Hirwaun Power Ltd

HIRWAUN POWER PROJECT

Stage 1 Construction Traffic Management Plan (Demolition)

70032642-CTMP-D
JULY 2018

PUBLIC

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CONTENTS

1	**INTRODUCTION**	**1**
1.1	PROJECT BACKGROUND	1
1.2	PURPOSE OF THIS DOCUMENT	2
1.3	PROJECT DESCRIPTION	3
1.4	DOCUMENT STRUCTURE	4
2	**EXISTING HIGHWAY CONDITIONS**	**5**
2.1	LOCAL HIGHWAY NETWORK	5
3	**SITE ACCESS, PARKING, AND LAYDOWN AREAS**	**6**
3.1	SITE ACCESS	6
3.2	VEHICLE ROUTING	6
3.3	STAFF PARKING	6
3.4	LAYDOWN AREAS	6
3.5	SIGNAGE	7
4	**DEMOLITION PROGRAMME AND TRIP GENERATION**	**8**
4.1	DEMOLITION PROGRAMME	8
4.2	DEMOLITION WORKING HOURS	8
4.3	TRIP GENERATION - DEMOLITION WORKERS	8
4.4	HGV TRIP GENERATION - DEMOLITION TRAFFIC	8
4.5	DEMOLITION VEHICLES	9
4.6	ROAD CLOSURES	9
4.7	HIGHWAY CONDITION SURVEY OF MAIN AVENUE AND FOURTH AVENUE	10
4.8	SOUTH WALES TRUNK ROAD AGENT (SWTRA)	10
5	**SUMMARY**	**12**

TABLES

Table 1 - HPP Demolition Programme 8
Table 2 - SWTRA Embargo Periods 10
Table 3 – SWTRA Traffic Sensitivity (Times of Permitted Closures) 10
Table 4 – Compliance with Requirement 13(1) in this Stage 1 CTMP 12

FIGURES

Figure 1 – Site Location Plan (power generation plant) 1
Figure 2 - Demolition Traffic - HGV Trip Generation (2-way) 9

APPENDICES

Appendix A
Appendix B
Appendix C
Appendix D
Appendix E
Appendix F

1 INTRODUCTION

1.1 PROJECT BACKGROUND

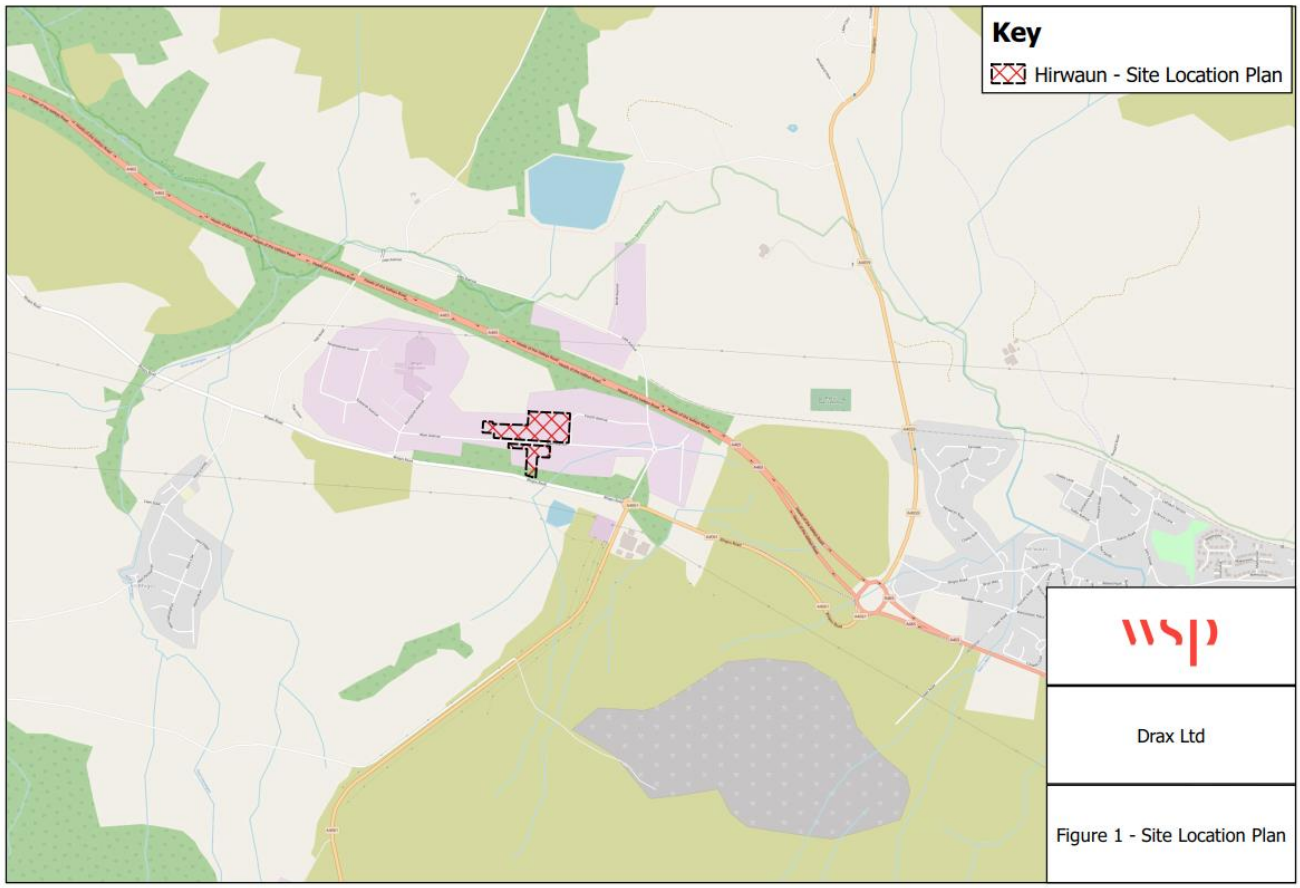
1.1.1. The Hirwaun Power Project (henceforth referred to as the HPP or the Project) involves the construction and operation of a single gas turbine generator of circa 299 Megawatts electrical (MWe) output and associated gas pipeline on land at Hirwaun Industrial Estate, South Wales.

1.1.2. The Project obtained a Development Consent Order (DCO) in 2015 (2015 No. 1574), giving legal consent for the Project to go ahead subject to a number of Requirements being discharged. This DCO was later amended by the Hirwaun Generating Station (Amendment) Order 2016 and the Hirwaun Generating Station (Amendment) Order 2017 to provide for non-material changes to the DCO as made – hereafter referred to as 'the DCO'. The DCO provides for the power generation plant component of the Project, to which this document relates.

1.1.3. The gas pipeline component of the Project was subject to full planning permission which was granted by Rhondda Cynon Taf County Borough Council (RCTCBC) in October 2015 (ref: 15/1213/10). This document does not relate to the gas pipeline component of the Project, as this will be dealt with under a separate application.

1.1.4. Figure 1 shows the location of the Site within which the power generation plant component of the Project will be located and to which the DCO and this document relates. This area will henceforth be referred to as the Site.

Figure 1 – Site Location Plan (power generation plant)



1.1.5. The Project has been the subject of an Environmental Impact Assessment (EIA) and, therefore, has been assessed for significant environmental effects from construction, operation and decommissioning activities through an Environmental Statement (ES). This informed the commitments required as part of the DCO and

the planning permission (ref: 15/1213/10) including the requirement to submit and have approved a Construction Traffic Management Plan (CTMP).

1.1.6. The CTMP is being prepared in two stages to address demolition and construction aspects of the project separately. This Stage 1 CTMP considers the demolition stage only (Numbered Work 1 of Schedule 1 of the DCO) and relates only to the power generation plant component of the Project (i.e. that part of the Project authorised by the DCO). A separate Stage 2 CTMP will be prepared to consider the construction stage of the Project, which will cover both construction of the power generation plant and the gas pipeline.

1.2 PURPOSE OF THIS DOCUMENT

1.2.1. The purpose of this Stage 1 CTMP is to address the demolition requirements attached to the DCO in respect of the power generation plant component of the Project, specifically in relation to Schedule 1 Numbered Work 1 and:

Schedule 2 Requirement 13 of the DCO

13.—(1) No numbered work of the authorised development other than tree felling and the bat mitigation structure forming part of numbered work 2E(g) of the authorised development is to commence until a construction traffic management plan covering that numbered work has been submitted to and approved by the relevant planning authority in consultation with Welsh Government Transport. The construction traffic management plan is to detail the proposals for the movement of construction traffic and abnormal indivisible loads associated with the authorised development and is to include-

(a) construction vehicle routing plans at 1:2,500 scale for all traffic including abnormal indivisible loads showing

(i) swept path analysis from the point of entry onto the highway network to the Order land;

(ii)highway mitigation in respect of any identified constraints on vehicle movements such as embargo periods, route traffic sensitivity, temporary road works and other highway restrictions to be developed following consultation with the South Wales Trunk Road Agent, and, where relevant, referring to supporting HD19/03 safety audit documentation (as contained within the Design Manual for Roads and Bridges Volume 5 Section 2 Part 2 and as amended or replaced); and

(iii)land ownership boundaries for any required holding areas, passing areas and layover areas;

(b)evidence of appropriate trial runs that demonstrate the suitability of the route from point of entry onto the trunk road network to the Order land for the proposed types of abnormal indivisible loads;

(c)site access plans at 1:2,500 scale that include supporting HD19/03 safety audit documentation (as contained within the Design Manual for Roads and Bridges Volume 5 Section 2 Part 2 and as amended or replaced);

(d)proposals for the management of junctions to and crossings of the public highway during delivery of abnormal indivisible loads;

(e)proposals for the scheduling and timing of movements of delivery vehicles, to be developed following consultation with the Welsh Government and potentially affected undertakers, and, in relation to any abnormal indivisible loads, details of vehicle parameters, number of vehicles in convoy size, dimensions (width, length, height) and weight (total vehicle with load and axel loading);

(f)details of escorts for abnormal indivisible loads highlighting where and when along the route private vehicles, banksman and Police vehicles escorts will be used (including emergency contingencies);

(g)proposals for temporary warning signs and banksman for abnormal indivisible loads, including provision of plan drawings and associated traffic signs schedule highlighting

locations along the route where temporary traffic management (including cones and temporary signs) needs to be deployed;

(h)a methodology for undertaking a conditions survey of Main Avenue, Fourth Avenue and any other land identified during the trial runs that may have a constraining impact on the abnormal indivisible load movements including the timescales for undertaking the surveys and the method(s) of reporting the findings to the relevant planning authority, comprehensive photographs and potential compensation arrangements;

(i)details of any temporary or permanent improvements to highways;

(j)proposals for the making good of any incidental damage to highways by construction traffic associated with the authorised development including street furniture, structures, drainage features, highway verge and carriageway surfaces;

(k)proposals for traffic management controls (such as temporary signals), diversion routes and signage required during any of the activities, operations or works set out in Schedule 4; and

(l)proposals for the notification of occupiers of land adjacent to the construction traffic route of the scheduling and timing of abnormal indivisible load movements from the point of exit from the trunk road network to the Order land.

(2) The construction traffic management plan must be implemented as approved.

(3) During the operation or decommissioning of numbered work 2 no abnormal indivisible loads must be transported into or out of the Order land without the prior written approval of the relevant planning authority in consultation with Welsh Government Transport.

1.2.2. This Stage 1 CTMP supports an application for the partial discharge of DCO Requirement 13 and specifically, includes those items set out in **bold** above. This is because only the items bolded are of relevance to the demolition phase. Items 13(1)(b), (d), (f), (g) and (l) are not relevant to the Stage 1 CTMP for demolition as no abnormal indivisible vehicles are required as part of the demolition stage. Item 13(1)(a)(iii) is not relevant to this CTMP as no holding areas or passing areas will be required within the highway network for the demolition phase and there is space within the proposed laydown area to hold HGVs within the Site itself if necessary. Item 13(1)(e) relates to scheduling and timing for delivery vehicles, which also is not relevant to the demolition stage and is, therefore, not dealt with in this Stage 1 CTMP. Item 13(1)(k) is not relevant to this Stage 1 CTMP as none of the works set out in Schedule 4 of the DCO will be undertaken during the demolition stage.

1.2.3. All of those items in regular text (i.e. not bolded) that are of relevance to the construction stage will be included in the Stage 2 CTMP dealing with the construction stage. The requirements of planning condition 14 (ref: 15/1213/10), which relate to the gas connection, will also be dealt with under the Stage 2 CTMP.

