
- Requirement 21. 'Travel plan – construction staff'.

2.27 The above requirements are reproduced at **Appendix 6**.

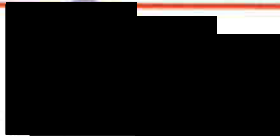
2.28 It is agreed that these requirements provide appropriate mechanisms by which to mitigate the construction stage traffic impacts of the Proposed Development.

2.29 As operational traffic would be minimal it is agreed that there is no requirement for mitigation measures.

Areas of disagreement

2.30 There are no areas of disagreement between the parties.

Signed:



Print name and position:

Simon P JONES

On behalf of Highways England:

*STRATEGIC PLANNING MANAGER
YORKSHIRE + NORTH EAST.*

Date:

22/09/17

Signed:



Print name and position:

*Geoff Bullock (Partner)
Dutton Walker Davis Ltd.*

On behalf of Eggborough Power Limited:

Date:

04/10/2017

**APPENDIX 1: HIGHWAYS ENGLAND EIA SCOPING CONSULTATION RESPONSE
DATED 30 AUGUST 2016**

From: [REDACTED]
Sent: 30 August 2016 14:50
To: Environmental Services
Subject: RE: EN010081 – Eggborough CCGT – EIA Scoping Notification and Consultation

Dear [REDACTED]

Our thanks for the consultation regarding the new proposal at Eggborough. As with previous consultations between ourselves and the owners of the site, the Secretary of State for Transport has primary regard for the continued safe operation of the Strategic Road Network in the area, specifically the M62.

The two primary concerns which we would wish to see addressed in the future Transport Assessment work have been outlined by the scope already:

- Generation of traffic during construction (and decommissioning)
- Generation of traffic during operation

Focusing on the peak hour impacts along the M62 corridor, specifically at Junction 34, and the potential for reducing that impact through the implementation of sustainable transport measures where possible. We have no further comments to make at this point in time and welcome the opportunity to formally engage with the project team further in the future.

Kindest ongoing regards

[REDACTED]
Yorkshire & North East

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

[REDACTED]
[REDACTED]

**APPENDIX 2: HIGHWAYS ENGLAND STAGE 1 CONSULTATION RESPONSE DATED
27 SEPTEMBER 2016**



CH2M Warrington
Building 304 Bridgewater Place
Birchwood Park
Warrington
Cheshire WA3 6XG



[REDACTED]
Highways England
Lateral
8 City Walk
Leeds
LS11 9AT

27 September 2016

**Subject: Review of EIA Scoping Report
Eggborough CCGT Project**

Dear [REDACTED],

Further to the provision of the Environmental Impact Assessment Scoping Report [the EIA Scoping Report] (AECOM, dated August 2016, reference 6.1, PIN reference EN010081) in relation to the Eggborough Combined Cycle Gas Turbine [CCGT] Project, this letter seeks to provide a review of the EIA Scoping Report on behalf of Highways England with regard to the influence of the proposal on the safe and efficient operation of the strategic road network [SRN].

The CCGT project is located at the Eggborough Power Station with the nearest element of the SRN being M62 Junction 34, approximately 2.5km to the south west of the proposed development.

This review of the EIA Scoping Report follows a previous review of information, by CH2M in August 2016, of an EIA Scoping Briefing Note. This review brings together that previous review and any further comments that are necessary, in the light of any more detailed information that is afforded.

The considerations presented here have been prepared with reference, where relevant, to:

- the Department for Transport [DfT] [Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development](#) (and mindful of Highways England's draft replacement policy document);
- the Department for Communities and Local Government [DCLG] [National Planning Policy Framework](#) [NPPF] publication, March 2012;
- [A Protocol for Dealing with Planning Applications](#) by Highways England; and
- the DCLG published [Planning Practice Guidance – Travel plans, transport assessments and statements in decision-taking](#).

Traffic and transport considerations

The EIA Scoping Report, as the EIA Scoping Briefing Note did, covers the three main elements to which our previous comments were provided were also formed: construction impacts, operational impacts and physical interactions. These are considered in turn below.

Construction stage impacts

The briefing note refers to “... likely to be between 600 and 900 one-way vehicle movements per day during the peak construction period”. While this was also advised in the EIA Scoping Briefing Note, it is also important to realise the scale of the development in terms of the length of the construction period, where in paragraph 3.48 it is identified that “... construction will commence in 2019, and last approximately three years.” These significant construction impacts will therefore occur over a significant length of time and will need to be appropriately considered and managed.

The EIA Scoping Report identifies that a TA will be prepared to consider the influences in the construction stage. It is identified that confirmation of the requirement for a TA will be gained from liaison with Selby District Council and North Yorkshire County Council. Given the potential influence at the SRN (particularly M62 Junction 34), this requirement should also be confirmed with Highways England.

As the EIA Scoping Report suggests, the specific requirements of the TA should then be discussed with Highways England to ensure it sufficiently covers the influences of the development proposal at the SRN. However, from review of the information currently afforded, the proposed scope of the TA appears a reasonable basis for the assessment and it also identifies the need to formulate mitigation measures such as a Construction worker Travel Plan and a Construction Traffic management Plan. Highways England should be proactively engaged with in shaping any measures that are needed in relation to the influence of the development at the SRN.

Operational stage impacts

While the scale of workforce and the shift-based nature of the development would likely mean that the influence during the operational stage at the SRN is not significant, a quantitative assessment of the impacts at M62 Junction 34 (again agreeing the method in the first instance) would be welcomed in order for this outcome to be agreed.

Physical interactions

The electricity, cooling water and gas connections associated with the proposed development are described in section 3 of the EIA Scoping Report. From review of that information (and the figures referred to within that section) it is not considered that there are any physical interactions of any kind with the SRN. This should be confirmed in the EIA.

Summary and recommendations

On the basis of this review (and the previous review of the EIA Scoping Briefing Note), it can be summarised that:

- The main focus of Highways England in relation to this development should be with regard to the construction stage, given the scale and longevity of potential impacts. In this respect, Highways England should:
 - be a party to the decision to be made in relation to the requirement for a TA;
 - be fully consulted with in order to define the scope of the TA; and
 - be involved in the requirement for (and definition of) mitigation measures including Travel Plans and Construction Traffic Management Plans.
- With regard the operational stage, information should be afforded in the TA (or EIA) that identifies the scale of influence at M62 Junction 34.
- The information afforded suggests no physical interaction with the SRN and this should be confirmed.

I trust the above sets out clearly the requirements in relation to the proposal. Please do not hesitate to get in touch should you require any further information or have any queries.

Yours sincerely,

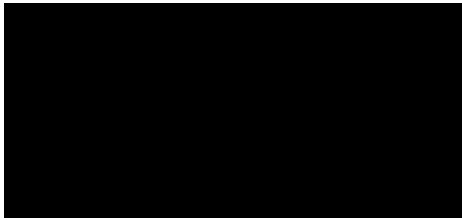


Figure 1 – Site Location Plan



(Figure extracted from EIA (Figure 1))

**APPENDIX 3: HIGHWAYS ENGLAND STAGE 2 CONSULTATION RESPONSE DATED
10 MAY 2017**



CH2M Warrington
Building 304 Bridgewater Place
Birchwood Park
Warrington
Cheshire WA3 6XG



[REDACTED]
Highways England
Lateral
8 City Walk
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LS11 9AT

10 May 2017

**Subject: Eggborough CCGT Project – Further Review
Review of Transport Documentation**

Dear [REDACTED],

Further to the provision of information relating to the development proposals, this letter seeks to provide a review of the submitted information in order to advise Highways England in relation to the potential impact of the proposed development on the safe and efficient operation of the Strategic Road Network [SRN]. The considerations presented within this letter have been prepared with reference to:

- The Department for Transport [Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development](#) (and mindful of Highways England's draft replacement policy document);
- The Department for Communities and Local Government [National Planning Policy Framework](#) [NPPF] publication, March 2012;
- [A Protocol for Dealing with Planning Applications](#) by Highways England; and
- The DCLG published [Planning Practice Guidance – Travel plans, transport assessments and statements in decision-taking](#).

Context

Highways England has asked CH2M to consider the transport documentation submitted in support of the development proposals as the Eggborough CCGT Power Station [the site]. The proposals are for a Development Consent Order [DCO] for a new 2.5 Giga Watt gas-fired power station, replacing the existing coal-fired power station which will be demolished. It is stated within the Transport Assessment [TA] that whilst the timescale for the demolition is unknown, it is anticipated that the coal-fired power station will cease operation by the end of 2019 at the latest.

