APPENDIX B: 2019 TRANSPORT REPORT ADDENDUM

2019 TRANSPORT REPORT ADDENDUM

IN RESPECT OF AN APPLICATION TO AMEND THE EXISTING SECTION 36 CONSENT FOR GATEWAY ENERGY CENTRE

ON A SITE AT DP WORLD LONDON GATEWAY, STANFORD-LE-HOPE, ESSEX

June 2019

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1. Introduction

1.1 General

T.H Planning and Transportation has been commissioned by Gateway Energy Centre Limited (GECL) to prepare this Transport Report Addendum in support of an application pursuant to Section 36C of the Electricity Act 1989 (the Act) to the Department for Business, Energy and Industrial Strategy (BEIS) (formerly the Department for Energy and Climate Change (DECC)) for variation of an existing consent granted pursuant to Section 36 of the Act.

1.2 Background

In August 2011 The Department for Energy and Climate Change (DECC) granted consent pursuant to Section 36 of the Act to construct and operate a Combined Cycle Gas Turbine (CCGT) electricity generating station, to be known as Gateway Energy Centre (GEC), and for deemed planning permission pursuant to Section 90 of the Town and Country Planning Act 1990 (the 2011 Consent). The GEC is proposed to be located within the south eastern area of the DP World London Gateway (DPWLG) logistics park site in Stanford-le-Hope, Essex, immediately north of the adjacent DPWLG port. The location of the proposed development is indicated by the plan provided at **Appendix A**.

An application to vary the 2011 Consent was subsequently approved in November 2014 (the 2014 Consent). This allowed the total power generation of the GEC to be increased from about 900 MW to up to 1250MW.

A further application to vary the 2014 consent was approved in August 2016 (the 2016 Consent). This provided for:

a) an extension of the date by which development must be commenced (to 3 August 2021); and
b) incorporation of a second development option comprising one CCGT unit (with the first development option remaining as 2 x CCGT units) and one or more Open Cycle Gas Turbine (OCGT) unit(s).

Total power generation for each option would remain at 1250MW.

In relation to traffic and transportation impact the 2011 Consent was informed by the GEC Environmental Statement dated February 2010 and a Transport Report dated December 2010 (the 2010 Report). In particular, the 2010 Report provided a detailed quantitative and qualitative assessment of traffic impacts. Due to the nature of the development it was agreed that the operational impact was likely to be negligible. The 2010 Report therefore focused on the traffic impact during the peak construction phase, which at the time was predicted to occur during 2014.

The conclusions of the 2010 Report in terms of transportation impact and proposed mitigation were agreed with the Local Highway Authority and Highways Agency (now Highways England) and the resulting 2011 Consent contained a number of planning conditions intended to mitigate transport impact.

The 2010 Report was subsequently relied upon to inform the 2014 Consent, as the proposed changes did not materially affect the level of traffic anticipated to be generated and no extension to the date by which development must be commenced was being sought.

For the 2016 Consent, which did request an extension to the date by which development must be commenced, an Addendum to the 2010 Report was developed (the 2016 Addendum). This considered changes in circumstances which had arisen since 2010, including a revised assessment year of 2019, and provided further qualitative assessment of development impacts. Subject to an update to the agreed mitigation measures, the 2016 Addendum concluded that the changes in circumstances had an overall beneficial impact when considered against the proposals permitted by the 2011 Consent. Minor modifications were made to the detailed demand management measures (see Section 8 and **Appendix E** herein) to reflect changes in circumstances and such measures were secured via retention of the planning conditions, attached to the 2011 Consent.

1.3 The Proposed Application

GECL are now proposing to submit a further application (the 2019 Variation Application) to BEIS for variation of the 2016 Consent. The 2019 Variation Application shall seek to:

a) To amend the second development option to incorporate a Battery Energy Storage System (BESS) alongside one CCGT unit and one or more OCGT unit(s); and
b) To extend the timescales for commencement of development until 31 December 2023

The application will also propose further variations to the 2016 consent to better allow for a phased development of GEC.

The total combined electrical output of the GEC will remain limited to 1250MW.

2. Assessment Methodology

2.1 Scoping

The approach to assessment presented herein has been the subject of scoping discussions with representatives of the relevant highway authorities. Following initial verbal discussion with these parties, a Scoping Report (April 2019) setting out the proposed approach was prepared and submitted to the Local Highway Authority (LHA) (Thurrock Council) and Highways England (HE) on 5 May 2019. A copy of the scoping report and the written response of HE (LHA having declined to offer further written comment) are provided at **Appendix B** and **Appendix C** herein.

2.2 Study Area

In the time that has elapsed since the 2016 Addendum was completed there have been no changes in circumstances in terms of proposed vehicle routing. As a result, in terms of assessment of highway impacts, a study area consistent with that considered within the 2016 Addendum has again been adopted, comprising the links and junctions set out in Table 2.1 and 2.2.

Table 2.1 – Study Area – Highway Links

Link	Carriageway Type
A13 (M25 to A126)	Dual 2
A13 (A126 to A1012)	Dual 3
A13 (A1012 to A1089)	Dual 3
A13 (A1089 to A128)	Dual 3
A13 (A128 to A1014)	Dual 2 (under improvement)
A1014 (A13 to Southend Road)	Dual 2
A1014 (Southend Rd to Sorrells)	Dual 2

Table 2.2 – Study Area – Highway Junctions

Junction	Junction Type
A13/M25	Grade separated signalised roundabout
A13/A1012	Grade separated roundabout
A13/A1089	Slip link roads
A13/A1014	Grade separated signalised roundabout

2.3 Changes in Circumstances

Building on the quantitative assessment set out in the 2010 Report and the qualitative assessment in the 2016 Addendum, this 2019 Addendum shall consider any material changes in circumstances which have occurred since 2016. These are considered to fall into the following broad headings:

- Changes to the developments predicted trip generation
- Changes to relevant national and local policy and guidance
- Changes to baseline flows on the transport network
- Additional implemented or committed development
- Additional committed or implemented transport schemes or services

Changes in circumstances are discussed in detail in Sections 5.1 to 5.5 herein.

2.4 Highway Safety

In order to consider the potential impacts of the proposed development on highway safety, the 2010 Report included a review of historical accident information for the five year period to 31 August 2010. This was extended within the 2016 Addendum to consider a further five years of data to 31 August 2015.

To consider any changes in circumstances in accident patterns or occurrences, this 2019 Addendum reviews and considers further historical accident information for the period 1 September 2015 to 31 December 2018. The results of that review are set out in Section 7 herein.

2.5 Assessment

Following detailed consideration of the above changes in circumstances which have occurred since 2016, a qualitative assessment of likely changes in impacts resulting from the proposed variation to the development consent is undertaken.

2.6 Mitigation

Finally, a review is undertaken of the previously committed (via planning condition) mitigation measures and, taking account of any impacts which are identified as material and adverse, these shall be updated and reinforced as appropriate to ensure that residual impacts are within acceptable limits.

3. Relevant Policy and Guidance

3.1 National Planning Policy

National Planning Policy Framework

On the 27th March 2012 the Government published the National Planning Policy Framework (NPPF). This long anticipated document represents a major simplification of national planning policy guidance, superseding the previous Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's), thus replacing over one thousand pages of national policy. It should be noted however that the NPPF does not contain specific policies for nationally significant infrastructure. Such policies remain as set out within National Policy Statements. A revised version of the NPPF was published in July 2018, with a further updated version released on the 19th February 2019.

The NPPF reflects the Government's objective of achieving sustainable growth and, as such, sets out a strong presumption in favour of sustainable development. The approach set out therein should be taken into account in the preparation of Local Plans and is a material consideration in planning decision-making.

The policies set out within the NPPF in combination provide the Government's definition of sustainable development. Sustainable development is considered to be that which jointly satisfies an economic, social and environmental role, supporting growth and social wellbeing whilst preserving and enhancing the environment.

Section 9 of the NPPF discusses transportation matters. Paragraph 109 states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*". Paragraph 111 highlights the need for developments that will generate a significant number of movements to be supported by a travel plan and transport statement or assessment, such that the likely impacts of the proposals can be understood. Throughout Section 9 there is a strong emphasis towards the promotion of sustainable modes of transport including walking, cycling and public transport.

National Planning Practice Guidance

On the 6th March 2014 the Government published the new web based National Planning Practice Guidance (NPPG) as an online resource intended to replace 230 pre-existing technical documents and in doing so make planning guidance more streamlined and accessible. The website address is http://planningguidance.planningportal.gov.uk/.

The NPPG sits alongside the NPPF and comprises a number of sub-files, each providing technical guidance on a particular topic. In particular, sub-files are provided in relation to 'Transport evidence bases in plan making and decision taking' and 'Travel Plans, Transport Assessments and Statements', which provide guidance for the development of travel plans and the assessment of transport impacts.

A written ministerial statement, published alongside the NPPG, provides a list of the previous planning practice guidance documents that were cancelled upon NPPG publication. These include the Department for Transport's 'Guidance on Transport Assessment' document (March 2007) which is referred to in the 2010 Report but is no longer relevant.

National Policy Statements

On the 19th July 2011 the then Secretary of State for Energy and Climate Change designated six National Policy Statements, of which two, Overarching Energy (EN-1) and Fossil Fuel (EN-2) are directly relevant to gas fired plant.

Section 5.13 of EN-1 contains policies relevant to the traffic and transportation implications of energy developments. Of particular relevance, Paragraph 5.13.3 discusses the need for transport assessment where proposals are likely to have significant transport implications, whilst Paragraph 5.13.4 discusses the requirement for travel plans which include demand management measures and measures to improve access by sustainable transport modes.

Paragraph 5.13.8 and 5.13.9 of EN-1 direct developers and determining authorities to prioritise demand management measures above the provision of new inland transport infrastructure, having regard to the cost effectiveness of demand management measures and the aim of securing more sustainable transport patterns.

Department for Transport

During the first quarter of 2015 the Government's Infrastructure Act 2015 established Highways England (HE), an executive non departmental public body sponsored by the Department for Transport. HE have responsibility for the operation, maintenance and improvement of England's Motorways and strategic 'A roads' (the Trunk Road network), replacing the former Highways Agency.

HE have published a number of strategy documents including route strategies, which are considered to be a material consideration in transport assessment where potential exists for impacts to affect the Trunk Road network. In April 2015 the first Route Strategy for the 'London Orbital and M23 to Gatwick' route (which includes A13 links relevant to the GEC proposals) was published setting out plans for the strategic highway network for the period 2015 to 2020. Such strategy is currently being delivered upon through the first round of Road Investment Strategy funding (RIS1) and HE are currently working with stakeholders on the second round of route strategies to cover the period 2020 to 2025.

In September 2013 DfT Circular 02/07 was replaced by Circular 02/2013. The general policy principle to consider physical capacity enhancements only after travel plan and demand management measures have been fully explored is however retained in the latter document.

3.2 Local Planning Policy

Local Development Framework

The Planning and Compulsory Purchase Act 2004 introduced requirements upon LPA's to develop new spatial planning strategies known as Local Development Frameworks (LDF's). LDF's comprise a portfolio of Development Plan Documents (DPD's) and Supplementary Planning Documents (SPD's).

In December 2011 Thurrock Council adopted the Thurrock Core Strategy and Policies for Management of Development (hereinafter referred to as the Core Strategy). This represented the first DPD towards the Thurrock LDF and replaced the Thurrock Borough Local Plan 1997.

Whilst not containing any site-specific provisions, the Core Strategy sets the spatial vision for the borough of Thurrock for the period to 2026. It also sets out policies for the management of development aimed at shaping the development of the additional 26,000 jobs and 18,500 new homes proposed to be delivered during the plan period.

On the 28th January 2015 Thurrock Council adopted a Focused Review of the Core Strategy. This focused review amended the Core Strategy to ensure consistency with the NPPF which had been published in March 2012, post adoption of the Core Strategy.

Policy CSSP2 of the Core Strategy proposes to deliver the 26,000 additional jobs within 5 Key Strategic Employment Hubs (KSEH's) to which inward investment will be directed. The DPWLG Logistics Hub (comprising port and logistic park developments) is promoted as the largest of these hubs, providing for between 11,000 and 13,000 additional jobs.

Other relevant policies include CSSP3, which lists strategic infrastructure projects key to the delivery of the Core Strategy including highway works on the A13 and A1014, and policies CSTP14 to CSTP17, which discuss Thurrock's transport strategy.

