

SPALDING ENERGY EXPANSION

SCHEME FOR THE PROVISION OF WHEEL CLEANSING FACILITIES Details Pursuant to Condition (4) of the 2015 Deemed Planning Permission

Background / Purpose of this Document

On 11 November 2010, Consent under Section 36 of the Electricity Act 1989 was granted and a direction that deemed planning permission be granted under Section 90 of the Town and Country Planning Act 1990 was made (the Original Consent and the 2010 Deemed Planning Permission) for a generating station to be known as the Spalding Energy Expansion (SEE) at West Marsh Road, Spalding, Lincolnshire. On 30 October 2015, a variation to the Consent under Section 36C of the Electricity Act 1989 was granted and a direction that the Conditions of the 2010 Deemed Planning Permission be varied under Section 90(2ZA) of the Town and Country Planning Act 1990 was made (the Varied Consent and the 2015 Deemed Planning Permission).

Pursuant to the provisions of Condition 4(2) of the Varied Consent and Condition (53) of the 2015 Deemed Planning Permission, the gas turbine technology option selected for SEE comprises that set out at paragraph 2(a)(ii) of the Varied Consent, namely: *“one [Combined Cycle Gas Turbine] CCGT unit including a gas turbine, a heat recovery steam generator (HRSG), a steam turbine with a rated electrical output of up to 645 MW with Open Cycle Gas Turbine (OCGT) unit(s) and associated equipment with a total rated electrical output of less than 300 MW”*.

Spalding Energy Expansion Limited (SEEL) are undertaking the development of SEE in phases, of which the first phase entails the commencement of the development of the OCGT unit(s) and associated equipment with a total rated electrical output of less than 300 MW.

Condition (4) of the 2015 Deemed Planning Permission provides that: *“Except for Parts (i) and (iii) to (vi) of the Permitted Preliminary Works, the commencement of each phase of the Development shall not take place until there has been submitted to, approved in writing by, and deposited with the Council a scheme for the provision of wheel cleansing facilities for heavy commercial vehicles and any mobile plant which has an operating weight exceeding three tonnes associated with construction of the specified phase of the Development. Such approved facilities shall be installed in accordance with a timescale to be approved in writing by the Council and shall be maintained throughout the period of the construction of the specified phase of the Development unless otherwise agreed in writing by the Council”*. The reason stated for imposing this Condition is: *“to ensure that mud and deleterious material is not deposited on the public highway”*.

This Document is submitted in order to satisfy the requirements imposed by this Condition and discharge Condition (4) to allow for the commencement of the first phase of development (the OCGT unit(s) and associated equipment with a total rated electrical output of less than 300 MW).

This Document sets out a number of measures relating to the provision of wheel cleansing facilities, which will be used by the Contractor as a basis for undertaking construction activities / works for the first phase of development on / at the Site¹.

Dust and Air Pollution from Vehicle Movements: Mitigation and Management Measures

General information on dust and air pollution, and associated preventative mitigation and monitoring measures, is provided in the Construction Environmental Management Plan (CEMP). The CEMP for the first phase of development will be separately submitted pursuant to Condition (14) of the 2015 Deemed Planning Permission.

Specifically regarding dust and air pollution from vehicle movements, the following provides a series of preventative measures relating to the provision of wheel cleansing facilities which will be implemented by the Contractor for the first phase of development.

¹ The overall site comprises the area of land edged red on Figure 61033586-01, Drawing Number 482302-15-01. Within this Document, ‘the Site’ refers to area of land associated with the specified phase of development.

Vehicle Movements

Site Access

The main access / egress to the Site will be through the existing Gate C, a dedicated access gate. For the filling portion of the construction activities / works, access to the Site may also be through the existing gate to the old British Sugar and Sports Social Club (BSSSC). No egress from the Site will be through the existing gate to the old BSSC.

As far as practicable, the accesses will be kept closed to minimise the transmission of dust / air pollution.

All construction vehicles accessing / egressing the Site with loads likely to generate dust or air pollution will be adequately sheeted.

Internal Access / Haul Roads

All internal access / haul roads within the Site will have an enforced and monitored speed limit of 10 mph. Where appropriate, speed arresters will be used.

Internal access / haul roads within the Site will be designed to: eliminate the need to reverse; reduce reversing operations; and, segregate vehicles and pedestrians. Details of the Use of Reversing Alarms will be separately submitted pursuant to Condition (16) of the 2015 Deemed Planning Permission.

All medium- and heavily-used internal access / haul roads within the Site will be suitably hard surfaced at the time of initial installation.

As far as practicable, all internal access / haul roads within the Site will be kept free of dust.

Spray bowsters will be employed to ensure that the surfaces of internal access / haul roads within the Site are maintained in a moist condition (in particular, unsurfaced lightly-used internal access / haul roads).

Offsite

All heavy commercial traffic will use only the access routes to the Site described in the Construction Traffic Management Plan (CTMP). The CTMP for the first phase of development will be separately submitted pursuant to Condition (21) of the 2015 Deemed Planning Permission.

During the peak of construction activities / works, as required / appropriate, offsite routes / roads will be cleaned using vacuum road sweepers (or other specialised road cleansing equipment). Insert 1 illustrates a typical vacuum road sweeper. In addition, and as required / appropriate, the edges of offsite routes / roads and footpaths will be cleaned by hand broom, with damping.