Highways England has provided CH2M with a suite of transport documentation relating to the DCO application, all of which are reviewed within this letter. For ease of reading, the following documents are reviewed:

- Transport Assessment;
- Framework Construction Traffic Management Plan; and

- Framework Construction Workers Management Plan.

In addition to the above, an Environmental Statement relating to traffic and transport has been produced, but following an initial review of this document, it was observed that the information contained within it has been replicated from the TA, and it was therefore considered prudent not to undertake an additional review of the same information.

Furthermore, the above documentation has been produced following a previous CH2M review of the Environmental Impact Assessment [EIA] Scoping Report in November 2016. To set the context of this review, the conclusions from the CH2M review are replicated within this letter.

CH2M Review of EIA Scoping Report (November 2016)

The EIA Scoping Report covered three main elements - construction impacts, operational impacts and physical interactions. The CH2M review drew the following conclusions:

- The main focus of Highways England in relation to this development should be with regard to the construction stage, given the scale and longevity of potential impacts. In this respect, Highways England should:
 - be a party to the decision to be made in relation to the requirement for a TA;
 - be fully consulted with in order to define the scope of the TA; and
 - be involved in the requirement for (and definition of) mitigation measures including Travel Plans and Construction Traffic Management Plans;
- With regard the operational stage, information should be afforded in the TA (or EIA) that identifies the scale of influence at M62 Junction 34; and
- The information afforded suggests no physical interaction with the SRN and this should be confirmed.

The review of the transport documentation submitted in support of the development proposals will be undertaken paying due cognisance to CH2M's previous comments.

Transport Assessment - Review

It is stated within the TA that a scoping meeting was held with North Yorkshire County Council [NYCC] on Thursday 3rd November 2016 to agree the approach to the TA. A further meeting with Highways England to discuss the approach to the TA was held on Friday 4th November 2016. This scoping has informed the contents of the TA, which is welcomed.

The site is located approximately 2.5 km north of the M62, which connects to the A19 (which at this location does not form part of the SRN) at Junction 34. The A19 runs north-south along the western boundary of the existing power station site, linking to Junction 34 of the M62 to the south at a grade separated roundabout and the A63 (also not part of the SRN at this location) to the north at a four-arm roundabout junction.

It is stated that there are three access points to the existing power station from the A19 – the main power station entrance, the Tranmore Lane entrance (providing access to the coal yard) and the Hensall Gate entrance on Wand Lane to the north of the existing power station site.

Existing Conditions

In addition to Automated Traffic Counters [ATC] counts being undertaken on the A19, it is stated within the TA that it was agreed with NYCC and Highways England that the impact of the development proposals would be examined at a number of junctions on the surrounding highway network for the overall network morning and evening peak hours, including M62 Junction 34.

KEY POINT – The inclusion of M62 Junction 34 within the study area is welcomed.

It is stated that the junction surveys were undertaken on Tuesday 18th October 2016 between the hours of 07:00 and 19:00 hours, apart from the existing power station site entrances which were surveyed on Thursday 3rd November 2016. The undertaking of junction surveys during neutral months is welcomed.

KEY POINT – The undertaking of junction surveys during neutral months is welcomed.

Personal Injury Collision Data

The TA has provided five year accident data for M62 Junction 34, which shows that there have been seven accidents over the last five years - of which four were slight in severity, two serious and one fatal. For completeness, Table 3.2 from the TA has been replicated below in Table 1.

Table 1 – M62 Junction 34 Accident Summary

<i>Incident date</i>	<i>Severity classification</i>	<i>Casualties</i>	<i>No. vehicles involved</i>	<i>Daylight/ darkness</i>	<i>Road surface conditions</i>	<i>Causation</i>
05/05/2014	Slight	1	2	Day	Dry	Rear end shunt when vehicle moves but then stops at roundabout stopline.
22/07/2014	Slight	1	2	Day	Dry	Vehicles tyre explodes and hits another vehicle – illegal tyres.
31/08/2014	Serious	1	1	Day	Dry	Motorcycle lost control taking left hand bend from slip road to Selby Road.
27/09/2014	Fatal	1	2	Day	Dry	Failed to judge cyclist speed entering the roundabout and collided.
06/06/2015	Slight	1	2	Day	Dry	Careless driver pulls out from the junction and collides with cyclist on the circulatory.
11/10/2015	Serious	2	4	Dark	Dry	Poor turning manoeuvre from M62 on-slip
27/11/2015	Slight	1	2	Day	Dry	Car exiting roundabout skids on the road surface (oil/ mud) and collides with oncoming car.

From considering the contents of Table 1, it is not thought that there is a safety / accident problem at M62 Junction 34, and as such, the development proposals will not impact upon any existing safety issues or accident trends at this location.

KEY POINT – According to the information provided within the TA, M62 Junction 34 does not suffer from any existing safety issues / accident trends.

Development Proposals

The development proposals comprises the construction and operation of a combined cycle gas turbine [CCGT] power station, comprising up to three high efficiency combined cycle gas turbines and associated

development including a peaking plant. It is stated that gas will be supplied via a new pipeline connection from the existing National Grid gas transmission network to the north of the existing power station site.

The TA states that construction of the development proposals is scheduled to commence in Q1 2019, lasting 40 months, with completion in Q1 2022. It is anticipated that construction of the gas connection will begin in Q4 2020 with the construction programme due to last 12 months ending Q4 2021.

It is not known when the existing coal-fired power station will be demolished, however, it is stated that that this element of the site will cease operation by 2019. The TA states that in order to ensure a robust assessment, a worst case traffic impact scenario is assessed combining the peak construction month with the peak demolition month.

KEY POINT – The approach to considering trip generation – peak construction month combined with peak demolition month – is welcomed and considered robust.

Within the trip generation assessment, it is proposed that all construction workers for the construction works within the existing power station site will access the Site via the existing Hensall Gate entrance located off Wand Lane. Furthermore, it is stated that the access arrangement for construction traffic is not yet fixed. However for the purposes of assessment it is assumed within the TA that construction HGVs will use the Tranmore Lane access off the A19 which currently provides access to the coal stockyard.

It is stated that the profile of the construction workforce has been benchmarked against other previous CCGT builds including Staythorpe CCGT Power Station in Nottinghamshire and actual manpower data provided by Alstom, the main contractor for the construction of Grain ‘B’ CCGT. Grain ‘B’ is a three unit 1,365 MW CCGT Power Station that commenced operation in 2010. The use of ‘first principles’ data in considering the trip generation of the development proposals is welcomed and is considered a robust approach.

Table 4.1 in the TA – replicated below in Table 2 – sets out the peak construction workforce, which is forecast to occur in Month 18, when around 1,200 workers are expected on-site.

Table 2 – Trip Generation (Peak Construction)

<i>Month of construction</i>	<i>Total workers</i>	<i>No. of cars / vans @ 2 per vehicle</i>	<i>No. of minibuses @ 7 per vehicle</i>	<i>Average two-way daily flow</i>
18	1200	480	35	1030

To generate the contents of Table 2, the TA assumes that 80% of workers will travel to site by private car with an average occupancy of two workers per vehicle and 20% will travel to site by minibus with an average occupancy of seven workers per vehicle.

It is stated that this is considered a realistic assumption given that the mode of arrival of construction workers can be controlled through travel planning measures and that construction workers would want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. Furthermore, these assumptions are drawn from the work undertaken to support the Knottingley CCGT Power Station Transport Assessment (June 2013) which gained DCO consent in March 2015, and was accepted by NYCC as a suitable basis for analysis during the scoping stage of the TA.

Given that the approach to trip generation is drawn from a ‘first principles’ approach which from review appears to be reasonable, and the approach was agreed during scoping with NYCC, it is considered accepted.

KEY POINT – The approach to considering the modal share of the proposed trip generation is accepted.

With regards to HGV movements, the TA states that there will be a maximum of 80 two-way daily vehicle movements from Month 10 to Month 28 of construction. During the remainder of the construction period, HGV movements are estimated to be 40 two-way vehicle movements.

Furthermore, it is anticipated that construction of the gas pipeline will begin in Month 22 (Q4 2020) with the construction programme due to last 12 months ending Month 33 (Q4 2021). The construction workforce relating to the gas connection is contained within Table 4.4 of the TA, and is replicated in Table 3 below.

Table 3 – Trip Generation (Gas Connection Construction)

<i>Month of construction</i>	<i>Total workers</i>	<i>No. of cars / vans @ 2 per vehicle</i>	<i>Average two-way daily flow</i>
22	45	23	46
23	45	23	46
24	45	23	46
25	90	45	90
26	90	45	90
27	45	23	46
28	45	23	46
29	45	23	46
30	45	23	46
31	45	23	46
32	45	23	46
33	45	23	46

It is stated that that trip generation has been derived using estimated workforce numbers associated with the proposed gas pipeline connecting Knottingley CCGT Power Station with the National Grid transmission network. This approach is supported.

