



# **Proposed Biomass Boiler, Intertissue Briton Ferry Paper Mill**

**Brunel Way, Baglan Energy Park**

## **Appendix C: Transport Statement**

Prepared for

**SOFIDEL**  
UK

**Sofidel UK / Intertissue**

**August 2024  
3661-01-TS01d**

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## **APPENDICES**

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## **1.0 INTRODUCTION**

### **1.1 Preamble**

- 1.1.1 Axis has been appointed to provide transport and highways advice in relation to a planning application made by Intertissue Ltd. (the Applicant), part of Sofiedel UK Limited, for the development of a biomass boiler and ancillary infrastructure (the Proposed Development), at the Briton Ferry Paper Mill, on Baglan Energy Park, in Briton Ferry, Neath (the Site).
- 1.1.2 This Transport Statement (TS) has been prepared to inform Neath Port Talbot County Borough Council (NPTCBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highway and transport related elements of the Proposed Development.

### **1.2 Report Structure**

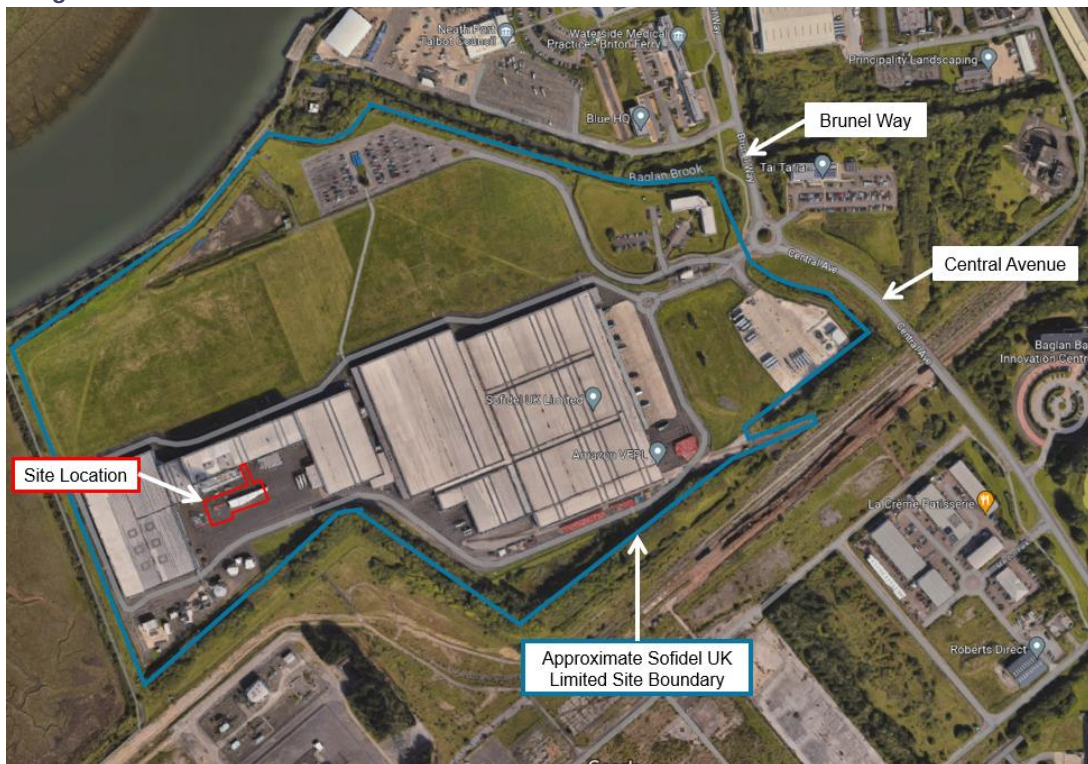
- 1.2.1 The remainder of this TS is structured as follows:
- i) Chapter 2 provides a review of the existing local highway conditions, including a description of the local network, the Site's planning history, and an analysis of the safety record on the local highway network;
  - ii) Chapter 3 provides a high-level review of the accessibility of the Site by non-car modes of transport;
  - iii) Chapter 4 describes the Proposed Development in detail, including reference to the access and servicing arrangements;
  - iv) Chapter 5 forecasts the traffic generating potential of the Proposed Development and its likely distribution on the local highway network; and
  - v) Chapter 6 summarises the report and concludes that there are no transportation or highway-related reasons why the Proposed Development should not be granted planning permission.

## 2.0 EXISTING CONDITIONS

### 2.1 Site Location

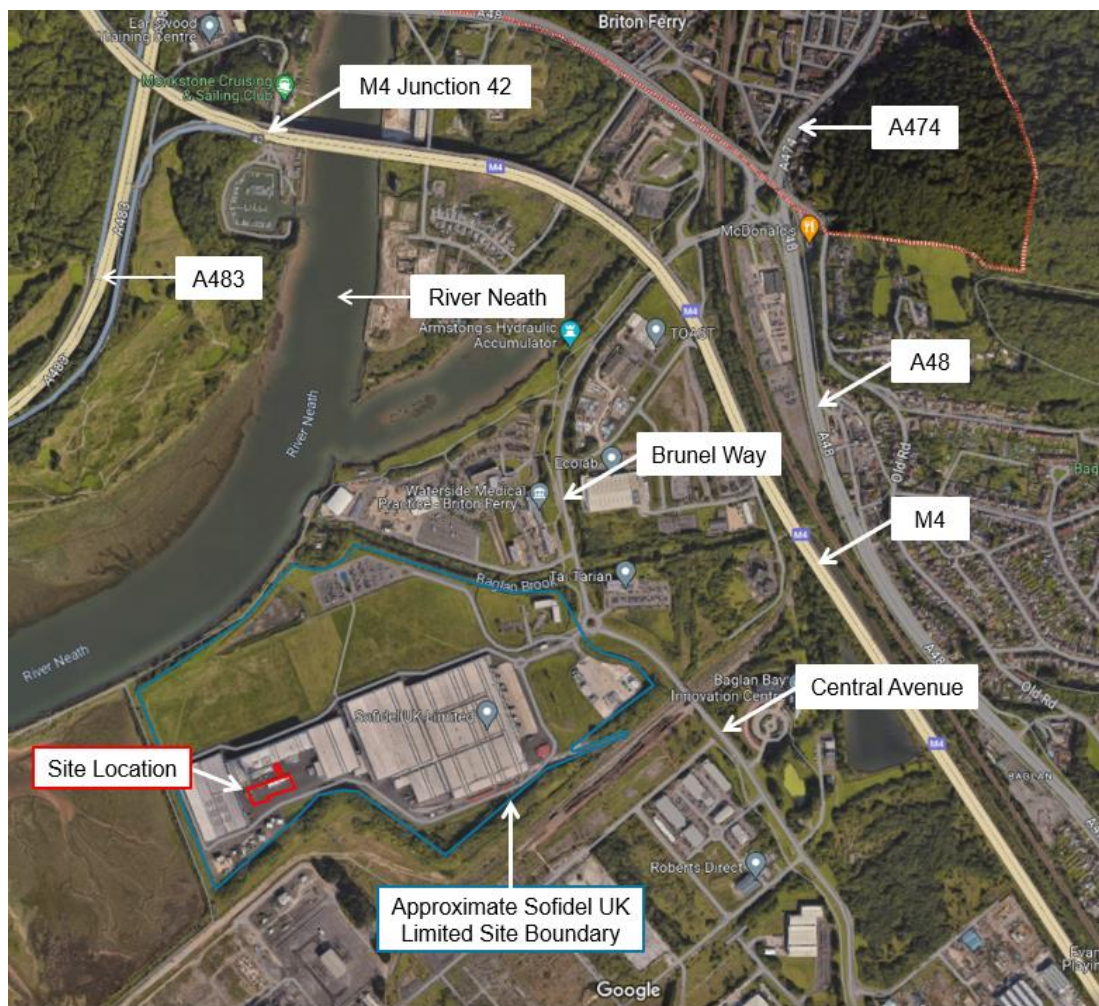
- 2.1.1 The Site sits wholly within the secure boundary of the Intertissue Briton Ferry Paper Mill site (the Paper Mill site), which is situated approximately 1.2km to the south-west of Briton Ferry and 4km to the north-west of Port Talbot, and is located on Plot 5 of the Baglan Energy Park (BEP). The BEP occupies circa 190 hectares (ha) of previously-development land associated with the former British Petroleum (BP) Petro-Chemicals Complex.
- 2.1.2 The Proposed Development in particular would be located in the south-western part of the wider Paper Mill site, and is currently used as external circulation space.
- 2.1.3 The location of the Site is shown on **Image 2.1** in the context of the local highway network and the Paper Mill site boundary.

