Medworth EfW CHP Facility Order:
SI 2024 No.230

Kanadevia INOVA

Construction Traffic Management Plan

(Work Nos. 1,1A, 2A, 2B and 5, the EfW CHP Facility and TCC)

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Contents

Glossary

Term	Description
AIL	Abnormal Indivisible Load
AIP	Agreement in Principle
AQMA	Air Quality Management Area
CCC	Cambridgeshire County Council
CEMP	Construction Environmental Management Plan
CHP	Combined Heat and Power
CPICS	Cambridgeshire and Peterborough Integrated Care System
CTMP	Construction Traffic Management Plan
DMRB	Design Manual for Roads and Bridges
DMS	Delivery Management System
EEAST	East of England Ambulance Service
EfW	Energy from Waste
EPC	Engineering Procurement and Construction
HGV	Heavy Goods Vehicle
KVI	Kanadevia Inova
NCC	Norfolk County Council
NH	National Highways
NMU	Non-Motorised users
PROW	Public Right of Way
REC	Regional Electricity Company
SPA	Swept Path Analysis
SRN	Strategic Road Network
TCC	Temporary Construction Compound
TSRGD	Traffic Signs Regulations and General Directions
WtE	Waste to Energy

1. Introduction

1.1 Background

1.1.1 Medworth CHP Limited (the Developer) has secured a Development Consent Order (the Order)[1] to construct, operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Access Improvements, Water Connections, Temporary Construction Compound (TCC), and an Acoustic Fence, these works are the Authorised Development.

1.1.2 The Authorised Development will recover useful energy in the form of electricity and steam from over half a million tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste each year. The Authorised Development has a generating capacity of over 50 megawatts and the electricity will be exported to the grid. The Authorised Development also has the capability to export steam and electricity to users on the surrounding industrial estate.

1.2 The Developer

1.2.1 The Developer is a wholly owned subsidiary of MVV Environment Limited (MVV). MVV is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approximately 6,500 people with assets of around €5 billion and annual sales of around €4.1 billion. The Authorised Development represents an investment of approximately £450m.

1.2.2 The company has over 50-years' experience in constructing, operating, and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.

1.2.3 MVV's largest operational project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using up to 275,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for His Majesty's Naval Base Devonport in Plymouth, and exporting electricity to the grid.

1.2.4 In Dundee, MVV has taken over the existing Baldovie EfW Facility and has developed a new, modern facility alongside the existing facility. Operating from 2021, it uses up to 220,000 tonnes of municipal, commercial and industrial waste each year as fuel for the generation of usable energy.

1.2.5 Biomass is another key focus of MVV's activities in the UK market. The biomass power plant at Ridham Dock, Kent, uses up to 195,000 tonnes of waste and non-recyclable wood per year to generate green electricity and is capable of exporting heat.

[1] Statutory Instrument 2024 No. 230 https://www.legislation.gov.uk/uksi/2024/230/schedule/1/made

1.3 EPC Contractor (Kanadevia Inova)

1.3.1 To construct the EfW CHP Facility and TCC (Work Nos. 1, 1A, 2A, 2B and 5), the Developer has appointed Kanadevia Inova (KVI) as the EPC Contractor.

Kanadevia Inova is a global greentech company operating in Waste to Energy (WtE) and Renewable Gas. The company roots are in Switzerland which were established in 1933 as “L. von Roll Aktiengesellschaft”, later known as Von Roll Inova. Since 2010 the company has been part of the Kanadevia Corporation, one of Japan’s largest industrial and engineering firms and a longstanding partner and licensee of Von Roll Inova.

Kanadevia Inova have been building and maintaining plants for almost 90 years. Develop projects with our clients and drawing experience as a general engineering, procurement and construction contractor to deliver on their behalf complex turnkey plants and system solutions for thermal and biological WtE recovery, gas upgrading and power to gas. Kanadevia Inova have delivered ten WtE plants in the UK and have 5 more under construction.

1.4 The Authorised Development

1.4.1 The Authorised Development comprises the following key components:

- The EfW CHP Facility and Site (Work Nos.1/1A/1B/2A/2B);
- CHP Connection (Work Nos.3/3A/3B);
- Temporary Construction Compound (TCC) (Work No.5);
- Access Improvements (Work Nos.4A/4B);
- Water Connections (Work Nos.6A/6B);
- Grid Connection (Work Nos.7/8/9); and
- Acoustic fence (Work No.10).

1.4.2 A summary description of each Authorised Development element is provided below.

- EfW CHP Facility and Site: A site of approximately 5.3ha located south-west of Wisbech, located within the administrative areas of Fenland District Council and Cambridgeshire County Council. The main buildings of the EfW CHP Facility would be located in the area to the north of the Hundred of Wisbech Internal Drainage Board drain bisecting the site and would house many development elements including the tipping hall, waste bunkers, boiler house, turbine hall, air cooled condenser, air pollution control building and chimneys. The gatehouse, weighbridges, and laydown maintenance area would be located in the southern section of the EfW CHP Facility Site.
- CHP Connection: The EfW CHP Facility would be designed to allow the export of steam and electricity from the facility to surrounding business users via dedicated pipelines and private wire cables located along the disused March to Wisbech railway. The pipeline and cables would be located on a raised, steel structure.

- TCC: Located adjacent to the EfW CHP Facility Site, the compound would be used to support the construction of the Authorised Development. The compound would be in place for the duration of construction.
- Access Improvements: includes access improvements on New Bridge Lane (road widening and site access) and Algores Way (relocation of site access 20m to the south).
- Water Connections: A new water main connecting the EfW CHP Facility into the local network will run underground from the EfW CHP Facility Site along New Bridge Lane before crossing underneath the A47 to join an existing Anglian Water main. An additional foul sewer connection is required to an existing pumping station operated by Anglian Water located to the northeast of the Algores Way site entrance and into the EfW CHP Facility Site.
- Grid Connection: This comprises a 132kV electrical connection using underground cables. The Grid Connection route begins at the EfW CHP Facility Site and runs underneath New Bridge Lane, before heading north within the verge of the A47 to the Walsoken Substation on Broadend Road. From this point the cable would be connected underground to the Walsoken DNO Substation.
- Acoustic fence: This comprises of a 3m high acoustic fence fronting a residential property at 10 New Bridge Lane, Wisbech.

1.5 Purpose of this document

1.5.1 This **Construction Traffic Management Plan** (**CTMP**) has been prepared to fulfil the criteria set out in Requirement 11 of Schedule 2.

1.5.2 Schedule 2 of the Order requires the Developer to comply with and or submit detailed information to implement the Authorised Development. Requirement 11 (construction traffic management plan) of Schedule 2 states:

> *"(1) No stage of the authorised development may commence until a construction traffic management plan* ***for that stage*** [emphasis added] *has been submitted to and approved by the relevant planning authority in consultation with the highway authority. The construction traffic management plan must be substantially in accordance with the outline construction traffic management plan.*
>
> *(2) The construction traffic management plan must be implemented as approved throughout the construction of the authorised development unless otherwise agreed by the relevant planning authority in consultation with the highway authority.*

1.5.3 This **CTMP** part discharges Requirement 11 for Work Nos.1, 1A, 2A, 2B and 5, the EfW CHP Facility and TCC of the Authorised Development. Specific CTMP's will be prepared for the other Works Nos. and be submitted prior to the commencement of development of that Work No(s).

1.5.4 This **CTMP** is based on the **Outline CTMP (Volume 6.4) [REP7-010]**, prepared as part of the Environmental Statement (ES) and has been updated to take into account feedback received and revised in conjunction with the Developer and KVI.

1.5.5 KVI will contact National Highways to setup an AIP (Agreement in Principle) for the project. This AIP will include transport routes in the UK, port, etc. KVI will not specify one specific port as this could lead to congestion, space constraints or a monopoly situation.

1.5.6 Details of consultation with Cambridgeshire County Council (CCC), Norfolk County Council (NCC) and National Highways (NH) regarding the **Outline CTMP (Volume 6.4) [REP7-010]**, are included in **Appendix 6D (Stakeholder Engagement and Consultation Comments on the Traffic and Transport Assessments** to **ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-075].** This document takes into account consultation feedback to develop a management and mitigation strategy for construction traffic on the local and strategic highways network.

