



## The Progress Power (Gas Fired Power Station) Order

### Interim Construction Traffic Management Plan – GIS Variant

**Planning Act 2008**

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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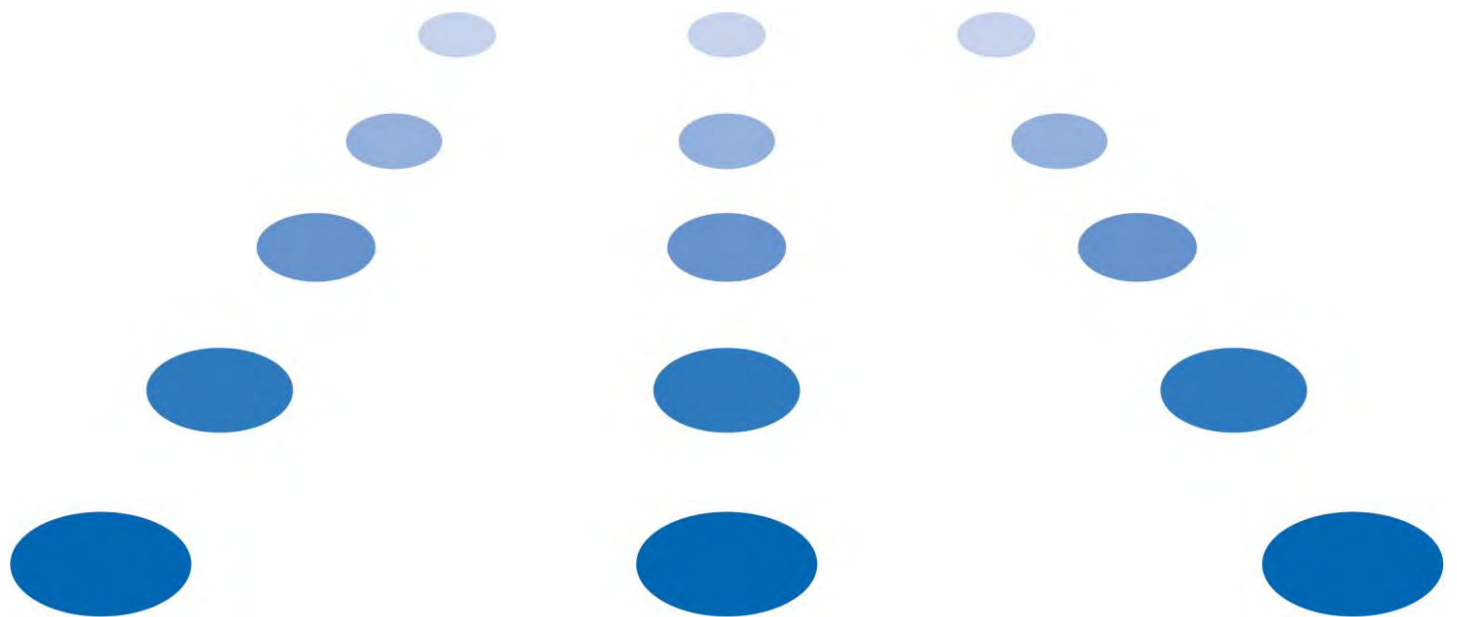
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**PROGRESS POWER PROJECT  
INTERIM CONSTRUCTION TRAFFIC  
MANAGEMENT PLAN**

*Progress Power Ltd*

3512438B-PTM



# **Progress Power Project**

## **Interim Construction Traffic Management Plan**

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## **1 INTRODUCTION**

### **1.1 Commission**

- 1.1.1 Parsons Brinckerhoff (PB) was commissioned by Progress Power Ltd to undertake a Construction Traffic Management Plan (CTMP) to support the Progress Power Project at the former Eye Airfield in Suffolk.
- 1.1.2 A Transport Assessment (TA) and other associated highways and transport works has been produced concurrently with this CTMP and is used to inform the content of this document.
- 1.1.3 The CTMP provides a framework for addressing the transport issues associated with the movement of construction traffic to serve the construction of the Project, including site access, routing, signage, HGV and abnormal loads, and operational matters.
- 1.1.4 The purpose of this document is to set out the principles that the developer and its Engineer and Construction Contractor will follow to manage construction traffic during the construction of the Project.

### **1.2 Background**

- 1.2.1 The location of the proposed Project is shown in Figure 1-1. The Power Generation Plant is located at the former Eye Airfield to the east of the A140, between the town of Eye and village of Yaxley in Suffolk. The site presently operates as an industrial estate.

Figure 1-1: Site Location Overview



1.2.2 All assumptions and calculations in this document are based on the realistic worst case scenario, as follows:

- A Simple Cycle Gas Turbine fired power station consisting of up to 5 GTs (totalling ~299 MW) and up to 5 stacks (up to 30m in height); and
- Gas Connection and Electrical Connection.

### 1.3 Structure of Construction Traffic Management Plan

1.3.1 The CTMP is set out into the following chapters:

- Chapter 2: Existing Conditions, describes existing local transport conditions;
- Chapter 3: Site Access, details the access and routing arrangements to the Power Generation Plant site and Electrical Connection Compound site;
- Chapter 4: Phasing of Construction and Operating Hours, provides a construction timetable and statement of construction opening hours;
- Chapter 5: Traffic Generation, calculates the predicted levels of construction traffic generated by the Project.
- Chapter 6: Abnormal Loads, details how abnormal loads will be accommodated;

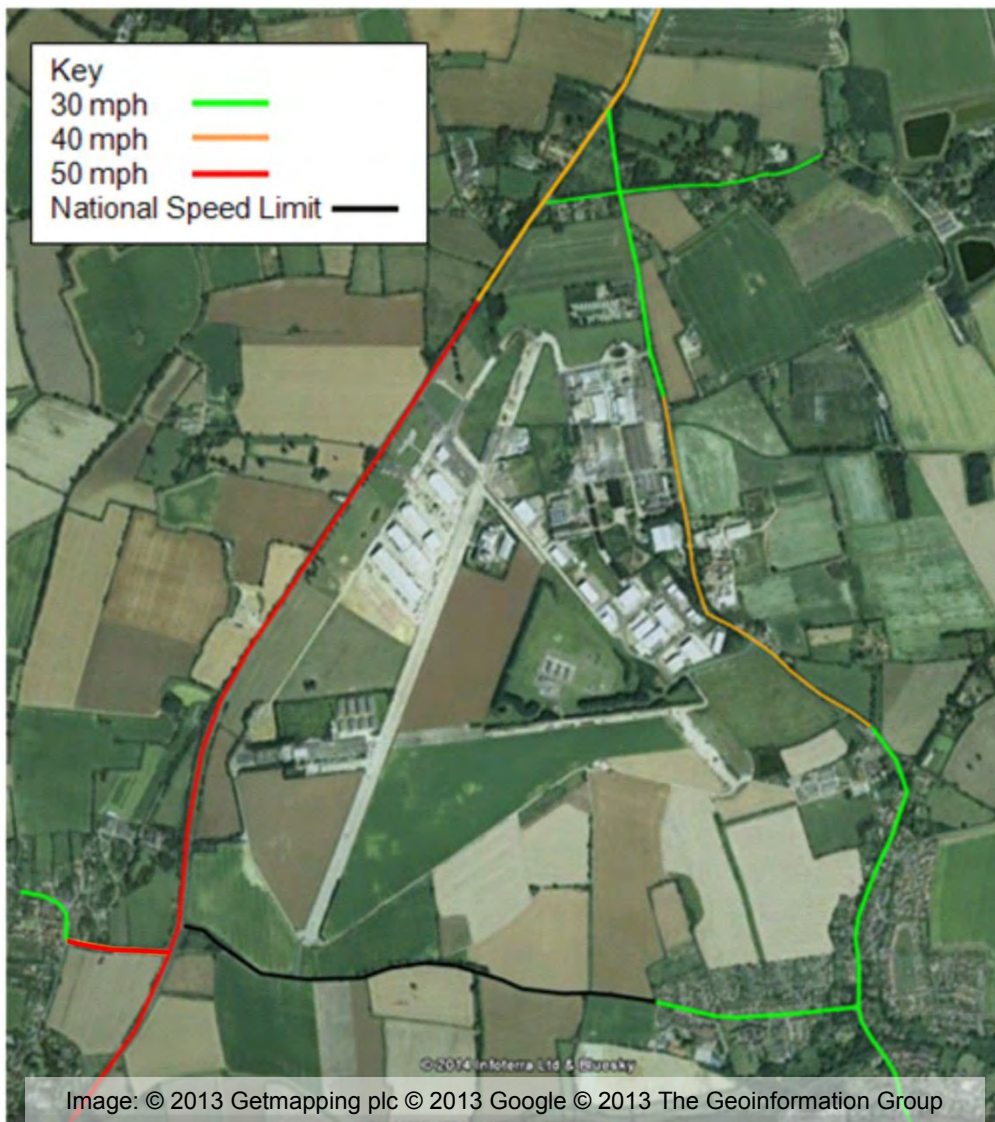
- Chapter 7: Construction Laydown & Parking, details the provision for construction material storage and parking requirements; and
- Chapter 8: Local Signage Strategy and Mitigation for the B1077, identifies temporary signage measure requirements for construction traffic and outline mitigation measures for the B1077.