1.3 PROJECT DESCRIPTION

1.3.1. The HPP will operate as a Simple Cycle Gas Turbine (SCGT) peaking plant and has been designed to provide an electrical output of up to 299 MWe. The plant will be fuelled by natural gas. The three main elements of the HPP comprise:

- A new Power Generation Plant - a SCGT gas fired ‘peaking’ power generating plant, capable of providing up to 299 MWe;
- A new underground electrical cable connection (the Electrical Connection) to export electricity from the Power Generation Plant into the National Grid at Rhigos Substation; and
- A new underground gas pipeline connection (the Gas Connection) to bring natural gas to the Power Generation Plant from the existing high pressure gas network National Transmission System in the vicinity of the Project site. This element of the Project also includes the above ground installation (AGI) for the gas pipeline at the point of connection to the National Transmission System (NTS), as well as a new permanent access to the AGI.

1.3.2. The Power Generation Plant, Gas Connection and Electrical Connection together are referred to as the HPP and are all integral to the generation of electricity and the subsequent export of that electricity to the National Grid.

1.3.3. Demolition activities will only be undertaken within the power generation plant component of the project Site, either side of Main Avenue, as shown on Figure 1 above. No demolition activities are required in relation to the gas pipeline component. Appendix A contains the Demolition – Site Laydown and Compound.

1.4 DOCUMENT STRUCTURE

1.4.1. This CTMP is divided into the following sections:

- Chapter 2 – Existing Highway Conditions;
- Chapter 3 – Site Access, Parking and Laydown Areas; and
- Chapter 4 – Demolition Programme and Trip Generation.

2 EXISTING HIGHWAY CONDITIONS

2.1 LOCAL HIGHWAY NETWORK

2.1.1. The A465 runs north-west to south-east to the north of the Site and is a dual carriageway between the Rhigos Roundabout and Glyneath to the west. To the east of the Rhigos Roundabout, the A465 is a single three lane carriageway with two lanes in the uphill direction and one in the downhill direction. The section of the A465 to the east has been identified for upgrade to two lanes in each direction.

2.1.2. Rhigos Road is a single carriageway local B road running east to west along the southern edge of the Hirwaun Industrial Estate, and is marked with national speed limit. It connects the A465 to Cefn Rhigos and Pont Walby.

2.1.3. The A4061 is a local road that runs north to meet Rhigos Road at a roundabout junction in the south east corner of Hirwaun Industrial Estate, and then turns east to join the A465. The road connects Trehebert in the south to Hirwaun town and the Hirwaun Industrial Estate. The A4061 operates under the national speed limit.

2.1.4. Fourth Avenue is a local road that forms a simple T-junction with Main Avenue at the south east corner of the Site. The road has a 30mph speed limit for the majority of its length.

2.1.5. Fifth Avenue forms an arc running north-south from Rhigos Road towards the underpass of the A465 where it then runs parallel with the A465 before it joins with Halt Road at the west of Hirwaun Industrial Estate. The road has a 30mph speed limit for the majority of its length. Fifth Avenue has a roundabout junction with Main Avenue.

2.1.6. Main Avenue is also a local road within Hirwaun Industrial Estate that runs east west through the centre of Hirwaun Industrial Estate. The speed limit is 30mph. At the opposite end to its junction with Fifth Avenue, Main Avenue meets Thirteenth, Fourteenth, and Sixteenth Avenue, all of which are similar standard.

3 SITE ACCESS, PARKING, AND LAYDOWN AREAS

3.1 SITE ACCESS

3.1.1. The laydown area for demolition activities will be provided in the north-east corner of the Site and will be accessed from an existing gated access on Fourth Avenue. This will be the primary access to the Site for the demolition phase.

3.1.2. The Site compound incorporating site office and welfare facilities is expected to be provided in the south west corner of the Site and be accessed from an existing gated access on Main Avenue. This will be the secondary access to the Project Site. Pedestrian access will also be from Main Avenue. In the case that the site office and welfare facilities are provided alongside the laydown area in the north-east corner of the Site, they would also be accessed from the gated access on Fourth Avenue. The CTMP provides for both scenarios.

3.1.3. The swept path drawings at Appendix B show the point of entry onto the highway network from the Site (the Order land, as required by Requirement 13(1)(a)(i)), at both the primary access on Fourth Avenue and secondary access on Main Avenue.

3.1.4. Vehicular swept path analysis for the low loader vehicle, which may be used to transport plant to site, for egress from the site access on Main Avenue is likely to cause kerb overrun. This is caused due to the positioning of the existing gatehouse. Alternative egress points including the access lane immediately west of the existing gatehouse and the north east corner of site onto Fourth Avenue may be used. It should be noted that any damage of defect caused to existing highway infrastructure is to be made good upon completion of the works.

3.2 VEHICLE ROUTING

3.2.1. The principal route for demolition traffic accessing the Site will be between the A465 and the primary site access at Fourth Avenue. Demolition traffic (HGVs) will access the Site from the A465 using the A465/Rhigos Roundabout and then via the A4061 Rhigos Road, Fifth Avenue, and Main Avenue.

3.2.2. The secondary route for accessing the Site will be from the A4061 Rhigos Road to the south. Demolition traffic (HGVs) will access the Site from the A4061 using the A4061 Rhigos Road Roundabout and then via Fifth Avenue and Main Avenue.

3.2.3. A Construction Vehicle Routing plan and Site Access Plan at 1:2,500 scale for all construction traffic is included at Appendix C and D respectively (as required by Requirement 13(a) and (c)). It should be noted access to the Site by abnormal indivisible modes is not required during the demolition stage and is therefore not considered in this Stage 1 CTMP.

3.3 STAFF PARKING

3.3.1. Staff parking will be provided within the site compound adjacent to the site office or in the laydown area as shown in Appendix A according to the demolition contractor's requirements. All staff parking during the demolition phase will be contained within the Site. At this stage it is expected that additional staff parking will be provided to the south of Main Avenue during the construction stage of the project, however this will be confirmed in the Stage 2 CTMP.

3.4 LAYDOWN AREAS

3.4.1. As noted above, the laydown area for demolition activities will be provided in the north-east corner of the Site and will be accessed from an existing gated access on Fourth Avenue. The laydown area is expected to be used for:

- Plant Storage;
- Skip Locations;
- Waste Processing;
- Waste Storage;
- Material Storage; and
- Wheel Washing Facilities.

3.5 SIGNAGE

3.5.1. Appropriate signage to ensure sufficient guidance for construction traffic will be provided, and to ensure that the traffic accesses the Site efficiently using the Rhigos Road to access the A465 at the Rhigos Roundabout to the east. More specifically, this will guide demolition traffic in and out of the laydown area described above. Signage will also be used as a means of guiding the workers to the designated parking areas. Any signage required for the demolition phase will be developed in consultation with RCTCBC.

4 DEMOLITION PROGRAMME AND TRIP GENERATION

4.1 DEMOLITION PROGRAMME

4.1.1. The demolition stage of the Project is anticipated to commence in mid-August 2018, subject to the necessary Requirements being discharged, and is programmed for a duration of approximately three months excluding pre-start works.

4.1.2. The demolition stage of works will involve the demolition of existing buildings and structures (with the exception of the new bat mitigation structure authorised under Requirement 4(7), including foundations, hardstanding and service areas. Demolition activities will only be undertaken within the main power generation plant component of the overall Project Site (refer Figure 1), either side of Main Avenue (i.e. no demolition activities are required in relation to the gas pipeline component.) Table 1 contains a summary of the anticipated demolition programme and associated staffing levels on-site.

Table 1 - HPP Demolition Programme

Demolition Stage	Week	Max. No. of Staff on site at any one time
Pre Start Works (e.g. Pre Start Meeting, RAMS, Contractor Mobilisation etc.)	1 - 4	12
Kick off meeting	5	36
Demolition Works (e.g. Site set up, Utilities Disconnections, Building Strip Out, Building Demolition, Slab Break Out, Earthworks etc.)	5 - 16	36

4.2 DEMOLITION WORKING HOURS

4.2.1. In accordance with Requirement 14 of the DCO, no construction work, or the delivery or removal of materials is to take place outside the hours of – (a) 0700 and 1830 hours on weekdays (excl. public holidays); and (b) 0700 and 1300 hours on Saturdays and public holidays. Working hours outside of these periods would be agreed in advance with RCTCBC but are not anticipated at this stage.

4.3 TRIP GENERATION - DEMOLITION WORKERS

4.3.1. 'Insert 13.13 Schedule of Construction Workers' contained in the ES indicated a peak of 91 construction workers on site during the construction stage, which included the demolition phase. During the demolition phase of the project, up to 12 staff will be required onsite for the pre-start works (weeks 1-4) and then up to 36 staff during each of the subsequent weeks (weeks 5 – 16).

4.3.2. The impacts of construction worker traffic on the transport network for the peak periods of construction related activities have been assessed in the ES and it was considered that even at a peak of 91 construction workers on site, there would be no significant impacts.

4.4 HGV TRIP GENERATION - DEMOLITION TRAFFIC

4.4.1. A profile showing the number of HGVs trips (arrival and departure) over the duration of the demolition phase has been included in Figure 2 below. The daily profile is based on the demolition programme and associated activities provided by the contractor.

4.4.2. Throughout the day, it is assumed that HGVs will have a linear profile of arrival and departure during the working day between 07.00 and 18:30. The anticipated average peak number of HGVs per day is up to 64 (or 128 trips)

during week 13, which equates to 12 HGV trips per hour on average. The anticipated average number of HGVs throughout the demolition works is 52 trips per day, which equates to five HGV trips per hour.

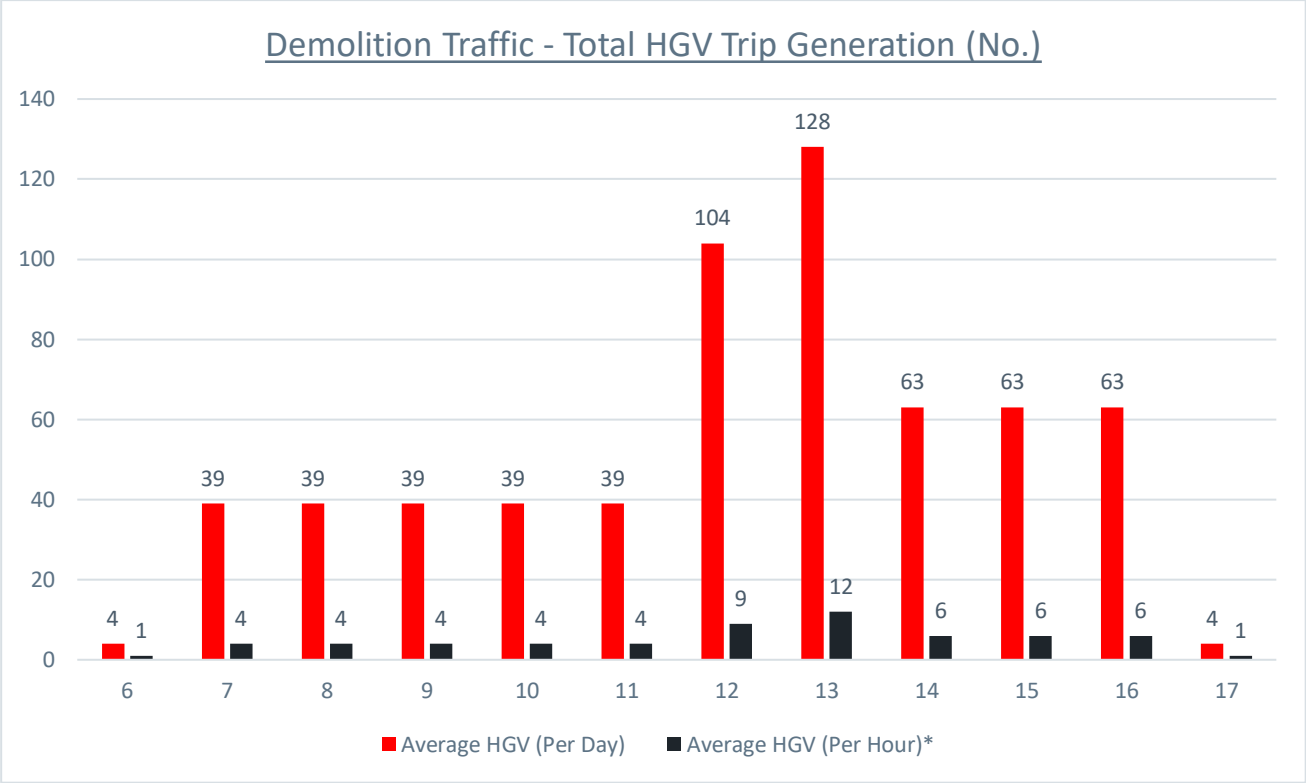


Figure 2 - Demolition Traffic - HGV Trip Generation (2-way)

4.4.3. Table 13.18 in the ES indicated 70 HGVs per day during quarter one (demolition), which equated to 149 trips per day or 13 trips per hour, which is more than the current estimates for demolition. The impacts of HGV traffic on the transport network for the peak periods of construction related activities have been assessed in the ES and it was considered that there would be no significant impacts of using the access routes described in Section 3.2. As the number of HGVs is slightly less than presented in the ES, the impacts of demolition using the more up to date trip generation estimates therefore remain valid.