1.5.7 During the preparation of this **CTMP**, Cambridgeshire Highways Authority requested the EIA assumptions for vehicle trips, nature of vehicles and frequency through the duration of the construction periods via Algores Way/New Bridge Lane, these are appended; see **Appendix A**.

1.5.8 This **CTMP** details the proposed mitigation measures to manage traffic generated during the construction phase of the EfW CHP Facility and TCC and to minimise the likely effects on existing road users and the local community. The primary objectives of the document are as follows:

- ensuring the movement of people and materials in a safe, efficient, timely, and sustainable manner;
- keep construction traffic to a minimum during peak network periods to reduce the impact on the highway network;
- ensure that effects and disruption on local communities is minimised;
- minimise vehicle trips where possible; and
- limit the impacts on the natural and built environment.

1.5.9 This **CTMP** reflects the assessment conclusions made in **Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]** of the ES and updated to reflect the status of the project.

1.6 Structure of the Construction Traffic Management Plan

1.6.1 The remainder of this **CTMP** is set out as follows:

- Section 2: the EfW CHP Facility and TCC Study Area;
- Section 3: Access Strategy – sets out the Access Strategy proposed during the construction phase;
- Section 4: HGV Access Strategy – sets out the construction HGV Access Strategy;
- Section 5: LV Access Strategy – sets out the LV Access Strategy;
- Section 6: Crossing Schedule – sets out other construction impacts;

- Section 7: Potential Mitigation Strategies - sets out the potential mitigation strategies;
- Section 8: Management of the **CTMP** and enforcement – sets out the proposed management structure for the **CTMP**; and
- Section 9 – sets out the considerations and arrangements for future Abnormal Indivisible Load Assessment(s) and the AIP with National Highways.

2. The EfW CHP Facility and TCC Study Area

2.1 CTMP Study Area

2.1.1 The Study Area in the **CTMP** covers that presented in **Chapter 6: Traffic and Transport (Volume 6.2) [APP-033]** as it applies to the EfW CHP Facility and the TCC.

2.1.2 The spatial scope of the **CTMP** is based on the most probable and preferred routes for construction traffic generated by the EfW CHP Facility and TCC. The construction traffic generated covers the movement of deliveries, equipment and of construction staff. Identification of appropriate construction routes takes into consideration the following:

- restrictions such as weight and height limits;
- suitability of routes based on a review of road types and widths;
- Consultation feedback;
- Access to the A47; and
- Impacts on the local community.

2.1.3 The Study Area includes for roads operated and maintained by Cambridgeshire County Council (CCC), Norfolk County Council (NCC) and National Highways (NH) as local and strategic road authorities. Fenland District Council maintain part of Algores Way, south of 19 Algores Way.

3. Access Strategy

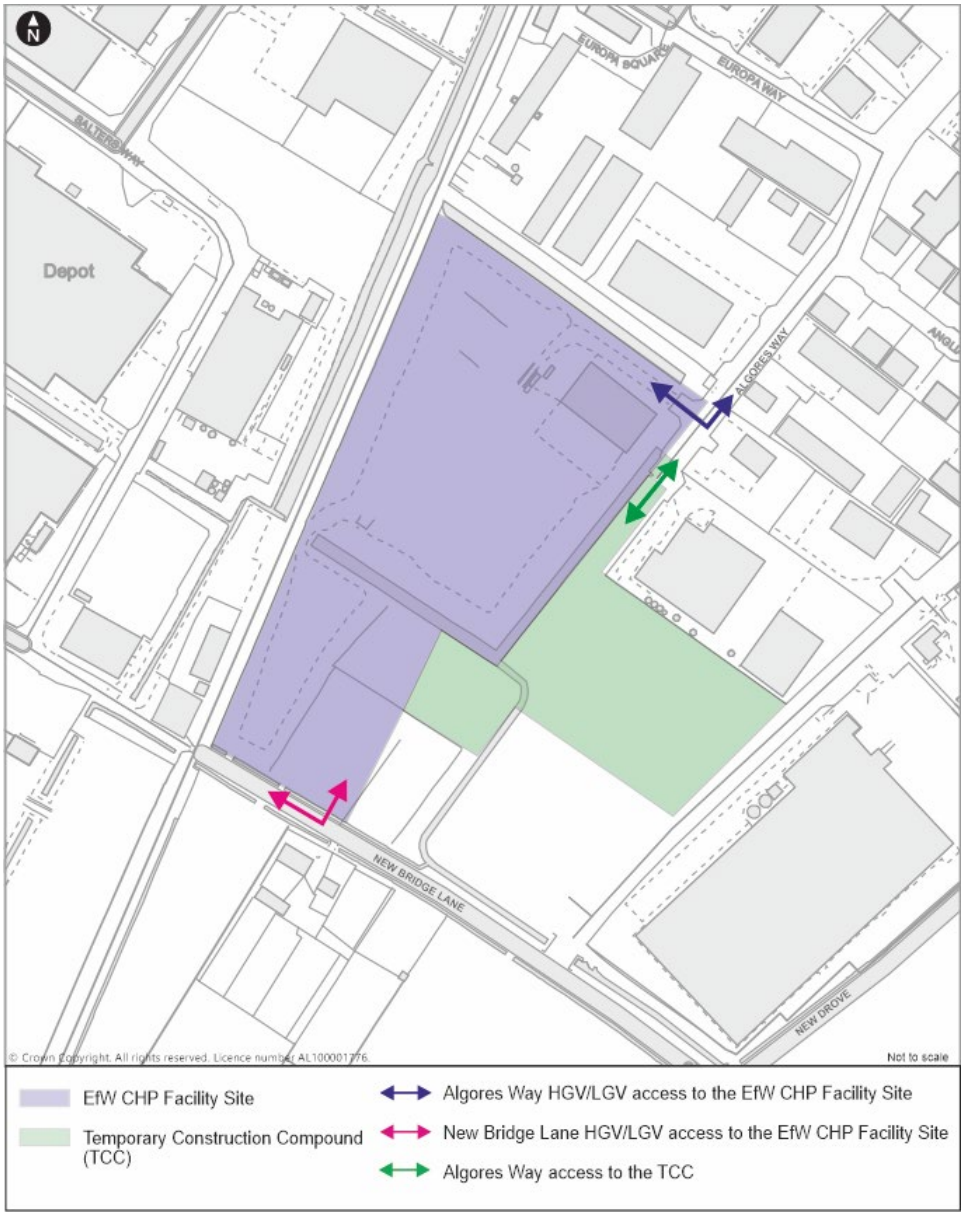
3.1 Overview

3.1.1 During the construction phase of the EfW CHP Facility and use of the TCC, temporary construction access for HGVs and LGVs will be required onto and from the public highway network off Algores Way and New Bridge Lane.

3.2 Location of Temporary Construction Accesses

3.2.1 **Figure 3.1** provides an overview of the temporary construction accesses required for the EfW CHP Facility Site and TCC.

Figure 3.1: Overview of the construction access locations



Algores Way access

3.2.2 Until Work No.4A (New Bridge Lane Access Improvements) is implemented (**see Paragraph 3.2.5**, HGVs and LGVs will access the EfW CHP Facility Site via the existing junction (see **Figure 3.2**). This junction is designed for HGVs and Abnormal Indivisible Loads should be able to track around the current access without any modification.

3.2.3 Once Work No.4A is implemented, it is anticipated that around 35% of construction vehicles would enter and exit the EfW CHP Facility Site via the Algores Way entrance. A wheelwash facility would be located at the exit, see **Appendix M** of the **CEMP**.

3.2.4 Since the Order was made, during detailed design, KVI and the Developer have developed a site layout for the EfW CHP Facility that enables retention of the existing access from Algores Way. Therefore, Work No.4B (Algores Way Access Improvements) that would have relocated the access approximately 20m south, is no longer required. This approach reduces disruption to the adjacent businesses on Algores Way.