The TA states that the volume of HGVs on the network associated with the gas pipeline construction is at its maximum of 42 two-way HGV movements per day (21 in and 21 out) during the mobilisation period in Month 22. This reduces to 10 two-way HGV movements per day (5 in and 5 out) during the construction period between Months 23 and 32. During the demobilisation period in Month 33, HGV movements are estimated to be 4 two-way movements per day (2 in and 2 out).

The total two-way construction vehicle traffic expected over the 40 month construction period identifies Month 18 (Q2 2020) to be the peak month of construction with 1,110 daily vehicle movements comprising 1,030 construction worker vehicle movements and 80 HGV movements.

KEY POINT – The overall approach to deriving trip generation is accepted, with Month 18 (Q2 2020), identified as the peak month in terms of trip generation.

Daily Vehicle Profiles

The TA states that the arrival and departure of workers' vehicles tend to be spread over the peak periods rather than all falling in the traditional network peak hours. In addition, the TA states that discussions have been held with contractors associated with power station build projects where it was revealed that there is a general tendency for construction workers to travel early for a number of reasons as follows:

- To avoid congestion and delay; and

- To deliver the project in a compressed programme.

This information – in addition to information supplied by the contractor – has allowed for a construction workers profile to be calculated (Month 18, Q2 2020), presented in Table 4.5 of the TA. This has been replicated in Table 4 below.

Table Error! No text of specified style in document. - Daily Vehicle Profile (Month 18)

<i>Hour beginning</i>	<i>% of daily inbound</i>	<i>% of daily outbound</i>	<i>Arrivals</i>	<i>Departures</i>
06:00	30%	0%	154	0
07:00	55%	0%	283	0
08:00	10%	0%	52	0
09:00	5%	0%	26	0
16:00	0%	5%	0	26
17:00	0%	15%	0	77
18:00	0%	75%	0	386
19:00	0%	5%	0	26
Total	100%	100%	515	515

The daily profile of the HGV movements during the peak construction phase is presented in Table 4.6 of the TA. The profile is spread evenly over 10 hours (08.00 to 18.00), with four incoming and four outgoing HGV movements every hour.

KEY POINT – The daily vehicle profiles for construction workers and HGVs has been produced using a ‘first principles’ approach, and is accepted.

Abnormal Indivisible Loads

It is stated that a number of Abnormal Indivisible Loads [AIL] movements are expected during the construction programme.

The TA acknowledges 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. The acknowledgement of policy is welcomed in this context.

The TA identifies that the ports of Goole, Hull and Immingham are situated near to the site, and as such, it is a reasonable assumption that all major ports are able to accommodate abnormal loads and that adequate access to the SRN is achievable. With this in mind, the TA states that only the route from the SRN to the site requires assessment – with the AIL route being from the site to M62 Junction 34 via the A19.

It is stated that gas turbines will be the largest single component delivery. Swept path analysis has been undertaken at M62 Junction 34, identifying that an AIL delivery would encroach on the verge as it turns north on the A19, and support would be required on the verge for this movement to be undertaken. Given this, it is considered that Highways England’s ASC is consulted with in order to take a view on the swept path analysis. Furthermore, it is recommended that the due processes regarding AIL routing should be conditioned by Highways England, to enable appropriate planning of such movements via the SRN.

KEY POINT – Highways England’s ASC should be consulted on the swept path analysis of M62 Junction 34 provided within the TA. Once this has been undertaken, appropriate conditions should be put in place by Highways England.

An alternative AIL route – should the M62 be closed between Junction 34 and Junction 35 – is discussed within the TA. However, more clarity on this route is required to understand how the alternative routes connects to the wider SRN.

KEY POINT – More clarity is required on the alternative AIL routing.

Operational Period

Once the site is operational, it is stated that around 40 full-time staff working in three shifts:

- 06:00-14:00;
- 14:00-22:00; and
- 22:00-06:00.

In addition, it is stated that there will be 30 staff based at the site working normal office hours (09:00 – 17:00 hours). The TA has assumed a car occupancy of 1, equating to 70 cars per day (140 vehicle movements). Given the nature of shift working, the assumption regarding car occupancy is accepted.

Furthermore, details are provided within the TA regarding the additional staff that would be required on-site during a major outage, with an additional 200 staff expected in such circumstances. The TA states that outages are expected to occur once a year.

KEY POINT – The assumptions made regarding car occupancy of staff working at the operational site are accepted.

Trip Distribution and Assignment

It is stated within the TA that the distribution of workforce traffic to the network has been based on the populations of towns and cities within a 30 minute drive time of the site and that this assumption is consistent with that agreed as part of the 2013 application for the construction of Knottingley CCGT Power Station located approximately 5 miles to the west of Eggborough Power Station. This approach is considered appropriate given that it was agreed during scoping, and is accepted.

Eight key routes have been identified within the TA that are most likely to be taken by construction workers travelling to and from work, as identified in Table 5 below.

Table Error! No text of specified style in document. - Catchment area and route assignment for Proposed Development construction workforce

<i>Route</i>	<i>Catchment area</i>	<i>% of catchment area</i>
Route 1: From the west via M62 Junction 34, A19, Wand Lane, Hensall Gate entrance	Wakefield; Castleford; Wetherby; Leeds East	50%
Route 2: From the south via A19, Wand Lane, Hensall Gate entrance	Doncaster	26%
Route 3: From the east via M62 Junction 34, A19, Wand Lane, Hensall Gate entrance	Goole	3%
Route 4: From the west via Weeland Rd, A19, Wand Lane, Hensall Gate entrance	Pontefract	4%

<i>Route</i>	<i>Catchment area</i>	<i>% of catchment area</i>
Route 5: From the east via Wand Lane, Hensall Gate entrance	Goole	2%
Route 6: From the west via A63, Wand Lane, Hensall Gate entrance	Garforth; Tadcaster; Leeds East	7%
Route 7: From the north via A19, Wand Lane, Hensall Gate entrance	Selby	4%
Route 8: From the east via A63, A19, Wand Lane, Hensall Gate entrance	York South	4%

From considering Table 5, CH2M consider that routes 1 to 6 will pass through M62 Junction 34 to make inbound / outbound journeys:

CH2M consider that vehicles travelling from locations such as Goole, Pontefract and settlements to the east of Leeds (Route 6) are more likely to use the SRN than use the local road network. As such, it is considered that a higher proportion of the construction workforce traffic will pass through M62 Junction 34.

KEY POINT – CH2M do not agree with the assignment provided within Table 5.2 of the TA as it is felt that this underestimates traffic passing through M62 Junction 34.

The TA states that all HGV construction traffic will access / depart the site from Tranmore Lane located off the A19. HGV traffic will be assigned to the most direct route to the motorway network which is to / from the south via the A19 and M62 Junction 34. This approach is considered robust, and is accepted.

Table 5.3 in the TA shows the two-way construction flow on the A19 during the peak hour periods. However, it is not clear whether the flows north of M62 Junction 34 are taken from north or south of Weeland Road. Given that CH2M do not agree with the assignment of traffic from the site, combined with Weeland Road being identified within the TA for some east / west movements, clarity is required on the contents of Table 5.3

KEY POINT – Clarity regarding the contents of Table 5.3 is required.

Growth Factors

It is stated that the anticipated peak traffic generation during the construction period occurs in 2020 on the basis that construction of the development proposals will commence in Q1 2019. As such, an assessment year of 2020 has been identified where it is stated that traffic impact will be greatest. For the purposes of considering the assessment year where the greatest impact occurs, this is welcomed.

However, Circular 02/2013 states that *‘the current capacity of existing infrastructure must be compared with the overall forecast demand (existing demand, plus traffic likely to be generated by existing commitments to developments, the additional traffic generated by the development and modelled background growth), normally for a period of ten years after the date of registration of a planning application’*.

With Circular 02/2013 in mind, it is considered that an assessment year of ten years after the date of registration of the planning application should be included within the TA to ensure that the capacity of SRN is not materially impacted by the development proposals.

KEY POINT – An assessment year of ten years after the data of registration of the planning application should be included within the TA to comply with Circular 02/2013.

The use of TEMPRO to derive a future assessment year of 2020 is accepted.

Committed Development

The TA identifies the following committed or likely developments, and have incorporated them into the future year assessments:

- Demolition of the existing Eggborough Coal-Fired Power Station;
- Knottingley Power Project;
- Southmoor Energy Centre;
- Thorpe Marsh CCGT Power Station;
- Thorpe Marsh Gas Pipeline;
- Ferrybridge Multifuel 2;
- 55 dwelling residential development, Eggborough;
- 64 dwelling residential development, Eggborough;
- Single storey production facility – Saint Gobain Glass Factory;
- Advanced Thermal Treatment Plant, Eggborough;
- Hydro-electricity generation scheme, Chapel Haddlesey;
- Proposed Solar Farm Development, Pollington; and
- Kellingley Colliery Business Park.

