

To:
Jennifer Ashworth and Rebecca Leggott
North Lincolnshire Council

CC:

Memo

Subject: Response to North Lincolnshire Council Highways comments on planning application PA/2023/421

Dear Rebecca

We note the comments from North Lincolnshire Council Highways dated 5th April and 26th May 2023 and respond to each in turn below.

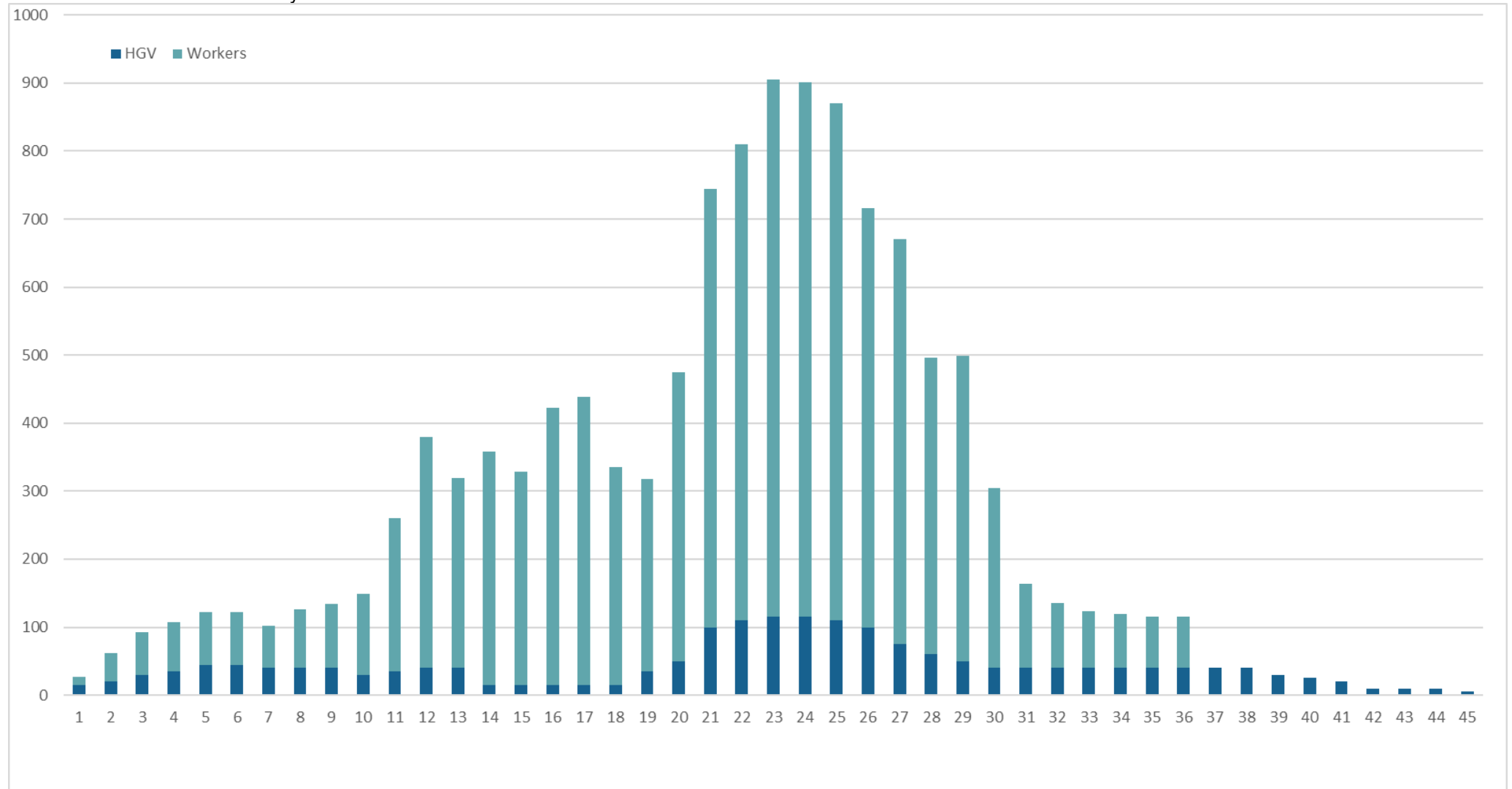
NLC Highways Comment	Applicant's Response
There are references to Chapter 8 (Traffic and Transport) of the ES, within the Transport Assessment, but there doesn't appear to be a copy of this online. Can this be provided please.	We liaised with NLC Planning team to help resolve the documents that were not visible online.
The main impact on the highway network will be during the construction phase, with minimal vehicle movements during the operational phase. Can the applicant clarify whether there will be a need for shutdown periods for maintenance of the proposed plant in the future.	As noted in ES Chapter 3 (paragraph 3.6.20), major maintenance outages/ turnarounds will take place every 3-6 years. Outages will be aligned with the existing CHP plant's planned outages and will be managed holistically by VPI Immingham. Traffic associated with maintenance outages would be less than construction traffic and over a much shorter period.
It would be helpful to know what the proposed shift patterns/working hours are and the anticipated number of construction workers on site.	<p>As noted in ES Appendix 8A (paragraph 8A.4.15) and ES Chapter 4 (paragraph 4.4.23) normal construction working hours for the Proposed VPI Development will be 07:00 to 19:00 Monday to Friday (except Bank Holidays) and 07:00 to 13:00 on Saturdays, but it is likely that some construction activities may need to be undertaken outside of these normal working hours and could be 24/7, limited to manage critical periods where required, principally because certain construction activities cannot be stopped, such as concrete pouring, pipework testing and commissioning but also potentially to manage the construction programme.</p> <p>As noted in ES Chapter 4 (paragraph 4.4.20), at the peak of construction of the Proposed VPI</p>