Figure 3.2: Aerial view of the existing junction into the EfW CHP Facility Site

New Bridge Lane access

3.2.5 On completion of Work No.4A (New Bridge Lane Access Improvements) and Work No.10 (Acoustic Fence), It is anticipated that around 65% of construction vehicles (the majority of HGVs) would enter and exit the EfW CHP Facility Site via a new construction access off New Bridge Lane. A wheel wash facility would be located at the exit, see **Appendix M** of the **CEMP**.

TCC Access

3.2.6 The TCC will house temporary car parking and offices for staff and visitors and welfare accommodation for the workforce during construction of the EfW CHP Facility. Cars and pedestrians will access the TCC via Algores Way. Minor works to provide vehicle access to the TCC will be carried out. Full details of the proposed works are submitted separately under **Order Requirement 7(1) document reference CP3_R07_1**.

3.3 Vehicle classification

3.3.1 Several vehicle types will be used for the construction of the EfW CHP Facility. **Table 3.1**, **Vehicle Classifications**, provides a list of the types of vehicles required to access the access points set out in this section.

Table 3.1: Vehicle Classifications

Light Vehicles (LVs)	Heavy Goods Vehicles (HGVs)
Cars	40 tonne tipper trucks
Minibus	Grab wagons
4 x 4 Pick Up	Flat bed HGV
Transit Type Van	Cranes
Mini HIAB	AILs
Tractor	Excavator
Towed Elements (Winch/Cable Drums)	2 or 4 axle truck with HIAB
All-Terrain Vehicles (ATVs)	Concrete mixers
	Articulated HGVs

3.3.2 The list of vehicle types provided in **Table 3.1**, **Vehicle Classifications**, is not exhaustive and has been based on projects of a similar type/scale/complexity.

3.3.3 Construction machinery and on-site plant, vehicles and generator fuel tanks will be re-fuelled on site in accordance with the **CEMP**.

3.4 Abnormal Indivisible Loads

3.4.1 During the construction phase, there is a requirement for delivery of abnormal loads to the EfW CHP Facility. The nature of some of the abnormal loads required to be delivered for these works means that they will be classified as Abnormal Indivisible loads (AILs).

3.4.2 Further details on AILs and access proposals are set out in **Section 9**.

4. HGV Access Strategy

4.1 Introduction

4.1.1 The EfW CHP Facility and TCC requires construction HGVs to use site accesses within an urban environment. This environment presents potential challenges for the conveyance of HGVs. Potentially, urban area HGV routes bring HGVs into high traffic areas which are used by pedestrians wishing to cross the carriageway where highways safety may be an issue. To address the limitations an HGV access strategy has been development that will be utilised during the construction of the Authorised Development limiting the issues that this environment presents. This section sets out how the HGV access strategy has been developed.

4.2 Access Strategy

4.2.1 To develop the HGV access strategy two types of routes are considered as follows;

- **Strategic** – This is the element of the HGV access strategy that uses the Strategic Road Network (SRN) which links the wider UK highways network with the Authorised Development. For this project the strategic element of the HGV access strategy is the A47/A17 which is managed by NH.
- **Local** – Local elements of the HGV access strategy are A/B/C/U roads that link the SRN to each of the proposed accesses for the CHP Connection and EfW CHP Facility. The local roads are managed by CCC for the EfW CHP Facility Site and Fenland District Council (part of Algores Way only).

4.2.2 Access to each of the construction accesses for all elements of the Authorised Development will utilise strategic elements of the highways network as far as practically possible before routing on to local elements of the highways network.

4.3 Strategic Access

4.3.1 The A47 is an element of the SRN that links the wider UK highways network to the Authorised Development.

4.3.2 The section of the A47 which is managed by NH runs between the A1 near Peterborough and Lowestoft in Norfolk. The A47 provides a connection for coastal towns in Norfolk to major settlements along the A47 corridor including Norwich, Kings Lynn and Peterborough. The A47 also provides a connection for these towns to the A1 where routes can be taken on the SRN to national destinations. The A47 has key junctions with the local road network at two locations:

- A47/B198 Cromwell Road - Access into south Wisbech; and
- A27/A1101 Elm High Road – Access into south-east Wisbech.

4.4 Local Access Strategy

4.4.1 From the SRN are a series of access routes on local roads that are required to provide HGV access to the construction accesses.

4.4.2 Access routes vary between the different component parts of the Authorised Development due to location. This section sets out the local access strategy for the EfW CHP Facility.

4.4.3 Across all elements of the Authorised Development access routes have been developed based on the following considerations:

- Height restrictions;
- Weight restrictions;
- Road classification;
- Road layout;
- Existing crossing facilities;
- Existing traffic calming measures;
- Sensitive Receptors adjacent to the public highway;
- Visibility constraints;
- Speed limits and traffic speeds;
- Areas prone to congestion;
- Significant changes in gradient; and
- Vulnerable road users (pedestrians, cyclists and equestrians)

4.4.4 In respect of the HGV access strategy, it should be noted that it has sometimes not been possible to exclude local access roads that feature some of the above constraints. Where this is the case, it has been assessed that alternative routes are considered to be worse in terms of said constraints.

4.5 HGV Access Strategy issues/constraints

4.5.1 The HGV Access Strategy encompasses the HGV routes to be used between the proposed construction accesses and the SRN. A number of common issues and constraints have been identified, with details of the mitigation proposed set out in further detail in this **CTMP**. These are set out in **Table 4.5 Issues and Constraints Management**.

Table 4.5: Issues and Constraints Management

No.	Issue / Constraint	Mitigation
1.	Sensitive, built up areas (villages, towns) to be avoided by temporary construction traffic due to impacts on congestion, highway safety, local residents, pedestrians and air and noise pollution.	The HGV access strategy and selection of access locations has removed Wisbech Town Centre from potential impacts during the construction period. HGVs are routed away from the Air Quality Management Area (AQMA) which is along the A1101 Elm High Road/Churchill Road corridor (other than for the construction of the UCG for limited HGVs movements). In advance of commencing works on the EfW CHP Facility Site and TCC, temporary construction traffic routing signage to be provided at suitable locations of the highway network.
2.	Avoidance, if possible, of built-up areas to avoid conflict with local residents, pedestrians, parking areas, local roads and streetscapes.	The HGV access strategy and selection of access locations has removed Wisbech Town Centre from any impacts during the construction period. In advance of commencing works on the EfW CHP Facility Site and TCC, establish a stakholder liasion group to provide advance notice of activities and report construction progress. Details provided in **Appendix A (CEMP Stakeholder Engagement Plan)** and **Appendix B (CEMP Local Liaison Group Terms of Reference)** of the **Construction Environmental Management Plan: Work No.1, 1A, 2A, 2B and 5 (EfW CHP Facility and TCC) (Requirement 8 and 10: part discharge), document reference CP3_R10 REV 2.0, August 2025**.
3.	Avoidance of narrow rural roads.	The HGV access strategy has avoided the use of small single-track roads entirely.
4.	Limited visibility at access junctions.	Only one access, as set out in **Section 3**, will require visibility splays to be implemented. This access would be for the new EfW CHP Facility. The construction access has been provided with visibility splays designed to Design Manual for Roads and Bridges (DMRB).
5.	Impacts on pedestrian (PRoW), cyclist (National Cycle Network, sustrans and local routes) and equestrians (local routes).	The project has no direct impacts on PRoW.
6.	Construction traffic impacts on capacity of junctions and links on the	Assessment of the traffic generation on 18 highways links has been set out in **Chapter 6 Traffic and Transport (Volume 6.2) [APP-033]**. The measures required to mitigate the

No.	Issue / Constraint	Mitigation
	construction routes (SRN and local highway network).	impact of construction traffic are also included in that chapter. The Assessment indicated impacts at only 4 links during the construction phase. As a result of this assessment the project proposes a new tactile paving crossing linking the north and south footways on Cromwell Road (east) over New Bridge Lane. A **Transport Assessment (Appendix 6B, Volume 6.4) [APP-073]** has been prepared to support the DCO application and this has indicated that based on capacity assessments of the local highways network no mitigation will be required relative to the impact of construction traffic in the week day peak hours 07:00 – 08:00 and 17:00 – 18:00.
7.	CCC Highways Authirty require the singalisation of the Cromwell Road/New Bridge Lane junction prior to substantive construction activities i.e., HGV movements, utilising New Bridge Lane as an access route into the EfW CHP Facility Site.	Implement Work No.4A (New Bridge Lane Access Improvements) prior to the substantive use of New Bridge Lane to access the EfW CHP Facility Site.
8.	Damage to the highway network from construction HGVs.	In advance of commencing works on the EfW CHP Facility Site and TCC, undertake pre and post construction condition surveys of the highway network.

