

A12 Chelmsford to A120 widening scheme

TR010060

9.47 Haul Road Management Plan

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Haul Road Management Plan

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1 Haul Road Management Plan

1.1 Background to the plan

- 1.1.1 The proposed scheme comprises improvements to the A12 between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange), a distance of approximately 24km, or 15 miles. The proposed scheme involves widening the A12 to three lanes throughout (where it is not already three lanes) with a bypass between junctions 22 and 23 and a second bypass between junctions 24 and 25. It also includes safety improvements, including closing off existing private and local direct accesses onto the main carriageway, and providing alternative provision for walkers, cyclists and horse riders (WCH) to existing routes along the A12, which would be removed. A detailed description of the proposed scheme can be found in Chapter 2 of the Environmental Statement [APP-069].
- 1.1.2 This Haul Road Management Plan, in outline, details the practical measures to be implemented by the Principal Contractor (PC) in relation to the management of the proposed scheme's haul roads, such that the environmental effects which may occur as a result of activities can be appropriately mitigated and controlled.
- 1.1.3 Construction of the proposed scheme involves the formation of a number of haul roads to facilitate the movement of construction traffic within the site boundary.
- 1.1.4 Haul roads will be constructed in various locations across the whole scheme as shown within the A12 Temporary Works Plans [AS-004] .
- 1.1.5 The PC will adhere to all applicable and relevant national health and safety guidance during the construction phase.

1.2 Roles and responsibilities

- 1.2.1 Table 2.1 of the first iteration Environmental Management Plan (EMP) [TR010060/APP/6.5] defines the responsibilities associated with the roles for construction workers that the PC must establish and maintain.
- 1.2.2 The defined responsibilities include those relating directly to the development and implementation of the second iteration EMP and final Management Plans and the wider environmental responsibilities. The PC will be required to delegate responsibilities to onsite personnel within key areas of the haul road. The delegation of responsibility must be clearly identified within relevant documents and site files.

1.3 Haul Roads purpose

- 1.3.1 The primary function of the Haul roads will be to transport vehicles including delivery vehicles, staff transport vehicles and plant movements within the site boundary.

1.4 Construction site layout and good housekeeping

1.4.1 To reduce the likelihood of an environmental incident or nuisance occurring, the following measures would be used, where reasonably practicable:

- Implement a wheel washing system with rumble grids or other suitable methods to dislodge accumulated dust and mud prior to leaving the site where required and reasonably practicable.
- Siting of materials stockpiles to minimise visual impact where reasonably practicable.
- No discharge of site runoff to ditches, watercourses, drains, sewers or soakaways without the agreement of the appropriate authority.
- Security measures, including CCTV – the location and direction of view of security cameras or blocking software to prevent intrusion into residential properties would be considered.
- Avoidance of the use of loudspeaker or loudhailer devices.
- Preparation and implementation of a Logistics Management Plan (or similar) to manage the transport to/from and onsite of employees and materials required for the construction of the proposed scheme. The Logistics Management Plan (or similar) would set out measures where practicable, to reduce distances travelled, optimise journeys and use low emission modes of transport (such as public transport) or vehicles (e.g. electric vehicles) to reduce greenhouse gas (GHG) emissions associated with transport.
- Within the proposed scheme footprint, there are existing public rights of way (PRoWs) (footpaths and bridleways), footways and cycleways. The project would endeavour to maintain these routes that are affected by the proposed scheme, where reasonably practicable. Where these cannot be maintained whilst ensuring the safety of the workforce and members of the public, suitable signed diversions would be put in place or if an alternative is not practical, the PRoW, footway, or cycleway would be temporarily suspended. Reasonable adjustments would also be made to maintain or achieve inclusive access for all users.

1.4.2 Where reasonably practicable, inclusive access (including for people with reduced mobility) would be maintained to services and buildings where they have been temporarily disrupted during the works. Where a need is identified (for example through stakeholder engagement with relevant local organisations or community liaison processes), the proposed scheme would review access and routes. These reviews would indicate where additional measures or reasonable adjustments may be required for the purpose of ensuring accessibility by disabled or mobility-impaired people.

1.4.3 Further information on temporary walkers, cyclists and horse riders (WCH) route diversions and closures is provided in Chapter 8 of the Outline Construction Traffic Management Plan (CTMP) [TR010060/APP/7.7].

1.5 Site lighting

- 1.5.1 Temporary site lighting would be provided to ensure safe working conditions and to maintain security within construction compounds and working areas.
- 1.5.2 For temporary lighting within haul roads, best practice measures would be implemented where practicable to ensure temporary lighting is avoided or directed away from heritage assets, residential and/or ecological receptors such as watercourses, woodland, badger setts, bat roosts and important commuting habitats.
- 1.5.3 If appropriate, lighting to site boundaries where the public would be able to pass would be provided and illumination would be sufficient to provide a safe route. In particular, precautions would be taken to avoid shadows cast by the site compound on surrounding footpaths, roads and amenity areas.
- 1.5.4 Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage.