4.5 DEMOLITION VEHICLES

4.5.1. Vehicles associated with the demolition stage will include but not be limited to mixer trucks, tipper trucks, cranes, articulated wagons, curtain sided wagons, and delivery vans.

4.5.2. The project will not require the delivery of AILs during the demolition stage. Further consultation will be undertaken with RCTCBC and SWTRA as part of the preparation of the Stage 2 CTMP for the construction stage.

4.6 ROAD CLOSURES

4.6.1. As part of the demolition activities a road closure will be required to allow the demolition of a bridge between Building 1 and Building 2 as shown on the DCO Approved Works Plans at Appendix E. It is anticipated that Main Avenue will need to be closed between its junction with Fourth Avenue and the access to the site compound to the west for up to two days.

4.6.2. It is anticipated that the bridge demolition works will take place during weeks 3-5. The appointed contractor will liaise with RCTCBC and local businesses to ensure disruption is kept to a minimum and, with this in mind, bridge demolition will take place over a weekend if practicable. There are alternative routes available between Rhigos

Road and the businesses to the east and west of the project Site. Appropriate diversion and road closure signage will be developed in consultation with RCTCBC.

4.7 HIGHWAY CONDITION SURVEY OF MAIN AVENUE AND FOURTH AVENUE

4.7.1. A condition survey of highways immediately surrounding the Site will be carried out prior to demolition commencing. This will include Main Avenue and Fourth Avenue, with the extent to be agreed with the local highway authority. The survey will be a visual inspection, with the purpose being to gather photographic evidence of the condition of these sections of highway prior to demolition commencing and, therefore inform the need for maintenance/repair at the conclusion of works.

4.7.2. A letter summarising the findings of the survey, along with the photographs obtained, will be provided to RCTCBC for information within two months of the survey being undertaken. Any road maintenance issues or damage deemed to be attributable to the demolition phase will be rectified, and the road will be returned to its former condition making good of any incidental damage to highways by construction traffic associated with the authorised development including street furniture, structures, drainage features, highway verge and carriageway surfaces. Appendix E contains the Highway and Drainage Construction Details that will be adhered to, unless otherwise agreed with RCTCBC in writing.

4.7.3. No AILs are required for the demolition phase and, therefore, in accordance with Requirement 13(1)(h), it is not proposed to undertake a conditions survey of any other sections of highway at this time. If required, such survey methodology will be provided in the Stage 2 CTMP for the construction phase.

4.8 SOUTH WALES TRUNK ROAD AGENT (SWTRA)

4.8.1. In preparing this CTMP we have had initial consultation with the South Wales Trunk Road Agent (SWTRA) in relation to any constraints on vehicle movements we should be aware of with respect to accessing the site from the A465 Rhigos Roundabout during the three months demolition stage, such as embargo periods, route traffic sensitivity, road works, and any other highway restrictions.

4.8.2. Table 2 contains the embargo periods on road works for 2018 (July to November) and Table 3 contains the times of permitted closures, as advised by SWTRA.

Table 2 - SWTRA Embargo Periods

2018 Holiday Periods	Partial Embargo	Full Embargo	Partial Embargo
Summer School Holidays	Thu 19 July (12 noon) to Thu 23 Aug (12 noon)	Thu 23 Aug (12 noon) To Tue 28 Aug (10 am)	Tue 28 Aug (10am) to Mon 3 Sep (10 am)
Autumn Half Term	Thu 25 Oct (12 noon) to Mon 5 Nov (10 am)	N/A	N/A

Table 3 – SWTRA Traffic Sensitivity (Times of Permitted Closures)

SECTION OF HIGHWAY		SINGLE LANE CLOSURE			MULTIPLE LANES / FULL CLOSURE			
		Mon - Thu	Fri	Sat Sun	Mon - Thu	Fri	Sat	Sun
Rhigos Roundabout to Glynneath	WB	No Restrictions		No Restrictions	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000

SECTION OF HIGHWAY		SINGLE LANE CLOSURE				MULTIPLE LANES / FULL CLOSURE			
		Mon - Thu	Fri	Sat	Sun	Mon - Thu	Fri	Sat	Sun
	EB	No Restrictions		No Restrictions		0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000
Hirwaun Roundabout to Rhigos Roundabout	WB	0000 to 0700 0900 to 1600 1900 to 0000	0000 to 0700 0900 to 1600 1900 to 0000	No Restrictions		0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000
	EB	0000 to 0700 0900 to 1600 1900 to 0000	0000 to 0700 0900 to 1600 1900 to 0000	No Restrictions		0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000	0000 to 0600 2000 to 0000

4.8.3. SWTRA also advised that routine and cyclic maintenance, as well as emergency works, are carried out on an as and when basis.

4.8.4. It is considered that the embargo and traffic sensitivity information will not constrain the works during the demolition stage of the project given the works programme, but the appointed contractor will maintain contact with SWTRA throughout the demolition programme. SWTRA will also be consulted again in the preparation of the Stage 2 CTMP for the construction phase.

5 SUMMARY

5.1.1. Table 4 presents the list of items requiring approval from RCTCBC under Schedule 2 Requirement 13 of the DCO. It seeks to set out where this Stage 1 CTMP has addressed each of them were relevant, for ease of reference and to demonstrate compliance.

5.1.2. As the demolition phase relates to the DCO only, all of the components of Condition 14 of the HPP Planning Permission (Ref: 15/1213/10), relating to the construction of the gas pipeline, will be addressed in the Stage 2 CTMP.

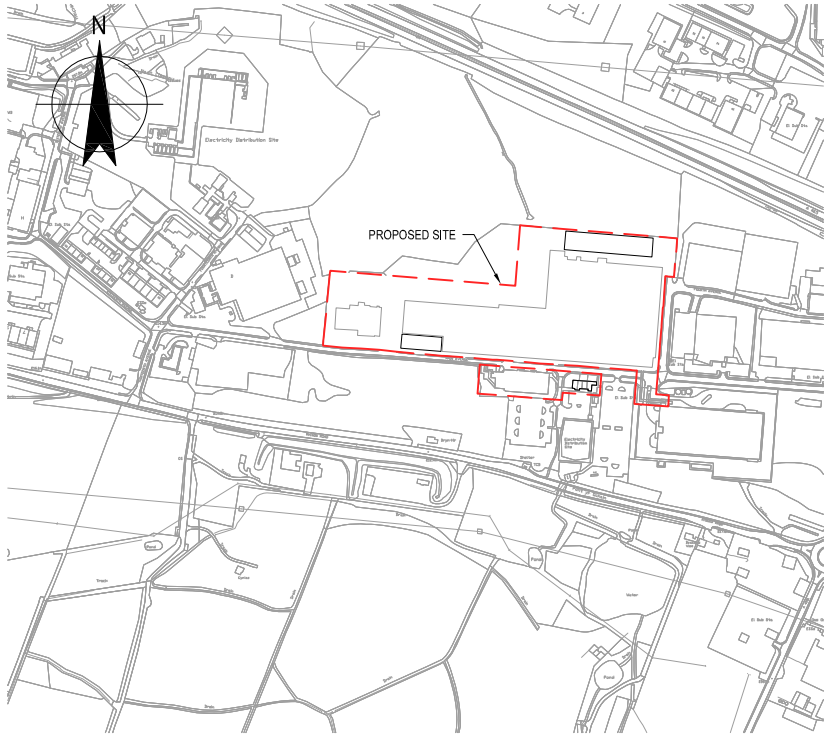
Table 4 – Compliance with Requirement 13(1) in this Stage 1 CTMP

Requirement 13(1)	Addressed in Stage 1 CTMP
(1) No numbered work of the authorised development other than tree felling and the bat mitigation structure forming part of numbered work 2E(g) of the authorised development is to commence until a construction traffic management plan covering that numbered work has been submitted to and approved by the relevant planning authority in consultation with Welsh Government Transport. The construction traffic management plan is to detail the proposals for the movement of construction traffic and abnormal indivisible loads associated with the authorised development and is to include-	-
(a) construction vehicle routing plans at 1:2,500 scale for all traffic including abnormal indivisible loads showing	Section 3.2 and Appendix C
(i) swept path analysis from the point of entry onto the highway network to the Order land;	Section 3.1 and Appendix B
(ii)highway mitigation in respect of any identified constraints on vehicle movements such as embargo periods, route traffic sensitivity, temporary road works and other highway restrictions to be developed following consultation with the South Wales Trunk Road Agent, and, where relevant, referring to supporting HD19/03 safety audit documentation (as contained within the Design Manual for Roads and Bridges Volume 5 Section 2 Part 2 and as amended or replaced); and	Section 4.8
(iii)land ownership boundaries for any required holding areas, passing areas and layover areas;	No holding areas or passing areas will be required within the highway network for the demolition phase. There is space within the proposed laydown area to hold HGVs within the Site itself if necessary.
(b)evidence of appropriate trial runs that demonstrate the suitability of the route from point of entry onto the trunk road network to the Order land for the proposed types of abnormal indivisible loads;	Not required at this stage as no AILs are required for the demolition phase
(c)site access plans at 1:2,500 scale that include supporting HD19/03 safety audit documentation (as contained within the Design Manual for Roads and Bridges Volume 5 Section 2 Part 2 and as amended or replaced);	Section 3.2 and Appendix D
(d)proposals for the management of junctions to and crossings of the public highway during delivery of abnormal indivisible loads;	Not required at this stage as no AILs are

	required for the demolition phase
(e)proposals for the scheduling and timing of movements of delivery vehicles, to be developed following consultation with the Welsh Government and potentially affected undertakers, and, in relation to any abnormal indivisible loads, details of vehicle parameters, number of vehicles in convoy size, dimensions (width, length, height) and weight (total vehicle with load and axel loading);	The scheduling and timing of movements of "delivery vehicles" is relevant to the construction phase and will be detailed within the Stage 2 CTMP. However, timing of movements is generally covered within Chapter 4 as appropriate to the demolition phase. No information required in relation to AILs at this stage
(f)details of escorts for abnormal indivisible loads highlighting where and when along the route private vehicles, banksman and Police vehicles escorts will be used (including emergency contingencies);	Not required at this stage as no AILs are required for the demolition phase
(g)proposals for temporary warning signs and banksman for abnormal indivisible loads, including provision of plan drawings and associated traffic signs schedule highlighting locations along the route where temporary traffic management (including cones and temporary signs) needs to be deployed;	Not required at this stage as no AILs are required for the demolition phase
(h)a methodology for undertaking a conditions survey of Main Avenue, Fourth Avenue and any other land identified during the trial runs that may have a constraining impact on the abnormal indivisible load movements including the timescales for undertaking the surveys and the method(s) of reporting the findings to the relevant planning authority, comprehensive photographs and potential compensation arrangements;	Section 4.7 No information required in relation to AILs at this stage
(i)details of any temporary or permanent improvements to highways	None required
(j)proposals for the making good of any incidental damage to highways by construction traffic associated with the authorised development including street furniture, structures, drainage features, highway verge and carriageway surfaces;	Section 4.7 and Appendix E
(k) proposals for traffic management controls (such as temporary signals), diversion routes and signage required during any of the activities, operations or works set out in Schedule 4; and	Not required at this stage as no works set out in Schedule 4 are proposed to be undertaken in relation to demolition
(l) proposals for the notification of occupiers of land adjacent to the construction traffic route of the scheduling and timing of abnormal indivisible load movements from the point of exit from the trunk road network to the Order land.	Not required at this stage as no AILs are required for the demolition phase

Appendix A

DEMOLITION – SITE COMPOUND AND LAYDOWN



LOCATION PLAN

SCALE 1:5000

NOTES :

1. DO NOT SCALE OFF THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES (m) AND ALL LEVELS ARE IN METRES (m) A.O.D. UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE AND ANY DISCREPANCIES SHOULD BE REPORTED TO THE DESIGNER

KEY :