4.6 EfW CHP Facility HGV Construction Access Strategy

4.6.1 Consultation with CCC confirmed that access to the EfW CHP Facility Site (via Elm High Road is not desirable[2].

4.6.2 The HGV construction access strategy from the SRN therefore is that HGVs leave the A47 at the junction with Cromwell Road and route north to the junction with New Bridge Lane. From here HGVs would route east to the proposed New Bridge Lane construction access unless they are required to access the Algores Way site entrance (for example, for site establishment works, to carry out the New Bridge Lane Access Improvements or construction works located to the north of the EfW CHP Facility Site). If the use of this secondary access is required, HGVs would continue north along Cromwell Road to the junction with Weasenham Lane and then route east to the junction with Algores Way.

4.6.3 The EfW CHP Facility HGV Construction Access locations are set out in **Figure 3.1**, **Construction traffic routes and restrictions for the EfW CHP Facility Site and TCC**.

[2] Appendix 6D (Stakeholder Engagement and Consultation Comments on the Traffic and Transport Assessments (Volume 6.4)) to ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-075]

4.7 Route Restrictions

4.7.1 Based upon the access strategy set out above, the Applicant will require HGVs to access the EfW CHP Facility Site and TCC either via the A47 Cromwell Road/New Bridge Lane or via the A47/Cromwell Road/Weasenham Lane/Algores Way to access the Algores Way site entrance thus avoiding the Thomas Clarkson Academy. The Applicant will impose contractual restrictions on its contractors to prevent construction HGV traffic on the following roads:

- A1101 north of A47 Elm Road roundabout;
- Churchill Road (north of Elm High Road);
- Weasenham Lane (between Algores Way and Elm High Road); and
- Access via the Freedom Bridge Roundabout.

4.7.2 **Figure 4.1** illustrates the construction route restrictions.

4.7.3 Transport companies will be instructed in the principles of the **CTMP** and the relevant restrictions on traffic routes for access to the site. AILs shall be required for follow the requirements of National Highways. KVI's Site Materials Handling Manager will be responsible for monitoring and enforcement of the **CTMP** (see **Section 8.2**).

5. Light Vehicle Access Strategy

5.1 Introduction

5.1.1 The EfW CHP Facility and TCC will generate two types of Light Vehicle (LV) traffic as follows:

- LV Staff Traffic – Direct to the TCC; and
- LV Traffic – Direct to EfW CHP Facility working area.

5.1.2 This section sets out how a LV construction traffic access strategy has been developed.

5.2 LV Staff Traffic to the TCC

5.2.1 This element of the LV traffic generation will comprise staff travelling to and from their home/overnight accommodation to the TCC to work at the EfW CHP Facility construction site. Private cars and vans will be used in some cases but the larger subcontractor organisations employed on site shall be contractually required where shift patterns and numbers allow, to bring blue collar workers to site in vans or minibuses and shall be encouraged to use multiple passenger vehicle drop-offs, to reduce the vehicle volume of the project, in accordance with the **CEMP Appendix G: Construction Staff Travel Plan**.

5.3 LV Construction Traffic to the EfW CHP Facility Working Area

5.3.1 This element of the LV traffic generation will comprise workers bringing limited equipment/materials onto the EfW CHP Facility construction area.

5.4 Light Vehicle Construction Access Arrangements and Strategy

Staff Distribution

5.4.1 The distribution of staff trips directly to the TCC or directly to the EfW CHP Facility construction area has been based on Journey to Work data from the 2011 UK Census[3] based on the area of E01033111 (Fenland 003H). This area includes the existing New Bridge Lane industrial area and is considered a suitable location to enable an understanding of existing staff commuter patterns to industrial type developments in Wisbech.

5.4.2 Due to the nature of staff travel to and from a wider range of destinations, a more comprehensive set of distribution locations on the local highways network base has been assumed and these are shown in **Figure 5.1**, **Staff Distribution Points**.

[3] Office of National Statistics. 2011 Census.

5.4.3 **Table 5.4**, **Staff Distribution from Algores Way** sets out the indicative percentage split base for the journey to work.

Table 5.4: Staff Distribution from Algores Way

Distribution ID	Exit Link from Study Area	Percentage
A	A47 (North)	14%
B	St Pauls Road (East)	0%
C	Lynn Road (West)	0%
D	Wilkins Road (East)	1%
E	Broadend Road (West)	1%
F	A1101 (South)	11%
G	Churchill Road (North)	21%
H	Cromwell Road (North)	23%
I	A141 March Road (South)	8%
J	A47 (West)	8%
K	B1101 Main Road (South)	4%
Internal		9%

5.4.4 Staff routing does not have the same restrictions as HGVs set out in **Section 4** and trips from home to work would be assumed to take the most appropriate route to site.

Traffic to EfW CHP Facility construction area LV Strategy

5.4.5 The LV trips direct to the EfW CHP Facility construction area would follow the same routing as the HGV access strategy set out in **Section 4**.

6. Works in the Highway

6.1 Introduction

6.1.1 This section outlines the measures proposed to ensure that works relating to the EfW CHP Facility construction site and TCC affecting the public highway are undertaken with the agreement of the relevant highway authority.

6.2 Temporary access into the TCC from Algores Way

6.2.1 Secured under the Order, the TCC includes the creation of a new temporary vehicular access onto Algores Way. The location for the temporary access is presented on **Figure 6.2**.

Figure 6.2: Proposed vehicle access point from Algores Way into the TCC

6.2.2 The Developer and KVI have submitted detailed drawings of these works to the relevant highway authority for its approval in accordance with Requirement 7(1) of Schedule 2 to the Order[4].

6.2.3 The temporary works described in **Section 6**, will not require a temporary prohibition or restriction of use of the highway.

[4] See document ref: CP3_R07_1_REV_2.0, July 2025.

7. Mitigation Strategies

7.1 Introduction

7.1.1 This section explains the types of traffic management measures that will be required across the construction phase to allow for safe and convenient working practices and access to EfW CHP Facility construction site and TCC.

7.1.2 There are several measures that will be implemented to mitigate the impacts of construction traffic and these are set out in the section below.

7.2 Site Specific Mitigation

Potential Road Closures and Diversions (Motorised and Non-Motorised users)

7.2.1 There is no current expectation of the need for any public road closures as a result of the construction of the EfW CHP Facility and TCC.

7.3 General Construction Traffic Management/Mitigation

Traffic Signage Overview

7.3.1 In the event that temporary traffic management measures are required, these will be agreed in advance with the relevant highway authorities, NH for the SRN and CCC/NCC/FDC for the local highways network.

Access route and point signing

7.3.2 In advance of commencing works on the EfW CHP Facility Site and TCC, temporary signage will be erected along construction traffic routes on the National Highways, CCC and NCC network to provide directional routeing information for construction vehicles, to ease navigation between the SRN and the EfW CHP Facility construction site and TCC.

7.3.3 Temporary signage warning other road users of the likely presence of construction vehicles will also be provided in the vicinity of each construction access location.

7.3.4 Where necessary warning signs at “short cuts” and “rat runs” will be erected to remind construction vehicle drivers to utilise the prescribed construction traffic routes.

7.3.5 This signage will be in accordance with Traffic Signs Regulations and General Directions (TSRGD), DfT (2016)).

7.3.6 The nature of the signs and locations will be agreed expressly with the relevant highway authority (National Highways, CCC and NCC).

7.3.7 Implement Work No.4A (New Bridge Lane Access Improvements) prior to the substantive use of New Bridge Lane to access the EfW CHP Facility Site; to be signposted once available for HGV traffic.

Other signage

7.3.8 All signage will be provided in accordance with Traffic Signs Regulations and General Directions (TSRGD), DfT (2016) published by the DfT.