**Image 2.1 – Site Location – Local Context**



- 2.1.4 The location of the Site is also shown on **Image 2.2** in a wider context.

**Image 2.2 – Site Location – Wider Context**



## 2.2 Existing Site and Local Highway Network

- 2.2.1 The existing Paper Mill site occupies circa 32 ha of land, in total, and comprises a series of large, interlinked buildings together with a separate office block and associated infrastructure such as weighbridges, car parking and a HGV trailer parking area. Access is taken from a roundabout junction with Brunel Way and Central Avenue, which is located to the north-east of the Paper Mill site.
- 2.2.2 Brunel Way forms a 7.3m wide industrial estate road route (with segregated shared foot / cycleways) which serves to provide access to the Quays area of the BEP development area, including the main offices and depot of NPTCBC. Approximately 850m to the north-east of the paper mill, Brunel Way forms one of five approach arms to a roundabout junction with the A48, the A474 Neath Road and Old Road.

- 2.2.3 The A48 serves as a bypass through the Port Talbot and Neath areas, ultimately providing onward access to the M4 corridor. The A474 serves as a district distributor route to the south of Neath, through the Briton Ferry area, whilst Old Road serves as a local distributor route for much of the settlement of Baglan, which lies to the east of the A48 corridor.
- 2.2.4 Central Avenue serves to provide access to the southern area of the BEP, ultimately connecting with the key distributor route of the A4241 Seaway Parade. The A4241 Seaway Parade in turn provides onward access to the centre of Port Talbot to the south, and to the A48 and the M4 (junction 41) to the north-east via a 5-arm roundabout junction.

## **2.3 Site Planning History**

- 2.3.1 On 17<sup>th</sup> December 2015, NPTCBC granted planning permission (ref. P2015/0975) for the construction of an 8MW biomass boiler at the Paper Mill site (hereafter referred to as the '2015 Permission').
- 2.3.2 The biomass boiler approved under the 2015 Permission was proposed to replace the on-site gas fired boiler, and would be capable of processing up to 25,000 tonnes per annum (tpa) of biomass fuel.
- 2.3.3 The 2015 Planning Application was accompanied by an Axis Transport Statement (document ref. 1609-01-TS01b), dated October 2015, which set out a series of 'first principles' traffic generation forecasts.
- 2.3.4 In August 2020, an application was submitted under Section 73 of the Town and Country Planning Act 1990 to extend the expiration date of the 2015 Permission by 5 years, from 17<sup>th</sup> December 2020 to 17<sup>th</sup> December 2025 (ref. P2020/0787). This application was approved by NPTCBC on 17<sup>th</sup> November 2020 (hereafter referred to as the '2020 Permission'). Whilst not yet implemented, the 2020 Permission remains extant, and presents the 'fallback' position in planning terms, against which the Proposed Development should be assessed from a traffic impact perspective.
- 2.3.5 This is a legitimate approach given that the application boundary for the approved biomass boiler very largely overlaps with the application boundary for the latest biomass boiler that is the subject of this report (in other words, the approved boiler could not be delivered independently and alongside the Proposed Development).



## 2.4 Highway Safety

- 2.4.1 The online CrashMap resource ([www.crashmap.co.uk](http://www.crashmap.co.uk)) has been used to obtain personal injury accident (PIA) data on the highway network local to the Site for the most recently available complete five-year period (2018-2022 inclusive). Specifically, the highway network within 500m of the Site has been reviewed, and an extract from the CrashMap resource is shown below on **Image 2.3**.

**Image 2.3 – CrashMap Extract (2018 – 2022 Inclusive)**



- 2.4.2 Review of **Image 2.3** shows that within the identified study area, only one accident has been recorded between 2018 and 2022 inclusive. The accident, which was classified as being of a 'slight' severity, was recorded along Brunel Way, approximately 120m to the north of the Site access, and at the access junction to the Briton Ferry Health Centre and Pharmacy.
- 2.4.3 A total of one accident within the study area between 2018 and 2022 (inclusive) is not considered to present a cause for concern in the context of the Proposed Development.

### 3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

#### 3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the private car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Specifically, the Welsh Government's Active Travel Wales Act Guidance (July 2021), states:

*"Planning Policy Wales 11 clearly states that the sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications. Careful consideration needs to be given in development plans to the allocation of new sites which are likely to generate significant levels of movement, to ensure that access provisions which enable walking and cycling, as well as for public transport, are included from the outset and that any implications associated with airborne pollution can be addressed."*

3.1.3 The Applicant proposes to use existing on-site operations and maintenance teams to run and service the new biomass boiler. However, it is anticipated a new, part-time specialist maintenance resource would be required. Hence, the new staffing would be minimal and not generate any significant demand for sustainable travel modes. Further, the nature of feedstock transportation by bulk HGVs is such that there are no realistic opportunities to utilise alternative transport options to road haulage. Notwithstanding the above, it is recognised that the location of the Proposed Development would, where practical, offer some opportunities for staff to use sustainable travel modes.

3.1.4 This Chapter of the report therefore examines the accessibility of the site by non-car modes of transport through consideration of the following:

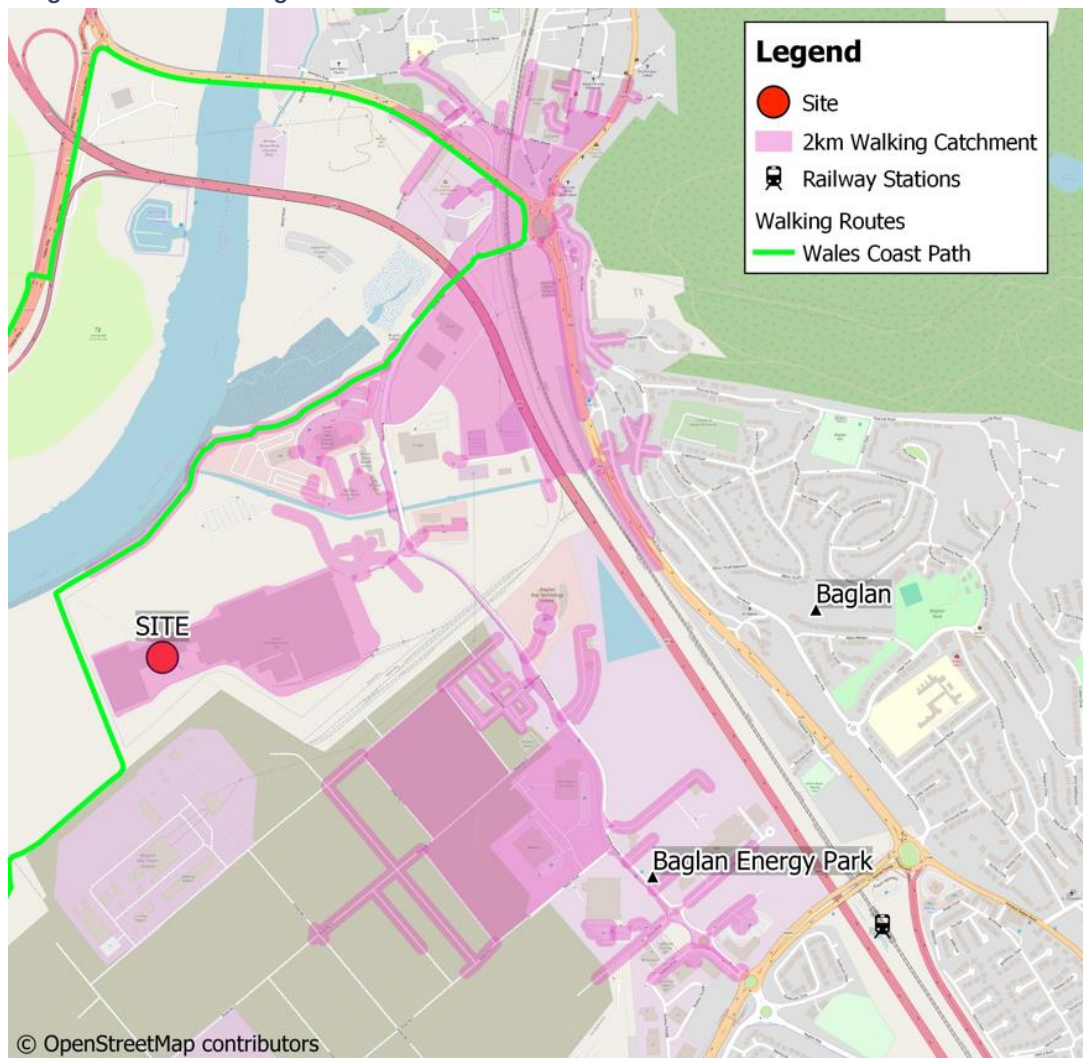
- i) Accessibility on foot;
- ii) Accessibility on cycle; and
- iii) Accessibility by public transport (bus and rail).

