



DRAFT

Galloper Wind Farm Project

Traffic Management Plan

May 2013

Draft v1

Document Reference – GWF/TMP/100513

Galloper Wind Farm Limited



Document title Galloper Wind Farm Project
Traffic Management Plan

Status Draft v1

Document Reference GWF/TMP/100513

Date May 2013

Project name Galloper Wind Farm Project

Drafted by	Draft from ES, Transport Assessment (Appendix A25)	
Checked by	Updated by Hugh Morris	
Date/initials check		
GWFL Approved by		
Date/initials approval		

CONTENTS

	Page
1 INTRODUCTION	1
2 CONSTRUCTION ACCESS ROUTE	2
3 TRAFFIC SIGNAGE	3
4 SITE ACCESS	4
5 CONSTRUCTION STAFF CAR PARKING	4
6 PHASING OF VEHICLE MOVEMENTS	4
7 PREVENTION OF MUD ON THE ROAD	5
8 AVOIDANCE OF DUST FROM TRAFFIC	5
9 VEHICLE EMISSIONS	6
10 WASTE MANAGEMENT	6
11 MONITORING	6
12 TRAVEL PLAN	7

Figure 1: 25.1 Construction Access Route

Figure 2: Traffic Signage plan (To be added following comments from SCC)

1 INTRODUCTION

- 1.1.1 The Construction Traffic Management Plan is designed to reduce the impact of the construction works on the existing road network.
- 1.1.2 An operational Travel Plan has been assessed as not necessary in terms of reducing levels of employee traffic during operation of the substation as no operational staff will be based on the substation, i.e. it is an unmanned site.
- 1.1.3 This Construction Traffic Management Plan builds on the following documents:
- GWF Environmental Statement (Chapter 25)
 - Transport Assessment (Appendix 25)
 - Construction Code of Practice (Requirement 27)
- 1.1.4 The principal materials for offshore development will be delivered by sea wherever possible and are not considered further in this draft plan. Material deliveries for the onshore development will take place over the 36 month construction period, and at all times these will be scheduled to avoid peak times on the highway network where possible.
- 1.1.5 Enabling works will start in September 2013. During this period, earth moving plant will be brought to site and the Enabling Works contractor will level the site for the substations and form the earthwork that will landscape the site. Levels have been set to ensure that the earthworks are approximately in balance and there is no need to remove or import large quantities of soil. During this period, Type 1 aggregate will be imported to provide a base for the substation compounds, temporary access roads and temporary construction compounds.
- 1.1.6 Construction work for the National Grid substation will start in early in 2014, with the deliveries will take place over a period of 36 months, starting in early 2014 with a completion scheduled for 2016/17. The average number of vehicles per day would then equate to 170 arrivals per day, during the busiest construction period of 2014, which would occur during concrete pours. However, the actual number of deliveries will be monitored to identify any peaks and minimise the impact.
- 1.1.7 Delivery movements that are outside the normal permitted size of weight will be notified to the authorities. These will be identified in advance to allow liaison with interested parties and to ensure minimal disruption.

The contacts are –

Suffolk County Council Derek Oldham, East Area Highway Manager
Derek.Oldham@suffolk.gov.uk

Tel xxxxxxxxxxxx

Suffolk Police abloads@suffolk.pnn.police.uk
(Form 1 to be completed for loads with a gross vehicle weight exceeding 44,000kg)

Tel xxxxxxxxxxxx

Suffolk Coastal District Council Steve Milligan, Area Planning Officer
Steve.Milligan@SuffolkCoastal.gov.uk

Tel 01394 444416

2 CONSTRUCTION ACCESS ROUTE

- 2.1.1 The agreed access of all site traffic, including HGVs to the construction site, will be via the haul route between the A12 and Sizewell that has been identified for previous construction exercises within the Sizewell power station complex and Greater Gabbard Offshore Wind Farm and is shown in Figure 12.1. The prescribed access route, which follows the B1122, from the A12, will be a condition of all supply orders and subcontracts, therefore the immediate local road will not be impacted.
- 2.1.2 A log of regular drivers will be maintained, including records of agreements with organisations and the drivers to demonstrate their understanding of the prescribed access route. In the event of non-compliance, the subcontractor or supplier would be in breach of contract, allowing disciplinary action against individual drivers.
- 2.1.3 The hours of operation and maximum vehicle movements will be agreed with the highways authority and police. The site itself has sufficient areas available for all lorries to be accepted directly, with no holding areas required. Construction working hours are set by Requirement 28 as –

Monday – Saturday 0700 – 1900

Except for the delivery of abnormal loads, continuous operations (concrete pours), other specified operations and exceptions approved in writing by the planning authority. It is proposed that the hours of operation for deliveries are the same as the construction working times.