NLC Highways Comment	Applicant's Response
	Development it is estimated around 840 workers will be on site.
Although an overview of combined construction vehicle movements (both HGV and workers) is provided, I would like to see a more detailed breakdown of movements per month for each site, both daily and peak hour movements, preferably in a table form.	The combined construction worker monthly profile is provided in Plate 8C.2. in the Construction Worker Travel Plan (HZ ES App 8C). Separate traffic profiles for each of the Proposed Developments are not included in the planning application documents but are provided in Appendix 1 below for your reference. VPI are working to develop a more modularised approach to construction which would help to reduce construction HGV movements.
Is there a site layout plan, which shows the location of the proposed development and car parking for construction workers?	The location of car parking for construction workers has not been included on a plan submitted with the planning application. As noted in ES Appendix 8A (paragraph 8A.4.13), construction car parking will be located along the eastern boundary of the VPI Site and will be accessed from Rosper Road. An indicative plan is provided in Appendix 2, showing the location of the car parking area to the east of the CHP plant, adjacent to Rosper Road.
The proposed car park for construction workers has 250 spaces, however without any further details on the number of staff expected to be on site at any one time, it is difficult to know whether this is sufficient. I'm also assuming that this car park is not needed during the construction phase for any operational purposes, can the applicant confirm this please.	<p>At the peak of construction it is anticipated that around 840 people will be contracted to work on the Proposed VPI Development. The Construction Worker Travel Plan (ES Appendix 8C) sets out measures to reduce the number of construction worker vehicles on site, including car sharing and minibuses. It is proposed that parking permits will be issued based on a ranking system and that contracts contain a requirement to arrange bus services for transport of personnel. No specific "park and ride" pick up points have been determined at this stage but potential exists at nearby facilities such as the airfield.</p> <p>The construction car park will be designed for construction worker parking only. Operational staff will continue to use the existing operational parking facilities at the VPI Site.</p>
The location of the site and nature of work, mean that car is likely to be the most practical mode of travel. The assessment has assumed 1 worker per vehicle, which is the worst case scenario. There is scope for car sharing and minibus pickups, to reduce single occupancy car trips and this should be encouraged through the Construction Worker Travel Plan.	The Construction Worker Travel Plan provided at ES Appendix 8C includes measures to encourage car sharing and minibuses.
In terms of delivery of construction materials, will materials be imported to the nearby ports of Immingham/Killingholme and then transported to site or will they be transported from further afield.	Major equipment and assemblies will be delivered via the nearby ports though bulks and smaller fabrications (pipe spools etc) have the potential to be transported by road from numerous fabrication facilities or suppliers.

