



SCOTTISHPOWER
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East Anglia TWO Offshore Windfarm

Outline Port Construction Traffic Management and Travel Plan

Applicant: East Anglia TWO Limited

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Applicable to **East Anglia TWO**



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Glossary of Acronyms

DCO	Development Consent Order
HGV	Heavy Goods Vehicles
NPPF	National Planning Policy Framework
NPS	National Policy Statement
PCTMP	Port Construction Traffic Management Plan (construction phase only)
PTP	Port Travel Plan (operational management phase only)
SCC	Suffolk County Council
TA	Transport Assessment



Glossary of Terminology

Applicant	East Anglia TWO Limited
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.



1 Introduction

1.1 Project Overview

1. This Outline Port Construction Traffic Management and Travel Plan (the Outline Port Traffic/Travel Plan) forms part of a set of documents that supports the Development Consent Order (DCO) application submitted by East Anglia TWO Limited ('the Applicant') for the East Anglia TWO offshore windfarm ('the Project').
2. Requirement 36 of the **draft DCO** (REP5-003) requires a port construction traffic management plan, and a port travel plan, both of which must be in accordance with outline port construction traffic management and travel plan to be submitted to and approved by the relevant highway authority in consultation with the planning authority, and states:

(1) *No part of Work No. 1 may commence until—*

- (a) *a port construction traffic management plan (which accords with the outline port construction traffic management and travel plan) for the onshore port-related traffic to and from the construction port or ports and relating to that part of the authorised development, has been submitted to and approved by the relevant highway authority in consultation with the relevant planning authority; or*
- (b) *the relevant highway authority has confirmed, after consultation with the relevant planning authority, that no port construction traffic management plan is required for that part of the authorised development.*

(2) *No part of Work No. 1 may begin operating until—*

- (a) *a port travel plan (which accords with the outline port construction traffic management and travel plan) for the onshore port-related traffic to and from the operation port or ports and relating to that part of the authorised development, has been submitted to and approved by the relevant highway authority in consultation with the relevant planning authority; or*
- (b) *the relevant highway authority has confirmed, after consultation with the relevant planning authority, that no port travel plan is required for that part of the authorised development.*

(3) *The port construction traffic management plan must be implemented as approved at all times specified within the port construction traffic management plan during the construction of the authorised project.*

(4) *The port travel plan must be implemented as approved at all times specified within the port travel plan during the operation of the authorised project.*

(5) *For the purposes of this requirement—*

“relevant planning authority” and “relevant highway authority” mean—



- (a) *in respect of paragraph (1), the planning or highway authority or authorities in whose area the relevant construction port is located; and*
- (b) *in respect of paragraph (2), the planning or highway authority or authorities in whose area the relevant operation port is located;*
“construction port” or “ports” means a port or ports situated in England and/or Wales and used for construction of the authorised project; and
“operation port” or “ports” means a port or ports situated in England and/or Wales and used by management personnel for the ongoing operational management of the authorised project.

1.2 Purpose and Scope

3. At the time of writing this Outline Port Traffic/Travel Plan, the Applicant has not identified the port(s) to be used for construction of the Project (construction port(s)) or for the ongoing operational management of the Project (operation port). Therefore, the Outline Port Traffic/Travel Plan serves to capture a framework of measures and commitments to be implemented should the need for a Port Construction Traffic Management Plan (PCTMP) and / or a Port Travel Plan (PTP) be established in consultation with the relevant planning authority for the selected construction port(s) or operation port(s).
4. The final PCTMP and PTP will be specific to the construction port(s) and operation port(s) selected, and will provide details on the construction and operational traffic demand and related effects associated with these phases of the Project. The final PCTMP and PTP will include an evaluation of potential traffic and transport impacts associated with construction and operational movements.
5. Components delivered to the construction port(s) or operation port(s) by ship do not fall within the scope of the Outline PCTMP and PTP.