## **2 EXISTING CONDITIONS**

### **2.1 Existing Road Access**

- 2.1.1 The Project Site is located adjacent to the A140, a primary transport route from which the national road network is easily accessible. The road runs north-south linking Ipswich and Norwich. Approximately 3 km north of Eye, the A140 joins the A143, which provides access to Lowestoft and Great Yarmouth to the east and to Bury St Edmunds in the west. To the south, the A140 joins with the A14, part of the Strategic Road Network.
- 2.1.2 The A140 is a 50 mph single carriageway road, reducing to 40 mph at the northern end of the former Eye Airfield on the approach to the Thrandeston Road. The speed limits on the road network are shown in Figure 2-1.
- 2.1.3 The existing employment uses on the former Eye Airfield are accessed via the A140, B1077 and Castleton Way. From the South, Castleton Way is accessed via a dedicated right turn lane from the A140 which is signed. From the North, access from the A140 to the B1077 is via a left turn. Rectory Road also provides access from the A140, forming a smaller triangle north of the airfield with the A140 and the B1077, however, this route is not encouraged given lack of signing for this direction.
- 2.1.4 Castleton Way runs from the south-west corner of the airfield eastwards into Eye and is an unrestricted country road for the majority of its length until it reaches Eye, where the speed limit turns to 30 mph.

Figure 2-1: Highway Speed Limits



### **3 SITE ACCESS**

#### **3.1 Proposed Site Access**

3.1.1 Access to the proposed Power Generation Plant site during construction and operation will be from Castleton Way via the existing junction to the air strip. No other vehicular access will be provided to and from the Power Generation Plant site.

3.1.2 Access to the proposed Electrical Connection Compound site during construction and operation will be from a new priority T-junction on the A140 at the northern end of the stopped-up old Norwich Road. The junction would be completed before construction could begin on the Electrical Connection Compound.

3.1.3 The Electrical Connection for the site is proposed to run underground along a linear route corridor which will be constructed as part of the Project. During construction, there will be a requirement to undertake work on the A140, Old Norwich Road and Leys Lane as the corridor will run across these roads. The linear route corridor will run across existing fields to the Electrical Connection Compound.

3.1.4 The Gas Connection is proposed to run south from the Power Generation Plant site. During construction, access would be provided via the entrance to the Power Generation Plant site on Castleton Way. Further detail on the proposals are presented below at 3.3.

#### **3.2 New A140 Junction**

3.2.1 A drawing showing the proposed arrangement of the new A140 junction is contained in Appendix A of this document. It has been agreed with the local highway authority that this now demonstrates that:

- There will be a 9m visibility splay;
- The right turn lane will be 3.5m;
- Access to the allotments and fishing lake will be retained using Old Norwich Road; and
- There will be sufficient space for an HGV to park in front of the new A140 Access when gated.