NLC Highways Comment	Applicant's Response
We are still reviewing the proposed junction arrangement on Rosper Road. However, can the applicant confirm whether a Safety Audit has been undertaken.	A Stage 1 Road Safety Audit (RSA) has now been completed, and the report has been provided to North Lincolnshire Council Highways. A response has been requested and is currently being prepared by AECOM (the Designer) and VPI Immingham (the Overseeing Organisation).
We presume National Highways have been consulted on the proposals as they will have a significant impact on the SRN.	AECOM has focussed consultation regarding the transport assessment on the local highway authority, North Lincolnshire Council, and has not contacted National Highways in relation to the Humber Zero project.

Appendix 1: Separate Construction Traffic Profiles for the Proposed Developments

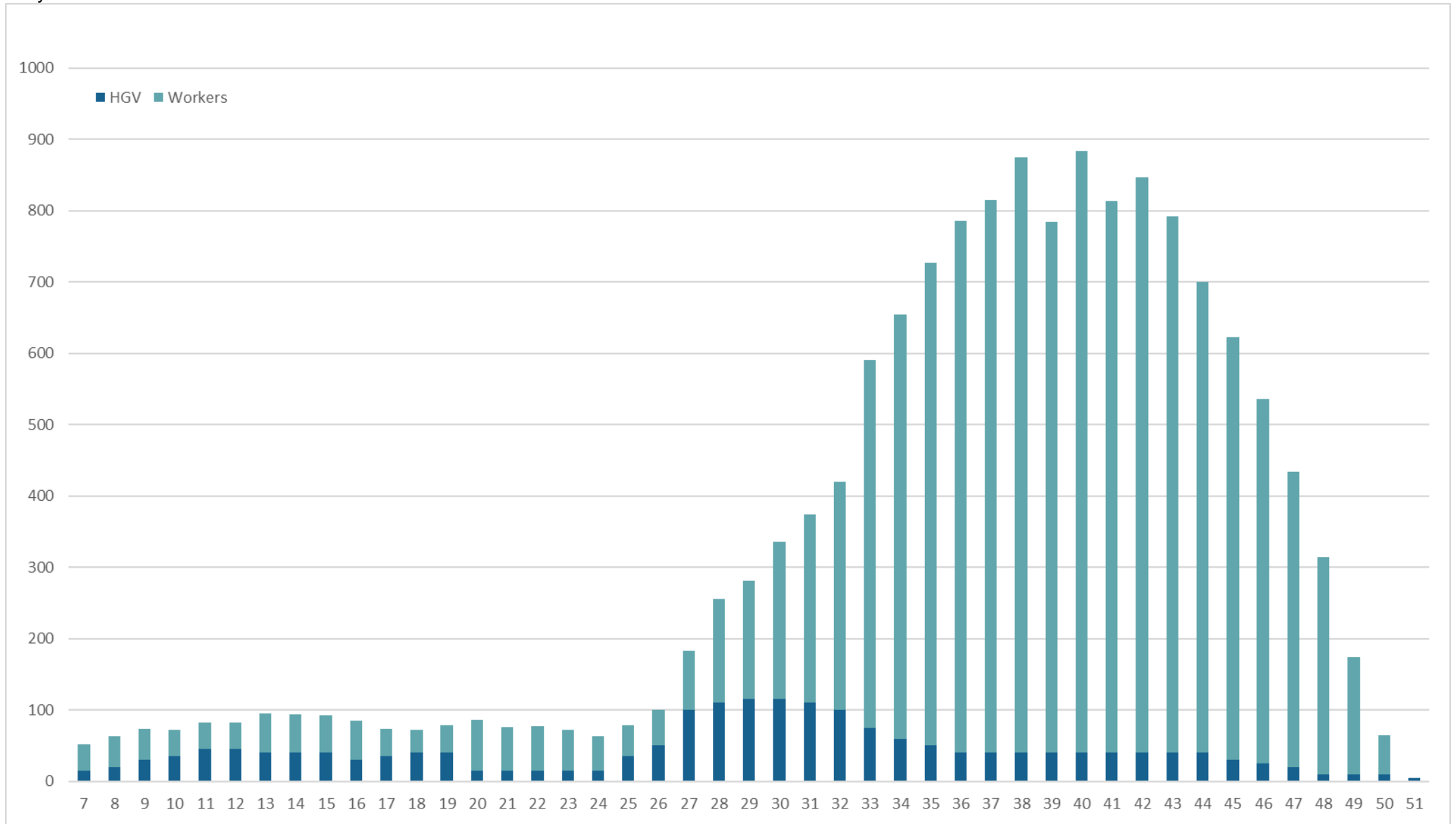
Proposed Phillips 66 Development Construction Worker & HGV Daily Numbers



