

# South Humber Bank Energy Centre

South Marsh Road, Stallingborough, DN41 8BZ

**Operational Delivery and Servicing Plan**

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**Applicant: EP SHB Limited**  
**Date: March 2019**

## DOCUMENT HISTORY

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## 1.0 INTRODUCTION

- 1.1 This Delivery and Servicing Plan has been prepared by AECOM on behalf of EP SHB Limited to accompany the planning application for the Proposed South Humber Bank Energy Centre, an energy from waste plant located on land within the site boundary of the existing South Humber Bank Power Station, South Marsh Road, Stallingborough.
- 1.2 This plan demonstrates how deliveries to the Site once operational will be managed and should be read in accordance with the Transport Assessment presented within Appendix 9A in ES Volume III.

## 2.0 DELIVERY AND SERVICING STRATEGY

### Delivery Hours

- 2.1 It is expected that the Proposed Development will receive fuel by road during the following hours:
- Monday to Sunday: 06:00 – 18:00 (excluding Christmas Day, Boxing Day and New Years Day)
- 2.2 Although the above timings allow for deliveries every day of the week, it is likely that deliveries will be concentrated around the period from Monday to Friday.

### Weighbridges

- 2.3 Incoming bulk transport vehicles will enter the Site through the main entrance. They will proceed along the access road to the incoming weighbridges where the quantity of incoming fuel will be checked and recorded.
- 2.4 The weight of the outgoing vehicles will be recorded on separate outgoing weighbridges as they leave the Site.
- 2.5 Total HGV movements at the site are estimated to be 312 in and 312 out per day and a maximum of 44 deliveries during the hourly peak comprising of:
- 34 fuel deliveries;
  - 1 consumables delivery; and
  - 9 bottom ash and flue gas treatment residue deliveries.
- 2.6 It is proposed that four weighbridges are installed: two incoming and two outgoing. The proposed location of the weighbridges is shown on the site layout plan provided in Annex 1.
- 2.7 Should all weighbridges be occupied, there is sufficient space on the access road to allow for some queuing and a HGV holding area is to be provided to the east of the weighbridge accommodating up to approximately six HGVs. These measures combined should help to prevent HGV stacking on the access road.
- 2.8 It is proposed that a separate lane to either side of the incoming and outgoing weighbridges is provided for use by staff and visitor vehicles.

### Fuel Reception

- 2.9 After weighing, the vehicles will proceed to the tipping hall where they will be directed to a vacant tipping bay to discharge into a bunker.
- 2.10 It is assumed that the average unloading time is 12 minutes, which is the total time occupying a bay, including reversing and leaving. Table 2.1 indicates that based on a peak of 34 fuel deliveries per hour, the fuel reception hall requires a minimum of 7 tipping bays.

**Table 2.1: Tipping Bay Requirements**

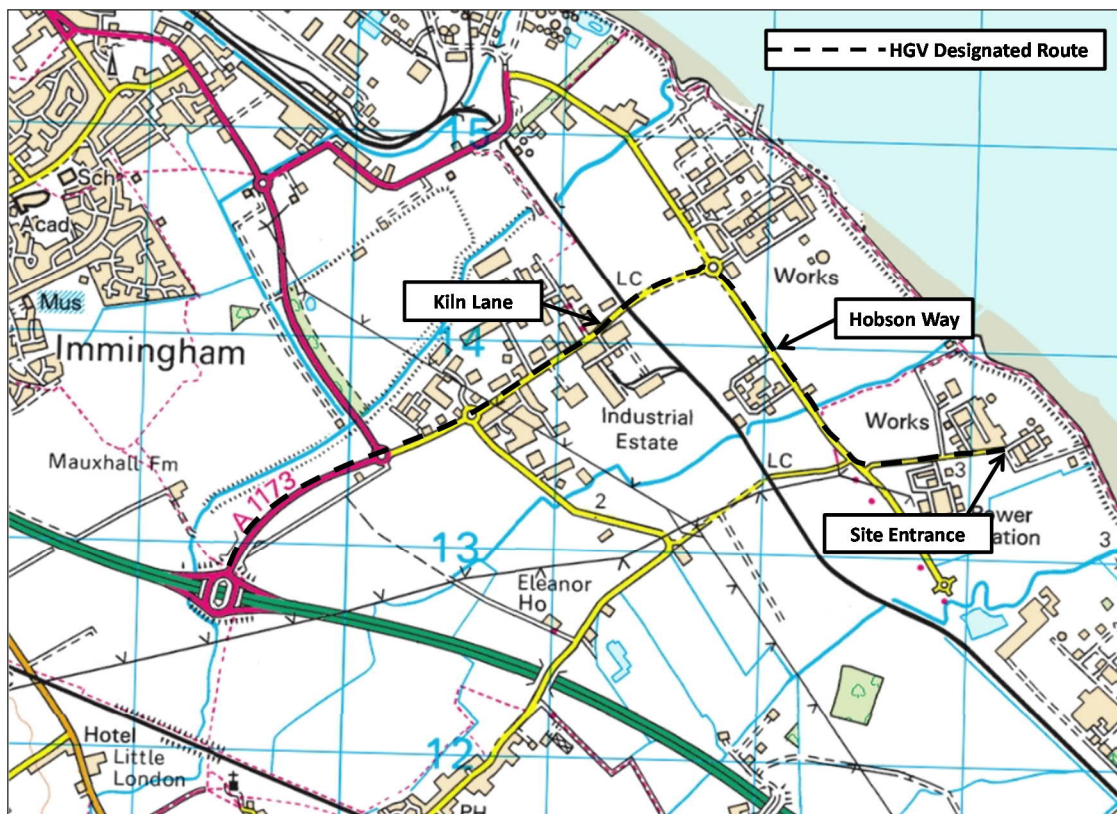
	<b>TOTAL</b>
Peak Deliveries per Hour	34 HGVs
Unloading time per Bay (minutes)	12 minutes
Minimum Bays Required	7 Bays

- 2.11 However, to provide flexibility in operations, the design layout has allowed for 11 tipping bays.
- 2.12 On completion of the tipping operation, the vehicles will leave the tipping hall via a separate exit. A one-way system will be operated around the Site to reduce the risk of congestion and collisions.

### HGV Routing Agreement

- 2.13 It is proposed that all operational HGV traffic to / from the Proposed Development will be required to route to / from the A180 via the A1173, Kiln Lane, Hobson Way and South Marsh Road. This will be formalised by a routing agreement and will be rigorously enforced by the operator of the Proposed Development. The designated HGV routing plan is shown in Figure 2.1 below.
- 2.14 However in the event of the closure of South Marsh Road or the proposed site entrance for an emergency or for reasons beyond the applicant's control, access will be via the existing South Humber Bank Power Station entrance on Hobson Way.

**Figure 2.1: HGV Designated Route Plan**



- 2.15 The Proposed Development operator will encourage the public to report any incidents regarding any breaches of the routing agreement to the operator's management team together with information on the location of the HGV, direction of travel and its number plate / operator. This information will allow the operator to take appropriate action to avoid any future incidents.