- 2.1.4 Access to the site for deliveries will be made available out of normal working hours if required. The route to the site will have temporary signs posted along the proposed construction route; however, both the out of normal hours activity and signage will have to be agreed with the highway authority and planning authority.
- 2.1.5 The construction access route is signposted from the A12 at Yoxford, as 'Sizewell B' with HGV symbols.
- 2.1.6 A sign will be erected at the exit from the site to instruct all construction traffic to follow the B1122 to the A12 at Yoxford. Junctions off this route, leading to the A12 that are not to be used by construction traffic are marked X on Figure 25.1.
- 2.1.7 All delivery contractors and construction staff will be instructed to use the Construction Access Route and avoid other routes, particularly to avoid traffic passing through Leiston.
- 2.1.8 Temporary speed limit orders will be made by Suffolk County Council on the Construction Access Route at the following locations –
- Lovers Lane, Household Waste Recycling Centre – (traffic can queue in the road at this location which has limited visibility).
- Sizewell Gap, either side of the construction site entrance, where construction traffic will be entering and leaving the highway.

3 TRAFFIC SIGNAGE

- 3.1.1 A signage scheme, shown on Figure 2 will be implemented during the early stage of the Enabling Works. The scheme will involve signage at the following locations –
- Site Entrance (Site speed limit)
Site Exit (Give Way & Construction Traffic Route)
Sizewell Gap (Warning signs)
Sizewell Gap (Speed limit signs)
Lovers Lane, household waste site (Speed limit signs)
- 3.1.2 The signs will be maintained throughout the contract and the need for additional signage will be kept under review.

4 SITE ACCESS

- 4.1.1 The main site access will allow all vehicles to enter the site in a forward gear. In the unlikely event that reversing is required, a competent banksman will be in attendance at all times. A temporary 40 mph speed limit will be in force on this section of Sizewell Gap for the duration of the construction works.
- 4.1.2 The agreed access of all site traffic, including HGVs to the construction site, will be via the haul route between the A12 and Sizewell that has been identified for previous construction exercises within the Sizewell power station complex and Greater Gabbard Offshore Wind Farm and is shown in Figure 25.1.
- 4.1.3 Access from Sizewell gap into the site will be clearly signed and Works Access Ahead and Works Access warning signs will be erected in the early stages of the Enabling Works to a standard to be agreed with SCC. 'Give Way' signs will be erected for traffic leaving the site.
- 4.1.4 The site will be laid out to provide marshalling areas for vehicles, such that off-site holding areas will not be required. Deliveries will be scheduled with the main suppliers to ensure that overnight parking takes place in recognised facilities.
- 4.1.5 The arrangements for temporary access to the export cable route, from Sizewell gap will be agreed with SCC (this will not be required before late 2014) and warning signs will be extended to include the access point, adjacent to Sizewell Hall lane.

5 CONSTRUCTION STAFF CAR PARKING

- 5.1.1 Provision for car parking for construction staff and visitors will be provided within the construction area and no car parking will take place on Sizewell Gap or any other area outside of the site. Temporary car parking arrangements will be made at the start of the enabling works and following the creation of the construction compound, car parking will take place within a designated part of the contractor's compound.
- 5.1.2 Car parking will not be allowed on the site access road or any other areas that could cause delays for traffic turning into the site.

6 PHASING OF VEHICLE MOVEMENTS

- 6.1.1 Phasing will be used to reduce peak daily vehicle movements by timing activities and deliveries to avoid cumulative effects. Community events and other factors also need to be considered in the planning of major deliveries. During the Enabling works phase, vehicle movements will be associated with the import of material to form the base of the substation compounds. During

this period, no other works contracts will be underway and construction staff numbers will be low so phasing is not an issue.

