

# The Keadby Next Generation Power Station Project

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The Keadby Next Generation Power Station Development Consent Order [year]

Land at, and in the vicinity of, the Keadby Power Station (Trentside, Keadby, Scunthorpe DN17 3EF)

## Framework for Wharf Management Plan

Applicant: Keadby Next Generation Limited

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Version: V0

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# 1. Introduction

1.1.1. This document sets out a framework ('the Framework Plan') for the Wharf Management Plan ('the Plan') that will be prepared by the Applicant (in consultation with the Canal & River Trust) prior to using Railway Wharf for the delivery of construction materials for Keadby Next Generation Power Station ('the Proposed Development').

1.1.2. The Introduction section will explain the purpose of the Plan and provide context as to why it has been prepared.

1.1.3. The Plan will be prepared in accordance with the final DCO (note the latest version at the time of writing this Framework document is Draft DCO (Rev 3) Schedule 2, Requirement 22 (Construction traffic management plan) part c) which requires:

*"a wharf management plan substantially in accordance with the framework wharf management plan which shall include processes for-*

- (i) *agreeing in advance the general principles around scheduling of abnormal load deliveries that would temporarily obstruct the entrance to Keadby Lock; and*
- (ii) *notifying the Canal & River Trust as to the timing of such deliveries, and measures that seek to avoid such deliveries occurring outside of the notified timings."*

1.1.4. This section of the Plan will provide a brief background of the proposed works which will interface with Railway Wharf and the structure and format of the Plan.

# 2. Risk Assessment

2.1.1. The Risk Assessment section will summarise the navigation risks associated with the use of Railway Wharf to users of Keadby Lock travelling between the River Trent and the Stainforth and Keadby Canal when Railway Wharf is in use during the construction phase of the Proposed Development. These are the risks that will be managed by the measures set out in Section 3 of the Plan.

## 3. Management of Deliveries to Railway Wharf

### 3.1. Communications

3.1.1. This section of the Plan will set out the communication plan to be implemented by the Applicant with both the Statutory Harbour Authority and the Canal & River Trust including:

- Frequency of communications (including timings prior to the commencement of the use of Railway Wharf);
- Method of communication; and
- Contact information for key parties.

### 3.2. Navigational Safety

3.2.1. At the time of preparing this Framework Plan, it is currently assumed that the largest potential vessel required to deliver construction materials to the Proposed Development via Railway Wharf could be up to 82m x 12m as shown in Figure 12C.6 in Appendix 12C of the Environmental Statement [APP-075]. This section of the Plan will confirm the size of the largest vessel required during the construction of the Proposed Development and will provide an updated version of Figure 12C.6.

3.2.2. Once the largest vessel size is known, navigation safety mitigation measures for deliveries can be confirmed. This section will set out the key mitigation measures that will be adopted to manage the risks to other users of the River Trent, Keadby Lock and Stainforth and Keadby Canal including but not limited to:

- Navigation lights;
- Marking and lighting of moored vessels;
- Mooring and departure plan;
- Co-ordinating ALL deliveries with the Canal & River Trust to ensure so far as reasonably practicable, that they occur outside of times when Keadby Lock is in use by other craft and where not reasonably practicable, setting out measures which ensure the safe operation and management of crafts utilising Keadby Lock;
- Mooring technique and location of mooring bollards;
- Duration of mooring at Railway Wharf; and
- Reasonable measures (including the consideration of the use of alternative mooring bollards) to reduce the extent of the area to be used within the navigable channel to avoid or minimise the duration of any potential impediment or obstruction to other users.

### 3.3. Scheduled Deliveries

- 3.3.1. This section of the Plan will provide an overview of all anticipated deliveries by vessels that will be mooring at Railway Wharf including dates and times of deliveries which will, subject to section 3.3.3 below, seek to ensure the lock can be used for at least two days in any one seven day period.
- 3.3.2. A procedure for any updates to the scheduled deliveries to be communicated to stakeholders including the Canal & River Trust in advance will be included.
- 3.3.3. This section of the Plan will identify and agree notice periods that will be provided to the Trust for scheduled deliveries where access to Keadby Lock will be restricted. Notice periods should seek to provide as much notice as possible. It is understood that the Trust's expected notice periods are at least:
- Six months' notice where the closure is for 48 hours or more in any week;
  - Three months' notice where the closure would be for less than 48 hours in any week; and
  - One month's' notice for any closure which is to be undertaken during 7pm-7am in the winter months (October to March inclusive) or 10pm – 5am during the summer months (April to September inclusive).

### 3.4. Deliveries not in Accordance with the Agreed Schedule

- 3.4.1. Drawing on lessons learned from the construction of Keadby 2 Power Station, this section of the Plan will set out specific information on managing unscheduled (i.e. not in accordance with the agreed schedule) deliveries by vessels which may arise as a result of delays encountered during the voyage (weather, tides, delays etc).
- 3.4.2. Reasonable endeavours will be made to avoid unscheduled deliveries and minimise and manage any that do arise. The Plan will identify mitigation measures that will achieve this. These may include (but are not limited to) measures such as:
- Requirements for all vessels that will be delivering loads to Railway Wharf to be fitted with an Automatic Identification System (AIS) Transponder which will be used to track the vessel position, speed and course. The vessel's Maritime Mobile Service Identity number and name will be provided to the Applicant and Contractor ahead of

departure from the port of origin to enable active tracking and early indication of expected arrival times.

- Requirement for the vessel operator to report progress to both the Applicant and Construction Contractor on a regular basis.
- A communication strategy which sets out how to provide the Statutory Harbour Authority and Canal & River Trust with advance notice of any anticipated or actual delays and revised information on expected arrival times. Information about any anticipated or actual delays should be shared with the Statutory Harbour Authority and Canal & River Trust as soon as reasonably practicable.
- A communication strategy to assess for any 'gaps' in the bookings for the use of Keadby Lock that could accommodate any unscheduled deliveries .
- Identification of alternative safe mooring locations for vessels to be held elsewhere in the eventuality that insufficient notice can be provided for the safe closure of Keadby Lock.

3.4.3. Mitigation measures will be developed in consultation with the Canal & River Trust and Statutory Harbour Authority.

## 4. Monitoring and Compliance

4.1.1. This section of the Plan will set out the process of reviewing the Plan prior to and during its implementation along with the process and steps that would be implemented in the eventuality that the Plan is not working or not being adhered to.

4.1.2. As part of this section a complaints procedure will also be outlined to provide the Canal & River Trust with a clear mechanism to raise any issues or concerns which arise during the construction process. This would also set out a clear process to ensure any issues are investigated and resolved efficiently.