It is stated within the TA that the demolition of the existing coal-fired power station does not form part of the development proposals and the DCO application and the two projects are considered separate. As such, the traffic associated with the demolition of the coal-fired power station has been included within the list of committed development schemes. CH2M has previously agreed within this review of the robust approach being taken to consider the trip generation of the development proposals by considering the impact of the construction and demolition phases simultaneously.

At the peak of demolition it is expected that 170 workers will be on-site. Furthermore, the TA states that the majority of demolition workers are anticipated to arrive in crew buses, an occupancy rate of 3.4 per vehicle has been applied resulting in 50 vehicle trips per day (100 two-way movements). In terms of HGVs, it is estimated there will be 7 HGV trips arriving and departing the site per day at the peak of demolition (14 two-way HGV movements).

The TA states that working hours at the demolition site will be 07:00 to 19:00 hours with all demolition worker vehicles arriving between 06:00 and 07:00 and departing between 19:00 and 20:00 hours. With regards to HGV movements, it is identified that they will be spread evenly over the working day.

The TA has assumed that the distribution of the workforce traffic will be the same as that of the construction workforce and that HGVs will be contractually obliged to use the most direct route to motorway network therefore all HGVs will travel to / from the south along the A19 to M62 Junction 34. These assumptions are considered appropriate and are accepted.

The approach to identifying committed development and associated traffic flows – including those associated with the demolition of the coal-fired power station - within the TA are supported, and accepted.

KEY POINT – The approach to identifying committed development and associated traffic flows is accepted.

Identification of Peak Hours for Assessment

The TA derives peak hours for assessment by combining the 2020 base flows with the committed development flows to identify peak hours for both the morning and evening peak periods. This approach is welcomed, and is accepted.

To derive the peak hours, traffic data has been obtained from the two link counts on the A19 located to the north of the M62 and to the north of Wand Lane respectively. The approach has been documented within Tables 8.1 and 8.2 of the TA, with 07:00-08:00 and 17:00-18:00 identified as the peak hours for assessment purposes.

KEY POINT – The peak hours derived for assessment purposes are accepted.

The following assessment scenarios are considered within the TA:

- 2016 Baseline;
- 2020 Baseline plus Committed Development; and
- 2020 Baseline plus Committed Development plus Proposed Development.

The assessment years provided within the TA are accepted, however, AECOM should provide a further assessment year - ten years after the data of registration of the planning application – as per an earlier recommendation for the TA to comply with Circular 02/2013.

KEY POINT - An assessment year of ten years after the data of registration of the planning application should be included within the TA to comply with Circular 02/2013.

Junction Impact Assessment

As previously identified within this review, M62 Junction 34 is included within the TA's study area. As such, M62 Junction 34 has been assessed using Junctions 8. This approach is welcomed and supported.

It is stated within the TA that M62 Junction 34 is a large grade separated roundabout with five entry arms and provides both an on and off slip for vehicle movements travelling eastbound / westbound along the M62. The M62 is a main arterial route which runs in an east / west alignment linking Liverpool to Hull and runs underneath the roundabout at Junction 34.

Furthermore, the TA states that the majority of construction traffic associated with the development proposals will travel through the roundabout and then route northbound along the A19 (northern arm) to gain access to the site. This assumption is accepted.

M62 Junction 34 has been modelled for the three assessment years presented within the TA. For completeness, the results for each assessment year have been replicated within this review in Table 6 below.

Table 6 - M62 Junction 34 – operational assessment outcomes

Arm	2016 base				2020 base + committed				2020 base + committed + Proposed development			
	AM		PM		AM		PM		AM		PM	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
A19 (northern arm)	0.373	1	0.373	1	0.435	1	0.441	1	0.435	1	0.474	1
M62 (w'bound off-slip)	0.152	0	0.152	0	0.208	0	0.199	0	0.214	0	0.210	0
A19 (southern arm)	0.372	1	0.372	1	0.436	1	0.351	1	0.492	1	0.361	1
M62 (e'bound off-slip)	0.301	0	0.301	0	0.367	1	0.505	1	0.464	1	0.505	1
Selby Road	0.117	0	0.117	0	0.137	0	0.109	0	0.159	0	0.109	0

Queue in vehicles. AM = 07:00 – 08:00 and PM = 17:00-18:00

It can be seen from Table 6 that M62 Junction 34 does not operate close to capacity in the modelled assessment years. It is worth noting however that CH2M do not fully agree with the assignment of trips onto the SRN / local road network, and consider that a 'ten years hence' assessment year should be provided. Notwithstanding, the junction modelling undertaken of M62 Junction 34 shows that the development proposals would not materially impact upon the capacity, operation and safety of the SRN.

KEY POINT – Whilst CH2M has some concerns regarding trip assignment and assessment years, the junction modelling of M62 Junction 34 shows that the development proposals would not materially impact the SRN.

Measures to Minimise Impact of Development

A number of mitigation measures have been identified to minimise the impact of development on the surrounding road network during construction:

- Construction Worker Travel Plan; and
- Construction Traffic Management Plan.

Both of these documents are reviewed later in this letter and form part of this review.

Transport Assessment Review - Conclusions

CH2M has reviewed the TA which has been prepared by AECOM to support consultation prior to the submission of a DCO application for a new gas-fired power station which will be constructed within the existing boundary of Eggborough coal-fired power station on what is currently the coal stockyard.

Given the number of key points raised within the review, it is considered prudent not to replicate them within the conclusions. In broad terms, CH2M are content with the contents of the TA, the approaches undertaken and assumptions made. However, CH2M are of the opinion that the assignment of trips needs to be revised, and for completeness, a 'ten years hence' assessment year should be produced.

In addition, further clarity is required regarding the AIL routing and the potential impact this may have at M62 Junction 34 and Highways England should liaise with their ASC regarding this. Once ASC liaison has been undertaken and clarity is obtained from AECOM, it is recommended that Highways England conditions the AIL routing associated with the development proposals.

However, given the operation of M62 Junction 34 in the 2020 assessment year when construction traffic is at its peak, combined with the operation of the junction in this assessment year, it is not considered

that asking AECOM to revisit the trip assignment or produce an additional assessment year will produce any junction modelling with will identify a material impact at the SRN. As such, the findings of the TA – aside from the issues pertaining to AIL routing – are accepted.

Framework Construction Traffic Management Plan – Review

A Framework Construction Traffic Management Plan [FCTMP] has been prepared to investigate the likely generation and routing of HGV traffic associated with the construction of the development proposals.

It is stated that the construction site 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 AILs will also be generated by the construction of the development proposals which need a special strategy for delivery.

The FCTMP states that the appointed contractor will be required to use this framework document as the starting point for the final CTMP (required in accordance with DCO Requirement 22) and demonstrate how the limits set within the consenting process will be achieved.

Construction Programme

The TA states that it is anticipated that the development proposals will have a 25 year lifecycle. As such, the expected construction and operational phases are as follows:

- 2019 – Commence construction phase;
- 2022 – Commence operational phase; and
- 2047 – Commence decommissioning phase.

Construction Phase Site Worker Traffic Generation

The trip generation associated with construction workers is detailed within the TA; and the review of the TA within this letter. As such, it is considered prudent to consider the review of the TA satisfactory in this regard.

Construction Phase HGV Traffic Generation

The FCTMP states that the volume of HGVs on the network is predicted to be at its maximum of 80 two-way daily vehicle movements (40 in and 40 out) from month 10 to month 28 of the construction phase. During the remainder of the construction period, there are 40 two-way vehicle movements (20 in and 20 out) predicted per day.

Furthermore, it is stated that HGV arrivals will be managed and spread evenly over the day between the hours of 08:00 and 18:00 to avoid on-site congestion. On average these deliveries will equate to just 8 HGV trips per hour (4 in and 4 out).

KEY POINT – The number of HGV movements is consistent between the TA and the FCTMP.

Gas Pipeline Construction

The volume of HGVs associated with gas pipeline construction, which is expected to occur between months 22 and 33 of the construction programme is as follows:

- 5 HGVs per day for general construction materials (during first two weeks of construction site start-up only);
- 12 flatbed deliveries per day for delivery of pipes (during first two weeks of construction site start-up only);
- 15 low loaders for delivery of plant machinery (during first two weeks of construction site start-up only); and
- 5 HGVs per day for delivery of consumable materials (for the duration of the construction of the pipeline).

Above Ground Installation [AGI] Construction

The FCTMP states that the volume of HGVs associated with the construction of the AGI is predicted to be a maximum of 4 two-way daily vehicle movements (2 in and 2 out) and materials for AGI construction would be delivered over the course of two weeks in the first month of construction. This is considered to be a negligible amount of trips, and is therefore accepted.

Measures to Control HGV Routing and Impact

As with the contents of the TA, the FCTMP proposes that all construction HGVs associated with the construction of the CCGT power plant will arrive and depart the Site via one of the three existing access points to the existing coal-fired power station from the A19; the main power station entrance, the Tranmore Lane access (currently used for access to the coal stockyard) and the Hensall Gate access from Wand Lane to the north of the existing coal-fired power station site.

Furthermore, it is stated that all HGVs associated with the construction of the CCGT power plant will be required to arrive and depart the site towards the M62. This is consistent with the TA, and is accepted.

KEY POINT – The FCTMP routes all HGVs towards M62 Junction 34, and this approach is consistent with the TA.

Gas Pipeline Construction

For the construction of the gas pipeline element of the development proposals, the designated HGV routing is through M62 Junction 34, as shown in Figure 3 of the FCTMP. Given that this is considered to be the most appropriate routing, this is accepted.

KEY POINT – The FCTMP routes all HGVs associated with the construction of the gas pipeline towards M62 Junction 34, and this approach is consistent with the TA.

AGI Construction

It is stated that all construction HGVs associated with AGI construction will arrive and depart the site via West Lane, and that all HGVs will be required to arrive and depart the site towards the M62. Given that this is considered to be a negligible amount of trips, and is therefore accepted.

In addition to the routing of HGVs, it is stated that the contractor will erect signage at the main junctions to ensure that all HGV traffic relating to the development proposals will be directed in the appropriate directions. These will be in place for the duration of the construction phase and checked regularly to ensure they are visible throughout. This approach is welcomed, and supported.

In addition to the main junctions being signed, it is stated within the FCTMP that signage will also be placed at the exit to the construction access points directing all HGVs to the A19 and then south to M62 Junction 34. The appointed contractor will be required to maintain all the HGV route signage and will be a condition of contract that the appointed contractor that all HGV deliveries to the site are instructed to use the designated route via M62 Junction 34 to access and egress the construction site. Again, this approach is welcomed and supported.

KEY POINT – The routing and signage strategy for HGVs is supported.

Construction Programme / Site Hours

As with the contents of the TA, it is stated that the construction programme is scheduled to be carried out over a forty month period, with the standard construction hours restricted to:

- Monday – Friday: 07:00 – 19:00; and
- Saturday: 07:00 – 13:00.

Furthermore, it is proposed that HGV deliveries will be made between 08:00 and 18:00. Given that CH2M has accepted the impact of the peak hour trip generation and its impact at the SRN, this consistency with the TA is accepted.

KEY POINT – The construction programme is accepted.

Abnormal Indivisible Loads

As identified within the TA, the FCTMP states that a number of AILs will need to be brought into the construction site over the construction period. For completeness, CH2M has replicated its comments from the review of this element of the TA to the review of AILs within the FCTMP.

Given that swept path analysis at M62 junction 34 shows that support on the verge is required to facilitate the movement of AILs, it is considered that Highways England's ASC is utilised to take a view on the swept path analysis. In addition, the approach to consult Highways England's abnormal loads officer is welcomed and supported.

As with the review of the TA, once ASC liaison has been undertaken and clarity is obtained from AECOM, it is recommended that Highways England conditions the AIL routing associated with the development proposals.

KEY POINT – Highways England's ASC should be consulted on the swept path analysis of M62 Junction 34. Once this has been undertaken, appropriate conditions should be put in place by Highways England.

An alternative AIL route – should the M62 be closed between Junction 34 and Junction 35 – is discussed within the TA. However, more clarity on this route is required to understand how the alternative routes connects to the wider SRN.

KEY POINT – More clarity is required on the alternative AIL routing.

Monitoring / Traffic Surveys

With regards to monitoring the effectiveness of the proposed measures, the FCTMP states that a programme of monitoring is recommended to assess the effectiveness of the measures to control the routing and impact of construction HGVs. In addition, it is stated that a monitoring programme 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 contractor and displayed at the construction site.

It is considered that monitoring the effectiveness of the measures to be put in place is a sound approach, and is welcomed.

In addition to monitoring, it is proposed to undertake junction counts at the HGV site entrances to provide information on the pattern of movement and assignment. It is stated that the results of the surveys and a brief analysis of the trends will be shared with Highways England. Again, this is welcomed and supported.

KEY POINT – The FCTMP's approach to monitoring the proposed measures, combined with the undertaking and sharing of traffic surveys is welcomed and supported.

Framework Construction Traffic Management Plan – Conclusions

CH2M has reviewed the FCTMP which has been prepared to investigate the likely generation and routing of HGV traffic associated with the construction of the development proposals.

Given the number of key points raised within the review, it is considered prudent not to replicate them within the conclusions. In broad terms the contents of the FCTMP mirrors that of the TA, and as such, the majority of its contents has been accepted through the review of the TA. However, Highways England

should seek guidance from its ASC regarding the routing of AILs through M62 Junction 34, and clarity is required regarding alternative AIL routing. Once ASC liaison has been undertaken and clarity is obtained from AECOM, it is recommended that Highways England conditions the AIL routing associated with the development proposals.

Framework Construction Workers Travel Plan - Review

A Framework Construction Worker Travel Plan [FCWTP] has been prepared by AECOM to support the DCO application and is designed to promote and encourage the use of sustainable transport modes, and reduce reliance on the private car during the construction phase of the development, which is expected to take approximately 40 months between 2019 and 2022.

It is stated that the FCWTP sets out the aims, objectives and measures to promote sustainable travel to the site. Furthermore, it is stated that the appointed contractor will be required to use this as the starting point for their final CWTP (required in accordance with a draft DCO Requirement) and demonstrate how the limits set will be achieved. It also identifies the issues that have been identified during the consenting process and the measures necessary to address these issues.

Background

The FCWTP considers the accessibility of the site with regards to sustainable modes of travel. With regards to walking, the only settlement within a 2km catchment is Eggborough village. The 5km catchment area for cycling includes the villages of Eggborough, Whitley, Kellington, Chapel Haddlesey, Burn and Gowdall.

It is identified within the FCWTP that there are two bus stops located on the A19 opposite the site. Both the northbound and southbound bus stops comprise a bus shelter with timetable information displayed.

Table 1 within the FCWTP identifies the bus services which serve the stops opposite the site. It is considered that the site is poorly served by frequent bus services, although given the site's remote location due to the nature of the site's operation, this is not considered surprising. It is further identified that the two closest rail stations – Knottingley and Selby – are located 10km away from the site, and as such, it is not considered that this is a viable mode of transport to access the site.

KEY POINT – The site is not located in a sustainable and accessible location.

Construction Phase Site Worker Traffic Generation

As within the TA, the FCWTP states that it is expected that the construction workforce will peak at approximately 1,200 workers per day in month 18 of construction i.e. 2020. During this period, the construction work is expected to be focused on the areas of the site within the existing coal-fired power station.

The standard construction working hours for the development proposals is stated as being 07:00 to 19:00 Monday to Friday (except bank holidays) and 07:00 to 13:00 on Saturday. The following assumptions – as within the TA – have been replicated within the FCWTP:

- In relation to traffic generation associated with construction workers, for robustness the peak construction month has been considered i.e. month 18; and
- The assumption has been made that 80% of workers will travel to the site by private car with an average occupancy of two workers per vehicle and 20% will travel to site by minibus with an average occupancy of seven workers per vehicle.

The trip generation assumptions set out in Table 2 make no allowance for the potential reductions in travel by private car as a result of the FCWTP.

KEY POINT – The trip generation within the FCWTP is consistent with that presented within the TA, and is therefore accepted.

Car Parking Provision

It is stated that parking demand will vary throughout the construction phase and an area of hardstanding will be set aside within the site to accommodate parking for construction workers, as required.

Objectives

It is stated that the final CWTP will act in helping the environment by reducing the number of trips made to and from the construction site by private car. All staff during construction will be made aware of the measures included in the final CWTP so that benefits can be delivered and the number of car borne trips reduced by promoting car sharing, minibus use and public transport. This approach is welcomed and supported.

Furthermore, it is stated that the final CWTP will aim to ensure all construction staff are aware of the advantages and potential for travel by more sustainable and environmentally friendly modes of transport through raising awareness and the provision of information identifying travel options and the necessary contact information. Again, this approach is welcomed and supported.

