

From: "Young, Joanna" <jyoung@ScottishPower.com>
Subject: RE: SPR presentation to Kirton & Falkenham Annual Meetings
Date: 5 May 2017 at 16:23:27 BST
To: clerk <clerk@kirtonfalkenhampc.bbmax.co.uk>
Cc: Walkergj, "Casey, Bridie" <bcasey@scottishpower.com>

Dear Colin,

Please find some additional responses from Roadbridge's Logistics Manager below - which I have added to the responses I sent previously. Please let me know if you would still like another meeting.

Kind regards,

Joanna

1) A DSO was mentioned a number of times, however we do not recollect being in receipt of this. Would it be possible to forward this to us?

A) I think the team were referring to the Development Consent Order (DCO). This is quite a large document, therefore, to save paper, electronic versions were sent to most statutory consultees apart from the local planning authorities. You can see the document on the ScottishPower website at:
https://www.scottishpowerrenewables.com/pages/east_anglia_one_downloads.aspx - this is the downloads page, where you will find all the documents that have been signed off by the local authorities that relate to the project. I have also included a link to the document itself:
<http://content.yudu.com/web/2it8t/0A3zd2u/EastAngliaONEDevelop/html/index.html?page=1>

Also to an amended version that relates to a change in the ducting:
<http://content.yudu.com/web/2it8t/0A3zd2u/TheEastAngliaONEOffs/html/index.html?page=1>

2) A major concern arising from the DSO is that vehicles over 7.5 Tonnes would be passing through the weight limit area along Trimley Rd. There are very good reasons for this limit to be in place, primarily the Primary School, but also the major congestion along this route caused by parked cars. Parking congestion is mainly, but not limited to, 1 hour either side of school opening and closing times. The approved route for HGVs into Kirton is along Innocence Lane (from A14 East carriageway) and we would propose this is the most appropriate route for your vehicles. However, this route also is narrow with bends, and our experience is that large vehicles cause difficulties meeting oncoming traffic, especially given the national speed limit. We strongly advise consideration of additional safety

measures along Innocence Lane.

A) This is very helpful, thank you. I will forward these comments onto the Roadbridge (enabling contractor) logistics manager.

Point 2, Answer from Roadbridge's Logistics Manager: Innocence lane will not be used at all. The whole length of the road would need to be improved for it to be used and the route passing the school, the one set out in the DCO, is the better route. Regarding the weight restriction, as discussed at the meeting the limitation is 'except for access' and although there may be a feeling that this is a suitable road, it is the best route for large vehicles. Again, as discussed at the meeting, there will be very heavy restrictions on movements during schools going in and schools going out. The DCO routes have been set for some time and submitting a request for change would take 6 months.

Comment from Joanna Young: It should be noted that we will not be seeking to make any changes to the DCO.

3) We were advised that of the order of 350 vehicles per day would be coming into Kirton. Given the nature of the roads and existing traffic volumes, we would need to understand more about specific day to day and time of day traffic flows in order to avoid complete standstills occurring. We were advised that passing places would be constructed, however given road widths and other HGV traffic (farm vehicles etc), it seems unlikely that normal passing places will suffice. More details on the exact nature of these are requested.

A) I will forward your comments on passing places to the construction team and will ask them to send a map outlining where these are.

Point 3, Answer from Roadbridge's Logistics Manager: The maximum allowed daily movements of HGVs is 136, not 350. The passing places are being constructed to wholly accommodate a HGV vehicle leaving the entire carriageway clear. All heavy goods vehicle movements would be between 07:00 and 08:00, 9:15 and 14:45 then 16:00 to 19:00 approximately, allowing for school traffic and parking.

4) We understand there is a compound to be built on Park Lane. Details of the precise location and nature (hours of use, scale, traffic management etc) would be welcomed.

A) As above, I will forward your request on to the construction team and will ask them for further details.

Point 4, Response from Roadbridge's logistics Manager: The traffic management

is as point 3, hours of use will be between 07:00 and 19:00 although once the HDD begins drilling this could continue through the night to make it safe if there is a likelihood that the bore will collapse if drilling is discontinued.

5) It does not appear that the footpath closures and diversions have yet been discussed and agreed with the local land owners (eg Mr M Paul) which is of concern. Assuming this will be undertaken, we understand that footpath closures and diversions will be of a temporary nature (in the order of a few days), nevertheless the scheduling of closures during the build phase would be welcomed as these become known to you.

A) I understand that Mr. Paul's concerns have been noted. Your comments with regard to the scheduling of closures have also been noted. The Construction Team is in the practice of sending out notifications when works are about to commence. These notifications outline what is to be undertaken and include details of road closures. However, I will draw this to their attention.

6) Given our recent experience of HGV traffic in and around the village, could you please indicate what undertaking might be given to the repair of damaged carriageways resulting from this significant additional traffic load.

A) As part of the Development Consent Order, we are required to take "before and after" photographs to ascertain the state of the roads before any works takes place and following the work. A drone survey has also been undertaken. Should any damage be deemed to have arisen as a result of the works then this will be rectified.

7) We are uncertain of how a 3 way traffic control system into Park Lane would work in practice. The control of vehicles coming down the entirety of Park Lane may be feasible, however there will also be traffic vehicles entering and coming out of Weir Place. Could you please advise your thoughts on this.

A) I will pass this comment onto the Logistics Manager on the project. Once I have an answer I will revert to you.

Point 7, Response from Logistics Manager: Weir place is 0.1 mile away from the end of Park lane and has no part to play in the 3-way traffic control. The traffic control will be in place for a very short period of time to erect signage and the traffic control will be placed at the end of Park lane where it joins Bucklesham road.