1.3 Consultation

6. The Applicant will consult with the relevant planning and highway authorities within which the construction and operation ports are located to establish whether, based on the projected traffic flows and infrastructure within and surrounding of the construction port(s) and operation port(s), a PCTMP and / or a PTP is required.
7. Where required, the final PCTMP and PTP will be produced in consultation with the relevant planning and highway authorities within which the construction port(s) and operational port(s) are located.



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8. The Applicant will also liaise with Suffolk County Council regarding the potential for construction or operational vehicle movements to impact cumulatively within Suffolk County Council's administrative boundary.



2 Policy and Guidance

9. The final PCTMP and PTP will provide a review of current and relevant guidance including National Policy Statements, the National Planning Policy Framework, County Level Policy, Local Level Policy and Travel Plan Guidance as appropriate.

2.1 National Policy

10. National Policy Statement EN-1 states that the Planning Inspectorate will also consider Development Plan Documents or other documents in the Local Development Framework relevant to its decision making (Department of Energy and Climate Change 2011).
11. Paragraph 111 of the National Planning Policy Framework states that “*all developments that will generate significant amounts of movement should be required to provide a travel plan*” (Ministry of Housing, Communities and Local Government 2019).

2.2 County Level and Regional Policy

12. Once the Applicant has entered into an agreement with a port for the construction phase and the operation phase of the Project, a review of the relevant local policies and development plans pertinent to the jurisdiction within which the port(s) are located will be undertaken.
13. The final PCTMP and PTP will identify relevant local policies and guidance and demonstrate compliance or justify departure from the identified local policies and guidance.



3 Input and Baseline Data

14. The following sections set out the processes for determining the scale of the input and baseline data to be used in the final PCTMP and PTP.

3.1 Port Construction Traffic Management Plan

3.1.1 Construction Programme

15. Details of the proposed construction programme relative to the construction port(s) will be presented in the final PCTMP. The Project's port traffic demand forecast will be prepared on the basis of this information. Heavy Goods Vehicles (HGV) movements associated with the delivery of materials and components will also be detailed once known.

3.1.2 Construction Phase Workforce Traffic Demand

16. A review of the detailed design and construction programme will be undertaken to identify the workforce requirements at the construction port(s) over the construction phase. Information obtained from the review will be used to calculate the workforce traffic flows travelling to and from the construction port(s) utilising the methodologies previously agreed and set out in **Chapter 26 Traffic and Transport** (APP-074).
17. Details of the shift times will also be established to understand the potential distribution of workforce movements.
18. Opportunities for construction workers commuting to the construction port(s) by means other than by car will be established through a sustainable transport audit. This will consider pedestrian infrastructure, cycle infrastructure, and public transport connectivity to inform a judgement upon number of workforce vehicle movements.

3.1.3 Construction Phase HGV Demand

19. A review of the detailed design and construction programme will be undertaken to identify the road based delivery schedule of materials and components from HGVs to the construction port(s) over the construction phase. Information obtained from the review will be used to calculate the HGV traffic flows travelling to and from the construction port(s) utilising the methodologies previously agreed and set out in **Chapter 26 Traffic and Transport** (APP-074).
20. Details of the predicted traffic flows and the timeframes within which any effects are anticipated to occur will be discussed with the relevant highway authorities.



3.1.4 Port(s) Access and Highway Conditions

21. A review of the existing port permissions, traffic conditions, including the local network traffic profile and any other considerations (such as seasonal traffic), will be completed.

3.2 Port Travel Plan

3.2.1 Operational Phase Personnel Traffic Demand

22. A review of the Project's operational management will be undertaken to identify the personnel requirements during the operational phase. Information obtained from the review will be used to calculate the personnel traffic flows travelling to and from the operation port.
23. Details of the shift times will also be established to understand the potential distribution of workforce movements.
24. Opportunities for operational personnel to commute to the operation port by means other than by car will be established through a sustainable transport audit. This will consider pedestrian infrastructure, cycle infrastructure, and public transport connectivity to inform a judgement upon number of vehicle movements.

3.2.2 Operational Phase HGV Traffic Demand

25. A review of the Project's operational management will be undertaken to identify the delivery schedule of materials and components during the operational phase. Information obtained from the review will be used to calculate the HGV traffic flows travelling to and from the operational management port.