### **3.0 MAINTENANCE AND OTHER CONTINGENCIES**

#### **Maintenance**

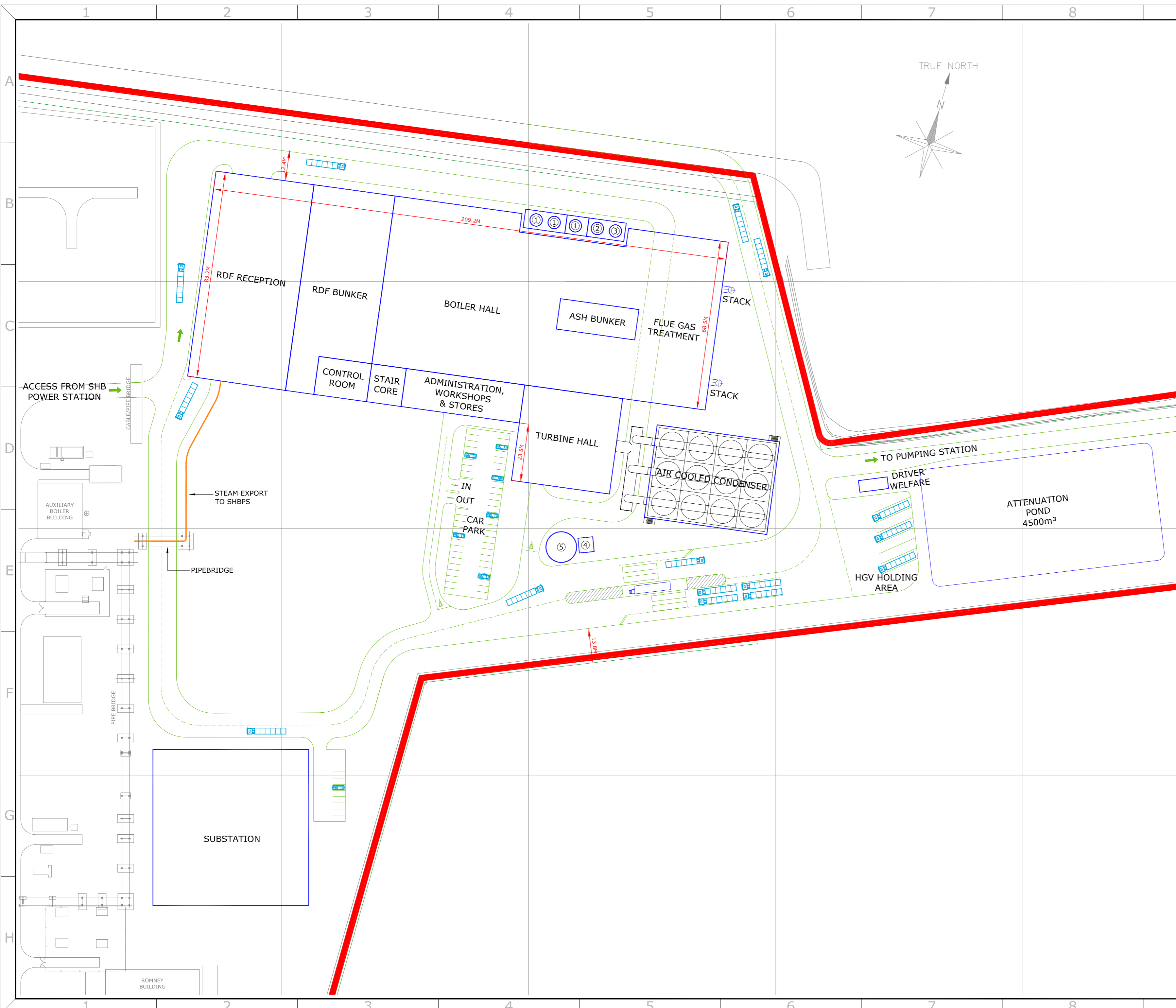
- 3.1 It is expected that each year the Energy Centre will be taken offline for approximately three weeks to allow for invasive maintenance activities such as internal inspection of the boiler. Approximately every five to six years the facility will be taken offline for a major outage for substantial maintenance activities such as replacement sections of the boiler.
- 3.2 Whilst there will be a requirement for some maintenance HGVs during these shutdown periods, Abnormal Indivisible Loads are not anticipated.

#### **Contingency**

- 3.3 In the event of the closure of South Marsh Road or the proposed site entrance for an emergency or for reasons beyond the applicant's control, contingency plans will include (not limited to) taking access to the South Humber Bank Energy Centre via the existing South Humber Bank Power Station entrance on Hobson Way.
- 3.4 In the event of the closure of the A180 in the site vicinity, the final Delivery Service Plan (to be prepared as part of a planning condition) will contain contact details of the applicant or other proposals so that the applicant can assist the relevant highway authorities in their arrangement of the diversionary route(s).

**ANNEX 1: SITE LAYOUT PLAN**





FOR LOCAL AUTHORITY PLANNING PURPOSES ONLY

**LEGEND**

- ① REAGENT SILOS
- ② AMMONIA TANK
- ③ FUEL OIL TANK
- ④ FIRE WATER PUMP HOUSE
- ⑤ FIRE WATER TANK

**KEY**

█ SOUTH HUMBER BANK ENERGY CENTRE BOUNDARY

R3	PRELIMINARY	AO	TO	04.10.18
R2	PRELIMINARY	AO	TO	24.08.18
R1	PRELIMINARY	AO	TO	07.08.18
REV.	DETAILS OF REVISION	DRAWN	CHKD	DATE



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