The need for development proposals to be supported by Transport Statements and Assessments is discussed within policy PMD10. It is to be noted that, notwithstanding the emergence of the NPPG and the subsequent withdrawing of the 2007 Guidance, policy PMD10 states "*Transport Assessments, Transport Statements and Travel Plans must accompany planning applications in accordance with the Department for Transport guidance in Guidance on Transport Assessment (March 2007)".* Therefore, whilst this report is developed in full accordance with the technical guidance provided

in the NPPG, regard is had to the 2007 Guidance, save for circumstances where these documents are at conflict. In such circumstances the NPPG approach is taken.

Two further development plan documents, a further Focused Review of The Core Strategy and a Site Specific Allocations and Policies Issues and Options Consultation Draft, were published in January 2013 however, in February 2014 Thurrock Council's Cabinet agreed to suspend work on the Local Development Framework (LDF) Development Plan Documents and begin preparation of a new Thurrock Local Plan.

The Thurrock Local Plan

As a first stage to development of the new Thurrock Local Plan, in February 2016 Thurrock Council launched a 'Call for Sites'. Alongside the 'Call for Sites' Thurrock Council published the Thurrock Local Plan Issues and Options (Stage 1) document. Subsequently, in December 2018, the Thurrock Local Plan (Stage 2) Issues and Options document was published for consultation. The Issues and Options documents represent a relatively early stage of the Local Plan making process and are therefore afforded limited weight in decision making.

Overall the Local Development Scheme (December 2015) anticipates adoption of the Thurrock Local Plan late in 2020. Once adopted, the Thurrock Local Plan will supersede the LDF Development Plan Documents, including the Core Strategy, as the new strategic plan for Thurrock.

Thurrock Transport Strategy

The Thurrock Transport Strategy was published in 2013 with the intention of setting out the Council's transport policies, priorities and objectives for the period 2013 to 2016 in light of the projected growth set out in the Core Strategy. Priorities and objectives include delivering accessibility, tackling congestion, improving air quality and addressing climate change, safer roads and facilitating regeneration.

Accompanying the Thurrock Transport Strategy is the Third Local Transport Plan Implementation Plan, which was published in March 2011 and covers the period 2011/12 to 2014/15

4. Summary of the 2010 Report and 2016 Addendum

4.1 The 2010 Report

The 2010 Report described the local highway network with reference to a defined study area. For the links and junctions within that study area traffic flow levels were defined both in the then existing (i.e. 2010) situation and in the agreed assessment year (2014).

The report then considered additional traffic flows resulting from committed (but at the time unimplemented) development, including that at DPWLG. The resulting traffic levels effectively formed the baseline for assessment of GEC development impact.

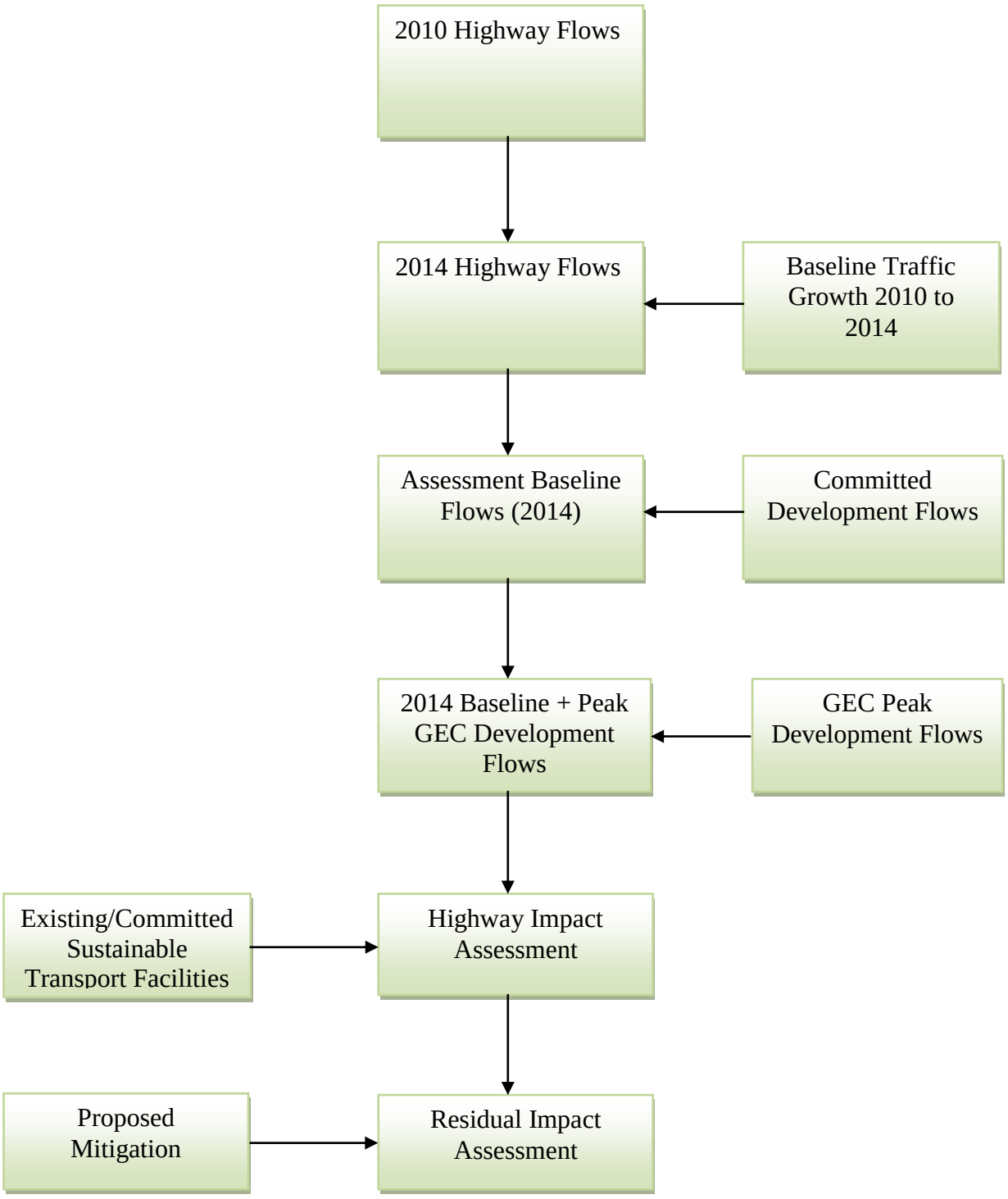
GEC development peak construction traffic levels (which were agreed to represent the worst case situation) were then added to the baseline to inform the assessment of traffic impact and allow suitable mitigation to be defined and agreed.

The following summary provides a route map of the above assessment to assist review of the 2010 Report.

Section 4	– Description of highway network – Definition of Study Area – Assessment of 'existing' (2010) traffic flow levels
Section 5	– Audit of existing (2010) or committed sustainable transport facilities serving the proposed development site
Section 6	– Assessment of committed development traffic flows – Distribution of committed development traffic to links and junctions
Section 7	– Assessment of committed highway and transportation improvement schemes
Section 8	– Assessment of baseline traffic growth from 2010 to the Assessment Year (2014) – Addition of committed development flows – Definition of resulting 2014 Baseline flows
Section 9	– Assessment of peak GEC construction flows
Section 10	– Presentation of baseline + peak GEC construction traffic flows
Section 11 & 12	– Assessment of impact of peak GEC construction traffic flows
Section 13	– Audit of historical accident information and assessment of highway safety
Section 14	– Proposed Mitigation
Section 15	– Summary and Conclusions

The 2010 Report assessment process is also indicated diagrammatically on the flow chart provided at Figure 4.1.

Figure 4.1



A principal, primarily quantitative, highway capacity impact assessment was undertaken utilising the traffic levels predicted by the development promoter to occur during the peak construction period. However, acknowledging some uncertainly regarding traffic generation assumptions, the 2010 Report also provided a secondary highway capacity impact assessment (sensitivity test) based on a more robust set of assumptions.

The results of the principal and secondary highway capacity impact assessments are reported in detail in Sections 11 and 12 of the 2010 Report. In summary the assessments concluded that the impact on links and junctions which were either approaching or exceeding capacity was not significant.

In terms of highway safety, a review of historical accident information for the five year period to 31st August 2010 was undertaken. This confirmed that, proportionately, accidents are much more likely to occur in the vicinity of junctions. However, beyond that, no particular trends were identified and the report noted that the proportion of incidents involving vehicles in excess of 7.5 tonnes was not particularly high.

In terms of mitigation, the 2010 Report concluded that, due to the relatively short term nature of impacts, effective traffic management offered the only practical form of mitigation. As such Transport Management Plans (TMPs) were proposed covering the construction and operational phases of the development. A further TMP was proposed relating to periods of maintenance of the development facilities. A framework for the development of such TMPs was set out, with the provision of each TMP subsequently secured by planning conditions (Conditions 13 (concerning operational Travel Plans) and 23 (concerning construction and maintenance (outage) Transport Management Plans) of the 2011 Consent). Further planning conditions attached to the 2011 Consent secured the following matters:

- Monitoring of construction and operational phase traffic flows (Condition 14)
- Use of water or rail for the delivery of materials and plant (Conditions 15 to 18)
- Limitations on the timing of HGV movements (Conditions 19 to 21)
- Limitations on all construction traffic (including that associated with the movement of construction operatives) (Condition 22)
- Construction traffic routing (Condition 24)

4.2 The 2016 Addendum

The 2016 Addendum built upon the 2010 Report by considering material changes in circumstances that had occurred since 2010 and qualitatively assessing the impact of such changes against the conclusions of the 2010 Report. Material changes in circumstances were considered to comprise:

a) Changes in relevant policy and guidance, at a national, regional or local level, which were relevant to transportation matters

b) Background changes in baseline traffic levels between 2014 (the 2010 Report assessment year) and 2019 (the assessment year considered in the 2016 Addendum)
c) Changes to assumptions regarding construction and operational traffic levels generated by the DPWLG development (noting the associated logistics park development had since been the subject of a Local Development Order which was supported by revised Traffic Impact Assessment)
d) New development which had been implemented or committed
e) Changes to committed transport schemes
f) Changes to sustainable transport facilities and services in the vicinity
g) Changes to proposed site access routes (which removed the need to consider A1014 links east of the Sorrells roundabout junction)

The highway capacity impact assessment highlighted the following changes in the nature of impact, in comparison with the conclusions of the 2010 Report:

A1014 links –	Beneficial
A13 links (A1014 to A128) –	Beneficial
A13 links (A128 to A126) –	Moderately detrimental
A13 links (A126 to M25 Junction 30) –	Beneficial
M25/A13 Junction 30 –	Beneficial
A13/A1012 Junction –	Neutral
A13/A1089 Junction –	Neutral

In terms of highway safety, the 2016 Addendum included a review of a further 5 years of historical accident information to 31st August 2015. This identified a significant reduction (24%) in the overall rate of accidents, when compared against the review undertaken in the 2010 Report. However, it was considered that this may have been the result of changes in the way that data was recorded. Overall, no further trends or accident cluster points were identified.

With regard to mitigation, the focus on demand management measures set out in the 2010 Report was retained, with the Framework Transport Management Plan updated to reflect material changes in circumstance. Planning conditions attached to the 2011 and 2014 Consents were retained save for one condition (Condition 19) which sought to prohibit construction traffic movements during the London 2012 Olympic Games (such period having since passed).

5. Changes in Circumstances

5.1 Predicted Development Traffic Generation

During scoping consultation to inform the 2010 Report and the 2016 Addendum it was agreed with the relevant highway authorities that traffic impacts resulting from the operational use of the GEC are likely to be negligible and therefore impact assessment was limited to the construction phase, which was considered to represent the worst case. Further scoping in advance of this addendum has agreed such approach is again appropriate.