3.2.3 Port Access and Highway Conditions

26. A review of the existing port permissions, traffic conditions, including the local network traffic profile and any other considerations (such as seasonal traffic), will be completed.



4 Impact Assessment

27. The input and baseline data parameters (**section 3**) will establish the likely number of net vehicle movements (Project's traffic demand minus permitted development traffic for the port in question) to the operation and construction port(s) and their assignment to the highway network.
28. These parameters will be used to inform a Transport Assessment (TA) screening report that will be submitted to the relevant highway authorities (including Suffolk County Council (SCC)) to understand if there would be a requirement for a TA.
29. Utilising the same parameters, a separate screening exercise will also be undertaken for noise and air quality with the relevant planning authorities to establish if there is a requirement for the assessment of the proposed operation and construction port(s) traffic demand upon these effects.
30. If screening determines that a TA, noise or air quality assessment are required the scopes would be agreed with the relevant highway and planning authorities. In determining the scope full consideration will be afforded to impacts that may cross administration boundaries.



5 Objectives

31. The key objective of the final PCTMP and PTP is to consider traffic and transport impacts as a result of delivery of materials and components, and workforce and operational personnel travel to the construction port(s) and operation port(s) respectively. The final PCTMP and PTP will also set out a strategy for reducing workers' dependency on travel by private car, thereby reflecting Government policy in respect of transport which aims to replace private car usage in favour of more sustainable modes of travel. The final PCTMP and PTP will include further details on the PCTMP and PTP objectives.
32. Where appropriate, the final PCTMP and PTP will also seek to minimise traffic impact (including air quality impacts) and congestion in the proximity of the port(s).



6 Management Strategy

33. Details regarding the roles, responsibilities, contact details and the communication procedures to be implemented will be set out within the final PCTMP and PTP for the following roles:
- Construction site manager (responsible for ensuring that the final PCTMP is implemented); and
 - Operations manager (responsible for ensuring that the final PTP is implemented); and
 - Plan coordinator (responsible for implement and administer the final PCTMP and PTP).
34. The final PCTMP and PTP will also include information regarding the promotion of the PCTMP and PTP amongst the construction workforce and operational personnel and the process for monitoring and updating information within the PCTMP and PTP.



7 Measures

35. Measures will be presented for consideration which will comprise a series of initiatives designed with reference to the baseline data and will be intended to encourage a modal shift within the commuting habits of the construction workforce and operational personnel, primarily away from single occupancy car use, and car use in general. These measures will be included as separate subsections regarding:

- Project-specific measures (including car parking control, provision of welcome packs and a travel noticeboard);
- Pedestrian measures (including pedestrian route plans);
- Cycle measures (including cycle route plans and cycle parking);
- Public transport measures (including bus route information); and
- Car share measures (including information sharing on available car share opportunities).



8 Targets

36. General, site-specific, measurable, achievable, realistic and time-related targets will be designed and specified within the final PCTMP and PTP. The targets must accord with the objectives of the final PCTMP and PTP (see **Section 4**) and shall address both traffic demand on the local highways network and the associated impacts.



9 Monitoring

37. Performance against the final PCTMP and PTP will be reviewed every 12 months to measure success against the set targets and to identify potential areas of refinement.
38. A staff travel survey will be undertaken prior to the above mentioned PCTMP and PTP review.
39. Arrangements for investigating a breach of the final PCTMP and PTP and the process for establishing corrective actions will be presented within the final PCTMP and PTP.



10 Action Plan

40. An action plan setting out the steps to be undertaken throughout the construction and operational phases of the Project will be included within the final PCTMP and PTP. This will likely comprise a checklist of timebound key actions to be undertaken in order to guide the responsible person in meeting the stated targets of the final PCTMP and PTP.
41. Estimated deadlines will be assigned to each one-off task specified within the final PCTMP and PTP action plans, with the recurrence frequency of repeatable tasks clearly stated.



11 References

Department of Energy and Climate Change (2011). National Policy Statement for Energy (EN-1) DECC Publications

Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework.