



Awel y Môr Offshore Wind Farm

Outline Code of Construction Practice

Appendix 7, Outline Construction Traffic Management Plan (Clean)

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Abbreviations and acronyms

TERM	DEFINITION
AIL	Abnormal Indivisible Load
ALAR	Abnormal Load Assessment Report
ATR	Active Travel Route
AyM	Awel y Môr Offshore Wind Farm
CMS	Construction Method Statement
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DCC	Denbighshire County Council
DCO	Development Consent Order
ECC	Export Cable Corridor
ES	Environmental Statement
GPS	Global Positioning System
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicles
LGV	Light Goods Vehicle
NMWTRA	North and Mid Wales Trunk Road Agency
NRW	Natural Resources Wales
OnSS	Onshore Substation
OWF	Offshore Wind Farm
PAMP	Public Access Management Plan
PLG	Project Liaison Groups

TERM	DEFINITION
PROW	Public Rights of Way
TCC	Temporary Construction Compound
TJB	Transition Joining Bays
WTGs	Wind Turbine Generators

1 Introduction

1.1 Purpose of this Outline CTMP

- 1 This Outline Construction Traffic Management Plan (OCTMP) is provided as Appendix 7 to the Outline Code of Construction Practice (CoCP) (application ref: 8.13)) as part of the Environmental Statement (ES).
- 2 This is an outline document that, by reference to the assessments reported in the ES, sets out the key elements that will be secured in the CTMP which the Applicant will be required to submit to Denbighshire County Council (DCC) for approval as a requirement of the DCO.
- 3 This OCTMP sets out the approach that will be taken to manage the potential impacts of construction traffic for the onshore works and should be read in conjunction with the Outline CoCP (application ref 8.13) and all of its supporting appendices and the assessment of AyM construction traffic which is provided in Chapter 3, Volume 9: Traffic and Transport (application ref: 6.3.9).

1.2 Scope of this Outline CTMP

- 4 For the avoidance of doubt, this OCTMP relates to construction traffic associated with the onshore elements of the Awel y Môr offshore wind farm comprising:
 - ▲ Export cable installation from the landfall location to the transition jointing bays (TJBs) including Horizontal Directional Drilling (HDD) (or other suitable trenchless crossing technique);
 - ▲ Temporary works associated with landfall HDD (or other suitable trenchless crossing technique) and TJB excavation;
 - ▲ Cable installation along the onshore Export Cable Corridor (Onshore ECC) including jointing bays and potential HDD (or other suitable trenchless crossing technique);
 - ▲ Temporary works associated with the onshore ECC and onshore substation (OnSS) including establishment of haul roads and Temporary Construction Compounds (TCCs);
 - ▲ Proposed OnSS, and access;
 - ▲ Connection to existing National Grid infrastructure; and

- ▲ Reinstatement and mitigation works enacted during the construction phase.
- 5 This document does not relate to construction traffic associated with offshore works seaward of Mean Low Water, that are principally marine activities.
- 6 The CTMP is intended to be a working document that evolves during the construction period. The CTMP only applies to the construction stage of AyM and does not apply to the operation or decommissioning of the AyM.

1.3 Key Considerations

- 7 The structure of this OCTMP is provided in Table 1.

Table 1: Structure of this OCTMP

SECTION	TOPIC
Section 2	Responsibilities, notifications and monitoring
Section 3	Key construction details and on-site control measures
Section 4	Vehicle routing and off-site control measures
Section 5	Complaints and enquiries procedure
Section 6	References

2 Responsibilities, notifications and monitoring

2.1 Applicant responsibilities

- 8 The Applicant will be responsible for the implementation of the CTMP, to monitor the application of measures within the CTMP and to propose and make modifications to the Plan during the planning and construction process, if required. Monitoring of the CTMP will be undertaken by the Applicant and any necessary amendments would be made in consultation with DCC as the local highway authority and with North and Mid Wales Trunk Road Agency (NMWTRA) in terms of impacts upon the strategic road network.
- 9 The Applicant will nominate a person to be responsible for the co-ordination of all elements of traffic and transport during the construction process (Liaison Officer). In line with the outline Community Communications Plan (Appendix 12 of the outline CoCP, application ref: 8.13.12), contact details for The Applicant will be provided to the local community so that the community have a direct point of contact within the developer organisation for information purposes or to discuss matters pertaining to traffic management or site operation.
- 10 The Applicant will review and update the number of site personnel, traffic numbers, and the construction programme as the project progresses. Regular updates will be provided to DCC, NMWTRA and North Wales Police. Any significant changes would be discussed and agreed with both DCC and NMWTRA (if appropriate). Regular meetings, where required, will be organised for monitoring purposes.