Predicted Trip Numbers

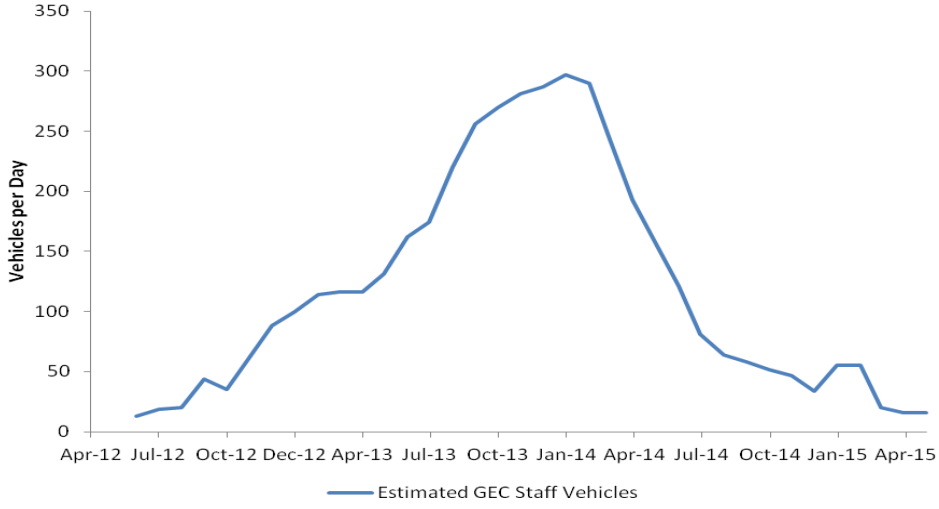
The number of daily construction related trips associated with the GEC development, as contemplated within the 2010, 2014 and 2016 Consents, is described within Section 9.5 of the 2010 Report and was based upon the development promoters experience of similar projects including MGT Teesside, Damhead Creek 2, Cockenzie CCGT and E.ON Drakelow extension. For convenience those trip levels are set out in Table 5.1 below. Figure 5.1 provides an indicative construction traffic generation profile, which informed the previous consents. Figure 5.1 is based upon two operatives per vehicle, a committed target of the Framework Transport Management Plan.

Table 5.1 – GEC Development indicative daily trip levels

Type of Trip	Average Trips	Peak Trips
Construction Workers (person trips)	220 (440)	600 (1200)
HGV's	75 (150)	150 (300)

Note: Figures in brackets represent two-way trips

Figure 5.1 – Indicative traffic generation profile (construction operatives)



Predicted Trip Numbers – 2019 Application

The level of construction trips predicted to be associated with the development as now proposed within the 2019 Variation Application is again informed by previous similar development undertaken by the development promoters, as set out above. In addition, predicted trip generation figures from the chosen supplier associated with the Spalding Energy Expansion (a phased project being undertaken by GECL's parent company (InterGen) which is currently under construction and comprises a combined CCGT, OCGT and BESS) have been considered.

The 2019 Variation Application proposes two development options:

Development Option 1 - Two CCGT units (total output up to 1250MW)
Development Option 2 - One CCGT unit (up to 630MW) + one or more OCGT unit (less than 300MW) + BESS (up to 320MW)

For Development Option 1 there is not anticipated to be a change in the level and profile of construction traffic flows, when compared against the 2011, 2014 and 2016 consents, and therefore these will be as set out in Table 5.1 and Figure 5.1 above.

With regard to Development Option 2, the likely level and profile of construction trip generation for the total three year construction programme is set out in Table 5.2.

Table 5.2 – Predicted trip generation – Development Option 2

	CCGT		OCGT		BESS		Total	
Time Period	**HGV**	**Personnel**	**HGV**	**Personnel**	**HGV**	**Personnel**	**HGV**	**Personnel**
Q1	20	50	40	30	2	11	62	91
Q2	20	80	40	50	3	19	63	149
Q3	20	120	40	80	4	30	64	230
Q4	40	125	30	90	3	34	73	249
Q5	50	125	30	80	3	30	83	235
Q6	70	275	20	35	2	13	92	323
Q7	70	400	10	20	1	8	81	428
Q8	45	275	5	20	1	4	51	299
Q9	45	170	0	0	0	0	45	170
Q10	20	125	0	0	0	0	20	125
Q11	15	50	0	0	0	0	15	50
Q12	5	25	0	0	0	0	5	25
Average	**35**	**152**	**27**	**51**	**2**	**19**	**55**	**198**
Peak	**70**	**400**	**40**	**90**	**4**	**34**	**92**	**428**

It is evident therefore that:

- In the worst case scenario (Development Option 1) the level and profile of HGV and construction personnel trips are equal to (and no greater than) the level considered in the 2010 Report and 2016 Addendum;
- For Development Option 2 the total number of HGV and construction personnel trips is reduced and the peak period is less pronounced (i.e. the total number of trips are distributed more evenly over the construction phase). Thus, Development Option 2 results in a lower average and peak number of HGV and construction personnel trips. However, with regard to construction personnel trips, the duration of the peak period is approximately doubled (i.e. the period over which construction operative daily trips exceeds 200 is approximately 18 months compared to 9 months for Development Option 1)
- Should construction of the GEC be phased, as proposed to be facilitated by variations to the wording of the 2016 Consent, then the peak construction traffic levels would be significantly less pronounced and therefore traffic and transportation impacts would likely be reduced.

5.2 Relevant National and Local Policy and Guidance

Current national and local policy and guidance relevant to the development proposals is summarised within Section 3 of this addendum.

5.3 Baseline Flows on the Transport Network

The 2010 Report included a quantitative review of traffic flow levels on the relevant highway links and some junctions within the study area. This was based on Annual Average Daily Traffic (AADT) information, TRADS2 data (2009) or turning movement counts carried out in 2007. All flows were uplifted for background growth to the assessment year of 2014 utilising growth factors derived from the National Road Traffic Forecast (NRTF) 1997. The resulting flows were reported in Section 8 of the 2010 Report.

Given the 2016 Addendum considered an amended assessment year (the result of a proposed amendment to the date by which development was required to be commenced) Trip End Model Presentation Programme (TEMPRO) (Version 6.2) growth factors for the period 2014 to 2019 were utilised to consider additional growth in baseline highway traffic flows. Such growth factors were set out in Section 5.2 of the 2016 Addendum.

The 2019 Application now proposes to extend the deadline for commencement of development by approximately a further 29 months, from 3rd August 2021 to 31st December 2023. It is therefore necessary to consider further background growth in baseline flows. To do this the TEMPRO database has again been interrogated for the study area indicated within Figure 5.2. The resulting growth figures are set out in Table 5.3 for a revised assessment year of 2023.

In terms of the 2023 assessment year now adopted it should be noted that, in considering the scope of assessment which informed the 2011 Consent an assessment year four years after the application date was agreed. This period was slightly eroded within the assessment which informed the 2016 Consent to three years. The choice of 2023 within this addendum therefore restores the four year period originally agreed, notwithstanding the extension of time for commencement now sought is for only 29 months.

Figure 5.2 – TEMPRO (V7.2) sub areas within the study area

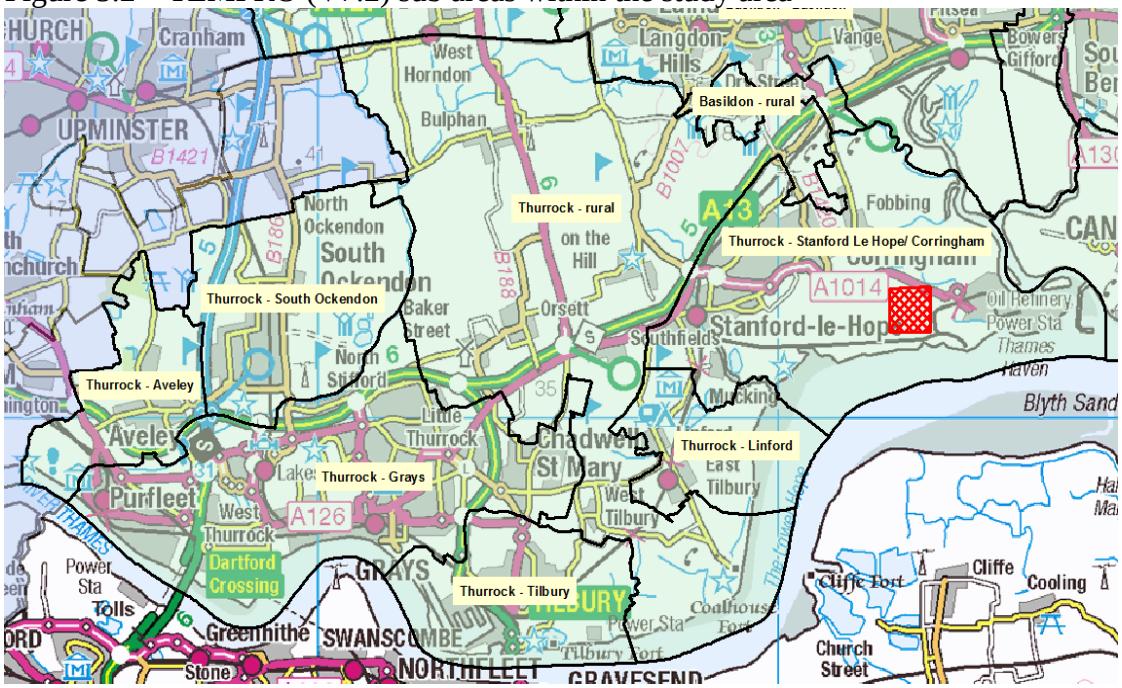


Table 5.3 – TEMPRO (V7.2) growth factors (2014 – 2023) for each sub area

Level	Area	Local Growth Figure
Authority	Thurrock	1.219842341
00KG0	Thurrock – Rural	1.211962505
00KG1	Grays	1.237955019
00KG2	Tilbury	1.231990421
00KG3	Stanford Le Hope/ Corringham	1.223235048
00KG4	South Ockendon	1.227941061
00KG5	Aveley	1.209500057
00KG6	Linford	1.204027948

It is evident from Table 5.3 that the largest growth factors applied to the Grays area representing an increase of 23.8%. Across the entire study area the growth factors indicate an average increase in traffic of 22.1% between 2014 and 2023.

5.4 Implemented or Committed Development

In the time which has elapsed since the 2011 Consent, development at DPWLG continues to roll out with approximately 113,099sq.m of 'B' Class floor space and three port berths currently operational. A further 41,575sq.m of floor space and three more port berths are consented and shall be delivered subject to commercial demand. Implemented and committee DPWLG development is however accounted for within the 2010 Report and 2016 Addendum and therefore does not constitute a change in circumstances.

Section 6.1 of the 2016 Addendum discussed proposed development on the former Coryton oil refinery site, referred to therein as 'Thames Enterprise Park' (TEP). This comprised predominantly 'B' class development floor space specialising in the environmental industries sector. At the time a masterplan had been produced but an application for development consent was yet to come forward. Whilst an application has since been submitted on 27 September 2018 (Ref: 18/01404/OUT) this has yet to be determined. As such TEP is not yet committed and is therefore not considered further herein. It is to be noted that the application for development at TEP is required to consider committed development at DPWLG which includes the consented GEC development.

Expansion of development at the Port of Tilbury London, known as Tilbury 2 (T2), was the subject of an application, pursuant to Section 114 of the Planning Act 2008, to the Planning Inspectorate for development consent in November 2017. A Development Consent Order (DCO) was subsequently made by the Secretary of State for Transport on 20 February 2019, permitting development comprising a Roll-on/Roll-off (RoRo) terminal and a Construction Materials and Aggregate Terminal (CMAT), with associated infrastructure including road and rail facilities.

The T2 proposals were supported by the following documents relevant to the assessment of transportation impacts:

- Transport Assessment (i-Transport LLP, dated 27 October 2017) (the T2 TA)
- Framework Travel Plan (i-Transport LLP, dated 27 October 2017)

Alongside the wider development proposals at the DPWLG site, the GEC development was committed at the time that T2 was being considered. Section 6.3 of the T2 TA discusses traffic growth and introduces growth factors to the relevant assessment years. At Paragraph 6.4.3 the T2 TA states "*the London Gateway development was partially operational during the data collection exercise and therefore traffic flows associated with its operation are partially accounted for within the base traffic flows. London Gateway is a planned development with the forecast jobs included in the TEMPRO traffic growth estimates*". Whilst this is considered to

account for the GEC operational traffic flows, it suggests that GEC peak construction flows would not have been considered.

It is also to be noted that the T2 TA takes account of the Amazon distribution warehouse at London Distribution Park, which received planning consent in July 2016 (reference 15/01483/FUL).