## 3.2 Accessibility by Foot

3.2.1 The Chartered Institution of Highways and Transportation (CIHT, formerly IHT) in their document, *'Providing for Journeys on Foot'*, recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, it is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 **Image 3.1** shows an indicative 2km walking catchment measured from the centre of the Site, providing an indication of the areas which can be reached within a 24-minute walk, assuming a walk speed of 1.4m/s.

**Image 3.1 – 2km Walking Catchment**



3.2.3 Review of **Image 3.1** shows that parts of Briton Ferry and Baglan fall within a 2km walking commute of the Site. As already noted, footways are provided throughout

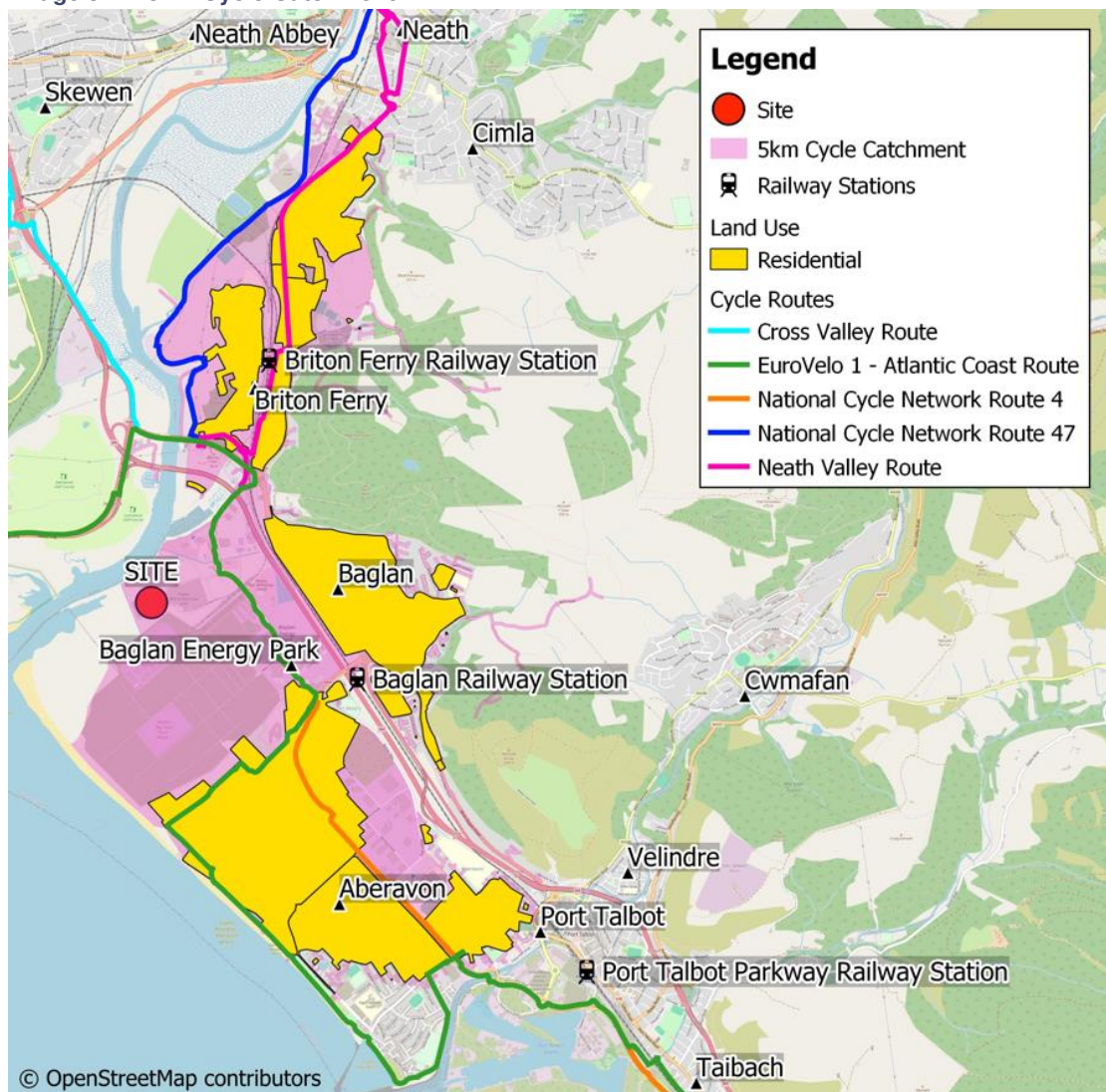
the Quays area of the Baglan Energy Park development, many of which comprise segregated footway / cycleway facilities.

### 3.3 Accessibility by Cycle

3.3.1 It is generally accepted that that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.

3.3.2 In order to assist in assessing the accessibility of the site by cycle, **Image 3.2** shows an indicative 5km cycle catchment measured from the centre of the Site.

**Image 3.2 – 5km Cycle Catchment**



3.3.3 Review of **Image 3.2** demonstrates that the 5km cycle catchment incorporates the surrounding areas of Briton Ferry, Baglan, and the northern part of Port Talbot.

3.3.4 **Image 3.2** also shows that there are a number of cycle routes within the vicinity of the Site, such as the EuroVelo 1 cycle route and National Cycle Network (NCN) Routes 4 and 47.

3.3.5 As set out earlier in **Section 3.2**, the highway network immediately surrounding the Site is equipped with shared footways / cycleways, and therefore provides conditions which are conducive to cycling.

### 3.4 Accessibility by Public Transport

#### *By Bus*

3.4.1 The nearest bus stops to the Site are located along Brunel Way, within an approximate 1.2km walk distance from the Site boundary (or a circa 400m walk distance when measured from the Paper Mill site access roundabout with Brunel Way and Central Avenue).

3.4.2 The bus stops along Brunel Way are serviced by the number 87 bus, which routes between Neath Bus Station and Margam via Briton Ferry, Baglan, Sandfields, Aberavon and Port Talbot.

3.4.3 The typical one-way (Neath – Margam) frequency of the number 87 bus is summarised as follows:

- i) Weekdays – every 30 minutes between 07:46 and 17:50, and then one service at 19:05; and
- ii) Saturdays – every 30 minutes between 06:46 and 17:50, and then one service at 19:05.

3.4.4 It is therefore considered that there are realistic opportunities for staff to access the Site by bus.

#### *By Rail*

3.4.5 Briton Ferry Railway Station is located within an approximate 2.9km cycle distance to the north of the Site, and Baglan Railway Station is located within a circa 2.7km walk / cycle distance to the south of the Site.