2.2 Notification of Authorities

- 11 Should delivery of Abnormal Indivisible loads (ALLs), or other construction traffic activities, be required outside of the working hours specified in the Construction Method Statement (CMS), prior notice will be given to DCC before such traffic movements commence.

2.3 Notification of other stakeholders

- 12 The final CTMP will be available on the AyM website and electronic copies provided to DCC, NMWTRA, Community Councils and any relevant Project Liaison Groups (PLGs) where necessary. The Applicant is committed to putting in place effective communication channels, and record and act on comments, complaints or queries during the construction of the project, such as on the measures included in the final CTMP, raised by interested parties. An outline Construction Communications Plan is provided as Appendix 12 (application ref: 8.13.12), to the outline CoCP.

2.3.1 Emergency Services

- 13 The Police service will be given prior notice of the ALL deliveries and kept fully informed throughout the delivery period.

2.3.2 Local Residents

- 14 The Applicant will engage with those local residents who would be most affected by AyM construction traffic prior to construction starting and ensure that those local residents who would be impacted by the delivery of ALLs are kept fully informed of details in relation to the timing of the deliveries. During the delivery of ALLs, the Applicant will communicate, where appropriate, information via local notice boards and the AyM website. The communication will take the form of notifications issued to the local press and, where appropriate, notification letters to provide information such as construction traffic and contact details for The Applicant.

2.3.3 Local business

- 15 Local businesses will be notified to ensure they are fully informed.
- 16 In particular, there was a request from Royal Mail in the PINS Scoping Opinion July 2020 to be fully pre-consulted by the Applicant and its contractors on any proposed road closures/ diversions/ alternative access arrangements, hours of working and the content of the CTMP.

2.3.4 Local stakeholders

- 17 The Applicant will make every effort to work with local stakeholders to ensure disruption caused by AyM construction traffic is minimised, as set out in paragraph 9 .
- 18 Groups of particular relevance include, but are not limited to;
- ▲ Schools;
 - ▲ Local buses, including school buses;
 - ▲ Local doctors, surgeries or health providers;
 - ▲ Holiday accommodation developments;
 - ▲ Leisure Centres; and
 - ▲ Churches
- 19 Contact with these service providers that would be impacted by the AIL deliveries will be made in advance of the planned AIL deliveries.

2.3.5 Planned engineering works that could conflict with AIL delivery

- 20 The Applicant will work with DCC and NMWTRA to identify any planned engineering works that conflict with the AIL delivery route times. Discussions will then be made to minimise disruption to the local community and the planned engineering works.

2.3.6 Community events

- 21 Planned and notified community events will be considered by the Applicant when scheduling AIL deliveries.

3 Key construction details and on-site

- 22 In accordance with good construction practice, opportunities will be sought to reduce the overall number of Heavy Goods Vehicles (HGV) movements by consolidating loads and optimising vehicle sizes, taking into account any other environmental constraints that may affect HGV routes and the size of vehicle.
- 23 The delivery of materials to the site will be closely managed based upon programme requirements.

3.1 Construction site access

- 24 The proposed construction access locations are set out in Table 2.

Table 2: Construction access points by Route Section.

ACCESS	LOCATION	ECC ROUTE SECTION
A	Ferguson Road	A
B1	Rhyl Golf Club access (non-HGV for supervision of trenchless cable installation beneath golf club)	B
B2	Garford Road	A
C1, C2 and C3	Existing Robin Hood Holiday Camp accesses (non-HGV for supervision of trenchless cable installation)	B
D	Existing access track from the B5119 Dyserth Road adjacent to Rhydorddwy Fawr	B
E	New access from the B5119 Dyserth Road (northern side)	B
F	New access from the B5119 Dyserth Road (southern side)	C