3.2.2 The detailed design of the new junction will ensure that the change of levels between the A140 and Old Norwich Road is accommodated to the satisfaction of the highway authority

- 3.2.3 Construction works of the new junction with the A140 would likely consist of on site preparation time consisting of excavation of verge, site clearance, construction of kerbs, gullies, utility diversions, new fence lines, sign posts and other civil works. The road construction would likely last approximately 4 weeks and may involve temporary (night time) full closure of the road and temporary diversions routes would need to be agreed with Suffolk County Council (SCC). The potential temporary traffic management could incorporate single lane night time closures. Single lane operation of traffic must be accompanied by temporary traffic signals. Two way flows may be achievable on the A140 through a phased approach. Road closures should be limited to the absolute minimum necessary to ensure the safety of highway users and construction workers and the least disruption in the locality. If it is possible to do the work under traffic signals they must be used and road closures not requested.
- 3.2.4 A Traffic Management Plan would be produced following detailed design of the new junction and widening works and the traffic management layouts would be in Line with Chapter 8 Guidelines. The works would require illumination, speed restrictions and temporary signing.
- 3.2.5 It has been agreed with the local highway authority that night time closures would only be during the hours of 20:00 and 06:00 and no work would be undertaken in the morning (08:00-09:30) and evening (16:00-18:00) peak hours.
- 3.2.6 The Applicant has agreed to remove the A140 Access during operations. Arrangements for the removal of the A140 are secured by the draft DCO (revision 5, submitted to the Examination on 17 November 2014) Schedule 2, Requirement 6(3).
- 3.3 New Access Road**
- 3.3.1 During the construction of the Access Road, access to and from the allotments and fishing lakes will be maintained with the use of banksmen or other appropriate means of traffic management to ensure the safety of local residents and construction workers.
- 3.3.2 During the construction period, the Access Road will be managed with the use of gates, controlled by banks men, who will open and close the gates to allow access from the A140 to authorised vehicles while ensuring access is maintained for members of the public wishing to travel up and down Old Norwich Road and Leys Lane.
- 3.3.3 At Old Norwich Road, the gate will be located on the east side of the carriageway, where the A140 Junction meets the existing Old Norwich



Road carriageway. By locating the gate in this location, the banks men will be able to ensure that the right of way is prioritised for public users of Old Norwich Road, while ensuring that unauthorised traffic cannot access Old Norwich Road via the A140 Junction, and waiting traffic can do so safely without causing an overhanging hazard onto the A140. Construction traffic will not be permitted to access Old Norwich Road from Mellis Road, Yaxley.

- 3.3.4 In the case of Leys Lane, construction traffic will be prohibited from travelling up and down (north and south) along Leys Lane, however it will be necessary for construction traffic to cross Leys Lane where the Access Road and Leys Lane intersect. To ensure the safety of pedestrians, equestrians and other road users on Leys Lane, banks men will be used to control the flow of traffic along the Access Road to ensure that all construction vehicles stop and give priority to the users of Leys Lane throughout the construction period.
- 3.3.5 Gates will be installed on both sides of Leys Lane to prevent access along the Access Road when work is not taking place during construction. The gates will remain in place during operation to prevent unauthorised access across the agricultural fields.
- 3.3.6 The construction of the Access Road (and laying of the cable) where it crosses Leys Lane will be carried out without the need to close the road by executing the work in two stages. The first stage will involve closing half of the carriageway, which will involve a partial restriction that will still allow the passage of single file traffic (including horses). Whilst the first half of the road is closed, the restricted side of the road surface will be excavated and a duct (concrete pipe or similar) will be installed in the ground. The road surface will then be reinstated and the partial road closure will switch to the other side of the road and the same process will be completed, with another length of duct connecting to the first. The road surface will then be reinstated and Leys Lane re-opened to traffic.

### **3.4 Potash Lane and the Above Ground Installation (AGI) Access**

- 3.4.1 A drawing showing the proposed arrangement for the junction of Castleton Way / Potash Lane is contained in Appendix B of this document. It has been agreed with the local highway authority that this now demonstrates
- An increased visibility splay on the left as vehicles exit Potash onto Castleton Way to 160m. This is based on an 85kph design speed. It will need to be demonstrated that this is appropriate through a speed survey. A higher design speed (100kph) would require longer visibility splays (215m).

- A repositioned access to the AGI to reduce the risk of headlight dazzle.

3.4.2 In addition to the repositioning of the AGI access, if headlight dazzle is deemed to be causing a risk to drivers, screening will be sited between the AGI access track and Castleton Way, the specification to be agreed with the local highway authority.

3.4.3 In addition to these measures, traffic management will be required at the junction of Castleton Way / Potash Lane such that during construction, priority is given for vehicles entering Potash Lane to accommodate the potential conflict in overlap between the swept paths of HGVs. This traffic management would be in place for the duration of the construction of the Project and designed in accordance with Chapter 8 of the Traffic Signs Manual.