3.4.6 Both railway stations are operated by Transport for Wales, and provide up to one service per hour to Cardiff Central and Swansea.



### **3.5 Accessibility Summary**

- 3.5.1 With regards to the above, the Site is considered to be reasonably well located to facilitate staff journeys to / from the Site to be made by sustainable modes of transport. The surrounding area is well equipped with pedestrian and cycle infrastructure and the Site is located within walking / cycling distance to a range of public transport infrastructure.

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## 4.0 PROPOSED DEVELOPMENT

### 4.1 Overview

- 4.1.1 This planning application is for the proposed construction and operation of a biomass boiler and ancillary infrastructure on land located at the Intertissue Briton Ferry Paper Mill site, located off Brunel Way, on Baglan Energy Park.
- 4.1.2 The Proposed Development seeks to replace the existing gas fired boiler with a biomass fired boiler, which would be located within a standalone structure comprising a number of linked and abutting buildings.
- 4.1.3 The proposed biomass boiler would be fuelled by a maximum of 44,100 tonnes per annum of clean, virgin wood chip and would have a thermal capacity of circa 9.1MW.
- 4.1.4 The Proposed Development would comprise the main, boiler house building which would produce heat (i.e. steam), fuel handling and storage buildings (annexed to the eastern end of the boiler house building), an electrostatic precipitator and the ash skips building (annexed to the southern façade of the boiler house), and a new overhead pipe bridge connecting the new boiler to the Paper Mill.
- 4.1.5 It should be noted that the existing gas fired boiler would be retained and used as back-up boiler during periods of maintenance of the proposed biomass boiler.
- 4.1.6 The Proposed Development is very similar to that approved under the 2015 / 2020 Permissions. However, the currently proposed biomass boiler would have a higher maximum throughput (i.e. 44,100tpa proposed compared to 25,000tpa approved), and the material processed by the proposed boiler would be 100% virgin wood chip. The trip-generation implications of this are considered in the following chapter of this TS.
- 4.1.7 The proposed site plan is contained in **Appendix A** to the rear of this report.

### 4.2 Proposed Access Arrangements

- 4.2.1 In accordance with the 2015 / 2020 Permissions, access to the Site would be taken via the Paper Mill site access from Brunel Way. HGVs associated with biomass delivery, and the import / export of process materials (such as consumables and ash) would utilise the existing weighbridge and internal site roads layout in order to reach the fuel storage building.

4.2.2 There is a two-lane entry system in place at the Site entrance, with the lanes separated by the security office building. One of the two entry lanes is for HGV traffic only and would be used by the fuel delivery vehicles, as well as vehicles associated with the delivery of consumables and collection of residues. The other entry lane provides access to the visitor and employee car parking areas.

4.2.3 HGVs arriving at the Site would report to the security/weighbridge office for weighing and instructions. Fuel deliveries would be directed to the Biomass Storage Building. Other deliveries (such as lime, active carbon, etc.) and collections (such as ash) would be directed as appropriate by the weighbridge operator. All HGVs would be required to report again to the security / weighbridge office prior to leaving the Paper Mill site.

### 4.3 Swept Path Analysis

4.3.1 **Drawing Number 3661-01-ATR01 Rev B** in **Appendix B** demonstrates the ability of a 16.5m long articulated HGV to access and egress the Site. This is anticipated to be the largest vehicle to require access to the Site on a regular basis.



## **5.0 FORECAST TRAFFIC IMPACT**

### **5.1 Introduction**

- 5.1.1 This Chapter of the report sets out the trip generation forecasts associated with the extant 2020 Permission, the Proposed Development, and the resultant net difference in trip demand.

### **5.2 Trip Generation – Extant 2020 Permission**

- 5.2.1 The vehicle trip generating potential associated with the extant 2020 Permission has been taken from the Axis Transport Statement (ref. 1609-01-TS01b), which accompanied the 2015 Planning Application. This sets out that the extant 2020 Permission is capable of generating 5 one-way (10 two-way) HGV trips per day, on average. It is estimated that the maximum number of HGV trips associated with the extant 2020 Permission is 8 one-way (16 two-way) HGV trips per day.
- 5.2.2 In terms of staff vehicle movements, the 2015 Planning Application assumed that there could be up to 3 staff members working at the facility per day. This would therefore equate to 3 one-way (6 two-way) staff car trips per day.
- 5.2.3 This has therefore been taken to present the 'fallback' position, in planning and traffic generation terms, against which the impact of the Proposed Development is assessed by comparison.
- 5.2.4 The trip generating potential of the extant 2020 Permission was assessed on the basis that the facility would process up to 25,000tpa of waste wood, as this was considered to be the most likely scenario. It should however be noted that there are no specific planning conditions attached to the extant 2020 Permission which directly limit the fuel throughput of the approved facility or the associated number of HGV trips that it could generate.

### **5.3 Trip Generation – Proposed Development**

- 5.3.1 Given the non-standard nature of the Proposed Development, trip rates cannot be obtained from the industry-standard TRICS database. As such, the vehicle trip generating potential of the Proposed Development has therefore been calculated using a 'first-principles' approach, based upon information supplied by the Applicant.



This includes the anticipated boiler capacity, the site operating/delivery hours and the anticipated import/export vehicle tonnages.

### ***Fuel Deliveries***

5.3.2 The following assumptions have been used for the purpose of forecasting the number of fuel delivery vehicle trips that would be generated by the Proposed Development:

- i) The Site would process approximately 44,100 tonnes (t) of virgin chip wood per year;
- ii) The Site is open for deliveries for 278 days per year, which accounts for 5.5 days per week, minus public holidays;
- iii) Material would typically be delivered over a daytime period of between 08:00 and 17:00 Monday – Friday, and between 08:00 and 13:00 on Saturdays; and
- iv) The average payload of vehicles delivering to the Site would be 20t.

5.3.3 In accordance with the above, **Table 5.1** sets out the first principles daily trip forecasts of the fuel delivery HGV movements associated with the Proposed Development.

**Table 5.1 – ‘First Principles’ Trip Generation Forecasts – Fuel Deliveries**

| Main Assumptions                                                            | HGV Trip Forecasts               |
|-----------------------------------------------------------------------------|----------------------------------|
| The amount of biomass fuel that would be processed by the biomass boiler is | 44,100tpa of virgin wood chip    |
| If the typical payload of HGVs important the material is                    | 20t                              |
| Then the amount of HGV deliveries would be                                  | 2,205 one-way HGV trips per year |
| This equals                                                                 | 4,410 two-way HGV trips per year |
| Based on the assumption that the Site would be operational for              | 278 days per year                |
| Then the number of daily HGV trips equates to                               | 8 one-way HGV trips per day      |
| Which equals                                                                | 16 two-way HGV trips per day     |

5.3.4 Review of **Table 4.1** demonstrates that the Proposed Development would generate approximately 16 two-way HGV fuel delivery trips (8 arrivals + 8 departures) per day on average.

### ***Waste Products***

- 5.3.5 In addition to fuel deliveries, the use of the biomass boiler would generate a number of waste products, such as ash. These products would require export from the Site on a weekly basis to be processed by a licensed authority.
- 5.3.6 Typically, less than 25 tonnes of ash would be generated in an operational week, which would be exported from the Site via 10t skip vehicles on a weekly basis. As such, there would be up to 3 skip vehicles requiring access to the site per week, associated with the export of ash generated by the combustion process.
- 5.3.7 This would equate to a total of 6 two-way skip vehicle trips per week (3 arrivals + 3 departures), and it is estimated that there would typically be one skip vehicle accessing the site on any given day (i.e. 2 two-way trips per day, one arrival + one departure).

### ***Staff Trip Generation***

- 5.3.8 Unlike the extant 2020 Permission, which allows for the addition of 3 staff on-site per day, the Applicant now intends to utilise the existing on-site operation and maintenance teams for the new biomass plant. There would therefore be no additional car / light vehicle trips generated by the Proposed Development, with the exception of occasional specialist maintenance staff.