INSERT 1: TYPICAL VACUUM ROAD SWEEPER

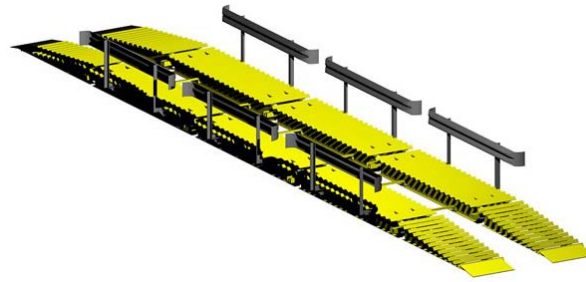


Wheel Cleansing Facilities

The Contractor will arrange the installation and maintenance of wheel cleansing facilities. The wheel cleansing facilities will be suitable for all heavy commercial vehicles and any mobile construction plant / equipment which have an operating weight exceeding three tonnes.

During the peak of construction activities / works, as required / appropriate, dry wheel cleansing facilities will be implemented in association with a power wash system. Insert 2 illustrates typical examples of such facilities and systems. Insert 3 illustrates the proposed routes for vehicle movements within the Site, and location of the wheel cleansing facilities. The precise type, specification and location will be notified to South Holland District Council (or its successors) in advance of installation.

INSERT 2: TYPICAL DRY WHEEL CLEANSING FACILITIES AND POWER WASH SYSTEMS

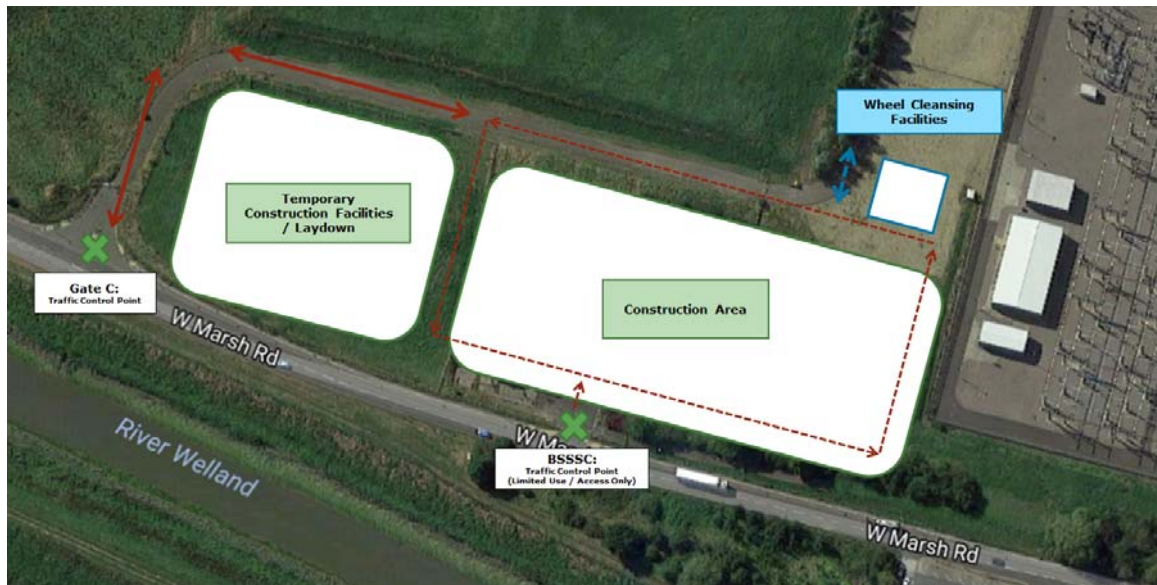


Dry Wheel Cleaning Facilities



Power Wash System

INSERT 3: PROPOSED ROUTES FOR VEHICLE MOVEMENTS WITHIN THE SITE, AND LOCATION OF THE WHEEL CLEANSING FACILITIES



Pursuant to the provisions of Condition (5) of the 2015 Deemed Planning Permission, all heavy commercial vehicles and any mobile construction plant / equipment associated with construction of the OCGT unit(s) which have an operating weight exceeding three tonnes will, on each occasion, pass through the wheel cleansing facilities prior to leaving the Site (other than those exclusively using tarmacadam / concrete roads).

Wherever possible, any water used in the wheel cleansing facility will be recycled.

A hard surfaced road will be provided between the wheel cleansing facilities and the adjoining highway (West Marsh Road).

Public Relations / Complaints Procedure

In addition to a community meeting to advise local businesses / residents of the construction activities / works, the Contractor will use hoarding at the Site to display the following information:

- Programme of construction activities / works;
- The name of the Contractor's site representative (the Contractor's site representative will be a person with appropriate authority to act to resolve any problems that may occur); and,
- A telephone number for receipt of enquires and complaints.

The specified telephone number will be attended during all construction activities / works by the Contractor's site representative.

In advance of construction activities / works with the potential to generate dust and air pollution, the Contractor will notify local businesses / residents and South Holland District Council (or its successors) (and other relevant authorities / stakeholders), so that appropriate preventative measures can be adopted.

Where a local business / resident / affected party makes a reasonable complaint, investigations will be undertaken to establish the source and cause of the complaint, and any possible remedial measures. Based on the investigations, details of the source and cause, and any subsequent remedial work, will be provided to the complainant in the form of a report, as soon as possible. All such reports will be kept in an appropriate file, and will be provided to South Holland District Council (or its successors) and other relevant authorities / stakeholders on request.

Environmental Monitoring and Auditing

Environmental monitoring and auditing is an essential tool to ensure all environmental requirements are achieved and environmental performance is continually improved. Full details of the environmental monitoring and auditing programme for the first phase of development will be set out in the CEMP.

Review and Change Control

The first phase of development will be carried out in accordance with this Document unless otherwise agreed in writing with South Holland District Council (or its successors). Full details of the review and change control process for the first phase of development will be set out in the CEMP.