Core working hours

7.3.9 Construction work will take place in accordance with set “core hours” as detailed in **Section 4.2** of the **CEMP** and shown below.

7.3.10 Core working hours shall be 07:00 to 19:00 hours Monday to Friday, 08:00 to 16:00 hours on Saturdays, and no work on Sundays or Public Holidays, other than the limited number of works which may be required outside of the core working hours which are listed below. Other works would require prior approval from the relevant planning authority.

7.3.11 The limited works to be permitted out of hours are:

- Continuous and over running concrete pours;
- X-ray weld testing;
- Mechanical and electrical fit out;
- Abnormal load deliveries; and
- Abnormal lifts.

7.3.12 During the one hour before and one hour after the core working hours, some mobilisation activities would occur and include:

- Arrival and departure of the workforce at the site;
- Site inspections and safety checks; site meetings (briefings and quiet inspections/walkovers);
- Site clean-up (site housekeeping that does not require the use of plant); and
- Low-key maintenance including site maintenance, safety checking of plant and machinery (provided this does not require or cause hammering or banging).

Vehicle Parking Prohibition

7.3.13 No HGVs or LVs or construction workers’ cars associated with the construction of the EfW CHP Facility be permitted by the Developer and KVI to park along Algores Way, Europa Way, Anglia Way, Salters Way and New Bridge Lane. Access to local businesses will be maintained at all times.

HGV construction vehicle records

7.3.14 All HGV construction vehicle movements associated with the construction of the EfW CHP Facility and TCC will be recorded and timed as vehicles enter and leave the construction site as part of a delivery management system (DMS). DMS records will be compiled and stored centrally so that any complaints received concerning driver/vehicle conduct can be first referenced against the DMS to confirm whether

the vehicle in question is associated with the construction activities at the EfW CHP Facility Site or TCC.

7.3.15 Poor driver/vehicle conduct and management will be addressed by the Site Disciplinary Procedure.

HGV emissions

7.3.16 All road-based HGVs used for construction will be to a EURO V standard or better.

Banksperson or presence of qualified personnel at access points

7.3.17 Qualified personnel (bankspersons) will be placed at key locations where and when necessary during construction. Key locations are likely to include construction accesses at key parts of the highways network including:

- The vehicle entrance to the EfW CHP Facility Site and TCC on Algores Way; and
- Once constructed[5], the vehicle entrance to the EfW CHP Facility Site on New Bridge Lane.

Timing of HGV movements

7.3.18 HGV movements related to the EfW CHP Facility construction site will normally, subject to exceptions where required, take place during the core working hours and the limited works permitted out of hours as set out above and for the hour before and after these core working hours due to the distances potentially involved in reaching the construction sites.

Exceptional circumstances

7.3.19 There may be exceptional circumstances when construction traffic routes on the SRN or the LRN are compromised which will impact on vehicles not being able to use these routes or do so, within the core hours defined above. Exceptional circumstances could be one or more of the following:

- for the delivery of AILs, which may cause congestion on the local road network, where the relevant highway authority has been notified prior to such works 72 hours in advance;
- where a traffic accident or other similar incident on the highway network that disrupts the normal operation of the highway network or results in a highway closure;
- where a breakdown of a LV/HGV en-route to a construction site or compound occurs and then arrives later due to time critical reasons;
- where work is requested to be completed out of hours by the relevant planning authority;

[5] Work No.4A New Bridge Lane Access Improvements

- where there is a need for emergency health and safety requirements (incident); and
- where there is a need to implement urgent mitigation activities such as emergency flood prevention works.

7.3.20 In the event of an exceptional circumstance, the following impacts will be considered with regards to highways and construction safety:

- incidents on the highway network that could result in stoppage (at previously agreed locations) or rescheduling of deliveries;
- incidents on the highway network causing delays, resulting in construction vehicles travelling outside of approved movement hours; and
- Impacts of deliveries not being made, which due to a lack of equipment or materials, could require a stop to construction works leading to delays to construction programme.

Cleaning of vehicles

7.3.21 All construction vehicles exiting from the EfW CHP Facility Site will be checked and will pass through the wheel cleaning facility as required prior to using the public highway to prevent the debris from being transferred off the site onto the road. If required, a road sweeper will be utilised to further ensure that the local network remains safe and clear of debris.

Highway condition surveys

7.3.22 In advance of commencing works on the EfW CHP Facility Site and TCC, the public highway maintainable at public expense shall be the subject of highway condition surveys along:

- Cromwell Road, from its junction with the A47 up to Weasenham Lane;
- Weasenham Lane to its junction with Algores Way; and
- Algores Way and New Bridge Lane to the corresponding construction and operation site accesses.

7.3.23 The surveys shall also include the boundary features and surfacing along any adjoining highways maintainable at public expense which directly adjoin the Order limits. The distance over which these surveys are to be undertaken and the survey method are to be first agreed with the relevant highway authority.

7.3.24 These highway condition surveys shall take place before construction commences, once during the construction programme and following the completion of construction, to ensure that the surface and boundary features of the highway remains in good repair and highway safety is maintained. The surveys will be paid for by KVI together with the requisite processing of data collected. The condition surveys will also enable any repairs to be made in a timely manner throughout the construction period.

7.3.25 At the end of the construction period, the same highways shall be subject to a final ‘construction’ condition survey and a programme of works (where appropriate to

both the surface and structure) to restore them to the condition they were in before the construction period began will be agreed with the relevant local highway authority.

7.3.26 The highway condition surveys will be undertaken as a video survey (unless otherwise agreed by the relevant highway authority other methods may be more appropriate). The Developer and or KVI commits to undertaking these surveys.

7.3.27 The highway condition surveys will be undertaken by an independent jointly approved highway condition survey company to remove the possibility of bias. The Developer and or KVI commits to the use of such a contractor.

Delivery Management Systems (DMS)

7.3.28 Records will be kept of all deliveries being made to the construction site. Personnel will be located at key construction site access locations. This will ensure the management of deliveries and allow the number of vehicles accessing/egressing the sites to be recorded. This information will be collated by KVI and retained for reference. The objectives of the DMS are:

- To control the delivery of materials and equipment in line with the construction programme;
- To manage the number of construction vehicles on the road network where possible (will be scheduled to meet/adhere to any agreed restrictions); and
- Ensure construction vehicles do not exceed any agreed restrictions e.g., peak period travel through certain towns/villages/junctions.

Information packs and communication

7.3.29 An information pack (the Delivery Information Document) will be provided to all contractors and will form part of the contractual agreement between KVI and their subcontractors. The information pack will contain details of the following **CTMP** requirements:

- HGV route restrictions;
- LV traffic routes;
- Non compliance procedure;
- Complaints procedure;
- CTMP protocols for all contractors including a code of good practice; and
- CTMP contacts (emergency and non-emergency).

7.3.30 Information packs and communication details will be shared with the relevant highway authorities as necessary ahead of any construction works.

Advanced notifications

7.3.31 The Developer with KVI will maintain vehicle and pedestrian access to businesses and properties during construction of the EfW CHP Facility.

7.3.32 The Developer with KVI shall issue advanced notification of temporary works affecting the highway proximate to businesses and properties on Algores Way.

7.3.33 Where necessary, the Developer with KVI will contact local businesses and properties to discuss and agree arrangements to ensure access is maintained during the temporary highway works, see the **Stakeholder Engagement Plan**, **Appendix A** of the **CEMP**.

Management and Mitigation Measures requested by Royal Mail and EEAST

7.3.34 The East of England Ambulance service (EEAST) together with the Cambridgeshire and Peterborough Integrated Care System (CPICS) requested that they, together with Cambridgeshire Constabulary and Cambridgeshire Fire and Rescue Services, be provided with the opportunity for site familiarisation visits, incident logs and advanced warning of works which may have the potential to affect the free flow of traffic on the highway within their relevant representation (RR-013). In accordance with **CEMP Appendix A: Stakeholder Engagement Plan**, these stakeholders will be invited to periodic community meetings. In addition, KVI shall invite these emergency services to visit the construction site at key points in the construction.