### ***Total Trip Generation Forecasts of the Proposed Development***

- 5.3.9 On the basis of the above, the Proposed Development is forecast to generate an **average** of 9 one-way HGV trips per day (18 two-way HGV trips, 9 arrivals + 9 departures), which is inclusive of fuel deliveries and ash removal. It is estimated that the **maximum** number of daily two-way HGV trips would be between 20 and 26.
- 5.3.10 With the exception of occasional specialist maintenance staff accessing the Site, there is not anticipated to be any additional staff trips generated by the Proposed Development.

## **5.4 Net Forecast Traffic Generation of the Proposed Development**

- 5.4.1 The net operational impact of the Proposed Development is effectively the difference between the predicted total new trips anticipated to be generated by the Proposed Development and the trip generation associated with the extant 2020 Permission.



- 5.4.2 The net trip generation forecasts are summarised in **Table 5.2** and **Table 5.3** accordingly. Specifically, **Table 5.2** is based on the **average** trip generation forecasts associated with the extant 2020 Permission and the Proposed Development, and **Table 5.3** is based on the **maximum** trip generation forecasts.

**Table 5.2 – Average Net Trip Generation Forecasts of the Proposed Development**

| Scenario                                                         | Daily Vehicle Traffic Generation (Two-Way) |      |                |
|------------------------------------------------------------------|--------------------------------------------|------|----------------|
|                                                                  | HGVs                                       | Cars | Total Vehicles |
| Average Vehicle Trip Generation – Extant 2020 Permission         | 10                                         | 6    | 16             |
| Average Vehicle Trip Generation (Maximum) – Proposed Development | 18                                         | 0    | 18             |
| Net Difference                                                   | +8                                         | -6   | +2             |

- 5.4.3 Review of **Table 5.2** demonstrates that when compared against the extant 2020 Permission, the Proposed Development is forecast to generate a net increase of 8 two-way HGV trips per day and a net reduction in 6 two-way car trips per day, on average.

**Table 5.3 – Maximum Net Trip Generation Forecasts of the Proposed Development**

| Scenario                                                 | Daily Vehicle Trip Generation (Two-Way) |      |                |
|----------------------------------------------------------|-----------------------------------------|------|----------------|
|                                                          | HGVs                                    | Cars | Total Vehicles |
| Maximum Vehicle Trip Generation – Extant 2020 Permission | 16                                      | 6    | 22             |
| Maximum Vehicle Trip Generation – Proposed Development   | 26                                      | 0    | 26             |
| Net Difference                                           | +10                                     | -6   | +4             |

- 5.4.4 Review of **Table 5.3** demonstrates that when compared against the extant 2020 Permission, the Proposed Development is forecast to generate a net increase of up to around 10 two-way HGV trips per day and a net reduction of up to around 6 two-way car trips per day.
- 5.4.5 On the basis of the above, the Proposed Development is considered to be acceptable from a highway safety and operational perspective.



## 6.0 SUMMARY AND CONCLUSIONS

### 6.1 Summary

- 6.1.1 Axis has been appointed to provide transport and highways advice in relation to a planning application made by Intertissue Ltd. (the Applicant), part of Sofiedel UK, for the development of a biomass boiler and ancillary infrastructure, at the Briton Ferry Paper Mill, on Baglan Energy Park, in Briton Ferry, Neath.
- 6.1.2 The existing Paper Mill occupies circa 32Ha of land, in total, and comprises a series of large, interlinked buildings together with a separate office block and associated infrastructure such as weighbridges, car parking and a HGV trailer parking area. The boiler would be located within an area of the Paper Mill site which is currently used as external circulation space.
- 6.1.3 Access to the Paper Mill site is taken from a roundabout junction with Brunel Way and Central Avenue, which is located to the northeast of the Paper Mill site. The existing access arrangements would remain unchanged as part of the Proposed Development.
- 6.1.4 On 17<sup>th</sup> December 2015, NPTCBC granted planning permission (ref. P2015/0975) for the construction of an 8MW biomass boiler at the Paper Mill site. The biomass boiler approved under the 2015 Permission would replace the on-site gas boiler, and be capable of processing up to 25,000tpa of biomass fuel.
- 6.1.5 In August 2020, an application was submitted under Section 73 of the Town and Country Planning Act 1990 to extend the expiration date of the 2015 Permission by 5 years, from 17<sup>th</sup> December 2020 to 17<sup>th</sup> December 2025 (ref. P2020/0787). This application was approved by NPTCBC on 17<sup>th</sup> November 2020. Whilst not yet implemented, the 2020 Permission therefore remains extant and presents the 'fallback' position in planning terms, against which the Proposed Development should be assessed from a traffic generation perspective.
- 6.1.6 PIA data has been analysed using Crashmap which indicates that the accident record within the vicinity of the Site is not considered to present a material concern in the context of the Proposed Development, with only one 'slight' accident being recorded within 500m of the Site between 2018 – 2022 (inclusive).



- 6.1.7 Chapter 3 of this report demonstrates that the Site benefits from being accessible by the main non-car modes of transport, including on foot, by cycle and by public transport (bus and rail).
- 6.1.8 The Proposed Development is very similar to that approved under the 2015 / 2020 Permissions. However, the currently proposed biomass boiler would have a higher maximum throughput (i.e. 44,100tpa proposed compared to 25,000tpa approved), and the material processed by the proposed boiler would be 100% virgin woodchip.
- 6.1.9 Chapter 5 of this TS report sets out the average and maximum vehicle trip generation forecasts associated with the extant 2020 Permission, the Proposed Development, and the resultant net difference in trip demand. It is concluded that when compared against the **average** trip generation forecasts of the extant 2020 Permission and the Proposed Development, the Proposed Development is forecast to generate a net increase of 8 two-way HGV trips per day and a net reduction in 6 two-way car trips per day, on average. When assessed based on the **maximum** trip generation forecasts of the extant 2020 Permission and the Proposed Development, the Proposed Development is forecast to generate a net increase of up to around 10 two-way HGV trips per day and a net reduction of up to around 6 two-way car trips per day.
- 6.1.10 It is on the basis of the above that it is considered that the Proposed Development would not result in any unacceptable impacts on the safety or operation of the local highway network.