1 - BUILDING 1

2 - BUILDING 2

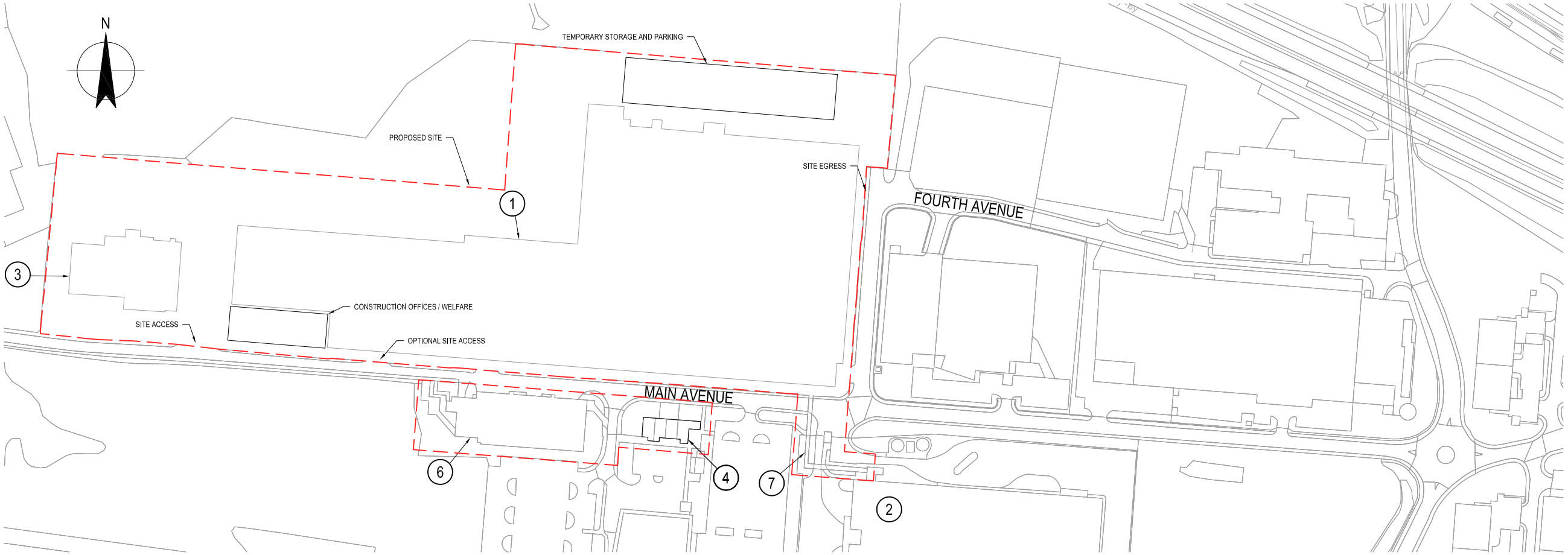
3 - BUILDING 3

4 - BUILDING 4

6 - BUILDING 6

7 - FOOTBRIDGE

- DEMOLITION WORKS - SITE BOUNDARY



SITE PLAN

SCALE 1:1250

FOR TENDER PURPOSES

No	Revision Note: * Indicates signatures on original issue of drawing or last revision of drawing	Drawn	Job Manager	Project Director	Date
B	TEMPORARY STORAGE AND PARKING AREA RELOCATED	ALM	RF	TF	11.06.18
A	PRELIMINARY ISSUE	KG	AJL	GT	15.05.18

GHD
41 - 51 Grey Street,
Newcastle Upon Tyne, NE1 6EE
United Kingdom
T 44 20 3077 7951 W www.ghd.com

Drawn KG		Designer -
Drafting Check		Design Check
Approved (Project Director)		
Date		
Scale 1 : 1250	This Drawing must not be used for Construction	

Client HIRWAUN POWER LIMITED

Project HIRWAUN POWER PROJECT

Title DEMOLITION - SITE COMPOUND AND LAYDOWN

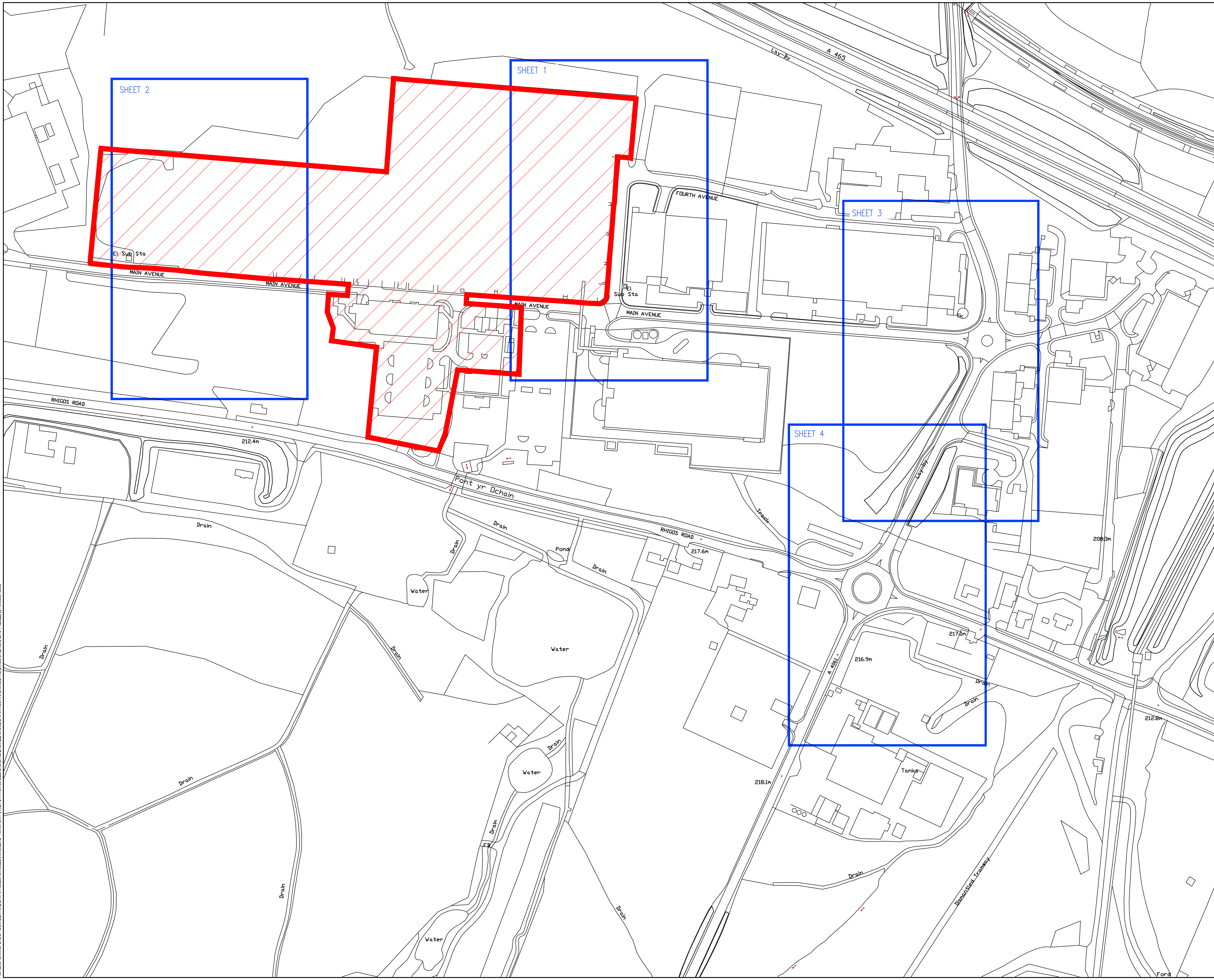
Original Size A1

Drawing No: 66-10865-HPL-DMO-003 Rev: B

Plot Date: 11 June 2018 - 4:24 PM Plotted by: Sandra Minikin Cad File No: G:\66\10865\3 Technical\CAD\66-10865-HPL-DMO-003-B.dwg

Appendix B

VEHICULAR SWEPT PATH ANALYSIS



DO NOT SCALE

NOTES

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KEY

DCO BOUNDARY

VIEWPORT BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/06/2018	RF	FIRST ISSUE	PWW	NM