EEAST, CPICS, and other Emergency Services

7.3.35 In advance of commencing works on the EfW CHP Facility Site and TCC, the Developer will establish a liaison group between the Developer, KVI, CCC and FDC highway authorities, FDC and BCKLWN, the East of England Ambulance Trust (EEAST), Cambridgeshire and Peterborough Integrated Care System (CPICS), Cambridgeshire Constabulary and Cambridgeshire Fire and Rescue Services. The agenda, timings, roles and responsibilities will be agreed as part of the Stakeholder Engagement Plan. The liaison group shall also be extended to include invitations to groups representing users of public rights of way, for example Fenland Ramblers and organisation representing horse riders, cycle groups, other NMUs and others such as local health groups. See **CEMP Appendix A: Stakeholder Engagement Plan** for more details.

7.3.36 In addition, the Developer will:

- Organise via the liaison group regular site traffic updates during the construction of the EfW CHP Facility.
- Provide advanced warning of any works which may have the potential to affect the free flow of traffic on the surrounding highway network.

Management and Mitigation Measures requested by Royal Mail

7.3.37 Royal Mail have requested prior notification of works affecting the local highways network (regarding access to and from Wisbech Delivery Office, Enterprise Way, PE14 0RA).

7.3.38 To be informed of general project updates, the Developer has invited Royal Mail to join the liaison group. At the time of writing, no response has been received.

7.3.39 To provide advanced notice of potential disruption to normal access arrangements at the Wisbech Delivery Office, the Developer/KVI will liaise with Royal Mail on

proposed road closures/diversions/alternative access arrangements that might affect these.

8. Management of CTMP and Enforcements

8.1 Introduction

8.1.1 It is important that a strong management structure is in place to ensure the **CTMP** objectives are met, and that continued monitoring and reviewing of the **CTMP** is carried out.

8.1.2 The KVI Site Manager will be appointed to implement the **CTMP**. The Site Manager, with input from the Project Contracts Manager and Logistics Manager as required, will have the following transport related responsibilities:

- Monitor contractor obligations with regards to the **CTMP**;
- Liaise with and report to the local highway authorities and National Highways as required;
- Update the **CTMP** as required; and
- Resolve issues and problems through liaison with Stakeholders.

8.2 Monitoring and review

Monitoring strategy

8.2.1 The KVI Site Manager will ensure the necessary monitoring is carried out to ensure compliance with the requirements of the **CTMP**, including the maintenance of records and coordination of traffic management measures to include the monitoring of HGV routes and compliance with the routing restrictions set out in **Section 4.7**.

8.2.2 KVI will ensure that a suitable, trained, member of staff is employed to conduct surveys at specific locations along the construction route network to ensure adherence to the **CTMP**.

Review

8.2.3 The KVI Site Manager, Project Contracts Manager and Logistics Manager will monitor and review the **CTMP**. These reviews are required to ensure that the **CTMP** delivers on the commitments and achieves the agreed goals.

Compliance

8.2.4 As part of the **CTMP** a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within the **CTMP** are not achieved. It is anticipated that these mechanisms will be determined prior to construction and will include:

- KVI, through Site Manager, Project Contracts Manager and Logistics Manager, will implement the **CTMP**, adhere to the requirements and meet the goals

through management practices. This will include briefing on the obligations of the **CTMP**, DMS briefing, driver inductions and compliance guidance.

- Contractual requirements – to be implemented as part of the **CTMP** compliance methodology will be included in the KVI contract, these will be subject to a performance review by the Developer.

Enforcement and corrective measures

8.2.5 The Developer will ensure that appropriate measures are taken to monitor KVI and their subcontractor's behaviour and performance and where appropriate, ensure corrective measures are taken to resolve, redress and enhance any service performance, which is in breach of the requirements of the **CTMP**.

8.2.6 KVI's disciplinary procedures shall incorporate the commitments, included in the **CTMP**.

9. Abnormal Indivisible Load Assessment

9.1.1 The construction of the EfW CHP Facility will require the conveyance of large equipment, plant and other elements of the facility as AILs. This is likely to include cranes, silos, boiler and chimney elements and the turbine generator. KVI shall consult with National Highways and relevant highways authorities to discuss transport strategy for AILs as the programme develops.

9.2 Overview - Physical Restrictions Affecting a Road Movement

9.2.1 A maximum headroom of 5.03 metres (16'6") is maintained within the UK on major motorway and trunk road routes, but this is not guaranteed, and the actual height is posted on structures, such as bridges and gantries. The UK electricity supply industry and plant manufacturers generally work to a travelling height of 4.95 metres (16'3") to allow for a safety margin.

9.2.2 Where restrictions are caused by overhead services such as telephone lines and local power distribution lines, it is feasible to raise or underground these along relatively short routes. The services could also be temporally disconnected, although this is not popular with the end user. Arrangements can be made with the responsible undertakers. This is, however, not usually feasible over longer routes or where there are many lines involved. It is usually impossible to do anything to raise low bridges, but steel gantries with bolted connections can sometimes be temporarily lifted.

9.2.3 Although there is no legal limit on the travelling height of a load, the Department for Transport does advise hauliers to inform the Regional Electricity Company's (REC), Openreach and any other companies with overhead service lines, of the route of proposed movements with a travelling height more than 5.0m. This enables arrangements to be made for temporary or permanent re-arrangement of facilities.

9.2.4 It is recommended that relevant statutory undertakers are approached to confirm recorded and safe height clearances for all wires above the often referred to high load cut off point of 16' 6" (5.03m). Even where a line is of a given height it does not mean that high loads will automatically be permitted to pass underneath due to flashover and the safe height clearance requirements of the line owner.

9.3 AIL Access Route

9.3.1 It is considered that for the purpose of conveyance of AILs, once constructed, the New Bridge Lane access (Work No.4A) to the EfW CHP Facility Site will be used. During civils works, potential AILs have to come via Algores way, i.e. larger mobile cranes.

9.3.2 KVI will contact National Highways to setup an AIP (Agreement in Principle) for the project. This AIP will include transport routes in the UK, port, etc. KVI will not specify one specific port as this could lead to congestion, space constraints or a monopoly situation.

9.3.3 Once the routes have been agreed with National Highways, checks with relevant Stakeholders on the heights of all bridges should be undertaken in advance of construction as required.

9.3.4 Services exist around the verge and footway of the New Bridge Lane/Cromwell Road junction. These services may not be suitable for incidental AIL trafficking. Therefore, liaison will be undertaken with the statutory undertakers as the detailed design for Work No.4A (New Bridge Lane Access Improvements) is progressed.

9.3.5 An initial Swept Path Assessment (SPA) has been undertaken and presented as **Figure 9.1** AIL SPA – New Bridge Lane/Cromwell Road to indicate the need for any improvements to allow the conveyance of the loads. This has been based on a worst-case delivery vehicle arrangement for the largest component needed for the construction of the Authorised Development. It is considered that when conveyance times/routes/loads are confirmed during the construction process the delivery vehicle used would be more manoeuvrable than that used for the SPA in this **CTMP**, potentially making use of rear wheeled steered arrangements.

9.3.6 However, with the worst-case arrangement modelled, the vehicle can access New Bridge Lane from Cromwell Road within the existing highway boundary and without overrunning onto third party land. There would be a requirement for verge and footpath overrun. Traffic management under police escort may be necessary prior to movements as it is likely that there will be locations where the full extent of the carriageway will be required for AILs to transit, especially on single carriageway sections of the road network. The exact requirements will be determined when AIL delivery requirements are confirmed, the detailed design for Work No.4A, New Bridge Lane Access Improvements is complete and an appointed haulage contractor confirms the street furniture removal requirements, escorts, movement timings and other logistical details prior to delivery.