## 6.2 Conclusion

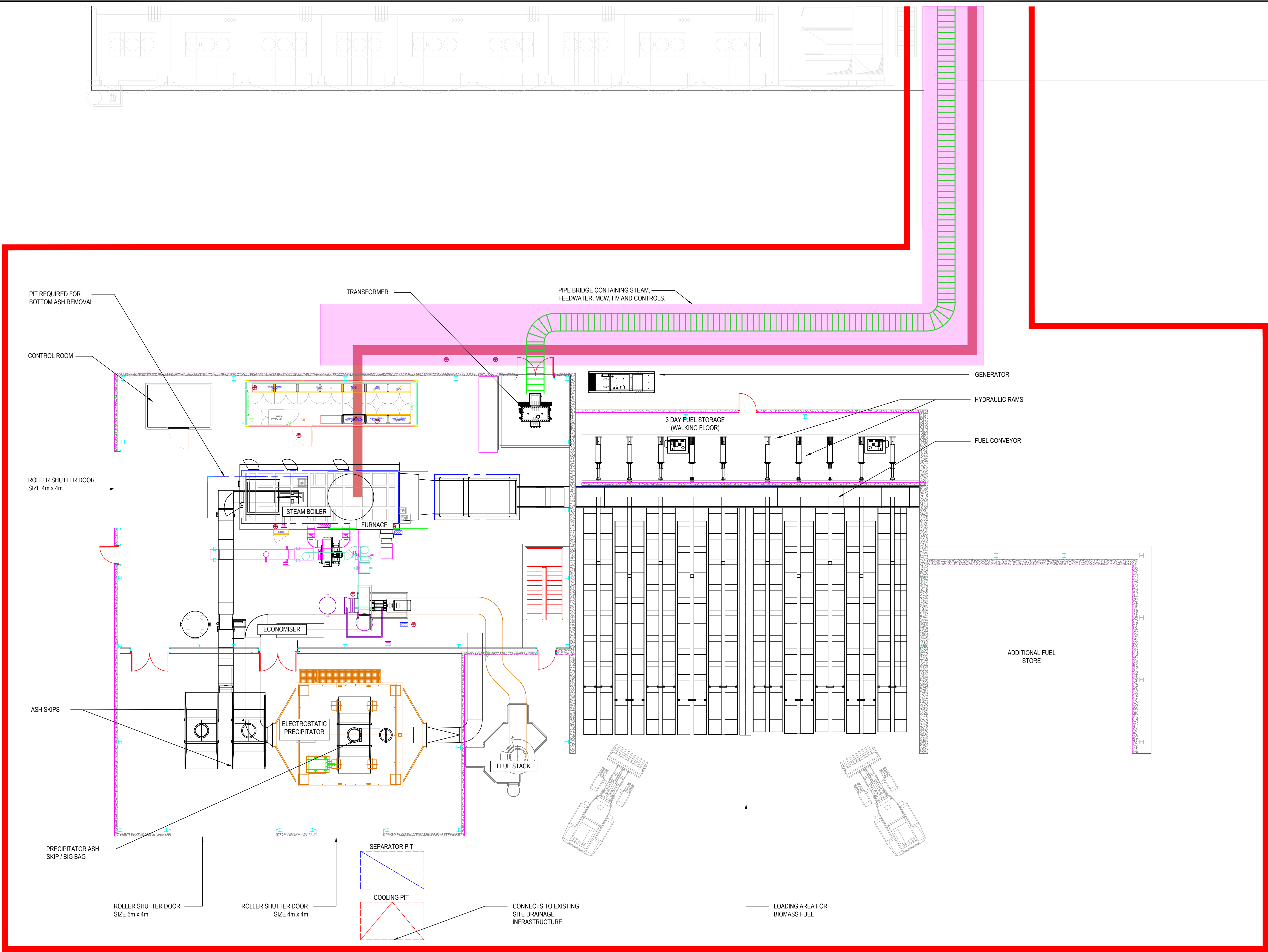
- 6.2.1 It is considered that there should be no reason to withhold planning permission from a traffic and transportation perspective.

# Appendix A – Proposed Site Plan



File: A1\_1\_3\_PlanView\_Schematic.dwg  
Printed on: 21/05/2024 at 12:24 PM

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PLAN VIEW  
SCALE 1:100

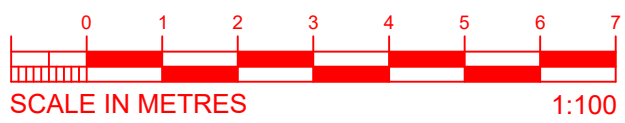
| HEALTH AND SAFETY INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALL WORKS SHALL BE CARRIED OUT BY COMPETENT PEOPLE.<br>IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, THE DESIGNERS HAVE REVIEWED THE H&S RISKS AND DEVELOPED A DESIGNERS RISK ASSESSMENT.<br>THE CONTRACTOR SHALL REFER TO THE CONSTRUCTION PHASE PLAN AND ADOPT THE H&S AND DESIGNERS RISK ASSESSMENT FINDINGS IN THE DEVELOPMENT OF THEIR RAMS, BEFORE UNDERTAKING ANY WORKS.<br>PLEASE ALSO NOTE THE FOLLOWING:- |
| <b>DIFFICULT TO MANAGE</b><br>THESE MAY BE COMMON RISKS BUT BE IN AVOIDABLE LOCATIONS, EG. SCAFFOLDING, DELIVERIES, PROXIMITY OF GAS MAINS OR POWER LINES, WORKING IN CLOSE PROXIMITY TO THE PUBLIC ETC.                                                                                                                                                                                                                                                              |
| <b>BURIED MEDIUM VOLTAGE AND GAS PIPEWORK IN VICINITY OF NEW CONSTRUCTION</b>                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>UNUSUAL</b><br>THERE MAY BE COMMON RISKS OCCURRING IN UNUSUAL CIRCUMSTANCES, THEY MIGHT ALSO BE UNUSUAL BECAUSE OF THE NATURE OF THE CONSTRUCTION METHOD OR SITE CONDITIONS, EG. UNSTABLE OR CONTAMINATED GROUND, ASBESTOS, LEAD PAINT, SILICA DUST ETC.                                                                                                                                                                                                           |
| <b>WORK UNDERTAKEN ON ACTIVE SITE WITH HOV TRAFFIC AND REQUIRED ACCESS TO BE CONSIDERED</b>                                                                                                                                                                                                                                                                                                                                                                           |
| <b>NOT LIKELY TO BE OBVIOUS TO A CONTRACTOR OR DESIGNER</b><br>THE CONTRACTOR, AT THE PRICING STAGE, AS WELL AS DURING THE DESIGN CYCLE MAY NOT BE AWARE OF SOME OF THE LESS OBVIOUS RISKS EG. STRUCTURAL ISSUES ASSOCIATED WITH WORKING AROUND EXISTING FOUNDATIONS, FRAGILE ROOFS OR FRAGILE SURFACES ETC.                                                                                                                                                          |
| <b>NOT KNOWN AT THIS TIME OR NOTHING SIGNIFICANT</b>                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>OPERATIONAL ACCESS - HORIZONTAL, VERTICAL, PEDESTRIAN, VEHICLE / PLANT</b><br>ARE THERE SIGNIFICANT ISSUES REGARDING ACCESS ? IF YES OUTLINE BELOW OR REFER TO APPROPRIATE DOCUMENT ETC.                                                                                                                                                                                                                                                                           |
| <b>ACCESS BY LORRY REQUIRED TO BOTH FUEL STORAGE AND ASH SKIPS</b>                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>OPERATIONAL HANDLING / LIFTING STRATEGY</b><br>HAVE YOU IN SO FAR AS REASONABLY PRACTICABLE REDUCED MANUAL LIFTING? IDENTIFY ANY ITEMS THAT MAY REQUIRE EXCESSIVE LIFTING ARRANGEMENTS TO BE PUT IN PLACE AS WELL AS IDENTIFY ANY UNUSUAL RISKS ASSOCIATED WITH HANDLING AND LIFTING.                                                                                                                                                                              |
| <b>EQUIPMENT OF SIGNIFICANT SIZE AND WEIGHT, CRANAGE, LIFT AND SHIFT TO BE CONSIDERED.</b>                                                                                                                                                                                                                                                                                                                                                                            |
| <b>HEALTH AND SAFETY FILE INCLUSIONS</b><br>IDENTIFY ANY HAZARDS / SIGNIFICANT RISKS ASSOCIATED WITH MAINTENANCE OR REMOVAL / DEMOLITION OF THE CONTENTS OF THIS DRAWING AT A LATER DATE.                                                                                                                                                                                                                                                                             |
| <b>EQUIPMENT OF SIGNIFICANT SIZE WILL REQUIRE CRANAGE, SUITABLE SIZE ACCESS FOR PLANT MAINTENANCE WILL BE REQUIRED.</b>                                                                                                                                                                                                                                                                                                                                               |



- NOTES:
- ALL DIMENSIONS ARE APPROXIMATE. ACCURATE DIMENSIONS TO BE TAKEN ON SITE.
  - PIPE AND SERVICE SIZES ARE INDICATIVE
  - LOCATION AND DETAILS OF INTERNAL PLANT AND LAYOUT IS INDICATIVE ONLY
  - GEA OF THE PLANT ON GENERAL ARRANGEMENT IS 995m<sup>2</sup>.