ACCESS	LOCATION	ECC ROUTE SECTION
G	Existing or new access from the A547 eastern Rhuddlan bypass (eastern side)	C
H	Existing access from the A525 north of Rhuddlan	D
I	Existing sewage treatment works access from Tan-Yr-Eglwys Road	D
J	Existing or new access from the A547 Abergele Road (northern side)	E
L	Existing or new access from Bodelwyddan Road (northern side)	E
O1 / O2	Existing Farm access from Junction 26 of the A55	E
P	Existing or new access from a minor road to the north of St. Asaph Business Park	F
Q1 & Q2	New access from the B5381 Glascoed Road (Q1 northern and Q2 southern side)	F and G
S	Existing National Grid Substation from the B5381 Glascoed Road	G

25 Details of the final location, layout and control measures that will be required at the construction accesses will be agreed with DCC (and NMWTRA where appropriate).

26 The Applicant will submit the detailed design and specifications for the site access locations to the relevant authorities prior to works commencing on site as part of the final detailed CTMP.

27 All traffic management measures adopted will be in accordance with Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations (Department for Transport (DfT), 2009).

3.2 Temporary Construction Compounds (TCCs)

28 Details of the proposed TCC per Route Section are provided in Table 3.

Table 3: Works compounds and access points by Route Section.

ROUTE SECTION	TEMPORARY CONSTRUCTION COMPOUNDS	ACCESS
Route Section A – Intertidal Area	<p>Landfall Trenchless crossing works compound (Intertidal or shallow subtidal)</p> <p>TCC located between Brynhedydd Bay and promenade.</p> <p>TCC located to the west of Rhyl Bowling Centre</p>	<p>A548 Rhyl Coast Road –</p> <ul style="list-style-type: none"> ▲ Garford Road (west of the Golf Course); ▲ Existing Golf Course access on the A548 Rhyl Coast Road (used for pedestrian and/or light vehicle for inspection purposes only); and ▲ Ferguson Avenue and land to west of Bowls Center
Route Section B – Intertidal to B5119	<p>A TJB construction compound to the south of the Railway.</p> <p>Trenchless crossing works compounds:</p> <p>TCC at B5119 Access</p>	B5119 Dyserth Road (adjacent to Rhydorddwyr Fawr)
Route Section C – B5119 to A525	<p>Trenchless crossing works compounds</p> <p>TCC to the east of the A525</p>	B5119 Dyserth Road A525

ROUTE SECTION	TEMPORARY CONSTRUCTION COMPOUNDS	ACCESS
Route Section D: A525 to A547	Trenchless crossing works Compounds TCC to the west of the A525 TCC at A547	A525 Eglwys Road, Rhuddlan A547
Route Section E: A547 to A55	Trenchless crossing works Compounds TCC at Bodelwyddan Road TCC north of A55	A547 Bodelwyddan Road A55 (J26)
Route Section F: A55 to B5381 including OnSS	Trenchless crossing works Compounds OnSS TCC	Farm track from A55 (J26) B5381 (Glascoed Road)
Route Section G: B5381 to National Grid Connection	Trenchless crossing works Compounds TCC at B5381 (Glascoed Road) TCC at National Grid Bodelwyddan Substation	B5381 Glascoed Road (west of SABP) B5381 Glascoed Road (east of SABP)

29 TCCs will be constructed to provide site facilities for the workforce and also to allow plant and materials to be stored safely and securely near the works.

30 Each TCC is likely to provide the following:

- ▲ Laydown areas;
- ▲ Car parking for small to medium vehicles;
- ▲ Parking and unloading areas for HGVs;
- ▲ Waste storage facilities; and
- ▲ Welfare facilities.

- 31 Each TCC located at the key construction sites will provide similar facilities, though with greater provision for car parking and HGV unloading areas where appropriate. In addition, they may include offices which will not only serve the adjoining construction activities but also as an administration area for the construction works.
- 32 All TCCs will have sufficient areas available at all times for all vehicles to enter in a forward gear and to be accepted directly.

3.3 Parking

- 33 Parking areas located at the TCCs will have appropriate segregation between personnel and site plant. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. No parking whatsoever will be allowed on public roads.

3.4 On-site haul roads

- 34 Access tracks will be monitored on a regular basis to identify any deterioration of the track condition. Significant emergency repairs will be undertaken immediately and adjacent track sections will be restricted from use as required to safely accommodate works.
- 35 All routes will be monitored for dust and control or suppression methods will be deployed as appropriate through the use of dust suppression water bowsers.