Appendix A ES construction vehicle movement assumptions

EXTRACTS FROM ENVIRONMENTAL STATEMENT CHAPTER 6: TRAFFIC AND TRANSPORTATION, (VOLUME 6.2) [APP-033]

Table 6.10 TOTAL Daily Traffic Flows Per Month (Two Way)

Month	HGV	LV	Total	Month	HGV	LV	Total
1	50	20	70	19	157	390	547
2	48	46	94	20	125	430	555
3	47	70	117	21	113	496	609
4	72	164	236	22	120	482	602
5	81	176	257	23	105	452	557
6	98	270	368	24	91	478	569
7	95	312	407	25	67	430	497
8	149	306	455	26	51	384	435
9	169	340	509	27	47	440	487
10	212	398	610	28	34	382	416
11	199	438	637	29	32	314	346
12	159	438	597	30	28	230	258
13	158	478	636	31	28	230	258
14	187	456	643	32	24	188	212
15	174	446	620	33	10	138	148
16	167	446	613	34	10	84	94
17	167	470	637	35	6	84	90
18	147	378	525	36	0	74	74

[HGV = HEAVY GOODS VEHICLES
LV = LIGHT VEHICLES (INCLUDING CARS)]

6.6.17 **Table 6.10 TOTAL Daily Traffic Flows Per Month** indicates that the predicted peak month will be month 14, when there will be 643 two-way vehicle movements per day of which 167 will be HGVs and 446 Light Vehicles. This is the peak construction impact of the Proposed Development. As such traffic generation from this month forms the construction phase assessment.

6.6.68 All staff and visitor vehicles would access the TCC via Algores Way. A tarmac surfaced access track would be installed for vehicles entering the car park in the TCC.

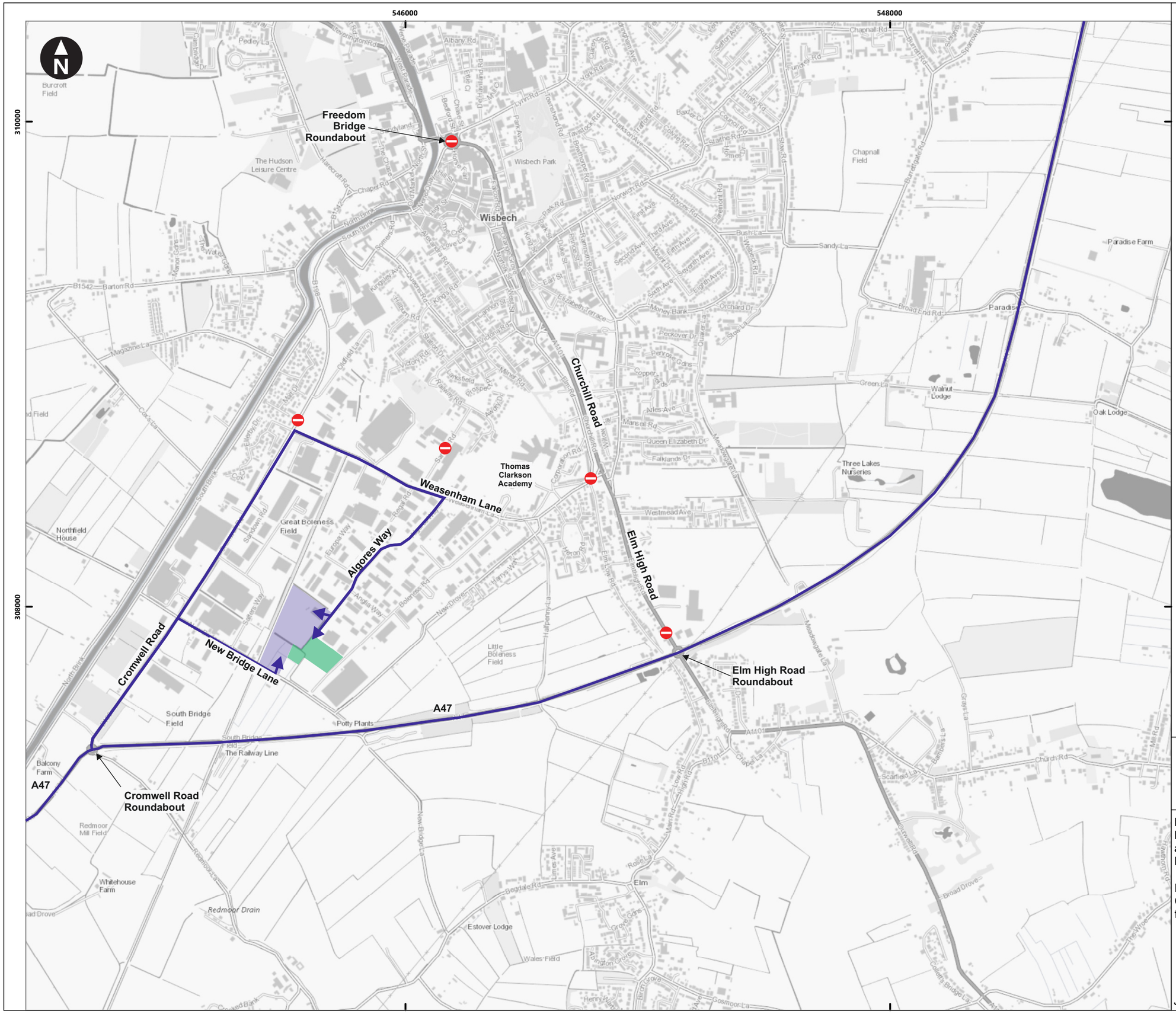
6.6.69 It is anticipated that 65% of construction vehicles (mostly HGVs) would enter and exit the EfW CHP Facility Site via a new construction access off New Bridge Lane. A wheel wash facility would be located at the exit.

6.6.70 A further access point for construction vehicles (including some HGVs) would be retained at the current site access off Algores Way to facilitate access to the northern portion of the EfW CHP Facility Site. It is anticipated that 35% of HGVs would use this entrance and exit. A wheel wash facility would be located at the exit.

EXTRAPOLATED FROM THE INFORMATION ABOVE, THE GRAPH BELOW ASSIGNS HGVS TO EITHER THE ALGORES WAY OR NEW BRIDGE LANE ACCESS POINT

Access route for HGV/day (EfW CHP Facility)

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Total HGV	50	48	47	72	81	98	95	149	169	212	199	159	158	187	174	167	167	147	157	125	113	120	105	91	67	51	47	34	32	28	28	24	10	10	6	0
Via Algores Way	50	48	47	72	81	34	33	52	59	74	70	56	55	65	61	58	58	51	55	44	40	42	37	32	23	18	16	12	11	10	10	8	4	4	2	0
Via New Bridge Lane	0	0	0	0	0	64	62	97	110	138	129	103	103	122	113	109	109	96	102	81	73	78	68	59	44	33	31	22	21	18	18	16	7	7	4	0



Key

- EfW CHP Facility Site
- Temporary Construction Compound
- HGV access routes
- Construction HGV route restrictions (unless local goods and services)

Notes:

Aim of the construction traffic routes and restrictions:
HGV traffic to use the access routes identified, thereby avoid unnecessary routes through Wisbech town centre and local villages.

HGV access:
HGV traffic shall access the EfW CHP Facility Site and TCC from the A47 (and its connecting routes) via Cromwell Road and either:
1) New Bridge Lane; or
2) Weasenham Lane and Algores Way.

HGV routing exemptions:
1) Supply of local goods and services
2) In the event of matters beyond the control of the Applicant or its EPC Contractor(s), such as, temporary road closures, HGV route restrictions would be temporarily suspended.

Construction staff access:
Staff traffic shall access the EfW CHP Facility Site and TCC via Algores Way and are not subject to route restrictions.