LEGEND

- PIPING (STEAM + WATER)
- RED LINE BOUNDARY FOR PLANNING PERMISSION



ISSUED FOR INFORMATION

|     |          |                     |     |     |     |
|-----|----------|---------------------|-----|-----|-----|
| PA1 | 21.05.24 | ISSUED FOR PLANNING | GT  | JMM | BM  |
| REV | DATE     | DESCRIPTION         | DRN | CHK | APP |

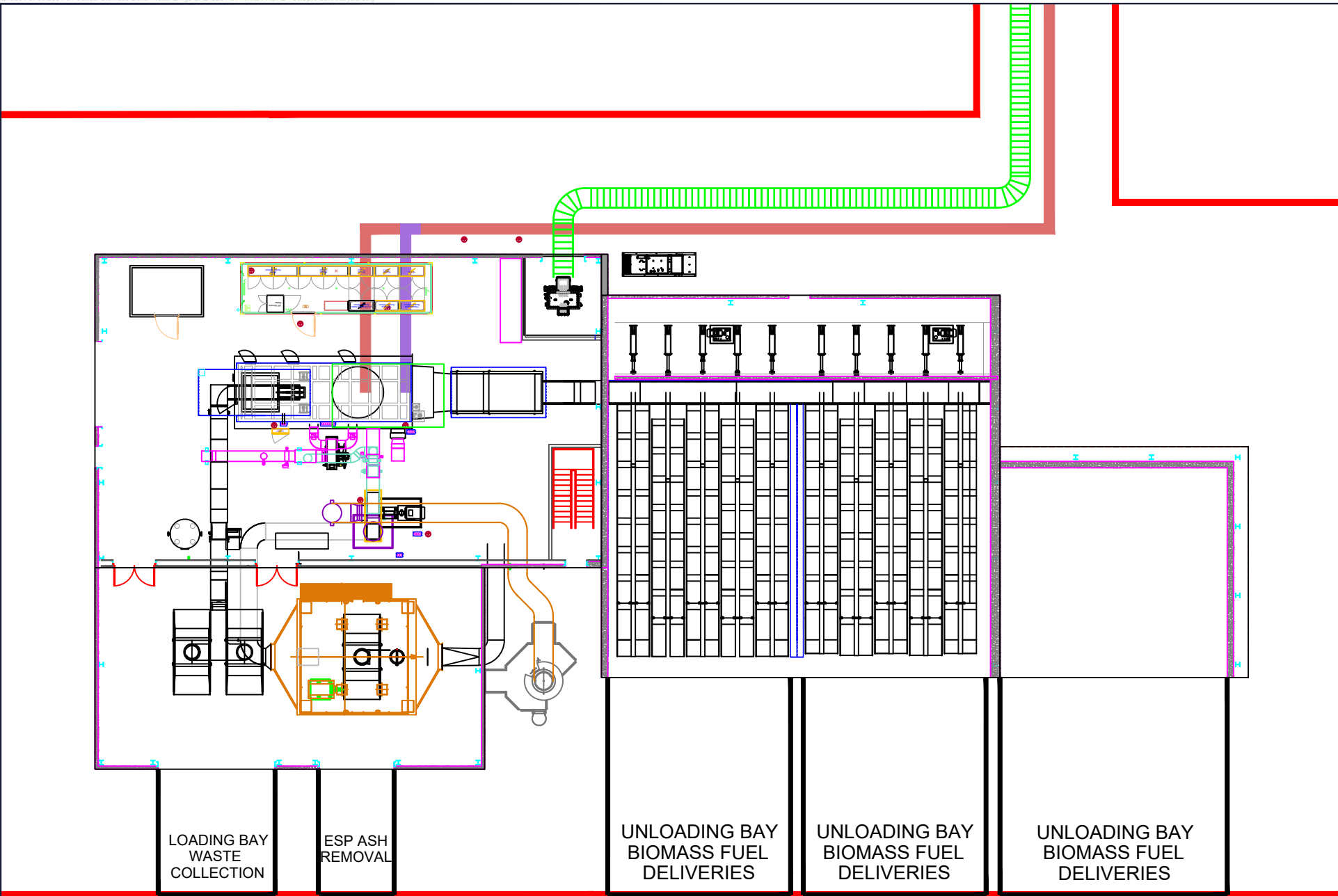
**VITAL  
ENERGI**

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Tel: +44 (0)1254 296 000 Fax: +44 (0)1254 296 040

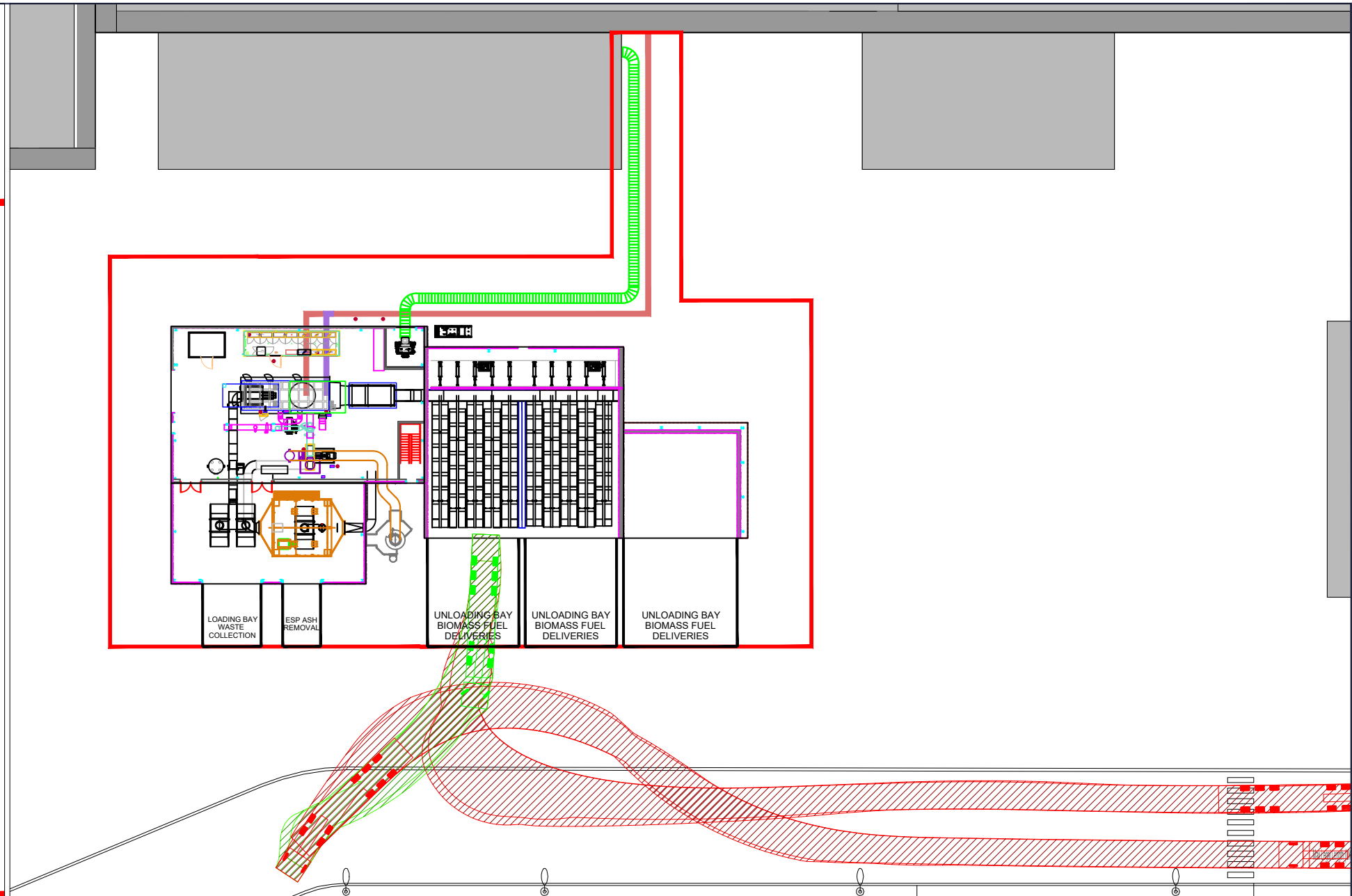
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| Title: GENERAL ARRANGEMENT PLAN |            |       |       |             |          |
| DATE                            | 21.05.2024 | SCALE | 1:100 | SHEET       | A1       |
| PLANNING                        |            |       |       | Status: S2  | Stage: 3 |
| 50795-VE-SW-XX-DR-M-XX02        |            |       |       | Drg-No: PA1 | Rev: 1   |