### 3.5 Access Routes

3.5.1 A review of the possible routes for construction workers to (and from) the proposed Project Site access suggests five routes listed below in Table 3-1.

**Table 3-1: Site Access Routes**

Route	Description	Max Clearance	Axle Weight Restriction
1	Approaching westbound along Castleton Way from Eye (likely to be used by traffic travelling from Eye and from the B1117 to the east).	Unrestricted	Unrestricted
2	Approaching northbound on the A140 (likely to be used by traffic travelling from Ipswich and the south).	Unrestricted	Unrestricted
3	Approaching eastbound along Mellis Road through Yaxley (likely to be used by traffic travelling from Bury St Edmunds, Peterborough and Cambridge).	Unrestricted	Unrestricted
4	Approaching southbound along the B1077 then southbound on the A140 (likely to be used by traffic travelling from Diss and West Norfolk).	Unrestricted	7.5T (except for loading)
5	Approaching southbound on the A140 (likely to be used by traffic travelling from Norwich, North Norfolk and the coast surrounding Great Yarmouth).	Unrestricted	Unrestricted

3.5.2 As such, access to / from Castleton Way will be mainly via the A140 to prevent s disruption by construction traffic in Eye town centre.

3.5.3 Routes for HGVs would be constrained to the A140 (i.e. route 2 and route 5) which will minimise any potential disruption in Eye or Yaxley.

- 3.5.4 Routes for abnormal loads would be constrained to suitable major roads, such as the A14 and A140, to enable the transportation of abnormal loads from the destination port to the Project Site.
- 3.5.5 The Transport Assessment revealed that there will be a limited number of construction staff travelling through Eye. This is based on the gravity model used to identify the likely origin and destinations of staff.

### **3.6 Monitoring Strategy**

- 3.6.1 HGV deliveries to site will be monitored to check compliance with the proposed routing strategy. A number of measures could be utilised to achieve compliance and some examples are listed below. The final measures will be agreed with the local highway authority and the contractor.
- Sticker system – All HGVs delivering to site would be required to display a sticker in the front window. This would allow HGVs to be visually assessed for compliance with the proposed routes. Local residents would be informed of the system so they were able to report any HGVs from the Progress Power site that routed through the villages or Eye or Yaxley.
  - ANPR Cameras – A network of ANPR cameras could be set up along the proposed routes to site to ensure that HGVs travel on the required routes.
  - GPS tracking – All HGVs could be fitted with GPS trackers to allow the routes to site to be directly monitored for compliance.
- 3.6.2 HGVs travelling from the south to Potash Lane via Castleton Way will be monitored for queuing at the A140 / Castleton Way junction. Concern has been raised that if more than 2 HGVs are queuing in the right turn pocket, then this might impact on northbound traffic on the A140. The situation can be monitored, by a video camera or similar, to observe whether the right turning HGVs are causing an issue. If a problem is determined, then the HGV route shall be revised so that all HGV traffic from the south will be routed north on the A140 to U-turn at the A140/A143 roundabout before travelling south on the A140 and left turn into Castleton Way.
- 3.6.3 Construction workers travelling to site via private modes of transport will be discouraged from using the B1077 between the A140 and Eye or from travelling through Yaxley and Mellis. This will be done through the proposed travel plan measures. SMART Measure 3 and SMART Measure 4 of the Travel Plan commit to undertaking a staff travel survey and undertaking travel plan marketing, respectively. Workers'