The FCWTP sets out some primary objectives which are considered to be of most relevance during the construction period of the development proposals:

- Ensure that an appropriate package of measures is employed to encourage sustainable travel behaviour;
- Reduce car usage (particularly single occupancy car journeys);
- Raise awareness of the sustainable transport measures serving the construction site; and
- Minimise the impact of traffic on sensitive locations.

These objectives are welcomed.

Roles and Responsibilities

It is stated that the Travel Plan Co-ordinator has a key role to play in managing, monitoring and implementing the individual measures within the plan and that the importance now placed on the Travel Plan process means that the Travel Plan Co-ordinator role is becoming increasingly important.

The site's occupiers are committed to setting the benchmark in terms of their approach and aspirations for reducing unnecessary travel to the site. On this basis, it is stated within the FCWTP that dedicated Travel Plan Co-ordinator should be appointed by the contractor to manage and deliver the Travel Plan and that the Travel Plan Co-ordinators details will be supplied to NYCC and Highways England. This approach is welcomed, and supported.

In addition to the Travel Plan Co-ordinator being appointed, it is stated that the Travel Plan Co-ordinator will work closely with the Site Manager who has overall responsibility for the site, and thus has the authority to introduce disciplinary measures for those workers who do not follow the guidelines outlined within the final CWTP.

The Travel Plan Co-ordinator's responsibilities will primarily include:

- Ensuring the voluntary obligations of contractors / sub-contractors related to the travel plan are adhered to;
- Ensuring the Travel Plan notice board is located in a prominent position and that the information is kept up to date;

- Monitoring parking to ensure no parking on any public highway leading to the site, with disciplinary action taken against those offending;
- Being based on site;
- Acting as the key point of contact for issues related to construction traffic;
- Conducting car park utilisation surveys at least once a week to ensure targets are being met;
- Reviewing cycle parking provision on a monthly basis;
- Engaging with local stakeholders;
- Monitoring performance against the targets of the final CWTP; and
- Implementing additional measures if not delivering on targets set.

In addition to the above responsibilities set out above, the FCWTP states that the Contractor will be responsible for managing how their workers travel to and from the site. Given the limited number of parking spaces to be provided, the contractor's responsibilities will primarily include:

- Providing a dedicated Travel Plan Co-ordinator to oversee the management and delivery of the Travel Plan;
- Encouraging and promoting the use of sustainable transport measures included within the final CWTP;
- Providing public transport information to workers; and
- Organising crew minibuses to transport workers to and from the site where appropriate.

Travel Plan Measures

To encourage sustainable travel behaviour by construction staff throughout the period of construction, it is identified within the FCWTP that it is important that an appropriate package of measures is introduced. It is stated that the package of measures should primarily aim to minimise the level of construction worker traffic, and then wherever possible minimise the impact and disruption of the remaining traffic on the local road network.

The timeline of measures, as set out in Table 3 of the FCWTP is welcomed, and supported.

KEY POINT – The approach to appointing a Travel Plan Co-ordinator and the overarching approach to identifying objectives and implementing measures is welcomed.

Proposed Measures to Reduce the Level of Traffic

It is proposed that sections of the car park will gradually be opened up, to make sure that the number of vehicles is controlled, and that sustainable transport options are promoted throughout the course of construction. In addition to this, it is stated that car parking at the site should be monitored with restricted access, for example using number plate recognition technology. To further manage the car parking, it is proposed that in arranging the layout of the car park, the spaces closest to the construction site / offices should be designated for car sharers and minibuses.

Given the restriction on the number of car parking spaces provided, it is stated that contractors will be encouraged to provide minibuses for transporting their workers from the key points of construction worker origin to the site. Minibus routes should also be set up to collect workers that live locally from central pick up points. In addition, the contractor will encourage the use of common hotels and B&Bs by workers that are not from the local area, to encourage the use of shared transport modes such as minibus and the contractor will be requested to provide minibuses and to organise where the minibuses will pick up workers and at what times.

With regards to car sharing, it is stated that the contractor will be encouraged to set up and manage a car share scheme for their workers. In addition, it is stated that in emergencies, the Travel Plan Co-ordinator should provide a guaranteed lift home for car sharers and that this provision should be extended for emergency situations for staff who cycle to the site.

It is recognised within the FCWTP that cycling is likely to have limited appeal, but notwithstanding, secure parking for bicycles will be provided within the temporary car park. Construction staff that cycle to work will also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc.

To assist with sustainable travel to and from the site, an on-site storage facility is usually provided by contractors. Providing this facility would encourage construction workers to store their tools on-site. This would reduce the amount of tools they would need to carry each day and would assist those workers who are considering cycling or using public transport as a potential travel mode.

The use of staggered working hours to spread the morning and evening peak periods, thereby minimising the impact on any particular time period, is welcomed.

In order to communicate details of the Travel Plan to workers, details of the sustainable transport options available for accessing the site will be provided in an information pack and sent to construction workers prior to them starting work at the site. In addition, all construction workers will receive an introductory meeting on the travel plan when they commence work. This will be incorporated into the site safety briefing.

The provision of such a meeting will ensure that each construction worker is fully aware of the CWTP and the respective sustainable transport measures contained within it.

KEY POINT – The measures detailed to reduce the level of traffic are welcomed and supported.

Targets

It is stated that the main target to be achieved during the construction of the development proposals is that no more than 480 cars / vans are to be parked up on site per day during the construction period. The FCWTP states that exceeding the target will result in the implementation of additional measures to ensure the Travel Plan stays on course to meet its overall objectives.

Whilst 480 cars / vans is in line with the trip generation figures contained within the TA, it is considered that in order to generate modal shift, a lower target should be identified within the final CWTP.

Key Point – A lower target than 480 cars / vans should be identified within the final CWTP.

Monitoring and Review

It is stated that monitoring the final CWTP will be central to ensuring its aims are delivered in practice throughout the construction timeframe. The Travel Plan Co-ordinator will be responsible for monitoring the final CWTP, to ensure an efficient and effective execution of the measures, and to refine the measures where necessary to cope with the changes in demand over the life of the construction project.

As part of the monitoring regime, it is stated that the Travel Plan Co-ordinator will monitor parking utilisation at the site to review the split of vehicles between cars, LGVs and minibuses. It is anticipated that monitoring will be undertaken on a weekly basis with a monthly monitoring report prepared by the Travel Plan Co-ordinator and submitted to NYCC's Travel Plan Officer. In addition, monitoring of the local road network will be undertaken to ensure no parking on the public highway leading to the site, with disciplinary action taken against those offending.

KEY POINT – The approach to monitoring the effectiveness of the final CWTP is welcomed and supported.

Framework Construction Workers Travel Plan – Conclusions

CH2M has reviewed the FCWTP which has been prepared to show the objectives, measures, roles and responsibilities and targets associated with travel planning the construction workers at the site. It is accepted that due to the nature of the operation of the site, the site is not in a sustainable location, and as such, there will be a reliance by the construction workforce on private car trips. However, the trip generation of the site has been accepted within the review of the TA, and as such, it is not considered that there is a huge reliance on the FCWTP to reduce the number of private car trips to and from the site. However, it is considered that the target of 480 cars / vans parked at the site could be reduced to generate some level of modal shift.

Conclusions

Highways England has asked CH2M to consider the transport documentation submitted in support of the development proposals as the Eggborough CCGT Power Station. The proposals are for a DCO for a new 2.5 Giga Watt gas-fired power station, replacing the existing coal-fired power station which will be demolished.

Within this review, CH2M has reviewed the following documentation:

- Transport Assessment;
- Framework Construction Traffic Management Plan; and
- Framework Construction Workers Management Plan.

CH2M provided comments on the EIA Scoping Report in November 2016, and the transport documentation that has been reviewed by this review has been informed by CH2M's previous comments, answering the conclusions drawn by CH2M as part of the scoping process.

Given the number of key points raised within the review, it is considered prudent not to replicate them within the conclusions. In broad terms, CH2M are content with the contents of the TA, the approaches undertaken and assumptions made. However, CH2M are of the opinion that the assignment of trips needs to be revised, and for completeness, a 'ten years hence' assessment year should be produced.

However, given the operation of M62 Junction 34 in the 2020 assessment year when construction traffic is at its peak, combined with the operation of the junction in this assessment year, it is not considered that asking AECOM to revisit the trip assignment or produce an additional assessment year will produce any junction modelling with will identify a material impact at the SRN. As such, the contents of the TA – aside from the issues pertaining to AIL routing – are accepted.