Proposed Phillips 66 Development Construction Traffic				
Year	Month	HGV	Workers	Total
2024	1	15	12	27
	2	20	42	62
	3	30	62	92
	4	35	72	107
	5	45	77	122
	6	45	77	122
	7	40	62	102
	8	40	86	126
	9	40	94	134
	10	30	119	149
	11	35	225	260
	12	40	339	379
2025	13	40	279	319
	14	15	343	358
	15	15	313	328
	16	15	408	423
	17	15	423	438
	18	15	320	335
	19	35	283	318
	20	50	425	475
	21	100	645	745
	22	110	700	810
	23	115	790	905
	24	115	786	901
2026	25	110	761	871
	26	100	616	716
	27	75	596	671
	28	60	436	496
	29	50	449	499
	30	40	264	304
	31	40	124	164
	32	40	96	136
	33	40	84	124
	34	40	80	120
	35	40	76	116
	36	40	76	116
2027	37	40		40
	38	40		40
	39	30		30
	40	25		25
	41	20		20
	42	10		10
	43	10		10

Proposed Phillips 66 Development Construction Traffic				
Year	Month	HGV	Workers	Total
	44	10		10
	45	5		5
	46			
	47			
	48			
2028	49			
	50			
	51			
	52			
	53			
	54			
	55			
	56			
	57			
	58			
	59			
	60			

Proposed VPI Development
Daily Construction Worker & HGV Numbers



Proposed VPI Development Construction Traffic				
Year	Month	HGV	Workers	Total
2024	1			
	2			
	3			
	4			
	5			
	6			
	7	15	37	52
	8	20	43	63
	9	30	43	73
	10	35	37	72
	11	45	37	82
	12	45	37	82
2025	13	40	55	95
	14	40	54	94
	15	40	53	93
	16	30	55	85
	17	35	38	73
	18	40	33	73
	19	40	39	79
	20	15	71	86
	21	15	61	76
	22	15	63	78
	23	15	57	72
	24	15	48	63
2026	25	35	43	78
	26	50	50	100
	27	100	83	183
	28	110	145	255
	29	115	167	282
	30	115	221	336
	31	110	264	374
	32	100	320	420
	33	75	515	590
	34	60	595	655
	35	50	676	726
	36	40	745	785
2027	37	40	775	815
	38	40	835	875
	39	40	745	785
	40	40	843	883
	41	40	773	813
	42	40	807	847
	43	40	752	792
	44	40	660	700

Proposed VPI Development Construction Traffic				
Year	Month	HGV	Workers	Total
	45	30	593	623
	46	25	511	536
	47	20	414	434
	48	10	304	314
2028	49	10	165	175
	50	10	54	64
	51	5	0	5
	52			
	53			
	54			
	55			
	56			
	57			
	58			
	59			
	60			

**Appendix 2: Indicative Plan Showing Location of Proposed Construction Car Parking in Blue
(prepared using Google Earth Pro)**