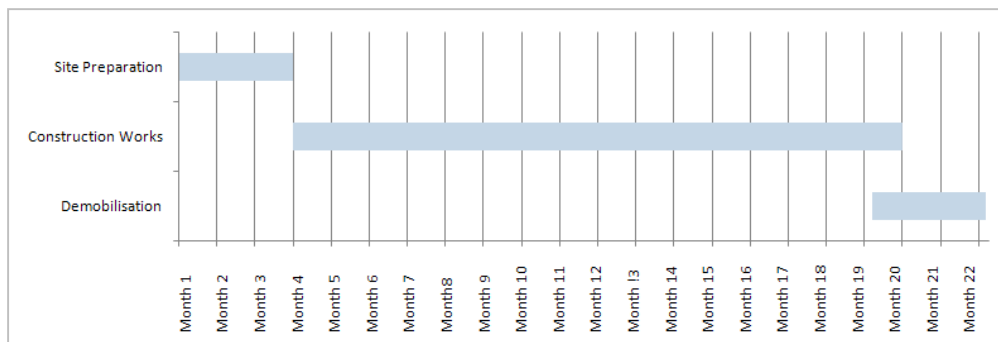
home locations will be established and a Site Welcome Pack issued detailing information on travel to the site. This opportunity will be taken to discourage the use of the B1077 and travelling through Yaxley and Mellis. If SCC becomes aware that the movements of construction workers are causing localised issues, options for mitigation measures will be agreed with SCC.

**4 PHASING OF CONSTRUCTION AND OPERATING HOURS**

**4.1 Construction Timetable**

4.1.1 An assessment of the construction phase of the Project has been undertaken and an outline construction programme has been estimated for the duration of works. The proposed construction programme is shown in Figure 4-1.

**Figure 4-1: Programme of Works**



**4.2 Construction Operating Hours**

4.2.1 Construction traffic for both staff and HGVs would arrive at the site from 07:00 and depart by 19:00 Mondays to Fridays. Saturday working will be 07:00 to 13:00.

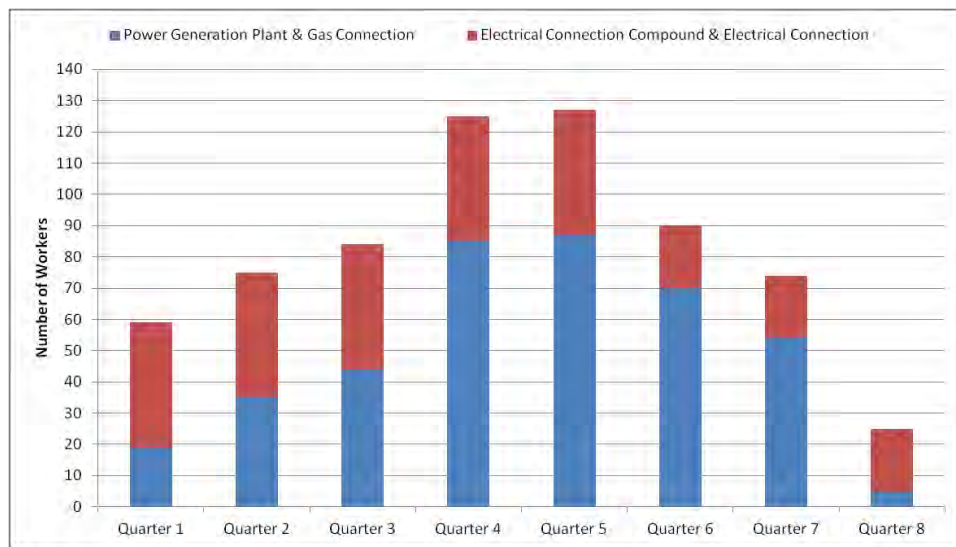
4.2.2 Abnormal loads are likely to be transported outside peak hours to minimise disruption to the network, and each case would require engagement from the Local Highway Authority and Highways Agency if their roads are utilised.

**5 TRAFFIC GENERATION**

**5.1 Construction Worker Traffic**

5.1.1 A profile showing the number of workers required during the construction phase of the Project is shown in Figure 5-1. This shows the average number of workers per day during each quarter of the construction period.

**Figure 5-1: Profile of Workers Required for Construction Phase of the Project**



5.1.2 It has been forecast that construction will take 22 months, with the peak number of workers required in quarter 5 (estimated early 2018) with an average of 127 construction workers on site per day.

5.1.3 The workers have been split out into those who will work on the Power Generation Plant and the Gas Connection, and those who will work on the Electrical Connection Compound and Electrical Connection. The distinction has been made because routes to the two sites are separate and so the workers will use a different access to enter each site compound.