- 6.1.2 In January 2014, the first phase of the Enabling Works will have been completed and construction works will start on the National Grid substation, followed later in the year by the Galloper substation and on shore cable works. For each contract there will be peak vehicle movements associated with activities such as concrete pours.
- 6.1.3 GWF will collate predicted vehicle numbers from each contractor and agree the phasing to insure that peaks for each contract do not coincide. GWF will liaise with SCC on a quarterly basis to discuss the phasing plan and also to consider traffic movements associated with the Sizewell B dry store construction project.

7 PREVENTION OF MUD ON THE ROAD

- 7.1.1 In advance of the commencement of the Enabling Works, a wheel washing facility will be established and used for all vehicles that have travelled over soil within the site. No soil is being imported or exported during this period and so the number of vehicles that will be tracking over soil before leaving the site will be limited.
- 7.1.2 Following the enabling works stage, the site area will be covered by hardstanding and the materials to be used for construction will be predominately of a granular nature. The potential for mud is therefore much reduced. However, there is still the potential during certain phases of the construction for vehicle washing and road sweeping to be required.
- 7.1.3 Works and vehicle paths within the site will be arranged to minimise the potential for soil to be picked up by vehicle wheels. All car parking will be on hard surfaces and the main site access road will be tarmacked and kept swept.
- 7.1.4 During the cable installation works, vehicles will be travelling along the cable construction corridor and it will be necessary to instigate regular sweeping around the access points.
- 7.1.5 A regime for the sweeping of the main access road within the site and along Sizewell Gap during the construction period will be established and monitored by the Clerk of Works.

8 AVOIDANCE OF DUST FROM TRAFFIC

- 8.1.1 The specific controls relating to the avoidance of dust for vehicles entering and leaving the site will be monitored, on by the Environmental Clerk of Works and will include:

- Surfacing of hardstanding areas to allow easy cleaning;
- Maintenance of haul roads and hardstandings by regular brushing and water spraying;
- All vehicles carrying soil and other dusty materials to be fully sheeted;
- Enforcement of site speed limits

9 VEHICLE EMISSIONS

9.1.1 All construction vehicles are required to comply with relevant European standards, but additionally suppliers and drivers will be required to:

- switch off their vehicle's engine when stationary to prevent exhaust emissions;
- maintain vehicles, including engines in tune and catalyts working efficiently;
- all vehicles used by contractors must comply with MOT emission standards at all times.

10 WASTE MANAGEMENT

10.1.1 The removal of waste products from site will be minimised by recycling of excess materials wherever possible. The removal of waste will be covered by a site waste management plan, which will follow the requirements of the Environment Agency.

10.1.2 Loads will be only be deposited at licensed landfills or other designated sites in accordance with licences provided by the local authority.

10.1.3 To demonstrate the correct depositing of excavated material and to prevent the occurrence of fly-tipping, a ticket system will be operated.

11 MONITORING

11.1.1 As part of the ongoing process for ensuring that impacts due to the construction traffic are minimised, a monitoring strategy will be established between the GWFL and Suffolk County Council. Each contractor will be required to comply with the TMP and the Galoper Environmental Clerk of Works will be required to monitor compliance and report breaches.

11.1.2 In addition, a public hotline will be made available to members of the public. The hotline number will be published within the local newspaper for the area, so that the general public can voice their queries or complaints.

11.1.3 Any complaints received regarding construction traffic will be logged and investigated and resolved according to the GWFL Construction Complaints procedure. A Local Liaison Committee will be also be established to provide a forum to discuss issues and to help keep the community informed. SCC

and SCDC will be invited to join the LLC in order that traffic related issues can be discussed and resolved.

12 TRAVEL PLAN

- 12.1.1 In terms of a travel plan document for employees travelling to the site during the construction phase, the following conclusions have been made.
- 12.1.2 With regard to the site employees travelling via public transport, this may be limited by the location of the construction site. In addition to this, the need to carry heavy apparatus and personal protection equipment may hamper the ability of the workforce to use walking, cycling or public transport as a viable means of travelling to and from the site.
- 12.1.3 Therefore, the main viable option is to implement a car-sharing scheme in order to reduce traffic and thus reduce the impact on the road network. A single car occupancy reduction target of 10% is proposed; this will be achieved by a car-sharing scheme. A company subsidised minibus, could also be introduced during the construction phase dependant on the distribution of construction staff.

Figure 25.1 Construction Access Route (Extract from ES Chapter 25)

'X' marks junctions on the B1122 leading to routes to the A12 that are not to be used by construction traffic

Construction Signage Plan – to follow following feedback on the signing schedule from SCC