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wsp.com

CLIENT: DRAX

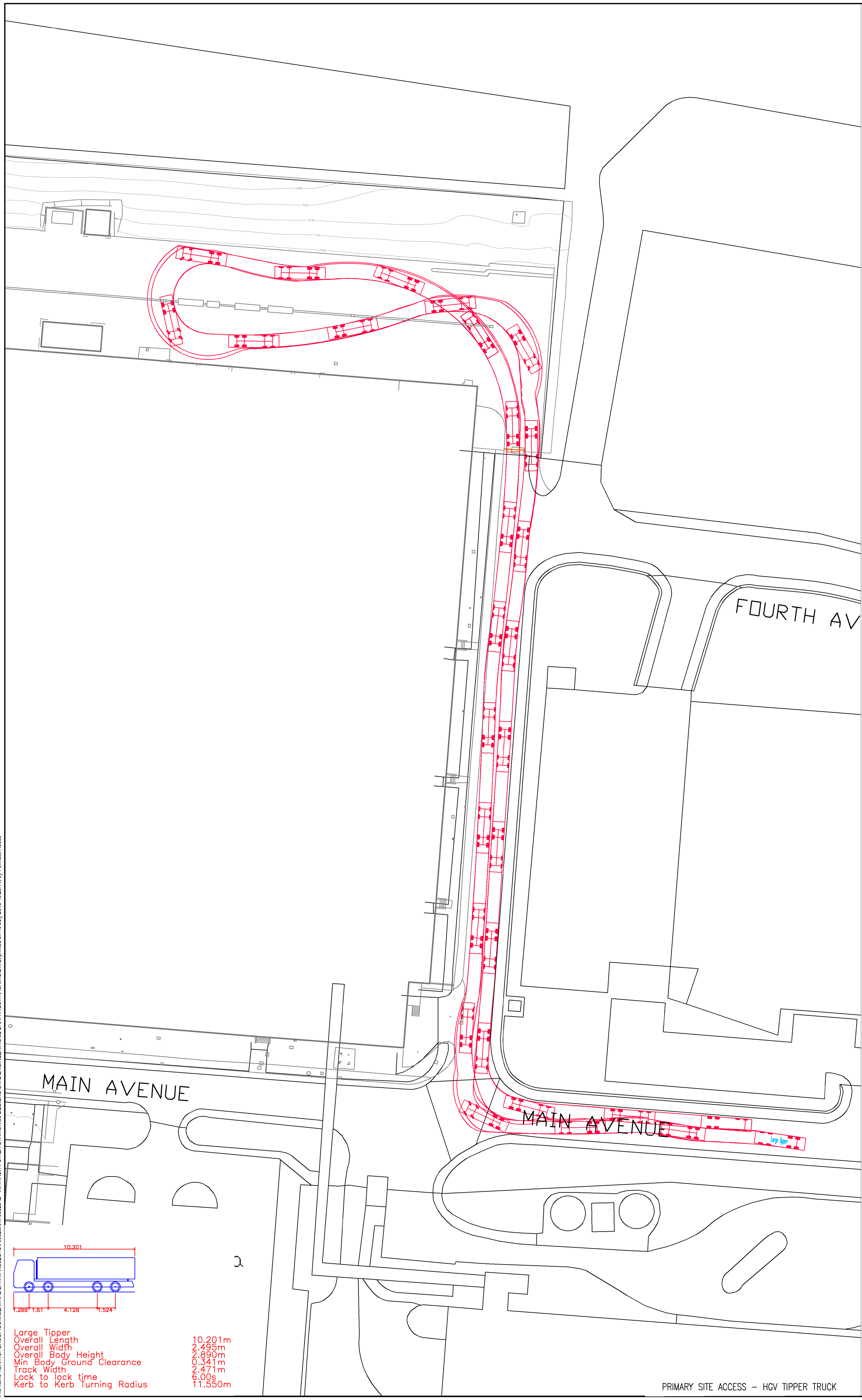
ARCHITECT: -

SITE/PROJECT: HIRWAUN POWER STATION

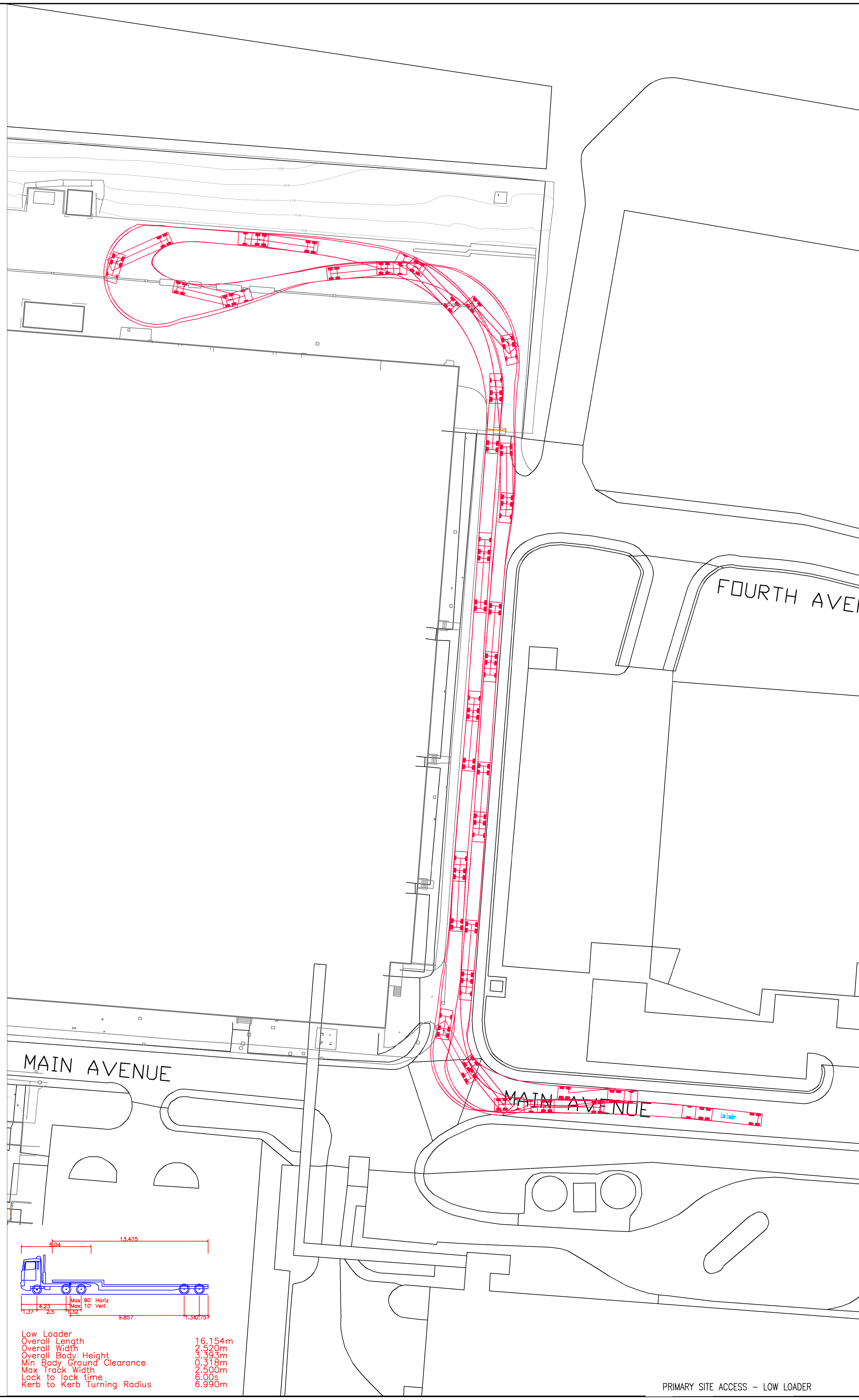
TITLE: VEHICULAR SWEPT PATH ANALYSIS SITE LAYOUT PLAN

SCALE @ A1:	CHECKED:		APPROVED:
1:2500	P.WATCHMAN		N.MACDONALD
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70032642	R.FOWKES	R.FOWKES	JUNE 18
DRAWING No:			REV:
2624-ATR-D-001			A

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\700326XX\70032642 - HIRWAUN POWER STATION\05 DESIGNS\CIVIL ENGINEERING\02 DRAWINGS\TRACKING.DWG, printed on 16 July 2018 13:28:11, by Fowkes, Reece



PRIMARY SITE ACCESS – HGV TIPPER TRUCK



PRIMARY SITE ACCESS – LOW LOADER

DO NOT SCALE

NOTES

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3. VEHICLE PATHS WERE ANALYSED WHILE ALL ROADWAYS WERE ASSUMED EMPTY, SUCH PATHS MAY DIFFER AND RESULTS VARY IF OTHER VEHICLES ARE PRESENT.

KEY

FORWARD MANOUEVRE

REVERSE MANOUEVRE

REV	DATE	BY	DESCRIPTION	CHK	APP
B	16/07/2018	RF	UPDATED TO SUIT TOPOGRAPHICAL INFORMATION	PWV	NM
A	29/06/2018	RF	FIRST ISSUE	PWV	NM

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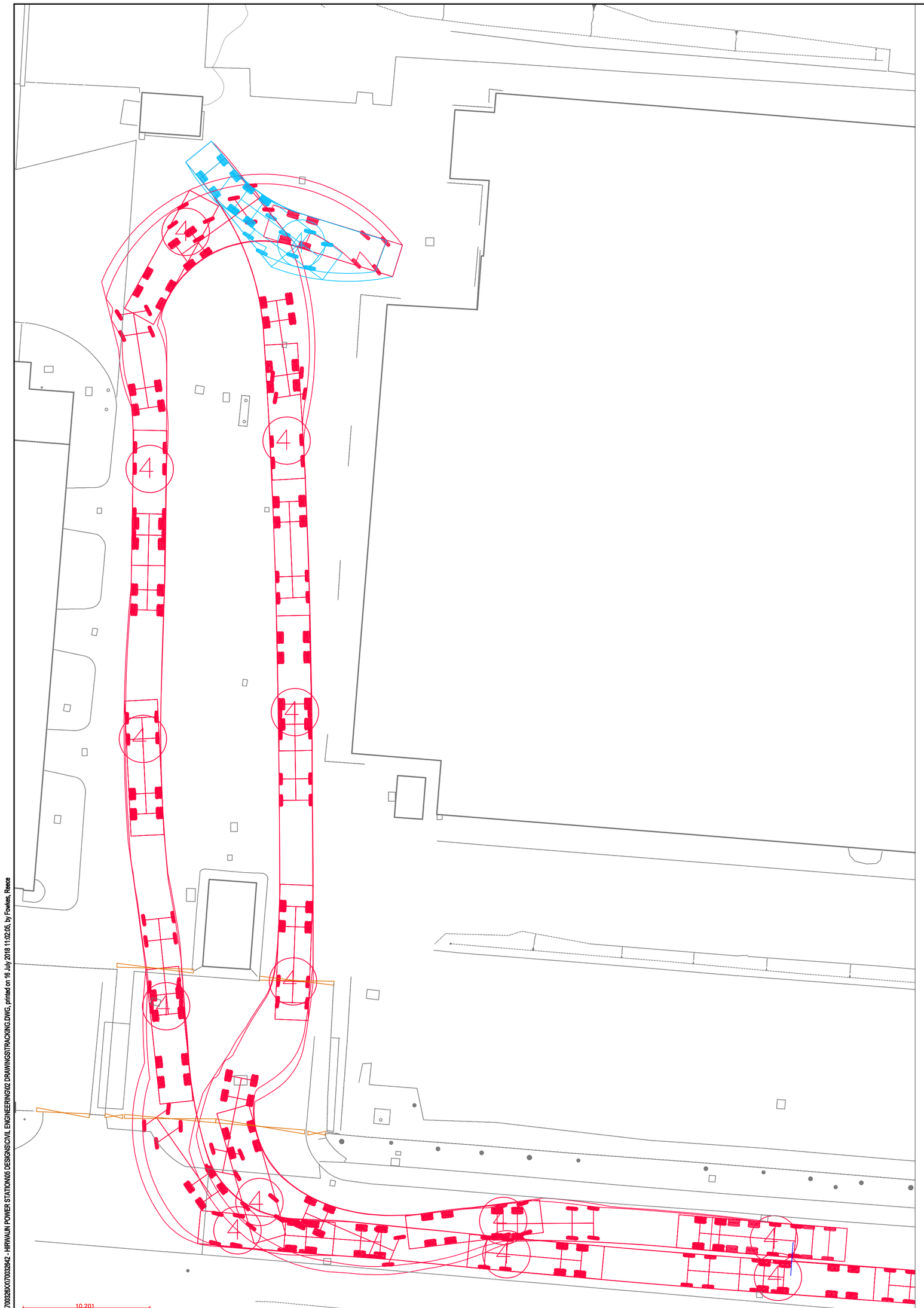
CLIENT: DRAX

ARCHITECT: -

SITE/PROJECT: HIRWAUN POWER STATION

TITLE: VEHICULAR SWEPT PATH ANALYSIS SHEET 1 OF 4

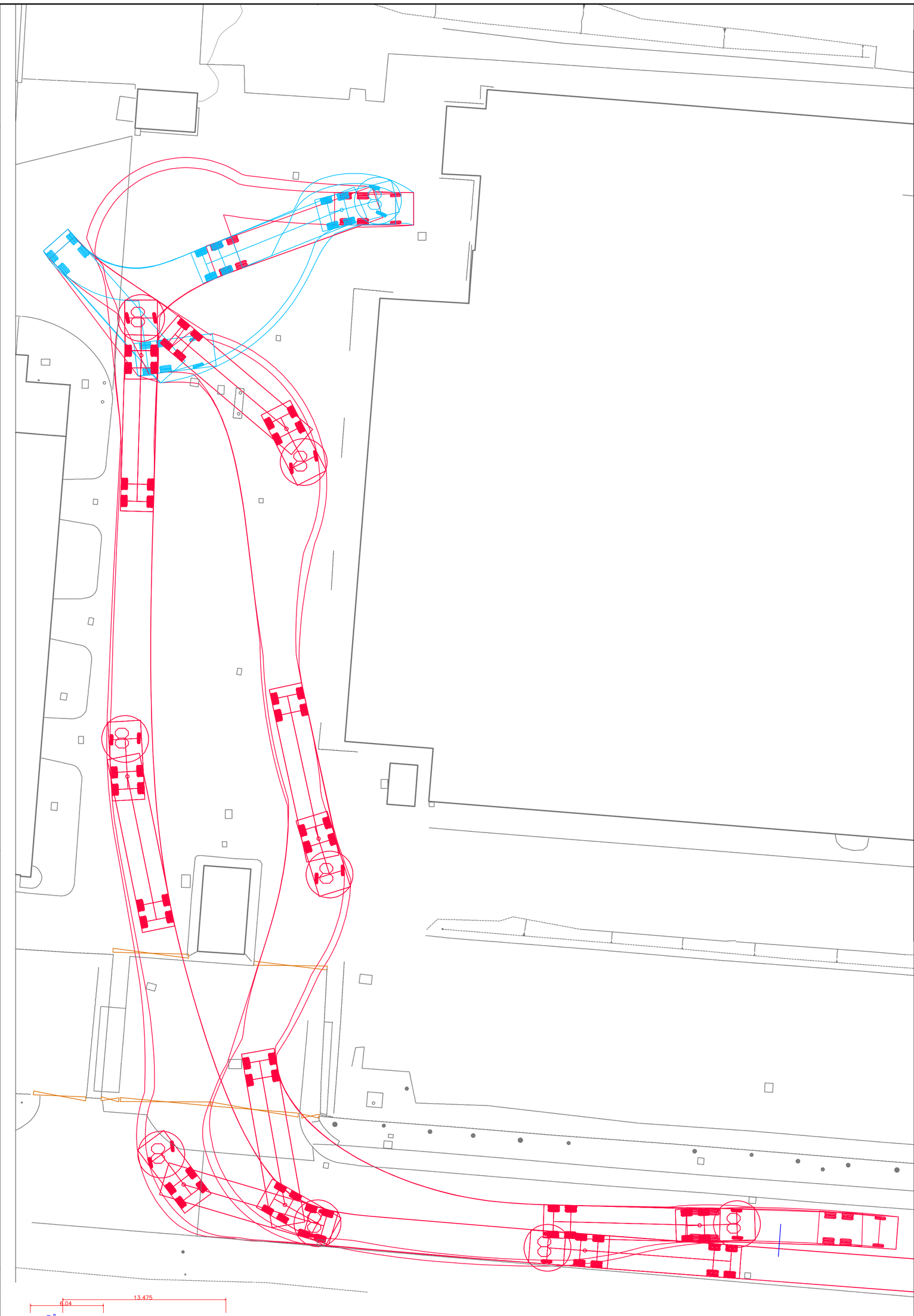
SCALE @ A1: NTS	CHECKED: P.WATCHMAN	APPROVED: N.MACDONALD	
PROJECT NO: 70032642	DESIGNED: R.FOWKES	DRAWN: R.FOWKES	DATE: JUNE 18
DRAWING No: 2624-ATR-D-002			REV: B



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

SECONDARY SITE ACCESS – HGV TIPPER TRUCK



Low Loader

Overall Length	16.154m
Overall Width	2.529m
Overall Body Height	4.339m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

SECONDARY SITE ACCESS – LOW LOADER

DO NOT SCALE

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.