8) Mention was made of the possible use of Sheepdrift Lane in Falkenham as a possible alternative access point. This an extremely narrow lane and would seem an unlikely route for traffic, also we believe you would need to bridge a large ditch

in order to reach the site. Could you please review and advise as to what purpose you intend this route and how it might work in practice.

A) Again, this information will be passed onto the logistics manager and the construction team and I will respond once I have more detail.

Point 8, Response from Logistics Manager: As Anthony discussed at the meeting, Sheepdrift Lane is not an alternative access point. It will only be used for emergency vehicles should one be needed and Park Lane is non accessible.

9) While we support the principle of using recycled bulk aggregates for haul road formation, we are concerned that there is insufficient material available locally that meets end-of-waste criteria. We are thus concerned that unscrupulous waste contractors will attempt to supply wastes that have been inadequately tested. Our concern is increased as the representatives at the parish meeting clearly failed to fully understand their duty of care as set out in various waste regulations. We have significant knowledge of this industry and use/availability of suitable materials and would be able to advise further on this matter.

A) Thank you for this. I will draw this to the attention of the construction team.

Point 9, Response from Logistics Manager: As discussed at the meeting, a waste carriers licence is not needed to carry recycled goods. This is no longer waste as it has been recycled and sold as new goods. It would be needed, however, if waste were being collected. For example: if you go to Tesco and buy recycled toilet paper, you don't need a waste carriers licence to take it home.

We have more than one local source for the stone for the haul road and have been assured that the volume of stone needed can be met. This may come in from other areas but via a local company. The stone will be tested for quality, as a bare minimum, weekly, to ensure conformity with the requirements that we have set out.

Given the nature of our concerns, might it be possible for us to meet face to face in order that you can take us through your response to these in more detail?

A) I will pass on this request to the team.

Further response - given these responses, please let me know whether you would require a further meeting. Joanna

Kind regards,

Colin Shaw
Clerk to K&F Parish Council

Joanna Young
Stakeholder Manager

ScottishPower Renewables
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Lowestoft, Suffolk, NR32 1XH.
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-----Original Message-----

From: Young, Joanna
Sent: 28 April 2017 11:18
To: 'clerk'
Cc: Walkergj; Casey, Bridie
Subject: RE: SPR presentation to Kirton & Falkenham Annual Meetings

Dear Colin,

Thank you for your questions below. I have provided an answer where I can but in most cases I will need to forward this to the appropriate member of the team for a detailed response - I have also outlined this in the answers below.

I would also like to thank you for taking the time to provide some very useful local information which, I am sure, will prove invaluable to the construction team.

Regarding your request for a face-to-face meeting, I have forwarded this onto the team.

Kind regards,

Joanna

Joanna Young
Stakeholder Manager

ScottishPower Renewables
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Lowestoft, Suffolk, NR32 1XH.
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Mob: +44 (0) 7738 063259
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-----Original Message-----

From: clerk [mailto:clerk@kirtonfalkenhampc.bbmax.co.uk]
Sent: 24 April 2017 10:01
To: Young, Joanna
Cc: Walkergj
Subject: EDFenergy presentation to Kirton & Falkenham Annual Meetings

Joanna,

Thank you for the presentation to Kirton & Falkenham Annual Meetings on 10th April. There was a great deal of interest expressed and some particular concerns raised, which it was agreed with Bridie to follow up directly with yourself. The concerns are as follows:

1) A DSO was mentioned a number of times, however we do not recollect being in receipt of this. Would it be possible to forward this to us?

A) I think the team were referring to the Development Consent Order (DCO). This is quite a large document, therefore, to save paper, electronic versions were sent to most statutory consultees apart from the local planning authorities. You can see the document on the ScottishPower website at:
https://www.scottishpowerrenewables.com/pages/east_anglia_one_downloads.aspx - this is the downloads page, where you will find all the documents that have been signed off by the local authorities that relate to the project. I have also included a link to the document itself:
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reasons for this limit to be in place, primarily the Primary School, but also the major congestion along this route caused by parked cars. Parking congestion is mainly, but not limited to, 1 hour either side of school opening and closing times . The approved route for HGVs into Kirton is along Innocence Lane (from A14 East carriageway) and we would propose this is the most appropriate route for your vehicles. However, this route also is narrow with bends, and our experience is that large vehicles cause difficulties meeting oncoming traffic, especially given the national speed limit. We strongly advise consideration of additional safety measures along Innocence Lane.

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A) I will forward your comments on passing places to the construction team and will ask them to send a map outlining where these are.

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A) As above, I will forward your request on to the construction team and will ask them for further details.

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A) I understand that Mr. Paul's concerns have been noted. Your comments with regard to the scheduling of closures have also been noted. The Construction Team is in the practice of sending out notifications when works are about to commence. These notifications outline what is to be undertaken and include details of road closures. However, I will draw this to their attention.

6) Given our recent experience of HGV traffic in and around the village, could you please indicate what undertaking might be given to the repair of damaged carriageways resulting from this significant additional traffic load.

A) As part of the Development Consent Order, we are required to take "before and after" photographs to ascertain the state of the roads before any works takes place and following the work. A drone survey has also been undertaken. Should any damage be deemed to have arisen as a result of the works then this will be rectified.

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A) I will pass this comment onto the Logistics Manager on the project. Once I have an answer I will revert to you.

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A) Again, this information will be passed onto the logistics manager and the construction team and I will respond once I have more detail.

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A) Thank you for this. I will draw this to the attention of the construction team.

Given the nature of our concerns, might it be possible for us to meet face to face in order that you can take us through your response to these in more detail?

A) I will pass on this request to the team.

Kind regards,

Colin Shaw
Clerk to K&F Parish Council