SPALDING ENERGY EXPANSION

GREEN TRAVEL PLAN (COVERING CONSTRUCTION OF THE FIRST PHASE OF THE DEVELOPMENT)
Details Pursuant to Condition (13) of the 2015 Deemed Planning Permission

Background

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".*

Condition (13) of the 2015 Deemed Planning Permission provides that: "*Except for Permitted Preliminary Works, the commencement of each phase of the Development shall not take place until a Green Travel Plan has been prepared by a suitably qualified and experienced person and submitted to, approved in writing by and deposited with the Council. The Plan shall set out proposals to positively encourage visitors, staff and contractors to travel to and from the Site by alternative means of transport to single occupancy car, set out a timetable for its implementation and a programme and methodology for monitoring and review. The approved Plan shall be implemented in accordance with the timetable set out therein unless otherwise agreed in writing by the Council".* The reason stated for imposing this Condition is: "*to encourage travel to and from the Site by more sustainable means than single occupancy cars".*

Pre-Submission Consultation with South Holland District Council

Prior to development and submission of this Document, consultation was undertaken with South Holland District Council. During this consultation it was noted that:

- For the first phase of development, initial operational / maintenance / management activities will be undertaken from the existing Spalding CCGT generating station site and, during this time, the current green travel measures at the existing Spalding CCGT generating station site will be followed;
- For subsequent phases, where operational / maintenance / management activities are no longer undertaken from the existing Spalding CCGT generating station site (and are undertaken on the SEE site), a full Green Travel Plan will be prepared (including: "*proposals to positively encourage visitors, staff and contractors to travel to and from the Site by alternative means of transport to single occupancy car, set out a timetable for its implementation and a programme and methodology for monitoring and review"*);
- For the first phase of development, construction traffic will be managed via the Construction Traffic Management Plan (CTMP) (Further details are provided in the Construction Traffic Management Plan (and Access Route) which has been separately submitted pursuant to Condition (21) of the 2015 Deemed Planning Permission);
- Therefore, in order to satisfy the requirements imposed by Condition (13) for the first phase of development, a short document detailing the sustainability / green travel measures to be implemented during construction would be more appropriate.

South Holland District Council confirmed that approach was acceptable.

Purpose of this Document

Accordingly, this Document is submitted in order to satisfy the requirements imposed by Condition (13), and discharge this Condition to allow for the commencement of the first phase of the development (e.g. the OCGT unit(s) and associated equipment with a total rated electrical output of less than 300 MW).

Implementation of this Document

APC are the construction contractor for the first phase of development, and will be responsible for the safe and effective implementation of this Document. In particular, and in addition to the implementation of the CTMP, APC will appoint a Traffic Management Coordinator to implement this Document.

Sustainability / Green Travel Measures

This sub-Section provides a summary of the measures that will be promoted to assist in sustainability / green travel targets.

The primary objective of these measures is to reduce any adverse effects on the environment associated with construction traffic and promote more sustainable / green travel choices to be undertaken by the construction workforce, in particular reducing the reliance on the single occupancy car.

The success of any measures implemented will be dependent on active consultation with the construction workforce as time progresses to establish which measures are effective and which are proving difficult to implement.

Travel Survey / Travel Database

The Traffic Management Coordinator will undertake a survey of every person[1] travelling to the construction site on a monthly basis to understand where people are staying and travelling from, and their mode of transport (e.g. car / car sharing, public transport, works bus, walking, cycling).

Information from the survey will be fed into a travel database.

Car Sharing Scheme

The Traffic Management Coordinator will implement and manage a car sharing scheme (or car sharing pool).

In particular, construction personnel should be able to provide details of their journey to the construction site and register an interest in participating in a car sharing scheme. Then, using information from the survey, the Traffic Management Coordinator will identify suitable matches.

Parking Management Scheme

The Traffic Management Coordinator will implement and manage a Parking Management Strategy with the objective of providing a demand management tool. This will be achieved via the following initiatives:

- Construction personnel wishing to obtain a parking permit will be strongly advised to sign up to the car sharing scheme, and will be contacted as and when new car-share opportunities arise;
- There will be preferential parking for private vehicles carrying more than one occupant; and,
- There will be parking restrictions on all areas outside of the specified designated parking zones.

Based on the Parking Management Strategy, Traffic Management Coordinator will only allocate a parking permit / space where:

- The individual is engaged in a car-share with a colleague; or,

[1] If they are willing to participate.

- Opportunities for the individual to car-share have been fully explored, and Traffic Management Coordinator is satisfied that a car-share is not viable.

Charge Point for Electric Cars / Cycle Storage

Based on information from the survey, the feasibility of a charge point for Electric Cars and / or cycle storage may be investigated further.

Travel Awareness / Public Transport Information

The Traffic Management Coordinator will ensure that there is accurate information available on the range of public transport options available.

This information may include:

- A map showing the location of the construction site in relation to the local area, highlighting the Spalding Train Station and nearby bus stops;
- Train timetables relating to services which stop at the Spalding Train Station;
- Bus timetables relating to services which stop at nearby bus stops;
- Details of any works bus(es) collection points and associated frequencies;
- A map showing the location of local cycle routes, and providing the locations of cycle parking and cycle shops in the local area;
- Details of local taxi companies;
- Details of websites and telephone advice services to enable staff to obtain details on their individual journey requirements; and,
- Information relating to any traffic-related environmental concerns.

This information will be provided on a 'Green Travel Notice Board'.

Works Bus(es)

Based on the results of the survey, a works bus (or buses) may be provided to collect and drop off construction personnel living and staying locally. The works bus(es) collection points may include:

- Spalding Train Station;
- Nearby bus stops; and,
- Local large towns.

Local Accommodation / Housing Information

Local accommodation and housing information will be provided on an 'Accommodation / Housing Board', so that local people / companies can advertise accommodation and housing in the local area, and to ensure all construction personnel are aware of local possibilities.

Monitoring and Review

To ensure successful implementation of the measures, the Traffic Management Coordinator will monitor and review the measures, and advise / implement changes where there is identified potential for improvement / expansion.