2. ANY DISCREPANCIES, ERRORS OR OMISSIONS ARE TO BE BROUGHT TO THE ATTENTION OF WSP

3. VEHICLE PATHS WERE ANALYSED WHILE ALL ROADWAYS WERE ASSUMED EMPTY, SUCH PATHS MAY DIFFER AND RESULTS VARY IF OTHER VEHICLES ARE PRESENT.

KEY

FORWARD MANOUEVRE

REVERSE MANOUEVRE

REV	DATE	BY	DESCRIPTION	CHK	APP
B	16/07/2018	RF	UPDATED TO SUIT TOPOGRAPHICAL INFORMATION	PWW	NM
A	29/06/2018	RF	FIRST ISSUE	PWW	NM

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ARCHITECT:
-

SITE/PROJECT:
HIRWAUN POWER STATION

TITLE:
VEHICULAR SWEPT PATH ANALYSIS
SHEET 2 OF 4

SCALE @ A1:	CHECKED:		APPROVED:
NTS	P.WATCHMAN		N.MACDONALD
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70032642	R.FOWKES	R.FOWKES	JUNE 18

DRAWING No: 2624-ATR-D-003 REV: B

MAIN AVENUE ROUNDABOUT – HGV TIPPER TRUCK

MAIN AVENUE ROUNDABOUT – LOW LOADER

DO NOT SCALE

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.

2. ANY DISCREPANCIES, ERRORS OR OMISSIONS ARE TO BE BROUGHT TO THE ATTENTION OF WSP

3. VEHICLE PATHS WERE ANALYSED WHILE ALL ROADWAYS WERE ASSUMED EMPTY, SUCH PATHS MAY DIFFER AND RESULTS VARY IF OTHER VEHICLES ARE PRESENT.

KEY

FORWARD MANOUEVRE

REVERSE MANOUEVRE

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/06/2018	RF	FIRST ISSUE	PWW	NM

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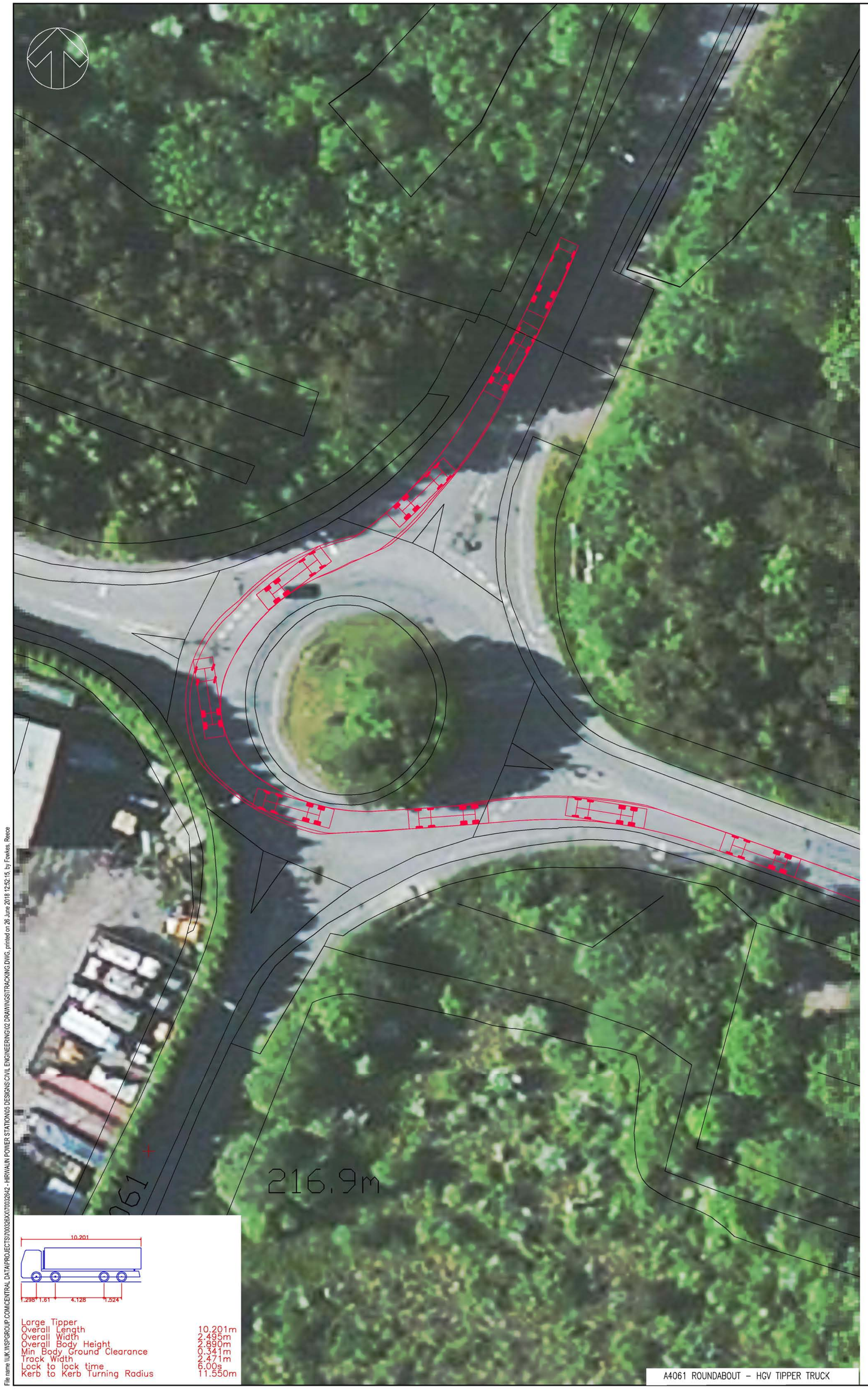
SITE/PROJECT: HIRWAUN POWER STATION

TITLE: VEHICULAR SWEPT PATH ANALYSIS SHEET 3 OF 4

SCALE @ A1:	CHECKED:		APPROVED:
NTS	P.WATCHMAN		N.MACDONALD
PROJECT NO: 70032642	DESIGNED: R.FOWKES	DRAWN: R.FOWKES	DATE: JUNE 18

DRAWING No: 2624-ATR-D-004 REV: A

File name:\\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70032000\70032642 - HIRWAUN POWER STATION\06 DESIGN\CIVIL ENGINEERING\02 DRAWINGS\TRACKING.DWG, printed on 29 June 2018 14:27:14, by Fowkes, Rence



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.690m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

A4061 ROUNDABOUT – HGV TIPPER TRUCK

Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	4.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

A4061 ROUNDABOUT – LOW LOADER

DO NOT SCALE

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.

2. ANY DISCREPANCIES, ERRORS OR OMISSIONS ARE TO BE BROUGHT TO THE ATTENTION OF WSP

3. VEHICLE PATHS WERE ANALYSED WHILE ALL ROADWAYS WERE ASSUMED EMPTY, SUCH PATHS MAY DIFFER AND RESULTS VARY IF OTHER VEHICLES ARE PRESENT.

KEY

FORWARD MANOUEVRE

REVERSE MANOUEVRE

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/06/2018	RF	FIRST ISSUE	PWW	NM

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ARCHITECT: -

SITE/PROJECT: HIRWAUN POWER STATION

TITLE: VEHICULAR SWEPT PATH ANALYSIS SHEET 4 OF 4

SCALE @ A1:	CHECKED:		APPROVED:
NTS	P.WATCHMAN		N.MACDONALD
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70032642	R.FOWKES	R.FOWKES	JUNE 18

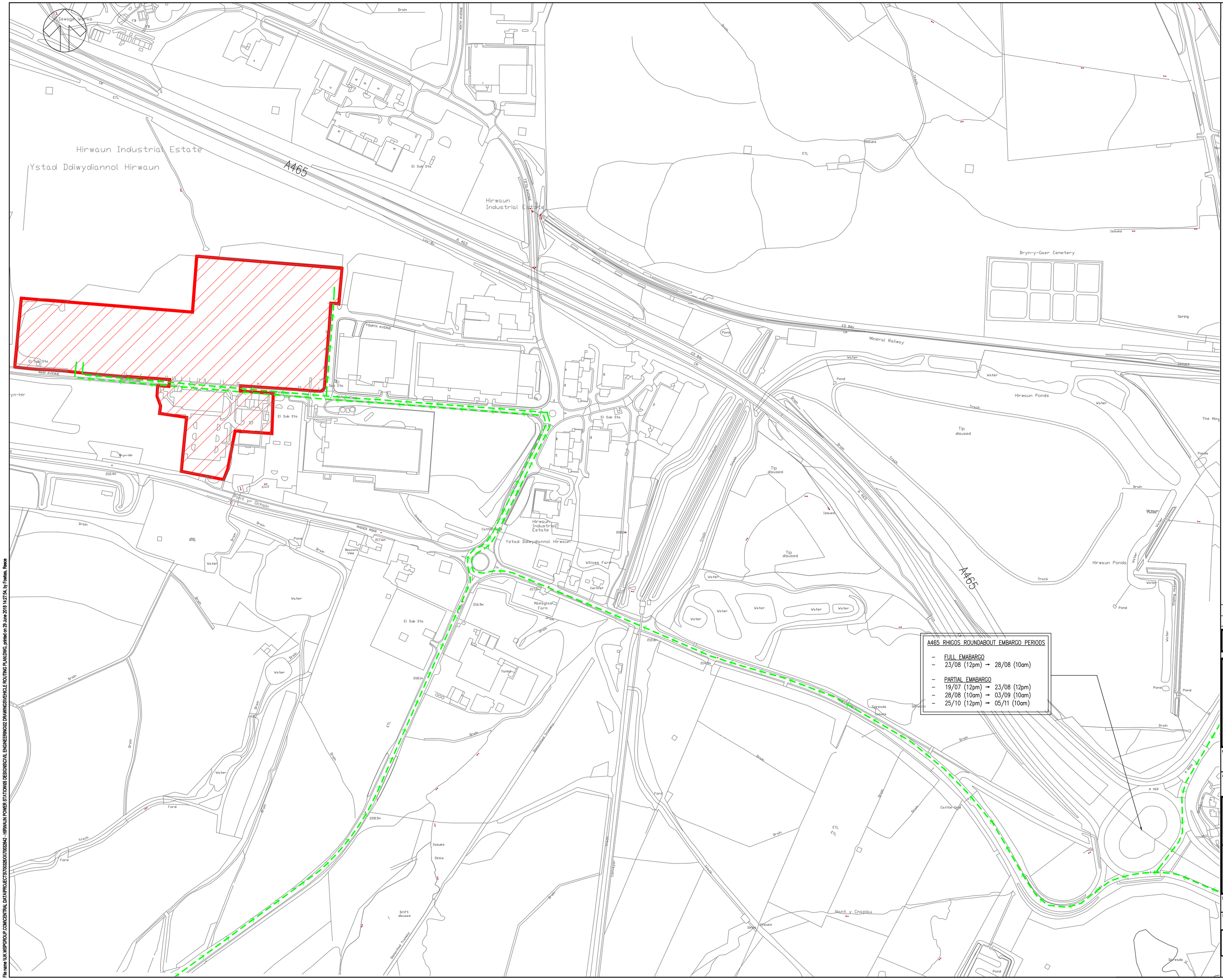
DRAWING No: 2624-ATR-D-005 REV: A

File name: \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70032642\70032642 - HIRWAUN POWER STATION\05 DESIGN\05 CIVIL ENGINEERING\02 DRAWINGS\TRACKING\DWG, printed on 26 June 2018 12:52:15, by Fowkes, Reece

Appendix C

CONSTRUCTION VEHICLE ROUTING PLAN

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\700326XX\70032642 - HIRWAUN POWER STATION\05 DESIGNS\CIVIL ENGINEERING\02 DRAWINGS\VEHICLE ROUTING PLAN.DWG, printed on 29 June 2018 14:27:54, by Fowkes, Reece



A465 RHIGOS ROUNDABOUT EMBARGO PERIODS

FULL EMABARGO
- 23/08 (12pm) → 28/08 (10am)

PARTIAL EMABARGO
- 19/07 (12pm) → 23/08 (12pm)
- 28/08 (10am) → 03/09 (10am)
- 25/10 (12pm) → 05/11 (10am)

DO NOT SCALE

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.