# **Appendix B – Drawing Number 3661-01- ATR01 Rev B**

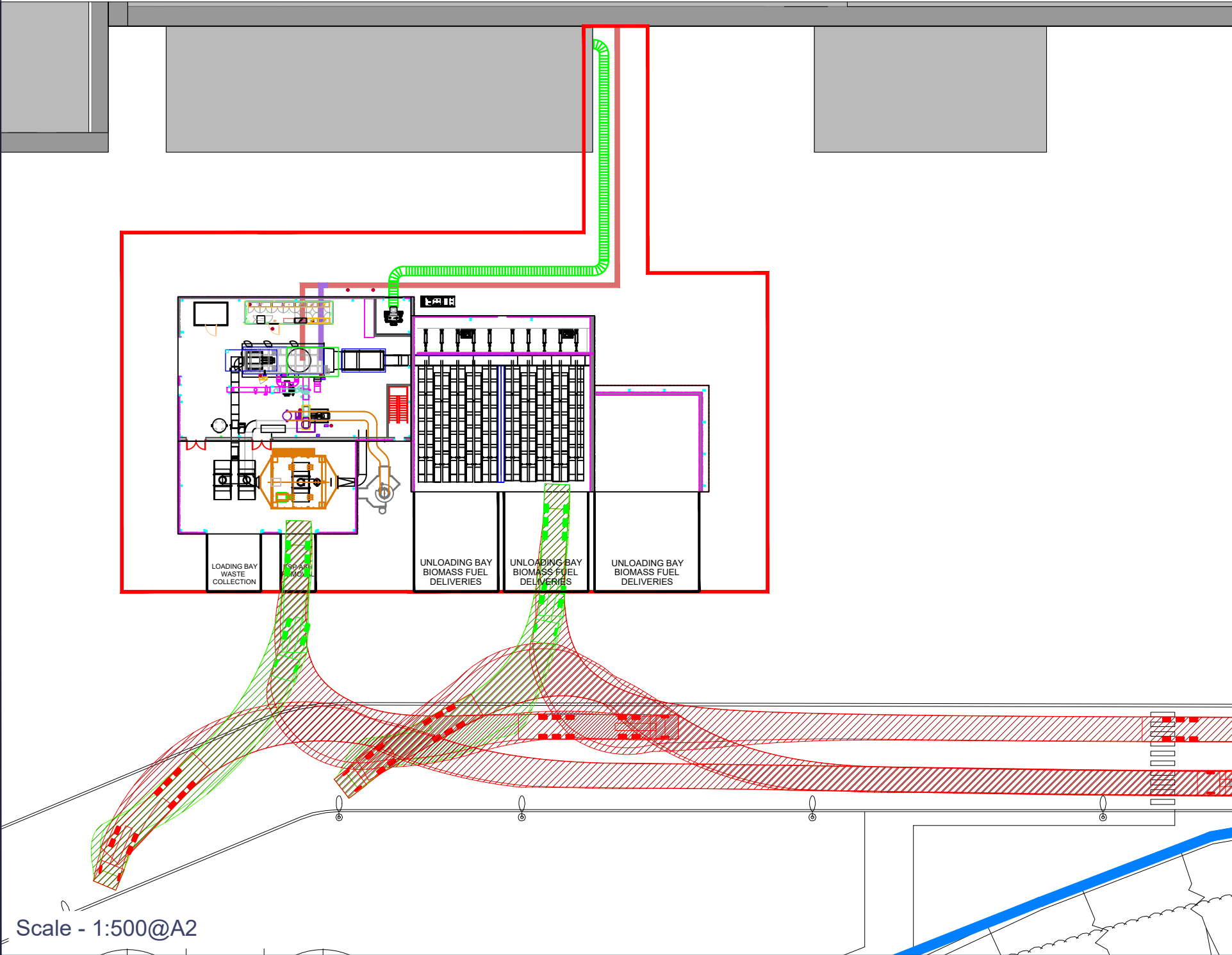




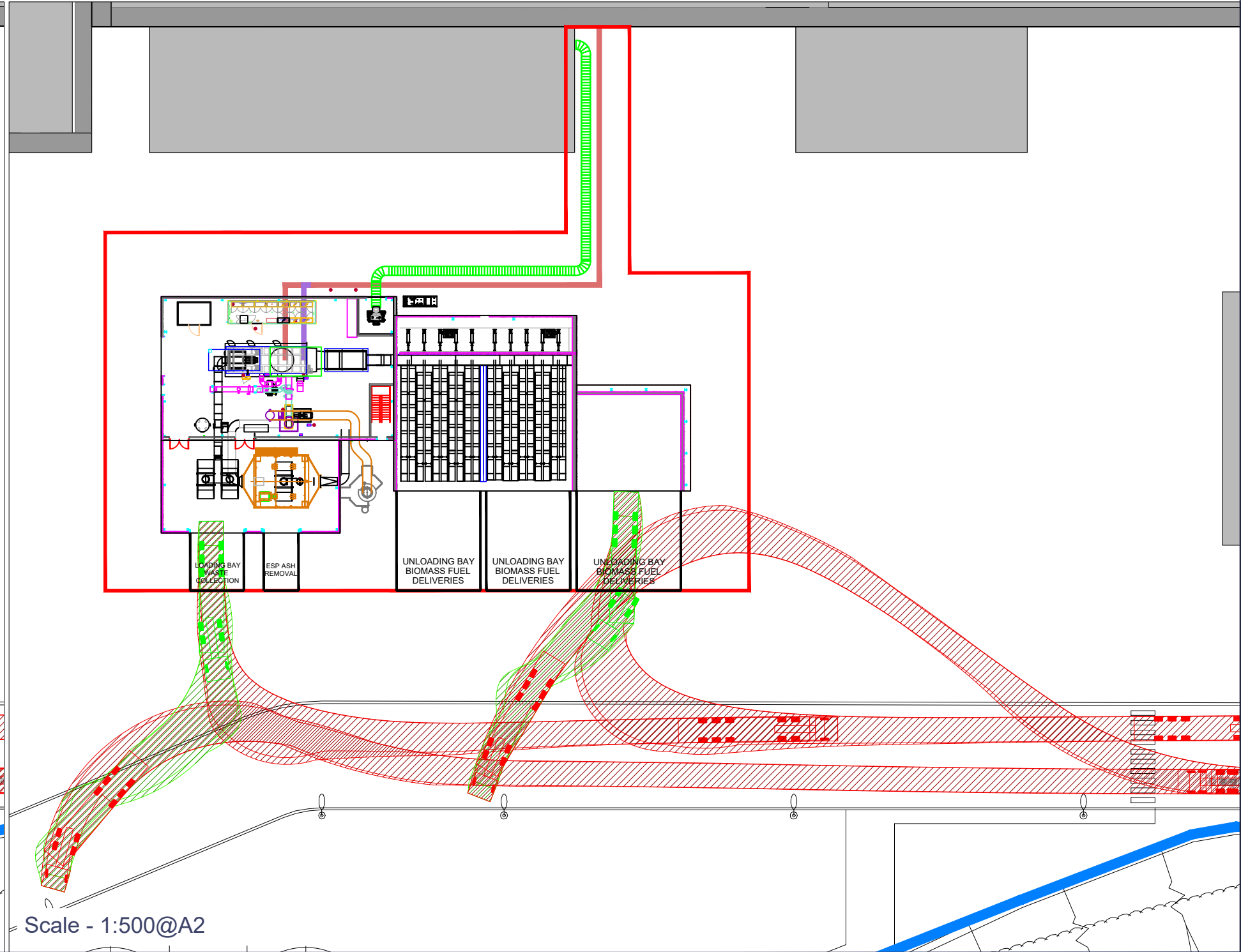
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Scale - 1:500@A2



Scale - 1:500@A2



Scale - 1:500@A2