1.6 Controlling construction traffic and visual intrusion

- 1.6.1 Where appropriate, fencing around site perimeters would be provided to contain the works and reduce visual impact of the site in available views, and to provide site security against theft and vandalism.
- 1.6.2 Site parking and delivery areas would be clearly marked up within the site compounds, and traffic deliveries would be coordinated to reduce potential disruption on the road network and within local communities in proximity to the works.
- 1.6.3 The Outline CTMP would be developed further prior to construction and communicated to all subcontractors and suppliers, detailing the measures to be implemented in respect of managing construction traffic to minimise disruption and nuisance within the site compounds.

1.7 Dust Management

- 1.7.1 Dust will be managed as per the First Iteration Environmental Management Plan - Appendix E: Dust Management Plan [APP-189]. Specific control measures in relation to haul roads are provided below.
- 1.7.2 Trackout is the movement of dust and dirt from a construction site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. Haul roads would be provided onsite for use by construction vehicles to access works areas. The construction and maintenance of haul roads would include the following measures to limit dust emissions from trackout, as appropriate:
 - 1.7.3 Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
 - 1.7.4 Avoid dry sweeping of large areas.

- 1.7.5 Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- 1.7.6 Implement a wheel washing system with rumble grids or other suitable methods to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable.
- 1.7.7 Inspect haul roads, including crossing points on the existing highway, for integrity and instigate any necessary repairs to the surface as soon as reasonably practicable.
- 1.7.8 Install hard surfaced haul roads, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- 1.7.9 Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
- 1.7.10 Access gates to be located at least 10m from receptors where reasonably practicable.

1.8 Noise and Vibration Management

- 1.8.1 Noise and Vibration will be managed as per the First Iteration Environmental Management Plan - Appendix K: Noise and Vibration Management Plan [APP-195]. Specific control measures in relation to haul roads are provided below.
- 1.8.2 The use of less intrusive noise alarms that meet the particular safety requirements of the site, such as broadband reversing warnings, or proximity sensors to reduce the requirement for traditional reversing alarms.
- 1.8.3 To limit potential building damage or disturbance to residents, the use of compaction techniques other than vibratory compaction will be investigated for use within 10m of buildings.
- 1.8.4 Where haul roads pass within 100m of a sensitive receptor they would be kept as smooth as practicable and a reduced speed limit would be considered if complaints are received about vibration.

1.9 Soil Management

- 1.9.1 Soil handling will be managed as per the First Iteration Environmental Management Plan - Appendix M: Soil Handling Management Plan [APP-197]. Specific control measures in relation to haul roads are provided below.
- 1.9.2 Soil management will be undertaken following the Department for Environment, Food & Rural Affairs' (Defra) published Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (2009a) where practicable, which details approaches and techniques for the following:
 - The areas and types of topsoil and subsoil to be stripped, haul routes and stockpile locations
- 1.9.3 The full depth of topsoil would be stripped from areas to be disturbed by construction, such as where haul roads, compounds and subsoil stockpiles are to be located, and from areas where topsoil would otherwise be sealed by permanent development (hardstanding and materials placement). This soil

would be sustainably reused within the proposed scheme or elsewhere wherever practicable.

- 1.9.4 Stripping operations would be appropriately supervised and follow a detailed plan showing soil units to be stripped, haul routes and vehicle movements throughout the works. Information relating to the range of thickness, types and layers of soils across the route would be available from the soil resource plan so as to allow for soil units to be defined onsite.
- 1.9.5 Topsoil would first be stripped to the full specified depth, without incorporating subsoil, from the haul route edge of the first marked strip, and directly placed into stockpiles where practicable. Where stockpiles are remote to the area of stripping, soil would be loaded into dump trucks/tracked dumpers from the excavators
- 1.9.6 Dedicated haul roads would be utilised to transport the subsoil.
- 1.9.7 The application of topsoil to each designated area would be excavated from temporary storage stockpiles by 360-degree excavator and placed using articulated dumper trucks. Dedicated haul routes would be utilised on the subsoil to transport the soil to the first placement site. Thereafter, haul routes would continue to be adhered to.

1.10 Water Management

- 1.10.1 Water will be managed as per the First Iteration Environmental Management Plan - Appendix N: Water Management Plan [APP-198].
- 1.10.2 Temporary construction drainage would be used to ensure the collection of rainfall runoff from construction areas, compounds and haul roads. Groundwater control activities such as dewatering may be required particularly for any cuttings or excavations, including borrow pits. Discharge waters from construction drainage and dewatering activities have the potential to be contaminated with pollutants and may therefore result in contamination of a receiving water body.
- 1.10.3 There is a risk of physical contamination of groundwater from activities such as soil stripping (including stripping for haul roads and construction compounds), borrow pit excavation and construction of cuttings, attenuation ponds and foundations. This disturbance has the potential for mobilisation of contamination or turbidity impacts on aquifers reaching groundwater-dependent features.
- 1.10.4 Temporary drainage would be used to ensure the collection of rainfall runoff from construction areas, compounds and haul roads. This has the potential to reduce the amount of rainfall recharging the superficial aquifers. Discharge to ground from temporary construction drainage may be required. This has the potential to be contaminated with pollutants and, should the drainage discharge to groundwater, this would provide a pathway for pollutants.
- 1.10.5 Where practicable, vehicle traffic would be limited to haul roads across the site to prevent soil compaction and associated increase in surface water runoff.