2. ANY DISCREPANCIES, ERRORS OR OMISSIONS ARE TO BE BROUGHT TO THE ATTENTION OF WSP

EMBARGO PERIODS

FULL EMABARGO
- AVOID ALL WORKS, INCLUDING NIGHT WORKS, THAT IMPINGE ON THE RUNNING OF THE CARRIAGEWAY ON ALL ROUTES.
- EMERGENCY WORKS ARE PERMITTED
- FOR OTHER EXEMPTIONS PROVIDE SUPPORTING EVIDENCE AND SEEK WRITTEN APPROVAL FROM WELSH GOVERNMENT.

PARTIAL EMABARGO
- USE DISCRETION WHEN CONSIDERING WEEK DAY WORKS (10:00 MONDAY TO 12:00 THURSDAY)
- FOR WEEKEND WORKS (10:00 THURSDAY TO 12:00 MONDAY), SEEK APPROVAL FROM WELSH GOVERNMENT
- EMERGENCY WORKS ARE PERMITTED.

CONSTRUCTION ACCESS ROUTES

🟥	DCO BOUNDARY
- - → - -	CONSTRUCTION VEHICLE ROUTES

THIS DRAWING IS TO BE PRINTED IN COLOUR

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/06/2018	RF	FIRST ISSUE	PWW	NM

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wsp.com

CLIENT:
DRAX

ARCHITECT:
-

SITE/PROJECT:
HIRWAUN POWER STATION

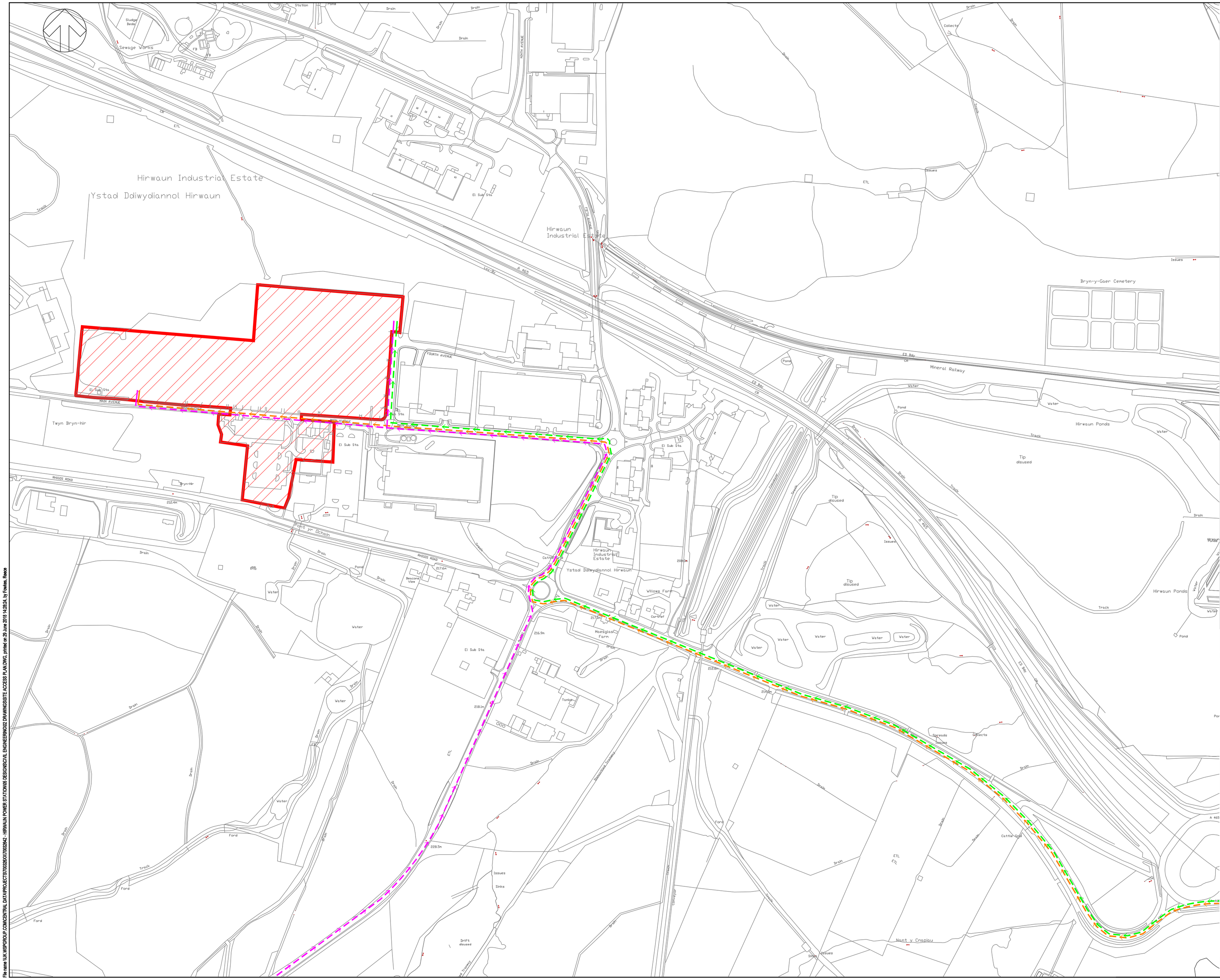
TITLE:
CONSTRUCTION VEHICLE
ROUTING PLAN

SCALE @ A1:	CHECKED:		APPROVED:
1:2500	P.WATCHMAN		N.MACDONALD
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70032642	R.FOWKES	R.FOWKES	JUNE 18
DRAWING No:			REV:
2642-GA-D-002			A

Appendix D

SITE ACCESS PLAN

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\700326XX\70032642 - HIRWAUN POWER STATION\05 DESIGNS\CIVIL ENGINEERING\02 DRAWINGS\SITE ACCESS PLAN.DWG, printed on 29 June 2018 14:28:24, by Fowkes, Reece



DO NOT SCALE

NOTES

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2. ANY DISCREPANCIES, ERRORS OR OMISSIONS ARE TO BE BROUGHT TO THE ATTENTION OF WSP

CONSTRUCTION ACCESS ROUTES

🟥	SITE / DCO BOUNDARY
🟩	ROUTE FROM A465 TO PRIMARY ACCESS
🟧	ROUTE FROM A465 TO SECONDARY ACCESS
🟪	ROUTE FROM A4061(SOUTH) TO PRIMARY & SECONDARY ACCESS

THIS DRAWING IS TO BE PRINTED IN COLOUR

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/06/2018	RF	FIRST ISSUE	PWW	NM

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: DRAX

ARCHITECT: -

SITE/PROJECT: HIRWAUN POWER STATION

TITLE: SITE ACCESS PLAN

SCALE @ A1: 1:2500	CHECKED: P.WATCHMAN		APPROVED: N.MACDONALD
PROJECT NO: 70032642	DESIGNED: R.FOWKES	DRAWN: R.FOWKES	DATE: JUNE 18
DRAWING No: 2642-GA-D-001			REV: A

Appendix E

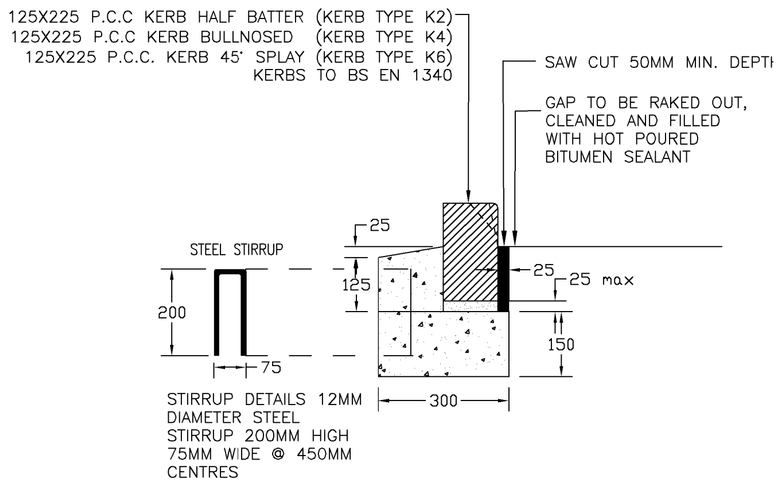
HIGHWAY AND DRAINAGE

CONSTRUCTION DETAILS

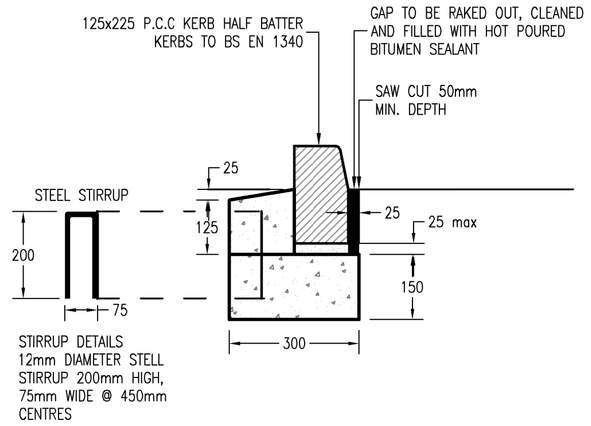
DO NOT SCALE

NOTES

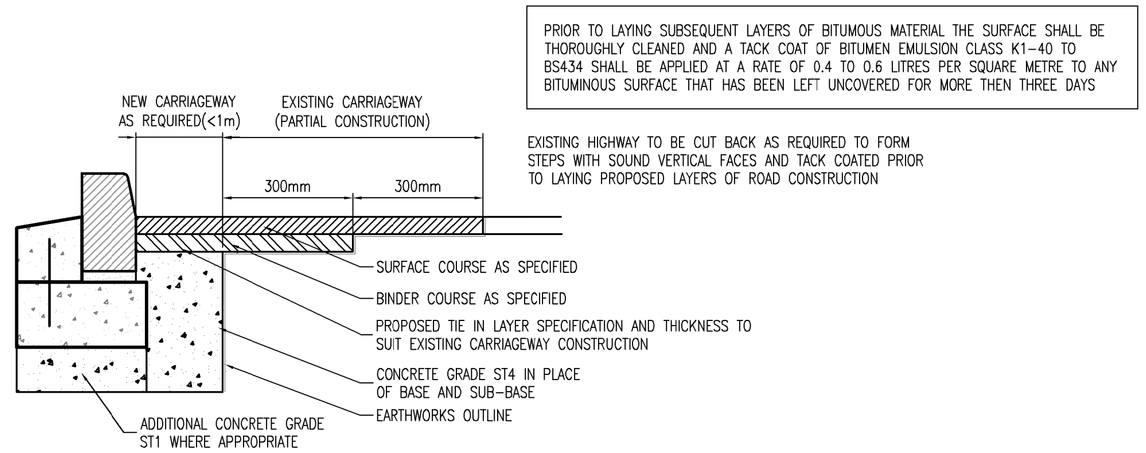
1. ALL WORKS TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
2. ALL PRECAST CONCRETE KERBS TO BE TO BS EN 1340
3. ALL INSITU CONCRETE TO BE IN ACCORDANCE WITH BS EN 406
4. INSITU CONCRETE SPECIFICATION SUBJECT TO CONFIRMATION OF CHEMICAL TESTING OF THE SUB GRADE
5. SHOULD THE SUBGRADE CBR BE LESS THAN 1% A SPECIALIST CAPPING DESIGN MAY BE REQUIRED.



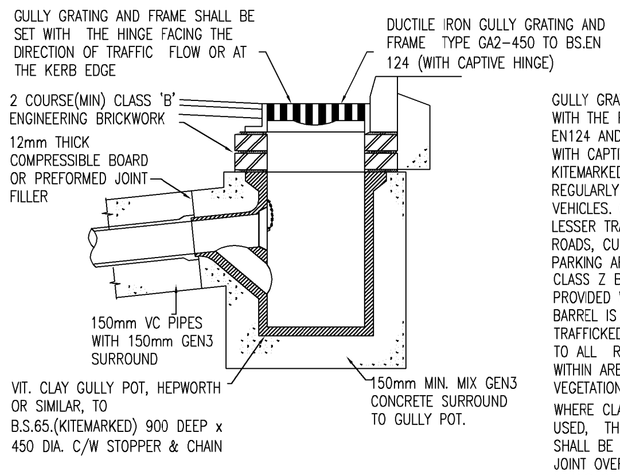
PCC BULLNOSE KERB REINSTATEMENT DETAIL
(SCALE 1:10)



PCC HALF BATTER KERB REINSTATEMENT DETAIL
(SCALE 1:10)



ROAD PAVEMENT TIE-IN CONSTRUCTION NARROW WIDTHS
(SCALE 1:10)

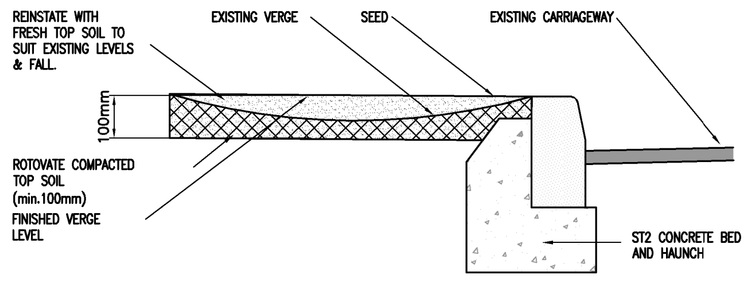


ROAD GULLY DETAIL
SCALE 1:20

GULLY GRATES AND FRAMES SHALL COMPLY WITH THE RELEVANT PROVISIONS OF BS EN124 AND BE OF A NON-ROCKING DESIGN WITH CAPTIVE HINGE ACCESS AND BE KITEMARKED. LOAD CLASS D400 FOR ROADS REGULARLY CARRYING FAST MOVING HEAVY VEHICLES, CLASS C250 TO BE USED IN LESSER TRAFFICKED AREAS eg. ESTATE ROADS, CUL-DE-SACS, RESIDENTIAL CAR PARKING AREAS ETC.