With regards to AIL routing, further clarity is required regarding the AIL routing and the potential impact this may have at M62 Junction 34 and Highways England should liaise with their ASC regarding this. Once ASC liaison has been undertaken and clarity is obtained from AECOM, it is recommended that Highways England conditions the AIL routing associated with the development proposals.

The contents of the FCTMP and FCWTP are broadly accepted, given that the majority of their contents are based around trip generation from the TA which has been accepted as a consequence of undertaking this review. However, it is considered that the FCWTP target of 480 cars / vans parked at the site could be reduced to generate some level of modal shift.

Please do not hesitate to get in touch should you require any further information or have any queries regarding this letter.

Yours sincerely,

A large black rectangular redaction box covering the signature area.A small black rectangular redaction box covering the name.

Associate

CH2M

**APPENDIX 4: HIGHWAYS ENGLAND DCO SUBMISSION CONSULTATION
RESPONSE DATED 18 JULY 2017**

Eggborough CCGT Project – DCO review

PREPARED FOR: [REDACTED]
PREPARED BY: [REDACTED]
DATE: 18th July 2017
PROJECT NUMBER: 679066.AE.17.58
DOCUMENT REF: TM001
REVIEWED / APPROVED BY: [REDACTED]

Task overview

Further to the provision of information relating to the development proposals, this technical memorandum [TM] seeks to provide a review of revised transport documentation, following an initial review of transport documentation undertaken by CH2M, contained in the letter from Jonathan Parsons to Simon Jones dated 10th May 2017. This reviews seeks to advise Highways England in relation to the potential impact of the proposed development on the safe and efficient operation of the Strategic Road Network [SRN]. The considerations presented within this letter have been prepared with reference to:

- The Department for Transport [Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development](#) (and mindful of Highways England's draft replacement policy document);
- The Department for Communities and Local Government [National Planning Policy Framework \[NPPF\]](#) publication, March 2012;
- [A Protocol for Dealing with Planning Applications](#) by Highways England; and
- The DCLG published [Planning Practice Guidance – Travel plans, transport assessments and statements in decision-taking](#).

The transport parameters where CH2M has agreed with the approach taken in the draft Transport Assessment, draft Framework Construction Traffic Management Plan and draft Framework Construction Workers Travel Plan – produced by AECOM in April 2017 - have not been reproduced within this letter for brevity. Notwithstanding, CH2M has reviewed the agreed parameters in the revised transport documentation as part of this review and unless stated, CH2M are still in agreement with the agreed parameters.

Context

Highways England has asked CH2M to consider the transport documentation submitted in support of the development proposals as the Eggborough CCGT Power Station [the Site]. The proposals are for a Development Consent Order [DCO] for a new 2.5 Giga Watt gas-fired power station, replacing the existing coal-fired power station which will be demolished. It is stated within the Transport Assessment [TA] that whilst the timescale for the demolition is unknown, it is anticipated that the coal-fired power station will cease operation by the end of 2019 at the latest.

Highways England has provided CH2M with a suite of revised transport documentation relating to the DCO application, all of which are reviewed within this letter. These documents have been revised following CH2M's initial comments in the letter from Jonathan Parsons to Simon Jones, dated 10th May 2017. For ease of reading, the following documents are reviewed:

- Revised Transport Assessment - dated May 2017;
- Revised Framework Construction Traffic Management Plan - dated May 2017; and
- Revised Framework Construction Workers Management Plan - dated May 2017.

In addition to the above, an Environmental Statement relating to traffic and transport has been produced, but, as stated in the letter dated 10th May 2017, following an initial review of this document, it was observed that the information contained within it has been replicated from the TA, and it was therefore considered prudent not to undertake an additional review of the same information.

Transport Assessment – Review

The following points and parameters are the areas which were identified in CH2M's previous review of the transport documentation as have room for further refinement, require additional information or clarification. Where necessary, CH2M has replicated passages of the previous review, denoted in italics.

Abnormal Indivisible Loads

In the draft TA, it was stated that several Abnormal Indivisible Loads [AIL] movements are expected during the construction programme.

It was stated that gas turbines will be the largest single component delivery. Swept path analysis has been undertaken at M62 Junction 34, identifying that an AIL delivery would encroach on the verge as it turns north on the A19, and support would be required on the verge for this movement to be undertaken.

CH2M stated in the previous review that, *'Highways England's ASC should be consulted with to take a view on the swept path analysis. Furthermore, it was recommended that the due processes regarding AIL routing should be conditioned by Highways England, to enable appropriate planning of such movements via the SRN'*.

There is no evidence of Highways England's ASC having been consulted with at this stage and CH2M remains of the view that the ASC is consulted to take a view on the swept path analysis and the due processes regarding AIL routing should be conditioned by Highways England.

CH2M stated in the previous review that, *'An alternative AIL route – should the M62 be closed between Junction 34 and Junction 35 – is discussed within the TA. However, more clarity on this route is required to understand how the alternative routes connects to the wider SRN'*.

From reviewing the TA, clarity has not been provided on the proposed alternative route to be taken should the M62 be closed between Junction 34 and 35.

Transport Assessment Review - Conclusions

CH2M has reviewed the revised TA which has been prepared by AECOM to support a DCO application for a new gas-fired power station which will be constructed within the existing boundary of Eggborough coal-fired power station on what is currently the coal stockyard.

CH2M advised that further clarity regarding the AIL routing and the potential impact this may have at M62 Junction 34 should be provided, and that Highways England should liaise with their ASC regarding this. There is no mention of the potential impact AILs will have. CH2M is of the opinion

that AIL routing associated with the development proposals should be conditioned by Highways England.

CH2M are happy with the majority of the parameters comprising both the draft and revised TA. As such, the content of the revised TA – aside from the issues pertaining to AIL routing – are accepted.

Framework Construction Traffic Management Plan – Review

A Framework Construction Traffic Management Plan [FCTMP] has been prepared to investigate the likely generation and routing of HGV traffic associated with the construction of Eggborough CCGT.

It is stated that the construction site will generate a volume of HGVs delivering plant and machinery, concrete and aggregates, steelwork, bricks and block work and other general construction materials. Several AILs will also be generated by the construction of the development proposals which, it is stated, will need a special strategy for delivery.

The FCTMP states that the appointed contractor will be required to use this framework document as the starting point for the FCTMP (required in accordance with DCO Requirement 22) and demonstrate how the limits set within the consenting process will be achieved.

Abnormal Indivisible Loads

As identified within the TA, the FCTMP states that several AILs will need to be brought into the construction site over the construction period. For completeness, CH2M has replicated its comments from the review of this element of the TA to the review of AILs within the FCTMP:

‘Given that swept path analysis at M62 junction 34 shows that support on the verge is required to facilitate the movement of AILs, it is considered that Highways England’s ASC is utilised to take a view on the swept path analysis. In addition, the approach to consult Highways England’s abnormal loads officer is welcomed and supported’.

As outlined in the previous review, AIL routing associated with the development proposals should be conditioned by Highways England once Highways England’s ASC has been consulted on the swept path analysis of M62 Junction 34.

Framework Construction Traffic Management Plan – Conclusions

CH2M has reviewed the FCTMP which has been prepared to investigate the likely generation and routing of HGV traffic associated with the construction of the development proposals.

In broad terms the contents of the FCTMP mirrors that of the TA, however clarity on proposed alternative AIL routing should be provided within the transport documentation submitted by AECOM, and Highways England should seek guidance from its ASC regarding the routing of AILs through M62 Junction 34. Once ASC liaison has been undertaken, it is recommended that Highways England conditions the AIL routing associated with the development proposals.

Framework Construction Workers Travel Plan - Review

A Framework Construction Worker Travel Plan [FCWTP] has been prepared by AECOM to support the DCO application and is designed to promote and encourage the use of sustainable transport modes, and reduce reliance on the private car during the construction phase of the development, which is expected to take approximately 40 months between 2019 and 2022.

It is stated that the FCWTP sets out the aims, objectives and measures to promote sustainable travel to the site. Furthermore, it is stated that the appointed contractor will be required to use this as the starting point for their final CWTP (required in accordance with a draft DCO requirement) and

demonstrate how the limits set will be achieved. It also identifies the issues that have been identified during the consenting process and the measures necessary to address these issues.

It was stated in the draft FCWTP that the main target to be achieved during the construction of the development proposals was no more than 480 cars/vans are to be parked up on site per day during the construction period. The draft FCWTP also stated that exceeding the target will result in the implementation of additional measures to ensure the Travel Plan stays on course to meet its overall objectives.

CH2M stated in the previous review that, *“whilst 480 cars / vans are in line with the trip generation figures contained within the TA, it is considered that to generate some level of modal shift, a lower target should be identified within the revised FCWTP”*.