In terms of traffic impact, when considered against baseline flows including committed development for an assessment year of 2020, the T2 TA identifies that the development proposals considered therein result in additional movements as set out in Table 5.4. It is to be noted that Table 5.4 focuses on areas of the highway network within the study area of the 2010 Report and 2016 Addendum, and on the 'inter peak' period (13:00 – 14:00 hours). Only the 'inter peak' period is considered as GEC traffic is prohibited (by planning condition) during the AM and PM peak periods assessed within the T2 TA.

Table 5.4 – Increase in highway traffic as a result of Tilbury 2 – Inter Peak period

	Additional Traffic		**Percentage Increase***	
Links	**All Vehicles**	**HGV**	**All Vehicles**	**HGV**
A13 eastbound (west of A1089)	125	65	3.2%	8.2%
A13 eastbound (east of A1089)	19	19	0.7%	7.1%
A13 westbound (west of A1089)	58	58	2.3%	11.8%
A13 westbound (east of A1089)	30	30	1.3%	7.8%

* Assessed against 2020 Baseline (including committed development)

It is to be noted that the 2010 Report identifies that the GEC peak construction traffic contributes less than 1% additional traffic to the links discussed in Table 5.4.

The results of highway traffic impact assessment are set out in Section 7 of the T2 TA. It is to be noted that therein, with regard to highway links, no assessment is provided of the impacts resulting from the proportional traffic flow increases (as reported in Table 5.4 above). This suggests that qualitative assessment of link flows based on proportional traffic increases concluded that the impacts of the T2 development on highway links would likely be negligible and highway links were therefore scoped out of further assessment within the T2 TA. With regard to junctions, of relevance to the GEC proposals are the 'A1089/A13 Interchange' and the 'A13/M25 Junction 30'. In relation to the former it is concluded that the existing layout is suitable to accommodate development traffic flows associated with the Tilbury 2 proposals alongside existing and committed traffic flows. With regard to A13/M25 Junction 30, the T2 TA states that the impact of the T2 proposals "*are very small being no more that 2%".* The T2 TA concludes that "*such small increases in traffic would have no measurable effect on the operation of the junction being imperceptible from the day to day variation in flow*". It is noted that the increase would "*equate to a maximum of one additional vehicle per minute during peak periods".*

5.5 Implemented or Committed Transport Schemes or Services

Transport Network Improvement Schemes

In assessing the likely impacts of GEC development traffic on the transport network both the 2010 Report and 2016 Addendum considered any improvement schemes which were committee and anticipated to be implemented by the assessment year in each case (2014 and 2019 respectively). Given that this 2019 Addendum now considers a later assessment year of 2023 it is necessary to consider any changes in circumstances with regard to committed transport improvement schemes.

The status of committed schemes considered within the 2016 Addendum was reported within Table 5.1 therein. Table 5.5 provides an update of Table 5.1 of the 2016 Addendum taking account of changes in circumstances.

Table 5.5 – Status of committed transport network improvement schemes

Ref	Description	Status in 2010 Report	Status in 2016 Addendum	Current Status	Programmed Completion Date
Scheme 1	**The A1014/Sorrells roundabout junction** – repositioning and redesign of the roundabout junction to provide capacity enhancements including a dedicated slip lane for the A1014 eastbound and an additional lane on the circulatory carriageway	Offset against LG operational flows	Completed 2013	Completed 2013	N/A
Scheme 2	**DPWLG Logistics Hub Site Access Road** – A two lane dual carriageway connecting from the A1014/Sorrells roundabout and providing access to the port and logistics park developments	Not considered	Completed 2013	Completed 2013	N/A
Scheme 3	**A1014/A13 Improvement scheme** - Redesign of the grade separated roundabout junction to provide two additional lanes on the circulatory carriageway and improve the geometry of the junction and associated slip roads	Offset against LG operational flows	Completed 2013	Completed 2013	N/A
Scheme 4	**A13/M25 Junction 30 Interim Scheme** – Capacity improvements at the grade separated roundabout junction including a dedicated slip lane for M25 southbound to A13 eastbound traffic and the installation of a MOVA signal control system	Offset against LG operational flows	Completed 2013	Completed 2013	N/A
Scheme 5	**M25 Junction 30/A13 Congestion Relief Scheme** – a scheme promoted by Highways England to provide for traffic growth on the network until 2026	Not considered	Under construction	Completed 2016	N/A
Scheme 6	**A13 Link 5 Widening** – Widening of the A13 (both carriageways) to 3 lanes between the A1014 and A128, incorporating improvements to A13/A128 junction	Not considered	Funding committed - Programmed to commence early 2017	Under construction	Late 2020
Scheme 7	**A1014 Improvements** – A scheme of improvements to the A1014 to improve access to London Gateway	Not considered	Funding committed	Works have been triggered	Programme currently under consideration
Scheme 8	**Stanford-le-Hope rail station improvements –** As scheme of improvement to the rail station including improved ticketing and customer services facilities, retail facilities and a bus turnaround	Not Considered	Not Considered	Construction commenced	Anticipated completion late 2020

In summary, since the 2016 Addendum was prepared there have been four changes in circumstances as discussed below:

- The M25 Junction 30/A13 Congestion Relief Scheme (Scheme 5) was completed in 2016. This scheme was carried out with the intention of providing for future growth in traffic on the network to 2026, following which it is anticipated that, subject to planning consent, the Lower Thames Crossing scheme shall result in a significant reduction in traffic on the A13/M25 Junction 30. In anticipation of its completion the 2016 Addendum, which considered an assessment year of 2019, considered traffic impacts with the M25 Junction 30/A13 Congestion Relief Scheme in place and thus its subsequent completion does not represent a change in circumstances with regard to updated highway impact assessment
- Works have now commenced with regard to the A13 Link 5 Widening scheme (Scheme 6) which is due to be completed in late 2020, prior to the assessment year considered herein of 2023. The 2016 Addendum anticipated completion of these works in 2018, prior to the assessment year considered therein of 2019. Thus, the completion of this scheme does not represent a change in circumstances given that both the 2016 Addendum and this 2019 Addendum anticipated completion of the works prior to their respective assessment years. However, the greater certainty of completion timescales that now exist with regard to the A13 Link 5 widening reduces the potential for the GEC peak construction traffic to be experienced whilst these works are ongoing. Therefore, there is considered to be a moderately beneficial change of circumstance, with regard to updated highway impact assessment
- Whilst providing some environmental (noise reduction) benefits, the A1014 Improvements (Scheme 7) are not anticipated to improve highway capacity or safety and are therefore not considered further herein
- Stanford-le-Hope rail station improvements (Scheme 8) were not contemplated within the 2010 Report or 2016 Addendum but have since received a funding allocation with works commencing earlier this year. The works, which are anticipated to be completed prior to the assessment year now considered, will provide a better user experience for public transport passengers and thus facilitate a shift towards sustainable modes of travel. Therefore, this is considered to be a moderately beneficial change in circumstance with regard to updated highway impact assessment.

In addition to the schemes discussed within Table 5.5, it is to be noted that the Lower Thames Crossing (LTC) scheme was the subject of statutory consultation during late 2018. By providing new connectivity between the A13 and the M25 (to the north) and M2 (to the south) the LTC has the potential to significantly improve highway network capacity and resilience. However, with an application for Development Consent, anticipated to be submitted in late 2019 the LTC scheme is not yet committed and therefore cannot currently be considered within assessment of GEC development impacts.

Transport Services

The only material changes in circumstances with regard to sustainable transport services that have been identified to have occurred since the 2016 Addendum was prepared are as follows:

- Re-routing of bus service 265 away from the Stanford-le-Hope area. This service only operated three times daily on Mondays, Wednesday and Fridays outside of the times GEC construction operatives would be travelling and therefore, this change in circumstance is considered to have no material impact
- The replacement of bus service 300 with the London Gateway Link (LGL) service. It is noted that the LGL service is (a) currently free to use for persons employed at DPWLG; (b) operating a more comprehensive timetable than service 300 and (c) serving bus stops within the DPWLG logistics Park, including one bus stop immediately adjacent to the GEC site. This is therefore considered to represent a significantly beneficial change in circumstance with regard to accessibility to the GEC site. However, the LGL service is currently subsidised by funding provided via the London Gateway Travel Plan Committee and the future of such funding is subject to a degree of uncertainty. Therefore, in recognition of such funding uncertainty, the change in circumstance is considered to be only moderately beneficial in the assessment represented herein

6. Highway Capacity Impact Assessment

This section builds upon, and is to be read in association with, the highway impact assessment provided within Sections 11 and 12 of the 2010 Report and Section 9 of the 2016 Addendum. It provides a qualitative assessment of the impacts of material changes in circumstances upon the defined study area, which have occurred since the latter reports were developed and thus considers whether, and to what degree, impacts will change as a result of the current proposals.

Given the proposed further extension of the deadline by which the proposed development must be commenced (of approximately 29 months) it is necessary to consider a revised assessment year. For this 2019 Addendum an assessment year of 2023 is considered.

Changes in circumstances from 2014 (the assessment year considered in the 2010 Report) to 2019 (the assessment year considered in the 2016 Addendum) and 2019 to 2023 are discussed in detail in Sections 3, 5, 6, 7 and 8 of the 2016 Addendum and Section 5 of this 2019 Addendum respectively and are summarised within Table 6.1.

Highway Links

With regard to the A1014 (Sorrells junction to A13), the 2010 Report identified that these links were, at the time, operating with significant spare capacity and were considered likely to do so with the full DPWLG development in place. Whilst further improvements to sustainable transport facilities shall encourage greater take up of sustainable modes this is not likely to offset growth in baseline traffic which is predicted to occur between 2019 and 2023. However, even with such baseline traffic growth and GEC peak construction traffic, the A1014 links are likely to remain operating below full capacity. Therefore the change in circumstances with regard to A1014 links is considered to be no more than **minor adverse**.

Turning to the links of the A13, the 2010 Report identified that the greatest impact of GEC peak construction traffic would be experienced between the A1014 and A128 junctions. This impact was mitigated within the 2016 Addendum by the emergence of the A13 Link 5 widening scheme. However, their remained a concern that, if commencement of that scheme was delayed, it could coincide with peak GEC construction traffic. With the commencement of the A13 Link 5 widening scheme in early 2019, such concerns no longer exist and thus the change in circumstances are considered to be **minor beneficial**.

With regard to the remaining links of the A13 between the A128 and M25, whilst further improvements to sustainable transport facilities shall encourage greater take up of sustainable modes this is not likely to offset growth in baseline traffic which is predicted to occur between 2019 and 2023. The Tilbury 2 development shall also result in additional traffic on links between A1089 and M25, which the T2 TA identifies as resulting in an increase in traffic flows of between 2.3% and 3.2%. It is to be noted however that restrictions applied (and proposed to be reapplied) to the GEC development restrict construction traffic entering and leaving the site during the AM and PM peak periods, with HGV movements prohibited outside of the hours on 10:00 to 16:00 (unless such traffic originates from, or has a destination within, the administrative area of Thurrock)

and construction operative movements prohibited between 07:00 to 09:00 and 17:00 to 18:00. Thus GEC construction traffic shall only materially impact the highway network outside of the peak periods when traffic flows on the A13 links are significantly reduced from peak levels, as demonstrated by Table 8.8 of the 2010 Report. As such the impact of the changes in circumstances is considered to be only **minor adverse**.

Highway Junctions

Both the A13/M25 Junction 30 and the A13/A1014 junctions have been the subject of improvement schemes which have been implemented since the 2010 Report was drafted. Such schemes were designed to provide for baseline growth to 2026 plus the full operation of DPWLG, noting DPWLG park and port are currently only approximately 14% and 43% operational respectively and are not predicted to reach full operational use until significantly later that 2023. Whilst baseline growth and, with regard to the A13/M25 Junction 30, the committed Tilbury 2 development will likely increase traffic on these junctions during the assessment year, it is to be noted that restrictions applied (and proposed to be reapplied to any further consent) to the GEC development limit GEC construction traffic during the traditional AM and PM peak periods and thus GEC construction traffic shall only materially impact these junctions at times that they are operating significantly within their design capacity. As such, the impact of changes in circumstances is considered to be only **minor adverse**.

With regard to A13/A1089 junction, the 2010 Report identified that (a) this is operating with spare capacity; (b) the effect of GEC construction traffic was limited to 14 additional trips via this junction per day; and (c) GEC construction related trips take place at times when baseline traffic on this junction is significantly below peak levels. The T2 TA concluded that this junction continued to operate with spare capacity with the Tilbury 2 proposals in place. Thus the impact of the changes in circumstances is considered to be **negligible**.