CLASS Z BEDDING DETAIL SHALL BE PROVIDED WHERE COVER TO THE PIPE BARREL IS LESS THAN 1.2M IN VEHICULAR TRAFFICKED AREAS AND 0.9M ELSEWHERE, TO ALL ROAD GULLY CONNECTIONS AND WITHIN AREAS OF DEEP ROOTING VEGETATION.

WHERE CLASS Z TRENCH BEDDING DETAIL IS USED, THE CONCRETE BED AND SURROUND SHALL BE DISCONTINUED AT EACH PIPE JOINT OVER THE FULL CROSS SECTION BY MEANS OF A SHAPED COMPRESSIBLE FILLER.(SEE TABLE C0003)



VERGE TIE-IN CONSTRUCTION DETAIL
SCALE 1:10

REV	DATE	BY	DESCRIPTION	CHK	APP
A	29/06/2018	RF	FIRST ISSUE	PWW	NM

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wsp.com

CLIENT: DRAX

ARCHITECT:

SITE/PROJECT: HIRWAUN POWER STATION

TITLE: HIGHWAY & DRAINAGE CONSTRUCTION DETAILS

SCALE @ A1:	CHECKED:		APPROVED:
As Shown	PWW		NM
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70032642	RF	RF	June 18

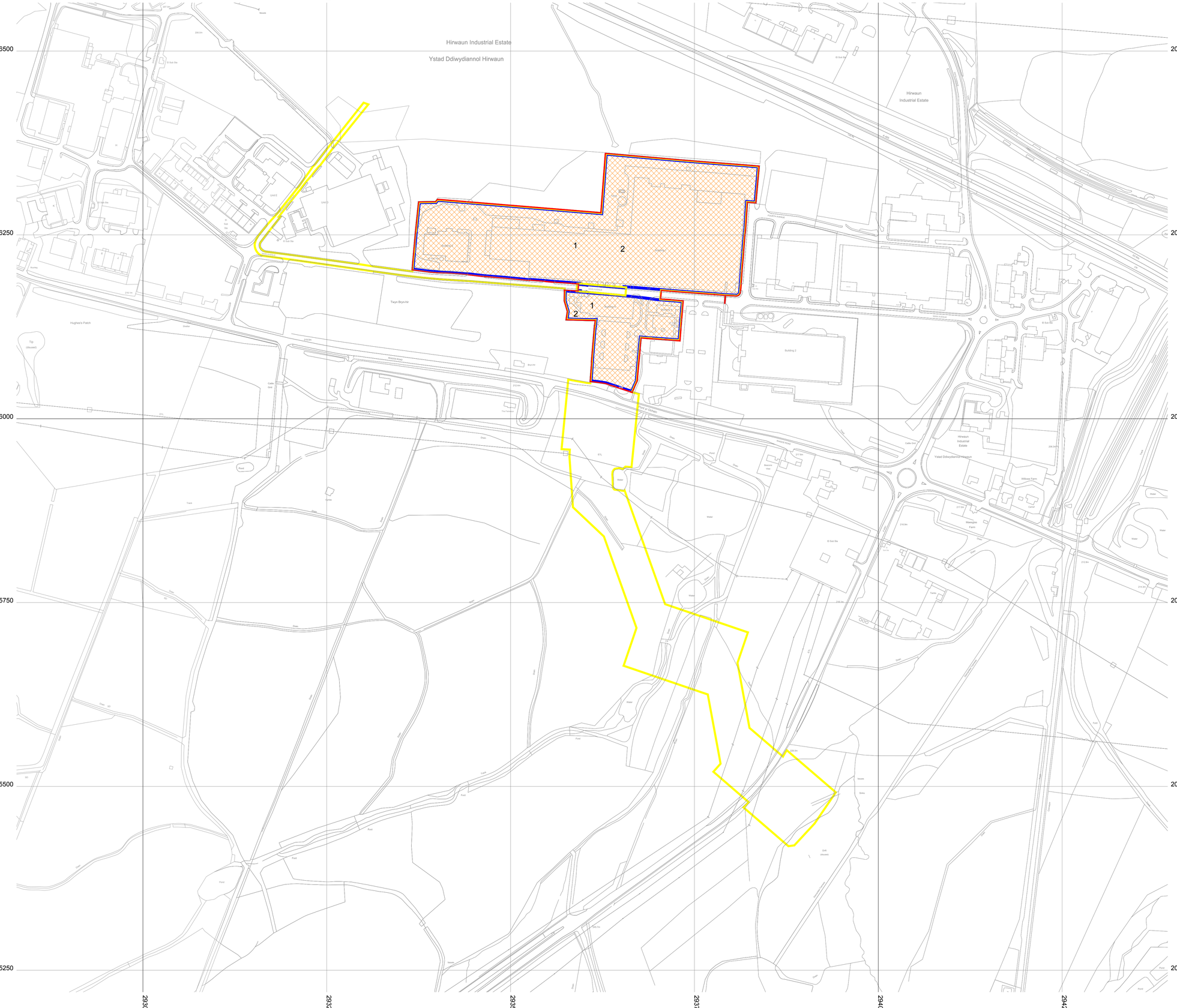
DRAWING No: 2624-RP-D-001 REV: A

Amber Court
William Armstrong Drive
Newcastle upon Tyne
NE4 7YQ

wsp.com

Appendix F

DCO APPROVED WORKS PLAN



Legend:

- Order Limits
- Order Land (see Land Plans, document reference 2.2)

N

	Work No.	Brief Description (see Schedule 1 to the Development Consent Order)
	1	Demolition Works
	2	Power Generation Plant (divided up into Work Numbers 2A, 2B, 2C, 2D, 2E, 2F and 2G on Works Plan Figure 2) (Maximum Limits of Deviation)

25 0 25 50 75 100 125 150 175 200
Metres

Notes:

Created By:

Terraquest Solutions Limited
Floors 7 & 8
Quayside Tower
252 - 260 Broad Street
Birmingham
B1 2HF

w: www.terraquest.co.uk
e: info@terraquest.co.uk

TerraQuest

Created For:

Hirwaun Power Limited
33 Cavendish Square
London
W1G 0PW

w: www.hirwaunpower.co.uk

Hirwaun power

Title:

Hirwaun Power Limited - Works Plan (Figure 1)

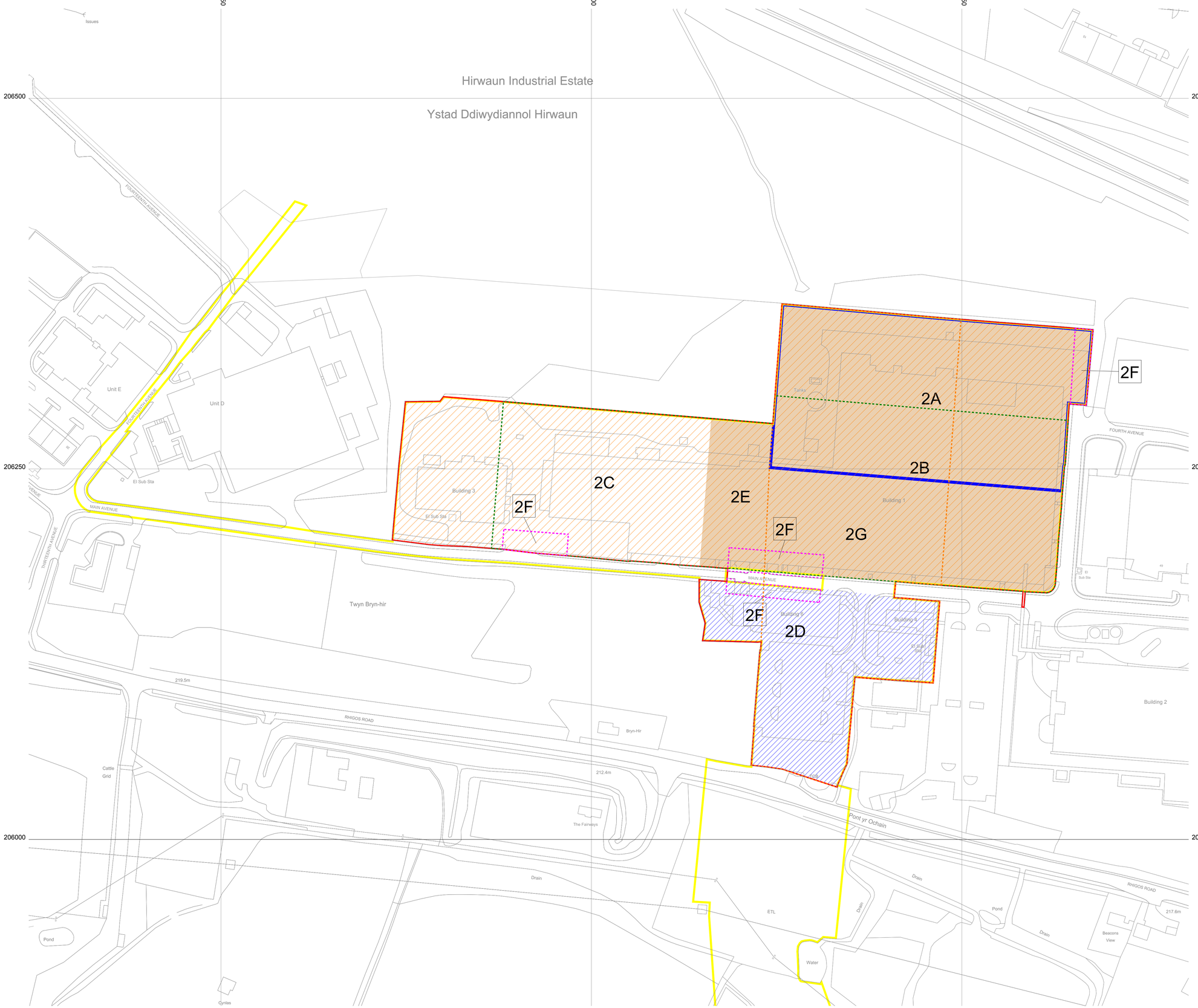
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Regulation r5(2)(j)

Document Reference: 2.3

Scale:	Date:
1:2500 @ A1	July 2016
Drawing No:	**Revision:**
HPL Works Plan Figure 1 of 2	v4

Approved By:	Checked By:	Drawn By:
DCO	PKI	LBA



Legend:

- Order Limits
- Order Land (see Land Plans, document reference 2.2)

N

	Work No.	Brief Description (see Schedule 1 to the Development Consent Order)
	2A	Power Generation Plant (Maximum Limits of Deviation)
	2B	Power Generation Plant (Maximum Limits of Deviation)
	2C	Power Generation Plant (Maximum Limits of Deviation)
	2D	Power Generation Plant (Maximum Limits of Deviation)
	2E	Power Generation Plant (Maximum Limits of Deviation)
	2F	Power Generation Plant (Maximum Limits of Deviation)
	2G	Power Generation Plant (Maximum Limits of Deviation)

10 0 10 20 30 40 50 60 70 80 90 100
Metres

Notes:

Created By:

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Hirwaun power

Title:

Hirwaun Power Limited - Works Plan (Figure 2)

Showing Work Numbers 2A, 2B, 2C, 2D, 2E, 2F, and 2G

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Regulation r5(2)(j)

Document Reference: 2.3

Scale:	Date:
1:1250 @ A1	July 2016
Drawing No:	**Revision:**
HPL Works Plan Figure 2 of 2	v4

Approved By:	Checked By:	Drawn By:
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