3.5 Road crossings

3.5.1 Construction vehicles

- 36 As a primary control measure, contractors will be required to minimise the requirement to travel along the public highway between different sections of the haul road. This will be achieved where possible through the construction of haul road crossings with entry and exit points directly opposite each other.

- 37 Where such access points are required to form crossings of the public highway, suitable measures will be incorporated in the access designs to ensure that the construction traffic crossing the highway is controlled for the duration of construction of that section.
- 38 Locations and details of any road crossings will be approved by DCC before commencement of construction as part of the final CTMP.
- 39 Road crossings will require control measures to ensure safe movement of construction traffic across the public highway as well as maintaining the safety of all other highway users.
- 40 The CTMP will include details of such measures which will include the following:
- ▲ Additional temporary signage to warn road users of heavy plant crossing the highway;
 - ▲ Additional temporary traffic calming measures for highway users at the crossing point;
 - ▲ Pedestrian arrangements at the crossing point;
 - ▲ Extent of road-sweeping activity in the vicinity of access point; and
 - ▲ Frequency of monitoring of highway condition.
- 41 The locations that are likely to have a haul road crossing point are:
- ▲ B5119 Dyserth Road;
 - ▲ Bodelwyddan Road;
 - ▲ B5381 Glascoed Road;
 - ▲ A547 Abergele Road;
 - ▲ Nant y Faenol Road; and
 - ▲ Minor rural road (south of the B5381 Glascoed Road).

3.5.2 Cable crossing

- 42 The onshore ECC will cross a number of public roads for which trenchless crossing techniques may be used to install the cable ducting. Therefore, no management measures for the control of traffic will be required for this aspect of the works.

- 43 Open trenching will be used for installing the cable under some public roads, which will require either a temporary lane closure or a full temporary road closure whilst these works are undertaken.

Temporary lane closures

- 44 Where feasible, for the roads where the open trenching method is to be adopted to remain open at all times and minimise disruption, it is proposed that:

- ▲ The road crossings would be completed in two stages maintaining one traffic lane in each direction;
- ▲ Traffic would be controlled through temporary traffic signals;
- ▲ A safe route would be maintained for pedestrians through the works areas;
- ▲ Advanced signing would be implemented to assist drivers in finding alternative routes; and
- ▲ The works would be staggered.

- 45 To ensure that one lane can be maintained in each direction the process would involve the installation of ducts halfway across the road, before swapping to install ducts on the other half of the road, thereby allowing the onshore cables to be pulled through at a later date. A minimum highway lane of 3.0m and a minimum lateral safety clearance of 0.5m will be maintained.

Temporary road closures

- 46 For roads where it is not possible to keep one lane open in order to maintain a safe separation between the construction works and travelling public there will be a requirement for a temporary closure to through traffic.
- 47 The final design of any temporary road closure would be developed by the appointed contractor and agreed with DCC as the local highway authority.
- 48 For roads where there is an alternative route option, signage advising of the diversion would be provided.

- 49 For minor roads that provide access to a small number of users without alternative access options, to ensure that access can be maintained, it may be possible to use steel plates to allow local access over the open trenches. The Applicant would consult directly with local residents in relation to the traffic management measures that would be adopted.

3.6 On-Site traffic safety

- 50 All traffic visiting construction sites will be required to report to site security where they will obtain clear instructions, before further movement is acceptable. If applicable an induction will be completed, vehicle permits will be issued, and the site rules & emergency procedure will be explained.
- 51 The site speed limit shall be 15 mph on all surfaced site access roads (unless otherwise agreed with DCC) and must be adhered to at all times. Appropriate speed limits within the TCCs will be set. Speed limit signs shall be installed on all construction roads and site access roads.
- 52 All traffic will use the signed site directions and all drivers will accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas is not permitted.
- 53 Full time site traffic (vehicles/ plant situated on-site for majority of construction phase) that requires re-fuelling will follow the instructions supplied at their induction and also the guidelines within their method statement for the works.
- 54 Heavy site traffic will be equipped with audible reversing warning with additional visual aids e.g. reversing cameras, mirrors utilised on all plant. All safety features must be inspected on a daily basis with faults immediately reported to the foreman fitter who will assess and repair any damage to the plant. Site management will ensure that all loads are covered fully to limit the loss of material in transit.

3.7 Options for Beach Access

- 55 Construction access to the Landfall area that is within the beach will either be:

- ▲ from the east via the A548 Rhyl coast road and Ferguson Avenue to access a new TCC and temporary access track located to the south and west of North Wales Bowling Centre to then access an existing track onto the promenade and existing slipway onto Ffrith beach; or
 - ▲ from the west via Garford Road to access a new TCC and an existing access onto the promenade where there is an existing slipway onto the beach.
- 56 Construction traffic in the vicinity of either Beach Access TCC would be closely managed to minimise inconvenience and ensure the safety of people using the area for recreational purposes.

3.8 Management of Access around the Beach Access TCC at Fergusson Avenue

- 57 Access to the eastern TCC option from the public road would be from the northern end of Ferguson Avenue. A dedicated site entrance and construction access route will be formed from the access off the public road to the TCC for road vehicles accessing the compound, designed to take account of the adjacent access to the indoor bowling club and traffic management will be employed if required.
- 58 Construction traffic accessing the TCC from Ferguson Avenue will be segregated from pedestrians using the general area, for example by the use of temporary fences, barriers or similar. Where this construction traffic access route crosses the public access route (i.e. the footpath from Ferguson Avenue to Frith Festival Gardens), a dedicated crossing point will be made for pedestrians to cross safely.
- 59 Off-road construction vehicles will need to access from the TCC onto the promenade and beach area including access to the intertidal area. Traffic volumes using this route are likely to be relatively low but will vary during the construction period. Where the identified access route from the TCC to the beach is along the existing track it will be shared with members of the public also accessing the beach and / or Frith Festival Gardens. Only dedicated offroad vehicles will use this route. Mitigation measures will be put in place to ensure the safety of pedestrians:

- ▶ with potential construction traffic segregated from the public access for example by the use of continuous temporary fences, barriers or similar along the route to provide a dedicated pedestrian walkway on one side and a dedicated construction traffic route or
 - ▶ by use of walking banksman to safely manage and escort vehicle movements and warn pedestrians sharing the access route at the time.
- 60 The location of dedicated pedestrian crossing points for this route will be discussed and agreed with the DCC access officer during construction planning.
- 61 When required due to sustained dry weather conditions, damping-down of the existing track surface will be undertaken to avoid generation of dust due to construction traffic.

3.9 Vehicle cleaning

- 62 Measures to minimise the transfer of detritus onto the highway will be adopted at each construction access, to ensure materials are not transferred onto the highway, and road cleaning will take place when required to remove any deposits that are carried from the site.

3.10 Public access management

- 63 The specific location and measures for ensuring the safety of users of the Public Rights of Way (PRoW), including private access roads to residential properties, and Active Travel Routes (ATR) that cross or are adjacent to the proposed construction works are set out in the outline Public Access Management Plan (PAMP) that is Appendix 8 (application ref: 8.13.8) of the outline CoCP.

3.11 Private access roads

- 64 The potential to impact upon private access points has been a consideration in developing the proposed design and there are very few instances whereby private properties accesses would be impacted by the AyM construction works, given the rural nature of a large part of the cable route and the availability of alternative access points.

65 If the potential for direct impacts to private access roads is identified following detailed design, the Applicant will liaise with the owners and users in advance of works commencing. Gated crossing points will be maintained across the working corridor to maintain access for any private properties that could be impacted. Short duration, temporary diversions, will be provided should there be a requirement to undertake works such as the installation of cable ducting, however, the Applicant will seek to minimise the need for, and duration of any diversion and would liaise directly with the affected party to minimise impact.

4 Vehicle routeing and off-site control measures

4.1 Vehicle routeing

4.1.1 Access routes for HGV construction traffic

66 The anticipated routes for HGV construction traffic to construction access points are provided in Table 4 below. Final routing arrangements will be agreed with DCC and NMWTRA and recorded in the CTMP

Table 4: Construction access routes

CONSTRUCTION ACCESS	ACCESS ROUTE
A, B1, B2, C1, C2, C3	A55 Junction 27, A525, A548 (Rhyl), A548 Rhyl Coast Road
D and E	A55 Junction 27, A525, A548 (Rhyl), B5119 or A55 Junction 27, A525, A547, B5119
G	A55 Junction 27, A525, A547
H	A55 Junction 27, A525
J	A55 Junction 27, A525, A547 Abergele Road
L	A55 Junction 27, A525, Bodelwyddan Road
O1 or O2	A55 Junction 26
Q1 and Q2	A55 Junction 26, Ffordd William Morgan, B5381 Glascoed Road
I	A55 Junction 27, A525, Station Road, Tan-Yr-Eglwys Road

CONSTRUCTION ACCESS	ACCESS ROUTE
P	A55 Junction 26, Ffordd William Morgan, unnamed road

67 All delivery contractors and construction staff will be instructed to use the agreed construction access routes, with compliance with the agreed CTMP for each stage of the onshore works being a condition of supply contracts and a number of measures will be implemented to ensure compliance:

- ▶ Construction access routes will have temporary signs posted along the routes to site accesses prior to the commencement of construction activities, with the nature and placement of signage to be agreed with DCC and NMWTRA. Where multiple access points use a common road to site, signage will be clearly distinguishable between access points.
- ▶ Signage will also be placed at the exit of construction site access points to instruct construction traffic to follow the designated route;
- ▶ The delivery routes would be communicated by the Applicant to all companies and/ or drivers involved in the transport of materials and plant to and from site by HGV construction vehicle;
- ▶ Data from HGV vehicles that are fitted with monitoring devices (such as Global Positioning System (GPS) tracking) to record the routes, timing, speed of vehicles when making deliveries, will be available to assist in auditing and complaint investigation; and
- ▶ The registration numbers for all HGVs making deliveries would be recorded. Coupled with the HGV monitoring device data (where fitted) outlined above, this would allow a check of any reported breaches of the agreed delivery routes and undertake enforcement action if required.

4.2 Abnormal Indivisible loads (ALLs)

68 The construction of the onshore works will require the delivery of a number of ALLs. These are expected to comprise transformers and shunt reactors for the proposed OnSS.

- 69 The delivery of transformers will be small in number, though of a size that will require temporary works to accommodate the loads. All temporary works, such as removal of street furniture, will be subject to discussion with DCC and form part of a delivery plan for each AIL. Each delivery will be planned in advance, escorted and managed such that any impacts are minimised. Such arrangements will be procured through standard processes with DCC at the appropriate time.
- 70 A visual route assessment for transporting AILs from the port to the site will be undertaken and once the specific transportation vehicles have been confirmed (this will be post consent), an Abnormal Load Assessment Report (ALAR) will be prepared which will set out the key points and issues associated with the selected route for the AILs, to verify that the route is feasible for the delivery, subject to physical and operational mitigation works.
- 71 The ALAR will inform the traffic management measures that will need to be identified for the movement of the AIL. Prior to the movement of AIL, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption. The haulage Contractor shall remain responsible for obtaining all necessary permits from the relevant road and bridge authorities along the access route.
- 72 The movement of AILs will be timed to avoid periods of heavy traffic flow (i.e. for those that are able to be transported during the night) to minimise disruption to the public. Specific timing restrictions imposed by the police or local authority have not been determined at this stage.
- 73 Local residents along the route will be informed when the AILs are travelling along the route to ensure that interaction between the local community and AIL delivery vehicles is minimised.
- 74 Due to the size of vehicles required to transport these loads, escorts may be required for the entire route to control oncoming and conflicting traffic.

- 75 It is noted that the AIL deliveries are usually undertaken in convoys. The usual make-up of a convoy is three AIL vehicles accompanied by three escort vehicles. The escort vehicles are in place to provide manoeuvring assistance, warning of hazards and to report information on clearances etc to the drivers of the AIL vehicles.
- 76 If a road closure is required, arrangements will be put in place to facilitate local access to properties on the closed route and to ensure safe passage of any emergency vehicles which may require access.
- 77 To further improve driver information, NMWTRA will be approached as operators of Variable Message Signs on the trunk road network to investigate whether existing signs could be used to warn drivers of AILs and to warn them of potential delays.
- 78 The Liaison Officer in consultation with the haulier will be responsible for disseminating AIL information to key stakeholders.