The 2010 Report identified that the A13/A1012 junction was (a) operating with spare capacity; (b) the effect of GEC construction traffic was limited to 17 additional trips via this junction per day; and (c) GEC construction related trips take place at times when baseline traffic on this junction is significantly below peak levels. Whilst more recent observations of this junction has noted significant queuing on the westbound off-slip during the peak periods, which will likely be exacerbated by predicted growth in baseline flows, restrictions applied (and proposed to be reapplied to any further consent) to the GEC development limit GEC construction traffic during the traditional AM and PM peak periods. Outside of such periods queueing at this junction is observed to not be significant. Thus the impact of changes in circumstances is considered to be **negligible**.

Table 6.1 – Changes in circumstances (2014 to 2019 and 2019 to 2023)

	2014 to 2019			2019 to 2023		
Change of Circumstances	**Reference (2016 Addendum)**	**Details**	**Effect on Impact**	**Reference (2019 Addendum)**	**Details**	**Effect on Impact**
Policy and Guidance	Section 3	NPPF, NPPG, Energy NPS, HE Route Strategies, Thurrock Core Strategy, Thurrock Transport Strategy	No change	Section 3	Revised NPPF (July 18) Updated NPPF (February 2019) Emerging Thurrock Local Plan	No change
Baseline Traffic Growth	Section 5.1	An additional average growth in baseline traffic of 11.6% over 2014 levels with 15% growth on the A13 between the A1014 and A1089	Significant detrimental (although not directly attributable to GEC)	Section 5.3	An additional average growth across the study area of 10.5% over 2019 levels (22.1% growth over 2014 levels)	Moderately detrimental (although not directly attributable to GEC)
The Highway Network	Section 5.2	Schemes 1 to 6 in Table 5.1 provide significant additional highway capacity and mitigate previously assessed impact in respect of: • M25 J30 • A13 from A126 • A13 from A128 TO A1014 • A13/A1014 junction • A1014/Sorrells Roundabout junction • A1014 between Sorrells and Gate 3 site entrance	Significantly beneficial for related links and junctions	Section 5.5	Commencement of A13 Link 5 widening scheme Commencement of Stanford-le-Hope rail station improvements	Minor beneficial
Committed Development	Section 6	The operational development flows resulting from the DPWLG Logistics Hub development are now considered to be approximately 40% lower than previous predictions (Source: London Gateway LDO Transport Assessment 2013)	Moderately beneficial	Section 5.4	New development at Port of Tilbury including implemented Amazon distribution warehouse and committed Tilbury 2 proposals	Minor detrimental on some junctions within the study area
Sustainable Transport Facilities	Section 7	Improvements to bus services and walking and cycling facilities - Improved connectivity from site to local rail stations – committed funding for improvements to local rail station and cycling facilities in Thurrock	Moderately beneficial	Section 5.5	Re-routeing of bus service 265 (away from the Stanford-le-Hope area) Replacement of bus service 300 with the London Gateway Link service	Minor beneficial
The GEC Development	Section 8	Traffic generation considered to be as discussed in the 2010 Report	No change	Section 5.1	As a worse case, traffic generation considered to be as discussed in the 2010 Report. Potential reduction in peak construction traffic if Development Option 2 adopted	No change. Potentially minor beneficial

7. Highway Safety Assessment

To assess potential impacts on highway safety resulting from GEC traffic generation the 2010 Report provided an audit of historical accident records for the five year period to 31st August 2010. The 2016 Addendum subsequently updated this with an audit of a further five years of historical accident records to 31st August 2015. This update also considered amendments to the proposed vehicular access routes to site (a result of the DPWLG access road becoming operational in 2013).

Minded that this 2019 Addendum now considers an assessment year of 2023, it is appropriate to update the highway safety impact assessment with reference to up to date records. As such a further audit of historical accident records has been undertaken for the period 1st September 2015 to 31st December 2018.

Table 7.1 provides an outline summary of accidents which occurred in the period between 1st September 2015 and 31st December 2018.

Table 7.1 Summary of accident records - 1st September 2015 to 31st December 2018

Highway	Total Number of Accidents		
	Slight	Serious	Fatal
A13[1]	13	5	0
A1014[1,2]	146	25	2

[1]Including associated junctions
[2]Includes A13/A1014 junction

Of the total 191 accidents that occurred over the 40 month period 24 (approximately 12.6%) have involved one of more vehicles over 7.5 tonnes. Of the two fatal accidents, one involved two goods vehicles the size of which is recorded as unknown. The second fatal accident involved one vehicle over 7.5 tonnes (albeit the vehicle was not at fault being stationary in a traffic queue when a second vehicle (a car) struck it from behind). Both fatal accidents related to vehicles failing to stop (i.e. rear end shunts).

From the information provided it is evident that approximately half (49.2%) of accidents occurred in the vicinity of junctions. During scoping discussions the Local Highway Authority expressed particular concerns regarding the A13/A1014 grade separated roundabout junction which has been subject of recent upgrading in 2013 to provide additional capacity for future development at DPWLG. It is to be noted however that, whilst this junction experienced a total of 14 accidents in the period from 1st September 2015 to 31st December 2018, this was not a particularly high figure relative to other junctions in the vicinity, with more accidents occurring at the A13/A128, A13/A1012 and A13/M25 grade separated roundabout junctions in the same period. It is also to be noted that only one of the 14 accidents at the A13/A1014 junction involved a vehicle in excess of 7.5 tonnes.

Overall, when considered alongside the previous datasets considered within the 2010 Report and 2016 Addendum, this latest dataset demonstrates a general downward trend in annual accident occurrence in the study area, as demonstrated by Table 7.2.

Table 7.2 – Annual accident rates

Period	Slight	Serious	Fatal	Total
5 year period to 31st August 2010	80.6	13.6	1.8	96.0
5 year period to 31st August 2015	65.2	7.6	0.2	73.0
40 month period to 31st December 2018	47.7	9.0	0.6	57.3

8. Proposed Mitigation

Section 14 of the 2010 Report proposed a strategy for mitigation which was based upon the implementation of effective traffic management measures in place of physical transport infrastructure improvements. Such approach was endorsed and maintained within the 2016 Addendum and it is considered to remain appropriate in the current circumstances for the following reasons:

- The level of traffic generated by the operational use of the GEC development will be very low and have negligible impact. The traffic impact during the construction phase shall be temporary, lasting for only a relatively short period
- Whilst not yet committed there is strong potential that other planned works in the vicinity, such as those associated with the Lower Thames Crossing, may significantly limit the ability to implement physical mitigation measures
- The implementation of physical mitigation works would require traffic management and would generate additional construction traffic, which would be likely to result in greater impact than that which they are intended to mitigate
- As reflected in DfT Circular 02/02013, Government transport policy promotes the use of traffic management initiatives where possible in preference to the provision of additional highway capacity

The 2010 Report and 2016 Addendum proposed that a detailed Construction Transport Management Plan (CTMP) and Maintenance Transport Management Plan (MTMP) be submitted and agreed with the relevant authorities prior to construction of the GEC or subsequent periods of maintenance respectively, and implemented for the duration of construction or maintenance works.

The intention was for the CTMP and MTMP to be developed by the appointed contractors once the detailed design of the GEC is known and construction or maintenance contracts are let. However, a framework for the development of the CTMP and MTMP was set out in the 2010 Report. Subsequently conditions were attached to the 2011 Consent (as revised by the 2014 consent and 2016 consent) which secured the submission, approval and implementation of the CTMP and MTMP.

It is considered that the Framework Transport Management Plan (FTMP) set out within Section 14 of the 2010 Report, and subject to the amendments set out in Section 11 of the 2016 Addendum, remains relevant and appropriate. However, it is considered that the following additional amendments to the FTMP would assist in accounting for the changes in circumstances reported in Section 5 herein and strengthening the mitigation provided by the FTMP:

- On the basis that the London Gateway Link bus service (or a similar replacement) continues to be operational the target for ‘mode of travel (operatives)’ in Table 14.1 of the 2010 Report should be increased to 15% non-car. Achieving such a target will

not only reduce the impact of car journeys on the highway network but will also assist in sustaining the London Gateway Link bus service and improving its viability. Such increase is also likely to be supported by the Stanford-le-Hope rail station improvements, which are currently underway

- It is proposed that the target of 25% for 'construction operatives residing in Stanford-le-Hope, Corringham and surrounding areas set out within Table 14.1 of the 2010 Report be amended and clarified as follows:
  - Construction operatives either permanently residing or taking up temporary residence within a 3 mile radius of the development site - Target 15%
  - Construction operatives either permanently residing or taking up temporary residence within a 8 mile radius of the development site - Target 40%

- With regard to the promotion and awareness responsibilities of the Transport Manager, as set out within Section 14.2.1 of the 2010 Report, it is proposed these are expanded to include the following:
  - Researching and providing information to all construction operatives on all available and advertised temporary accommodation (location, costs, terms of occupation and contact details) within an 8 mile radius
  - Monitoring of the travel characteristics of construction staff and materials/equipment to be carried out on a 6 monthly basis
  - The resulting monitoring reports to be submitted to the chairman of the London Gateway Travel Plan Committee (LGTPC), for circulation to the wider committee membership, within 1 month of monitoring being completed
  - Transport Manager to attend meetings with the DPWLG Logistics Park Travel Plan Coordinator following any request to do so

- With regard to Sustainable Travel Facilities, as set out within Section 14.2.1 of the 2010 Report, it is proposed that the requirement for secure and sheltered cycle parking and lockers should be increased to 1 space/locker for every 10 construction operatives

- With regard to the reference in Section 14.3 of the 2010 Report, it is to be noted that the Supplemental Travel Plan (October 2006) and individual park Travel Plan (reference APP/0/103) were superseded in 2013 by the London Gateway Logistics Park Local Development Order (LDO) Framework Travel Plan. This is included within Appendix 4 of the LDO Section 106 agreement, a copy of which can be located at https://www.thurrock.gov.uk/london-gateway-development/local-development-order.

- In the event that the Lower Thames Crossing (LTC) or any other major highway improvement scheme on highways within the study area of this 2019 Addendum is/are granted consent and is/are programmed to take place concurrently with the GEC construction phase, the GEC development promoter will utilise reasonable endeavours to establish a protocol for liaison and coordination with that/those

schemes principle contractor(s) such that impacts associated with the timing and routing of construction traffic movements can be managed and minimised

The above proposed amendments to the FTMP, along with the amendments set out within the 2016 Addendum, are reflected within a revised version of the FTMP, which is provided at **Appendix E** herein.

9. Summary and Conclusions

9.1 Summary

The GEC development is subject of existing planning consents approved in 2011, 2014 and 2016. The latest of such consents requires development to be commenced before the 4th August 2021.

The 2011 and 2014 Consents were informed by supporting assessment including a Transport Report (2010) (the 2010 Report) which considered transport impact for an assessment year of 2014. This concluded that impacts upon relevant highway links and junctions would not be significant. It also concluded that effective traffic management provides the only appropriate and practical form of mitigation.

The 2016 Consent was informed by an addendum to the 2010 Report (the 2016 Addendum) which considered changes in circumstances to a revised assessment year of 2019. The 2016 Addendum concluded that the changes in circumstances resulted in an overall beneficial impact.

The promoters of the GEC are now proposing to submit an application for variation of the consented development proposals which will:

a) Amend the second development option to incorporate a Battery Energy Storage System (BESS) alongside one CCGT unit and one of more OCGT unit(s); and
b) Extend the timescales for commencement of development until 31 December 2023

The application will also propose further variation to the 2016 consent to better allow for phased development of GEC.

As a worse case the proposed variation will not increase the level of traffic being generated by the proposed development in the construction or operational phases of the development.

Given the proposed extension of time, this Transport Report Addendum (2019 Addendum) has been developed to consider a revised assessment year of 2023 and other changes in circumstances that have occurred since the assessment within the 2010 Report and 2016 Addendum (jointly referred to as the Previous Reports) was carried out. In doing so it considers how such changes in circumstances would affect the nature and level of impacts resulting from the GEC development.

Changes in circumstances that have been considered comprise:

- Changes in relevant policy and guidance, at a national, regional or local level, which are relevant to transportation matters
- Background changes in baseline traffic levels between 2019 (the previous assessment year) and 2023 (the current assessment year determined as being the likely period of peak construction traffic generation)
- New development which has been implemented and changes to committed development
- Changes to committed transport schemes
- Changes to sustainable transport facilities and services in the vicinity

Qualitative assessment of relevant highway links and junctions has been carried out to assess whether changes to the nature and level of impacts reported in the Previous Reports, are detrimental, neutral or beneficial.

An audit of historical accident information has also been carried out for an extended period from 1st September 2015 to 31st December 2018 to supplement the highway safety assessment provided in the Previous Reports and determine whether there have been any changes in accident patterns from those previously identified.

Whilst adhering to the same general approach as set out within the Previous Reports, minor amendments have been proposed to the traffic management measures set out in mitigation of traffic impacts. Such amendments take account of changes in circumstances that have occurred since the Previous Reports were developed.

9.2 Conclusions

Tables 9.1 and 9.2 provide a summary of the changes in impacts on relevant highway links and junctions within the study area resulting from the changes in circumstances relevant to the 2016 Consent and the latest proposals.

Table 9.1 – Change in impacts – highway links

Road	Link	Change in Impact (2014 – 2019)	Change in Impact (2019 – 2023)
A13	M25 – A126	Beneficial	Minor Adverse
	A126 – A1012	Moderately Adverse	Minor Adverse
	A1012 – A1089	Moderately Adverse	Minor Adverse
	A1089 – A128	Moderately Adverse	Minor Adverse
	A128 – A1014	Beneficial	Minor Beneficial
A1014	A13 – Sorrells roundabout	Neutral	Minor Adverse

Table 9.2 – Change in impacts – highway junctions

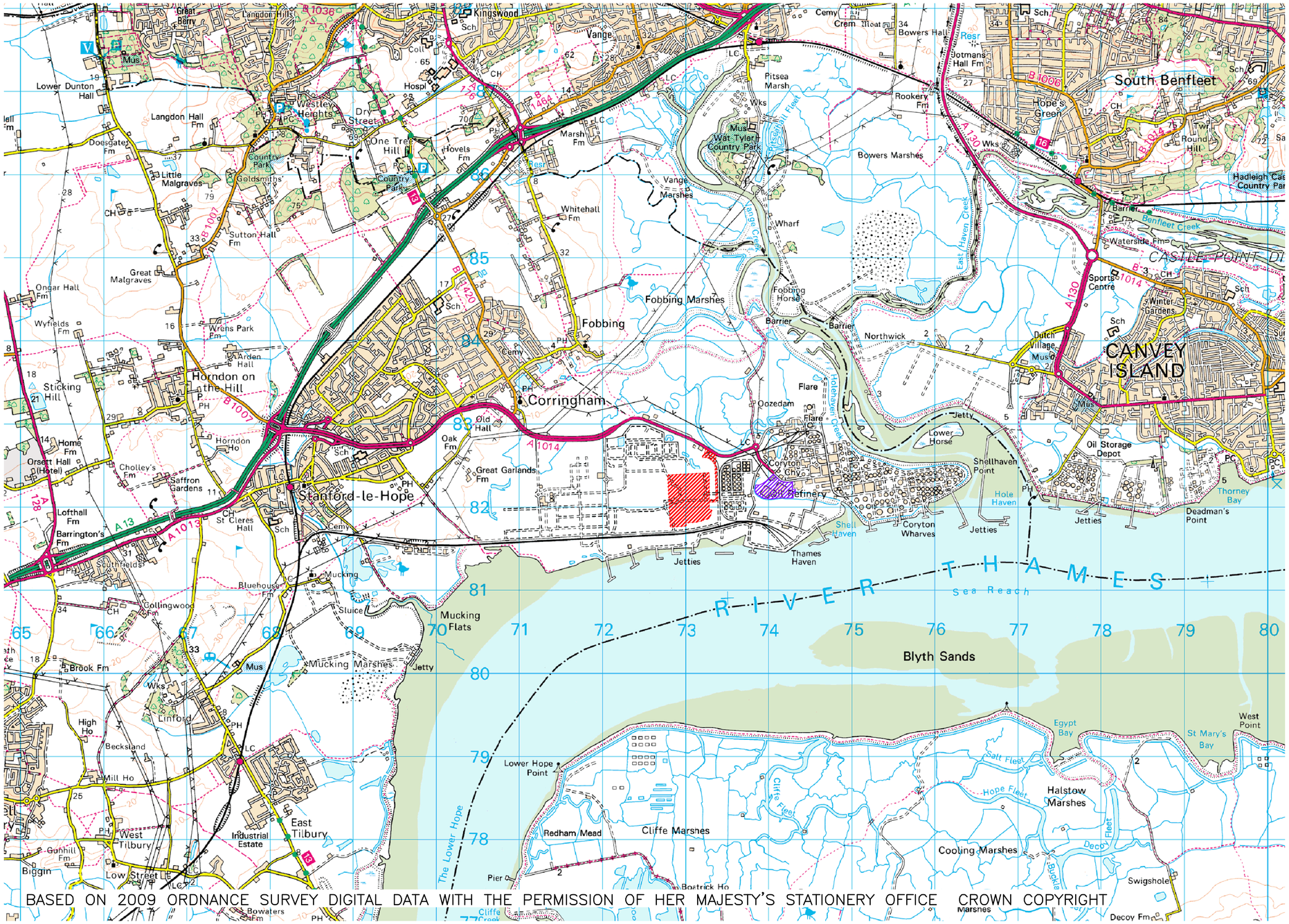
Junction	Change in Impacts (2014 – 2019)	Change in Impacts (2019 – 2023)
M25/A13 Junction 30	Beneficial	Minor Adverse
A13/A1012	Neutral	Negligible
A13/A1089	Neutral	Negligible
A13/A1014	Beneficial	Minor Adverse

As indicated by Tables 9.1 and 9.2, in the worst case the changes in circumstances between assessment years of 2019 and 2023 have a minor adverse impact on the highway network, albeit during periods of the typical day when baseline traffic flows are reduced from peak levels. It should also be noted that such minor adverse impacts are the result of baseline traffic growth rather than increases in traffic associated with the development proposals.

From the updated audit of historical accident records it is concluded that the proposed time extension for commencement of development may have a minor beneficial impact. This is based on the evidence which suggests that the frequency of accidents is reducing over time.

Consistent with the Previous Reports, it is concluded that effective traffic management provides the only viable and practical method of mitigating the relatively short term impact of the GEC development traffic, particularly given potential restrictions on road-space in the vicinity. The amendments which have been proposed to the Framework Transport Management Plan are considered to enhance its effectiveness in the current circumstances such that residual impacts will not be significant.

APPENDIX A – Site Location Plan



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• NOTES

PB PARSONS BRINCKERHOFF 100 YEARS

Parsons Brinckerhoff
Amber Court, William Armstrong Drive, Newcastle upon Tyne, NE4 7YQ
Tel: 44-(0191) 2261234 Fax: 44-(0191) 2262345

• CLIENT/PROJECT
GATEWAY ENERGY CENTRE

• TITLE
GEC APPLICATION SITE LOCATION

• DATE 13/10/09
• SCALE 1/50000
• CAD REF

DRAWN BY	DD
PRODUCED BY	DD
CHECKED	EA
APPROVED	EA

• DRAWING NUMBER
FIGURE 1.1 | –

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APPENDIX B – Scoping Report

SCOPING REPORT

Relating to

A Proposed Application to Vary Existing Consent under Section 36C of the Electricity Act 1989

at

Gateway Energy Centre, Stanford-le-Hope, Essex

April 2019

T. H. E. CONSULTANCY

1. Background

In August 2011 The Department for Energy and Climate Change (DECC) granted consent pursuant to Section 36 of the Electricity Act 1989 to construct and operate a Combine Cycle Gas Turbine (CCGT) electricity generating station, to be known as Gateway Energy Centre (GEC), and for deemed planning permission pursuant to Section 90 of the Town and Country Planning Act 1990 (the 2011 Consent). The Gateway Energy Centre is proposed to be located within the south eastern area of the DP World London Gateway logistics park site in Stanford-le-Hope, Essex, immediately north of the adjacent DP World London Gateway port.

An application to vary the 2011 Consent was subsequently approved in November 2014 (the 2014 Consent). This allowed the total power generation of the GEC to be increased to up to 1250MW.

A further application to vary the 2014 consent was approved in August 2016 (the 2016 Consent). This provided for:

a) an extension of the date by which development must be commenced; and
b) incorporation of a second development option comprising one CCGT unit (previously anticipated as 2 x CCGT units) and one or more Open Cycle Gas Turbine (OCGT) unit.

Total power generation for each option would remain at 1250MW.

The 2016 Consent required development of the GEC to commence on or before the 3rd August 2021.

2. The Proposed Application

The promoters of the GEC, Gateway Energy Centre Limited (GECL) are now proposing to submit a further application to DECC for variation of the 2016 Consent. The application shall seek to:

a) To incorporate a third development option comprising the incorporation of a Battery Energy Storage System (BESS) alongside one CCGT unit and one of more OCGT unit(s); and
b) To extend the timescales for commencement of development until 31 December 2023

The total combined electrical output of the proposed development will remain limited to 1250MW.

3. Summary of Previous Traffic Impact Assessment (TIA)

In relation to traffic and transportation impact the 2011 Consent was informed by a Transport Report dated December 2010 (the 2010 Report). This provided a detailed qualitative assessment of traffic impacts. Due to the nature of the development it was agreed that the operational impact was negligible. The 2010 Report therefore focused on the traffic impact during the peak construction phase, which at the time was considered to be 2014.

The conclusions of the 2010 Report in terms of transportation impact and proposed mitigation were agreed with the Local Highway Authority and Highways Agency and the resulting 2011 Consent contained a number of planning conditions intended to mitigate transport impact.

The 2010 Report was subsequently relied upon to inform the 2014 Consent. For the 2016 Consent however, an Addendum to the 2010 Report was developed (the 2016 Addendum). This considered changes in circumstances which had arisen since 2010, including a revised assessment year, and provided further qualitative assessment of development impacts. Subject to an update to the agreed mitigation measures, the 2016 Addendum concluded that the changes in circumstances had an overall beneficial impact when considered against the proposals permitted via the 2010 Consent.

4. Proposed TIA Methodology for 2019 Application

In support of the upcoming application (the 2019 Application) it is proposed to develop a further Transport Report Addendum (hereinafter referred to as the 2019 Addendum) document. This will build upon the December 2010 Transport Report and 2016 Addendum by considering material changes in circumstances that have occurred since 2016. Such changes in circumstances are discussed under the following sub-headings

4.1 Development Traffic Generation

It is anticipated that the level of traffic associated with the operational phase of the GEC will be minimal due to the relatively small operation staff levels (max 60 staff). As such, and consistent with the approach taken in the 2010 Report and 2016 Addendum, operational traffic will not be considered further and the 2019 Addendum will instead focus on traffic impacts during the construction period.

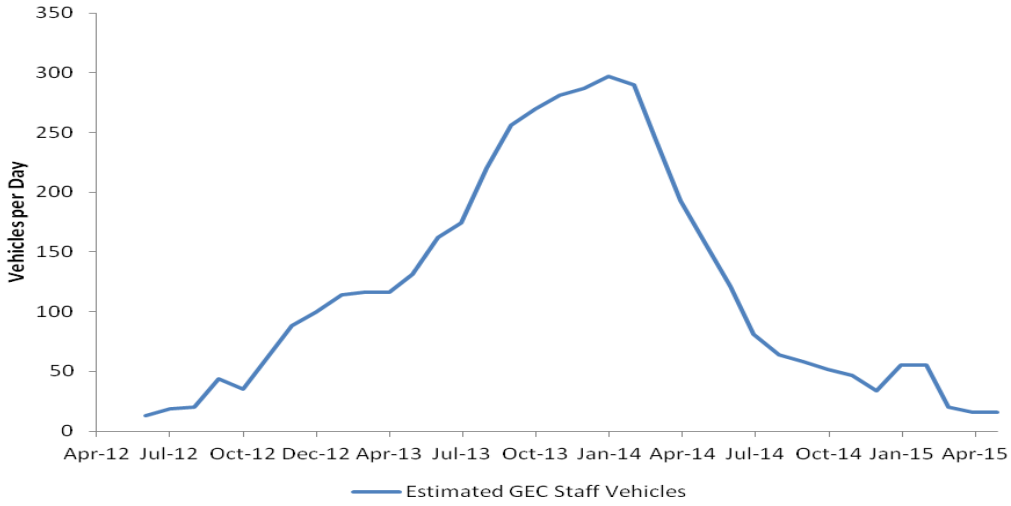
For Development Option 1 (up to two CCGT units) the peak and profile of both HGV movements and construction operative numbers will remain as predicted in relation to the 2010, 2014 and 2016 consents (i.e. as considered in the 2010 Report and 2016 Addendum). This is indicated in Table 4.1 and Figure 4.1 below.

Table 4.1 – GEC Development indicative trip levels – Development Option 1

Type of Trip	Average Trips	Peak Trips
Construction Workers (person trips)	220 (440)	600 (1200)
HGV's	75 (150)	150 (300)

Note: Figures in brackets represent two-way trips

Figure 4.1 – Indicative traffic generation profile – Development Option 1



For Development Option 2 (1 x CCGT unit plus up to 5 OCGT units plus a BESS) the combined peak and profile of both HGV movements and construction operative numbers is anticipated to be as set out in Table 4.2

Table 4.2 - GEC Development indicative trip levels – Development Option 2

Quarter	**Construction Vehicle (HGV) Trips**	**Construction Operative Trips**
1	80	110
2	90	180
3	100	280
4	100	305
5	110	285
6	110	345
7	90	440
8	55	315
9	45	170
10	20	125
11	15	50
12	5	25
Average	**68**	**219**

The following is evident from comparison of Table 4.2 with Table 4.1 and Figure 4.1, with regard to Development Option 2:

a) Whilst the average number of construction operative trips is broadly the same there is a wider chronological spread of the movements resulting in a significantly reduced peak (albeit the period where construction operative trips exceed 200 is approximately doubled in comparison with Development Option 1)
b) Whilst the average construction vehicle (HGV) trip level has reduced from 75 to 68 per day the peak has increased by 35 trips per day. Therefore Development Option 2 will result is a shorter but slightly higher peak period with regard to construction vehicle traffic.

4.2 Relevant Policy and Guidance

A review of relevant policy and guidance shall be carried out and presented within the 2019 Addendum at a national, regional and local level to determine any material changes which have occurred since the 2016 Application. This will include consideration of amendments to the National Planning Policy Framework, the emerging Thurrock Local Plan and any associated transport policies.

4.3 Baseline Flows

To consider growth in baseline flows, TEMPRO software shall be utilised (dataset "EAST, Version 7.2, 22 February 2017) to establish baseline growth factors for the period from 2019 to 2023 (the year now considered to represent the peak construction flow period).

4.4 Committed Development

In the time which has elapsed since the 2016 Addendum was drafted the only additional development which has become committed which is likely to have a material impact on traffic flows in the Study Area of the 2010 Report is the Tilbury 2 proposals. These comprise additional roll on/roll off facilities and a construction materials aggregates terminal along with associated road and rail infrastructure. The Tilbury 2 proposals shall therefore be considered within the 2019 Addendum.

Proposals for the Thames Enterprise Park (TEP) on land at the former Coryton site are the subject of an application which was submitted to Thurrock Council on the 27th September 2018. Whilst the application was accompanied by a transport assessment it is yet to be determined and therefore TEP will not be considered within the 2019 Addendum.

4.5 Committed Transport Schemes

In the time that has elapsed since the 2016 Application the following changes have occurred with regard to committed transport schemes:

- The A13/M25 Congestion Relief Scheme was completed in the Summer of 2016 and is now fully operational
- A13 link 5 three-lane widening works are underway with a programmed completion date of late 2020. The scheme is funded via the Local Growth Fund and developer contributions
- A major improvement scheme at Stanford-le-Hope rail station is underway. This scheme is funded via the Local Growth Fund and Network Rail National Station Improvement Programme
- Statutory consultation relating to the Lower Thames Crossing project commenced in October 2018 with a closing date of 20th December 2018. It is understood that an application for Development Consent is to be submitted to the Planning Inspectorate during late 2019. However, at this stage the LTC proposals are not committed and therefore will not be considered within the 2019 Addendum

4.6 Sustainable transport Services and Facilities

The only material change in sustainable transport services and facilities which has occurred since the 2016 Application is the emergence of the London Gateway Link private bus service which provides 'last mile' connectivity between Stanford-le-Hope station and the DP World London Gateway site.

Following a successful bid to the Department for Transports Access Fund the South Essex Active Travel (SEAT) project was launched in April 2017. This project seeks to better connect local jobseekers, young people and newly recruited employees with job, education and training opportunities available in south Essex and boost walking and cycling. However the three year scheme has just entered its final year and implementation beyond April 2020 is not committed. Therefore initiatives associated with the SEAT project will not be considered within the 2019 Addendum, due to the later assessment year considered therein.

It is to be noted that works to improve the facilities and passenger experience at the Stanford-le-Hope rail interchange have commenced. The commitment of funding for such works was reported at Section 7.1 of the 2016 Addendum.

5. Proposed Approach to Assessment

Taking the changes in circumstances set out in Section 4 into account, it is proposed that the 2019 Addendum undertakes a qualitative assessment of changes to the development impacts as set out within the 2010 Report and 2016 Addendum. Such assessment will consider the links and junctions set out within the study area of the 2010 Report as summarised in Table 5.1 and Table 5.2 below.

Table 5.1 – Links taken forward for assessment

Link	Carriageway Type
A13 (M25 to A126)	Dual 2
A13 (A126 to A1012)	Dual 3
A13 (A1012 to A1089)	Dual 3
A13 (A1089 to A128)	Dual 3
A13 (A128 to A1014)	Dual 2 (under improvement)
A1014 (A13 to Southend Road)	Dual 2
A1014 (Southend Rd to Sorrells)	Dual 2

Table 5.2 – Junctions taken forward for assessment

Junction	Junction Type
A13/M25	Grade separated signalised roundabout
A13/A1012	Grade separated roundabout
A13/A1089	Slip link roads
A13/A1014	Grade separated roundabout

In addition to the above, it is proposed to carry out a review of historical accident information from August 2015 (the end of the period considered within the 2016 Addendum) to December 2018 to identify if any new trends or 'hotspots' can be identified.

A qualitative approach to assessment is considered appropriate for the following reasons:

a) There is no change in the number of trips anticipated to take place during the operational phase of the development
b) Changes in the number of trips associated with the construction phase of the development are not significantly different to that considered by the 2010 Report and 2016 Addendum. With regard to Development Option 2, changes to the number of trips is generally positive (i.e. lower overall peak trip rates);
c) Planning conditions which are applied to the 2010, 2014 and 2016 consents with regard to the timing and routing of construction traffic are proposed to be retained with regard to this latest proposed variation. Such conditions have the effect of ensuring construction traffic movements take place outside of the peak periods
d) Given that material traffic and transportation impacts are limited to the construction phase they are relatively short term (i.e. 4 year construction period with a 18 month peak period (where daily trips exceed 300)) and thus would not justify physical measures to increase the capacity of the highway network (see discussion of mitigation within Section 6)

6. Approach to Mitigation

Given the relatively short term nature of the of any traffic impact during the critical peak construction phase, the 2010 Report and 2016 Addendum concluded that effective traffic management measures offered the only practical method of mitigation GEC development traffic impact. It was noted that such approach was consistent with DfT Circular 02/07, which prevailed at the time of the 2010 Report and promoted the use of traffic management initiatives where possible in preference to the provision of additional highway capacity.

To manage traffic impact to acceptable levels the 2010 Report set out a Framework Transport Management Plan (FTMP). This included a set of targets relating to timing of vehicle movements, modes of transport, car share ratios, proportion of construction operatives living in the local vicinity and highway safety impacts. The FTMP also detailed a set of measures to ensure the above targets are achieved.

Conditions were proposed and subsequently attached to the 2011 Consent (as varied by the 2014 Consent and subsequently the 2016 Consent) requiring that prior to commencement of construction or, post first operational use, any significant maintenance periods a Construction Transport Management Plan (CTMP) and Maintenance Transport Management Plan (MTMP) would be submitted to the Local Planning Authority for approval and subsequently adhered to for the duration of construction and maintenance works.

It is proposed that the 2019 Addendum includes an updated version of the FTMP. This update will take account of any changes in circumstances that have occurred since the

2016 Addendum was drafted (e.g. changes to public transport services in the vicinity of the application site).

The updated FTMP shall inform a qualitative assessment of residual impacts which it is proposed forms the basis for decision making in relation to the matter of transport impact.

7. Summary

In the absence of mitigation the 2010 Report identified a relatively short term material traffic and transportation impact during the construction phase of the development and quantified the level of such impact. The 2016 Addendum provided qualitative assessment of changes in impacts resulting from an amended project commencement date and other changes in circumstances that has occurred since the 2010 Report was drafted.

Following consideration of the 2010 Report it was agreed with the relevant local authorities that mitigation should take the form of a structure of Transport Management Plans for the construction phase of development and any significant periodic maintenance periods. A Framework Transport Management Plan (FTMP) was developed and the provision of further plans detailing the construction and maintenance phases was secured by condition.

The 2016 Addendum confirmed that the management of construction traffic via Transport Management Plans remained the most appropriate form of assessment and set out amendments to the FTMP which accounted for changes in circumstances that had occurred since the 2010 Report was developed.

GECL are now proposing to submit a further application to vary the 2016 Consent, which will:

a) Incorporate a third development option comprising the incorporation of a Battery Energy Storage System (BESS) alongside one CCGT unit and one of more OCGT unit(s); and
b) Extend the timescales for commencement of development until 31 December 2023

In support of this latest application, to allow any changes to traffic and transportation impacts to be understood, it is proposed to develop a further Transport Report Addendum. This will:

i) Identify any further changes in circumstances which have occurred since the 2016 Addendum was developed
ii) Review previous mitigation proposals and provide amended proposals to reflect any changes in circumstances

In consideration of the above matters the 2019 Addendum shall provide a qualitative assessment of residual traffic and transportation impacts.

APPENDIX C – HE Response to Scoping Report

Smith, Kayley <Kayley.Smith@highwaysengland.co.uk>
To:t.hutchinson23@btinternet.com
12 Jun at 11:51

Hello Trevor,

I have had a look through the documents and have no further comments to make above those that Janice has already made at this time.

The site is located close to a very busy part of the network and therefore network trips should be kept to a minimum during construction phase. Initiatives should be put in place to achieve this and we are happy to discuss any ideas you have on managing down the construction trips.

Kind Regards,

Kayley Smith
Highways England | 1st Floor, Bridge House | Walnut Tree Close | Guildford | GU1 4LZ
Web: http://www.highwaysengland.co.uk

From: Burgess, Janice
Sent: 29 May 2019 18:43
To: TREVOR HUTCHINSON <t.hutchinson23@btinternet.com>; Matthew Ford <mford@thurrock.gov.uk>
Cc: Smith, Kayley <Kayley.Smith@highwaysengland.co.uk>
Subject: RE: Gateway Energy Centre - proposed variation of consent

Trevor,

I have asked Kayley Smith to have a look at the papers you submitted. If the has anything more to add other than what I discussed with you – referenced in your previous email – she will drop you a note.

Regards,

Janice

Janice Burgess, Spatial Planning Manager Area 5

Highways England Company Limited

Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

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www.highwaysengland.co.uk

From: TREVOR HUTCHINSON [mailto:t.hutchinson23@btinternet.com]
Sent: 29 May 2019 18:29
To: Burgess, Janice <Janice.Burgess@highwaysengland.co.uk>; Matthew Ford <mford@thurrock.gov.uk>
Subject: Re: Gateway Energy Centre - proposed variation of consent

Janice/Matt

Just a follow up e-mail to the below to ask if you have any comments you would like to offer with regard to the scoping report for the Transport Report Addendum, which I am producing in support of a variation to the existing GEC consent. The I am actually in the process of completing the Addendum over the course of the next week but there is still opportunity to take on board any comments, if indeed you have any.

Best Wishes

Trevor

On Sunday, 5 May 2019, 14:25:55 BST, TREVOR HUTCHINSON <t.hutchinson23@btinternet.com> wrote:

Janice/Matt

I've discussed with each of you separately emerging proposals by Gateway Energy Centre Ltd to seek further amendment to the existing consent for the Gateway Energy Centre project (on land to the south east of the London Gateway logistics park site).

I now attach a scoping report setting out my proposed approach to assessment of the latest variations to the consent. For context I have also attached the 2010 Transport Report which informed the original consent and the 2016 Transport Report Addendum which informed a previously consented amendment to the scheme.

You will see I am proposing qualitative assessment within a further TR Addendum which considers changes in circumstances which have occurred since the 2016 Addendum was drafted. I have a deadline to complete this of late May so will commence drafting soon. Before I do I would appreciate any comments you may have on the proposed scope and approach.

Janice - I will take on board your comments regarding reasonable endeavours to manage down vehicle movements associated with the construction workforce (i.e. by encouraging them to be based proximate to site and the use of shared vehicles (minibuses where feasible)) within the proposed addendum.

Best Wishes

Trevor

Highways England Company Limited | General enquiries: 0300 123 5000 |National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |*https://www.gov.uk/government/organisations/highways-england* **|***info@highwaysengland.co.uk*

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

APPENDIX D - Highways Agencies *"Aide Memoire for notification requirements for the movement of Abnormal Indivisible Loads or vehicles when not complying with The Road Vehicles (Construction and Use) Regulations 1986"*

Aide Memoire for notification requirements for the movement of Abnormal Indivisible Loads or vehicles by road when not complying with The Road Vehicles (Construction and Use) Regulations 1986 (commonly known as C & U)

Weight

Gross weight of vehicle carrying the load exceeding C & U limits up to 80,000kgs (78.74 tons)	2 clear days notice with indemnity to Highway and Bridge Authorities.
Gross weight of vehicle carrying the load exceeding 80,000kgs up to 150,000kgs (147.63 tons)	2 clear days notice to Police and 5 clear days with indemnity to Highway and Bridge Authorities.
Gross weight of vehicle carrying the load exceeding 150,000kgs (147.63 tons)	HA Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities

Width

Width exceeding 2.9m (for C & U loads) 3.0m (9ft 10ins) up to 5.0m (16ft 5ins) for other loads	2 clear days notice to Police
Width exceeding 5.0m (16ft 5ins) up to 6.1m (20ft)	HA form VR1** plus 2 clear days notice to Police
Width exceeding 6.1m (20ft)	HA Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities

Length

Length exceeding 18.65m (61ft 2in) up to 30.0m (98ft 5ins) rigid	2 clear days notice to Police
Vehicle combination exceeding 25.9m (85ft)	2 clear days notice to Police
Length exceeding 30.0m (98ft 5ins) rigid. NB For some very light loads, such as yacht masts, that are moved on conventional motor vehicles not exceeding 12 tonnes gross weight or trailers not exceeding 10 tonnes gross weight, an HA Special Order* will be required if the rigid length exceeds 27.4m (89' 11")	HA Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Highway and Bridge Authorities.

NOTE 1 'Clear days Notice' excludes Saturdays, Sundays or a public holiday in any part of Great Britain in relation to movements authorised by the Special Types General Order only, there being no such exclusion in Special Orders unless specifically stated.

NOTE 2 There is no statutory limit governing the overall height of a load, however, wherever possible it should not exceed 4.95m (16ft 3ins) in order that the maximum use can be made of the motorway and trunk road network.

Application form BE16 can be downloaded from our website at **www.esdal.com** and e-mailed, faxed or posted to the address below. They cannot be completed and submitted online at present, but we hope to be able to offer this facility shortly. Approval is not automatic, and is at the discretion of the Highways Agency Abnormal Indivisible Loads Team acting on behalf of the Secretary of State for Transport. To ensure that the necessary clearances can be obtained in good time from the Police, Highway and Bridge Authorities, you should request permission for the move by returning the completed form 10 weeks prior to the scheduled date of the move. In fact you cannot apply too early and we invite manufacturers or hauliers to contact us at pre tender stage, before making a financial commitment to supply the load, to check whether permission would be granted.

Application form VR1 can be downloaded from our website at **www.esdal.com** but must not be e-mailed or faxed because the VR1 form is a legal document and so we must receive the original. Approval is not automatic, and is at the discretion of The Highways Agency Abnormal Indivisible Loads Team acting on behalf of the Secretary of State for Transport. To ensure that the necessary formalities can be completed in good time, you should request permission for the move by posting the completed form 2 weeks prior to the date of the scheduled move. Again, you cannot apply too early, and we invite manufacturers or hauliers to contact us at pre tender stage, before making a financial commitment to supply the load, to check whether permission would be granted.

All enquiries to:
Highways Agency
Abnormal Loads Team
C6
5 Broadway
Broad Street
Birmingham B15 1BL

E-mail: abnormal.loads@highways.gsi.gov.uk
Tel: 0121 678 8068
Fax: 0121 678 8569

APPENDIX E – Revised Framework Transport Management Plan

Construction Transport Management Plan

The focus of the CTMP is the initial construction of the GEC, which is anticipated to take place over a three-year period. The CTMP will address the movement of both construction workforce and construction materials/equipment to and from the site with a view towards the following general objectives:

- Minimising the need to travel
- Where travel is unavoidable, maximising the use of sustainable modes
- Ensuring that residual highway trips avoid sensitive routes and sensitive periods of the day
- Ensuring that residual highway trips result in nil detriment to highway safety

To achieve the objectives the CTMP will adopt the targets identified within Table 1 (or suitable alternatives as agreed with the local Planning Authority in consultation with the LHA and HE)

Table 1 – FTMP targets to be taken forward within CTMP

Subject	Target
Timing of journeys - Operatives	No car* trips between 07:00 - 09:00 (Mon –Fri), 07:00 – 08:00 (Sat) or 17:00 - 18:00 (any day)
Timing of journeys – Materials/equipment	No HGV** trips outside of the hours of 10:00 - 16:00
Modes of travel (Operatives)	15% non-car (walking, cycling, public transport)
Modes of travel (Materials/Equipment)	10% by sustainable modes
Average person/car	2
Construction operatives residing in Stanford-le-hope, Corringham and surrounding areas	15% within a 3 mile radius 40% within an 8 mile radius
Highway Safety	Zero accidents relating to transport to/from site

* Car is defined as vehicle under 3.5 tonnes
** HGV is defined as a vehicle over 3.5 tonnes

The following measures will be utilised within the CTMP to achieve the stated targets:

Timing of Work Shifts

It is anticipated that the construction of the GEC will incorporate a single daily working shift. Construction contracts will include the requirement for contractors to schedule shift start/finish times away from the highway network peak periods so as to adhere to the proposed planning conditions (in accordance with Condition 22 of the 2011 Consent).

Timing of Deliveries

Construction contracts will include requirements for contractors to ensure that no HGVs enter or leave the site:

a) On any Saturday in December and the first week in January
b) On any Sunday or bank holiday
c) On any day except between 10:00 and 16:00 hours

In accordance with Conditions 20 and 21 of the 2011 Consent

Promotion and Awareness

Prior to commencement of construction a Transport Manager will be employed. The responsibilities of the Transport Manager will include:

- The marketing and promotion of sustainable transport opportunities relating to both staff travel and the movements of materials and equipment
- Provision and management of a car share database
- Implementation and management of the parking management strategy
- Enforcement of parking restrictions
- Monitoring the travel characteristics of construction staff and materials/equipment against established targets on a six monthly basis, including the preparation and submission of periodic monitoring reports
- Provision of periodic monitoring reports to the Chairperson of the London Gateway Travel Plan Committee within one month of completion of monitoring, for circulation to the wider committee membership
- Maintaining dialogue with local transport providers, local authorities, neighbouring developments, site management and other stakeholders, with a view towards maintaining up to date information regarding existing sustainable transport opportunities and developing potential new opportunities or remedial measures
- Updating of the CTMP to reflect performance against targets, and to maximise the potential benefit of emerging opportunities
- Promoting awareness of highway safety considerations
- To attend meetings with the DPWLG Logistics Park Travel Plan Coordinator upon request
- To carry out a survey of all available temporary accommodation advertised within an 8 mile radius of the development site and to make the results of such survey available to construction operatives as part of their procurement and induction process. The report shall include details of the location, cost, terms of occupation of the temporary accommodation, in addition to the relevant contact details.

In promoting greater awareness of sustainable transport opportunities and highway safety considerations, notice boards will be erected and maintained in positions of high visibility. Discussion of sustainable travel opportunities will also be incorporated within staff inductions.

Parking Management

A parking management strategy will be implemented on site with the objective of providing a demand management tool. This will be achieved via the following initiatives:

- The implementation of a parking permit system whereby operatives wishing to park on site will be required to demonstrate that alternative sustainable travel modes have been considered and are not viable
- Operatives wishing to obtain a parking permit will be required to sign up to the car share database and will be targeted by the Transport Manager as and when new sustainable transport opportunities arise
- Preferential parking for cars carrying more than one occupant
- A maximum parking provision of 300 spaces
- Parking restrictions on all areas outside of specified designated parking zones

Sustainable Travel Facilities

The construction site will be set out to include the following facilities:

- Secure cycle parking
- Shower facilities
- Secure lockers

The amount of such facilities will be suitable to meet demand however as a guide a minimum of 1 cycle rack/locker should be provided for every 10 construction workers. In addition, should monitoring identify a shortfall in take up of sustainable modes against established targets, the CTMP will consider the provision of a shuttle bus facility for employees based within the Local vicinity (Stanford-le-Hope, Corringham and Fobbing).

Sustainable Transport Strategy (Construction Materials/Equipment)

Details of the nature and source of construction materials will be determined by the appointed contractor in respect of each element of construction on the site. The appointed contractor will however be required to adhere to the following sustainable transport strategy.

Where possible the methods of transportation of construction materials will be considered in accordance with the following hierarchy:

- Potential to utilise materials recycled from within the development site boundary (existing hard-standings, roads, drainage, stockpiles, or structures)
- Consideration of potential to develop materials on site (concrete batching, etc)
- Transportation via sea, rail or road

Where it is not possible to either eliminate the requirement for transportation, or utilise sea of rail modes, some residual road transportation will be required. Where this is the case the following management strategies are proposed to minimise highway related impact:

- Consideration of suppliers proximate to the development site
- Consideration of vehicles which generate reduced pollution
- Distribution of timing of deliveries to non-peak periods
- Consideration of baseline traffic flows and capacity constraints within delivery rates
- Consideration of efficient delivery management protocols
- Optimisation of vehicle loading
- Route management

Abnormal Loads

Where possible abnormal loads will be transported in accordance with the sustainable transport strategy detailed herein. Where transport via the highway network is unavoidable contractors will be required to adhere to the protocols set out in the Highways Agencies *"Aide Memoire for notification requirements for the movement of Abnormal Indivisible Loads or vehicles when not complying with The Road Vehicles (Construction and Use) Regulations 1986"*, a copy of which is provided within **Appendix D** of the 2019 TR Addendum.

Coordination with Other Major Works

In the event that the Lower Thames Crossing (LTC) or any other major highway improvement scheme on highways within the study area of this 2019 Addendum becomes committed prior to completion of construction of the GEC development and is programmed to take place concurrently with the GEC construction phase, the GEC development promoter will utilise reasonable endeavours to establish a protocol for liaison and coordination with that schemes principle contractor such that impacts associated with the timing and routing of construction traffic movements can be managed and minimised.

Maintenance Transport Management Plan

The focus of the MTMP will be periodic maintenance periods when up to 400 temporary maintenance staff per day may be required to visit the site for the period of approximately one month. Such maintenance periods will occur approximately every three years and may involve the associated movement of equipment and materials.

The intention is for the objectives, targets and measures of the MTMP to reflect those proposed in relation to the CTMP above.

Operational Travel Plan

The GEC development is sited on land within the DPWLG site, which is the subject of extensive operational Travel Plan provisions, as detailed within the London Gateway Logistics Park Local Development Order (LDO) Framework Travel Plan (Appendix 4 of the LDO Section 106 Agreement dated 5th November 2013 - https://www.thurrock.gov.uk/london-gateway-development/local-development-order). Whilst the GEC development is not subject to the requirements of the DPWLG planning consents, it is the intention for the GEC development to accord with the Travel Plan Framework set out within the LDO. This includes the provision of a Travel Plan Coordinator (who may be the Transport Manager referred to above) who will report directly to the DPWLG logistics park site wide coordinator, who in turn reports to the Travel Plan Committee (a constituted group consisting of representatives of the Highways England, Thurrock Council, Essex County Council, London Gateway Port Ltd and LG Park Freehold Ltd). It is proposed that these provisions are incorporated into a legal agreement to ensure a consistent approach between GEC and DPWLG Travel Plans.