0 200 400 600 800 m

Scale at A3: 1:15,000

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Requirement 11 / Work Nos.1,1A,2A,2B and5

Figure 4.1
Construction traffic routes and restrictions for the EfW CHP Facility Site and TCC

June 2025 Drawing Ref: CP1_R11_REV_1.0

Key

EfW CHP Facility Site and TCC

Staff Travel Distribution Network

Distribution point

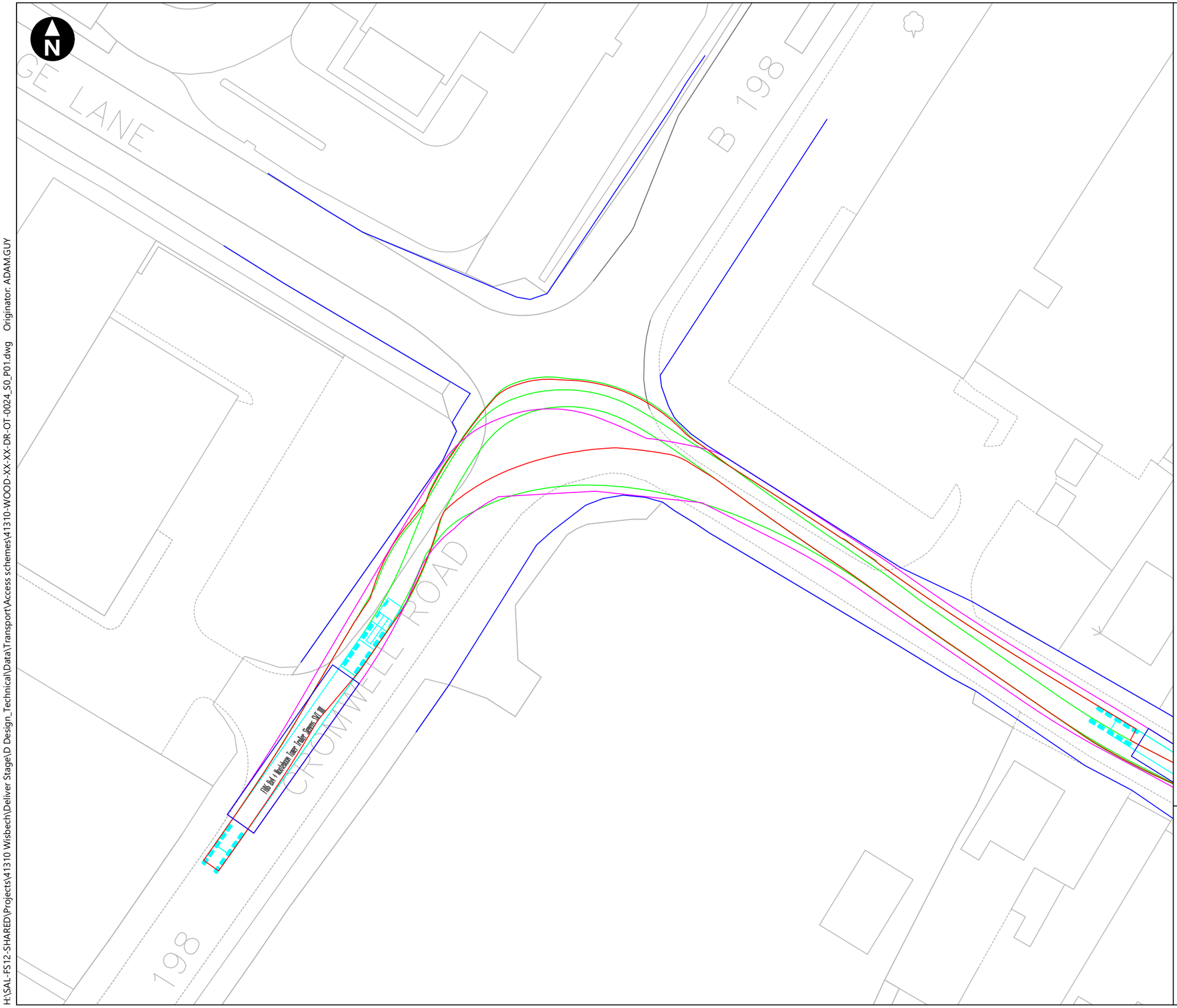
0 500 1,000 1,500 2,000 2,500 3,000 m

Scale at A3: 1:50,000

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Requirement 11 / Work Nos.1,1A,2A,2B and 5

Figure 5.1
Staff Distribution Points

June 2025 Drawing Ref: CP1_R11_REV_1.0



Key

- Highway boundary
- Vehicle wheel outline
- Vehicle body outline
- Vehicle load outline

0 m 30 m

Scale 1:500 @ A3

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility DCO
Environmental Statement
Appendix 6A - Outline Construction Traffic Management Plan

Figure 9.1i: AIL SPA – New Bridge Lane/ Cromwell Road

June 2022

wood.

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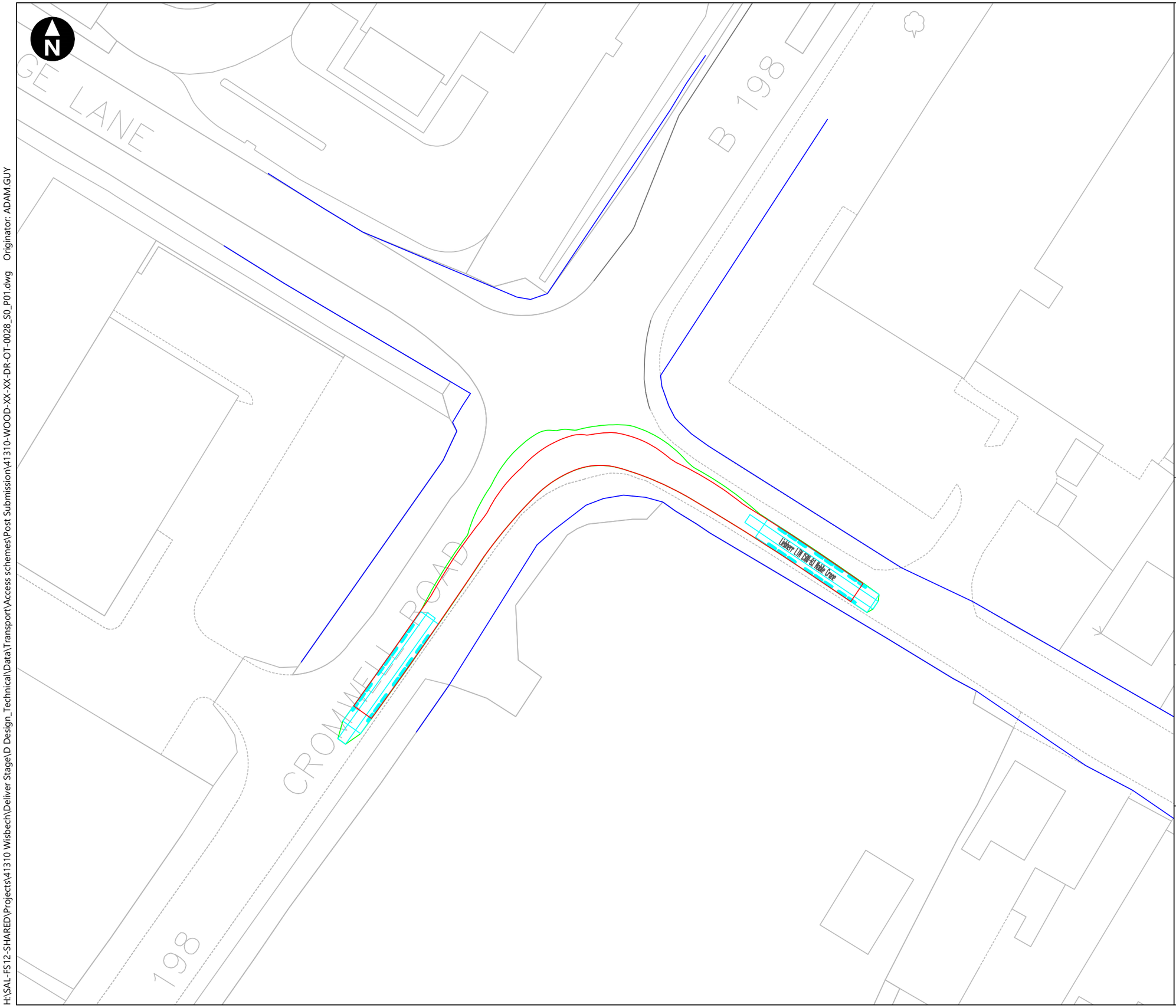
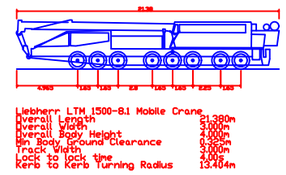


Key

- Highway boundary
- Vehicle wheel outline
- Vehicle body outline



0 m 30 m

Scale 1:500 @ A3

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility DCO

Figure 9.1ii: AIL SPA – New Bridge Lane/ Cromwell Road

April 2023

wood.

41310-WOOD-XX-XX-DR-OT-0028_S0_P01

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