4.3 Driving and speed restrictions

- 79 Drivers of all vehicles (cars, Light Goods Vehicles (LGVs), HGVs and AILs) will be encouraged to drive in a safe and defensive manner at all times within speed limits. A zero-tolerance policy will be adopted by all contractors, such that any infringement results in disciplinary action.
- 80 All cars and drivers of site operative vehicles used for commuting to and from site must be road worthy and legally compliant. All commercial vehicles and drivers must be road worthy and legally compliant

4.4 Pre and post construction surveys

- 81 Prior to the start, and following completion, for each stage of the construction of onshore works, road condition surveys will be undertaken and agreed with the DCC. These surveys will record the condition of the roads prior to the works commencing and on completion and will be used to identify any rectification works required, as a direct result of the construction works.

82 The need for appropriate structural and capacity assessments of construction traffic routes will be discussed and agreed with DCC and NMWTRA to assess impact of construction traffic.

4.5 Emergency planning

83 An emergency plan will be developed to address a possible major incident, that should wherever possible include use of “A” and “B” classified roads in order to gain access to or egress from the cable route.

84 The Applicant will be required to identify a local recovery service which will be used in the event of a contractor vehicle breakdown.

4.6 Coordination with other developments

85 The Applicant will ensure liaison takes place with DCC and NMWTRA to ensure that where construction works will take place at the same time as other developments cumulative impacts will be avoided or minimised wherever practical.

5 Complaints and enquiries procedure

5.1 Enquiries and complaints

- 86 It is important that members of the public or interested parties are able to make enquiries or complaints about the transport elements of the construction works. Such complaints and enquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and also allows the construction techniques to be refined and improved.
- 87 It is anticipated that the complaints and enquiries procedure can be made either directly to the Applicant or to DCC, who in turn will provide feedback to the Applicant.
- 88 All complaints and enquiries will be logged promptly by the Applicant and kept on site for review by DCC upon request.

5.2 Checking and corrective action

- 89 As outlined above, it is intended for the final CTMP to be a 'living document' which is updated periodically as and when required.
- 90 Each contractor will be responsible for establishing a programme of monitoring, the results of which will be fed back for inclusion within the CTMP if necessary.
- 91 Any checking or corrective action required will also be monitored. This methodology will ensure that the construction activities are being undertaken in accordance with the CTMP.
- 92 The procedure for addressing non-compliance and ensuring that corrective actions are undertaken is outlined below:
- ▲ Use of a log to record details of any traffic related incident and work that has not been carried out in accordance with the CTMP or Construction Method Statement;
 - ▲ The log will also record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and

- ▶ The log will record actions taken. Any necessary actions identified as a result of the above will be allocated to a responsible person, along with a timescale for the action to be undertaken.
- 93 Records of the above will be retained by the Applicant throughout the construction process. The records will be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

6 Pre-Commencement

- 94 The draft DCO (as amended at Deadline 1 during Examination), includes the following definition of 'pre-commencement' activities:

onshore works comprising surveying or investigatory works including archaeological investigations, environmental surveys, investigations for the purpose of assessing ground conditions; preparatory works to existing infrastructure and diversion and laying of utilities and services; creation of any temporary means of access; site clearance including vegetation clearance; erection of screening and fencing, site security works, creation of temporary hard standing, or the temporary display of site notices or advertisements

- 95 The relevant aspects of this outline CTMP that will be adhered to in carrying out 'pre-commencement' activities (where relevant to those activities), are as follows:

- ▲ Section 3.1 Construction site access
- ▲ Section 3.3 Parking
- ▲ Section 3.6 On-Site traffic safety
- ▲ Section 3.8 Vehicle cleaning
- ▲ Section 3.9 Public access management
- ▲ Section 4.1 Vehicle routeing
- ▲ Section 4.1.1 Access routes for HGV construction traffic
- ▲ Section 4.3 Driving and speed restrictions
- ▲ Section 4.5 Emergency planning
- ▲ Section 5.1 Enquiries and complaints
- ▲ Section 5.2 Checking and corrective action.

- 96 In addition to being secured prior to commencement of any stage of the onshore works under requirement 10 of the DCO, the relevant aspects of section 4.4 (pre and post-construction surveys) will also be adhered to for the relevant survey area where the 'pre-commencement' activities do not include those surveys.

7 References

Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations (Department for Transport (DfT), 2009).



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