From a review of the revised TA, it is evident that the target has remained at 480 cars/vans, and whilst we would obviously seek to reduce this number as much as is possible, confirmation that this cannot be improved upon would be appreciated, in order that the maximum feasible modal shifts could be achieved for all involved in the transport and traffic management of the project.

Summary and Conclusions

Highways England has asked CH2M to consider the transport documentation submitted in support of the planning application for Eggborough CCGT Power Station. The proposals are currently going through the DCO process, and are for a new 2.5 Giga Watt gas-fired power station, replacing the existing coal-fired power station which will be demolished.

Within this review, CH2M has reviewed the following documentation:

- Revised Transport Assessment;
- Revised Framework Construction Traffic Management Plan; and
- Revised Framework Construction Workers Management Plan.

CH2M provided comments on the initial EIA Scoping Report in November 2016, and the transport documentation that has been reviewed has been informed by CH2M’s previous comments, addressing the conclusions drawn by CH2M as part of the scoping process.

When reviewing the submitted transport documentation in May 2017, in broad terms, CH2M agreed with the contents, the approaches undertaken and assumptions made. However, some concerns remained which required addressing. It is evident that these concerns have not been addressed within the transport documentation submitted as part of the DCO process.

Further information is required (as identified below)
--

Given the above, CH2M has some outstanding concerns and would suggest that further information is provided regarding the following:

- 1) Further clarity should be provided regarding the AIL routing and the potential impact this may have at M62 Junction 34;
- 2) Clarity on AIL routing should be provided, and AECOM should discuss with Highways England, to liaise with their ASC regarding this;
- 3) Once the AIL routing is agreed with Highways England, this should be conditioned should the application be approved;
- 4) The contents of the FCTMP and FCWTP are broadly accepted, given that the majority of their contents are based on the approach to trip generation within the TA; and
- 5) The FCWTP target of 480 cars / vans parked at the site should be confirmed as being the best modal shift possible that can feasibly be achieved.

The concerns above are not considered insurmountable and can be resolved through on-going dialogue with Highways England following the provision of further information from AECOM.

The concerns above are not considered insurmountable and can be resolved through on-going dialogue with Highways England following the provision of further information from AECOM.

demonstrate how the limits set will be achieved. It also identifies the issues that have been identified during the consenting process and the measures necessary to address these issues.

It was stated in the draft FCWTP that the main target to be achieved during the construction of the development proposals was no more than 480 cars/vans are to be parked up on site per day during the construction period. The draft FCWTP also stated that exceeding the target will result in the implementation of additional measures to ensure the Travel Plan stays on course to meet its overall objectives.

CH2M stated in the previous review that, “*whilst 480 cars / vans are in line with the trip generation figures contained within the TA, it is considered that to generate some level of modal shift, a lower target should be identified within the revised FCWTP*”.

From a review of the revised TA, it is evident that the target has remained at 480 cars/vans, and whilst we would obviously seek to reduce this number as much as is possible, confirmation that this cannot be improved upon would be appreciated, in order that the maximum feasible modal shifts could be achieved for all involved in the transport and traffic management of the project.

Summary and Conclusions

Highways England has asked CH2M to consider the transport documentation submitted in support of the planning application for Eggborough CCGT Power Station. The proposals are currently going through the DCO process, and are for a new 2.5 Giga Watt gas-fired power station, replacing the existing coal-fired power station which will be demolished.

Within this review, CH2M has reviewed the following documentation:

- Revised Transport Assessment;
- Revised Framework Construction Traffic Management Plan; and
- Revised Framework Construction Workers Management Plan.

CH2M provided comments on the initial EIA Scoping Report in November 2016, and the transport documentation that has been reviewed has been informed by CH2M’s previous comments, addressing the conclusions drawn by CH2M as part of the scoping process.

When reviewing the submitted transport documentation in May 2017, in broad terms, CH2M agreed with the contents, the approaches undertaken and assumptions made. However, some concerns remained which required addressing. It is evident that these concerns have not been addressed within the transport documentation submitted as part of the DCO process.

Further information is required (as identified below)
--

Given the above, CH2M has some outstanding concerns and would suggest that further information is provided regarding the following:

- 1) Further clarity should be provided regarding the AIL routing and the potential impact this may have at M62 Junction 34;
- 2) Clarity on AIL routing should be provided, and AECOM should discuss with Highways England, to liaise with their ASC regarding this;
- 3) Once the AIL routing is agreed with Highways England, this should be conditioned should the application be approved;
- 4) The contents of the FCTMP and FCWTP are broadly accepted, given that the majority of their contents are based on the approach to trip generation within the TA; and
- 5) The FCWTP target of 480 cars / vans parked at the site should be confirmed as being the best modal shift possible that can feasibly be achieved.

The concerns above are not considered insurmountable and can be resolved through on-going dialogue with Highways England following the provision of further information from AECOM.

**APPENDIX 5: HIGHWAYS ENGLAND CONFIRMATION OF NO OUTSTANDING
ISSUES DATED 18 AUGUST 2017**

[Redacted]

From: [Redacted]
Sent: 18 August 2017 16:08
To: [Redacted]
Subject: RE: Eggborough CCGT Project - Application Submitted

[Redacted]

Following your annotated version of CH2M's review, I am content that AECOM have resolved the outstanding issues.

It is stated that Requirement 22 (which addresses three of the identified issues), states that more details will be provided when it is discharged, so we have an opportunity to further discuss any changes from what we have previously agreed, should any arise in the future.

With the above in mind, I am of the opinion that we can draw the current review of the proposals to a close.

As always, please do not hesitate to give me a call should you wish to discuss.

Kindest regards

[Redacted]

[Redacted]

Yorkshire and North East
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

[Redacted]

[Redacted]

[Redacted]

From: [Redacted]
Sent: 17 August 2017 12:00
To: [Redacted]
Cc: [Redacted]
Subject: RE: Eggborough CCGT Project - Application Submitted

[Redacted]

Thank you for your e-mail below with attachment.

We have reviewed the comments made and attach a response (our comments added in red).

I trust this now addresses all outstanding issues.

Regards,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

AECOM
2 City Walk
Leeds. LS11 9AR
United Kingdom

[Redacted]

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From: [Redacted]
Sent: 24 July 2017 15:56
To: [Redacted]
Cc: [Redacted]
Subject: RE: Eggborough CCGT Project - Application Submitted

[Redacted]

Please find enclosed the latest review of the evidence in support of the CCGT Project from my team at CH2M.

As it outlines, there are a few smaller issues for clarification possible, but nothing that causes a major issue – mostly around abnormal load movements and framework construction management plans.

I'm glad we are making good progress and as always, please have no hesitation in contacting me to discuss matters outlined further.

Kindest regards in the intierm to everyone on the team.

[Redacted]

[Redacted]

Yorkshire and North East
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

[Redacted]

[Redacted]

[Redacted]

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APPENDIX 6: DRAFT DCO REQUIREMENTS 20 & 21

Construction traffic and routing management plan

20.—(1) No part of the authorised development must commence until a construction traffic and routing management plan has been submitted to and, after consultation with Highways England and the highway authority, approved by the relevant planning authority.

(2) The plan submitted and approved must be in accordance with the principles set out in chapter 14 of the environmental statement and the construction travel plan framework contained in appendix 14A to the environmental statement.

(3) The plan submitted and approved must include—

(a) details of the routes to be used for the delivery of construction materials and any temporary signage to identify routes and promote their safe use, including details of the access points to the construction site to be used by light goods vehicles and heavy goods vehicles;

(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;

(c) the construction programme; and

(d) any necessary measures for the temporary protection of carriageway surfaces, the protection of statutory undertakers' plant and equipment, and any temporary removal of street furniture.

(4) Notices must be erected and maintained throughout the period of construction at every entrance to and exit from the construction site, indicating to drivers the approved routes for traffic entering and leaving the construction site.

(5) The plan must be implemented as approved unless otherwise agreed with the relevant planning authority.

Travel plan - construction staff

21.—(1) No part of the authorised development must commence until a travel plan for construction staff has been submitted to and, after consultation with the highway authority, approved by the relevant planning authority.

(2) The plan submitted and approved must be in accordance with the principles set out in chapter 14 of the environmental statement and the construction travel plan framework contained in appendix 14A of the environmental statement.

(3) The plan submitted and approved must include—

(a) measures to promote the use of sustainable transport modes to and from the authorised development by construction staff;

(b) provision as to the responsibility for, and timescales of, the implementation of those measures;

(c) details of parking for construction personnel within the construction sites; and

(d) a monitoring and review regime.

(4) The approved plan must be implemented within three months of commencement of the authorised development and must be maintained throughout the construction of the authorised development unless otherwise agreed with the relevant planning authority.