**Table 5-1: Construction Worker Traffic**

Construction Period	ECC+EC workers per day	PGP+GC workers per day	Total workers per day	ECC+EC trips per peak hour	PGP+GC trips per peak hour	Total trips per peak hour
Quarter 1	40	19	59	13	6	19
Quarter 2	40	35	75	13	11	24
Quarter 3	40	44	84	13	14	27
Quarter 4	40	85	125	13	28	41
Quarter 5	40	87	127	13	28	41
Quarter 6	20	70	90	7	23	29
Quarter 7	20	54	74	7	18	24
Quarter 8	20	5	25	7	2	8

5.1.4 Table 5-1 shows that the AM (8:00-9:00) and PM (17:00-18:00) peak hours are each forecast to generate 41 vehicles trips.

## 5.2 HGV Traffic

5.2.1 In addition to the traffic generated by the construction workers, a number of heavy vehicles and abnormal loads would be required to deliver construction materials to the Project Site. At this stage, an estimate of the likely number of loads required to deliver and to extract materials from the Power Generation Plant site and Electrical Connection Compound site has been made.

5.2.2 Table 5-2 and Table 5-3 show the estimated total number of HGVs required during the construction phase for the Electrical Connection Compound and Power Generation Plant respectively. A profile of the anticipated HGV traffic is shown in Figure 5-2.

**Table 5-2: Electrical Connection Compound and Electrical Connection Construction HGV Totals**

Detail	Quantity	No. Of HGVs
<b>Site Mobilisation</b>		
Access road widening	3,300m <sup>3</sup>	202
Working and lay down area preparations – store topsoil on site. Import geotextile and hardcore	600m <sup>3</sup>	40
Site Cabins	5 cabins	5
<b>Construction Works</b>		
Access road materials into site	3,300m <sup>3</sup>	202
Strip 500mm topsoil and remove from site	13,600m <sup>3</sup>	905
Lay 200mm working surface import to site		362
Foundation excavations incl fences – remove from site	810m <sup>3</sup>	55
Foundations concrete – import to site incl fences	810m <sup>3</sup>	135
Substation roads – import to site		
Lay type 1	8,160m <sup>3</sup>	560
Lay surfacing	2,040m <sup>3</sup>	136
Pre-welded steel structures, including gantries and fencing	300 items	30
Materials for the building (masonry with pitched roof)		10
<b>Demobilise</b>		
Hardcore from working area	600m <sup>3</sup>	40



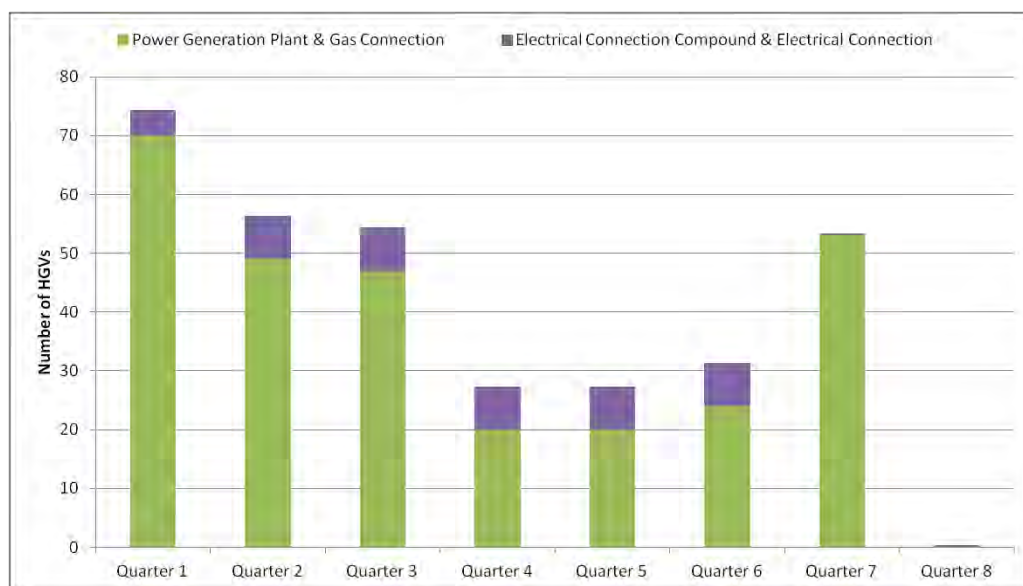
**Table 5-3: Power Generation Plant and Gas Connection  
Construction HGV Totals**

Detail	Quantity	No. Of HGVs
<b>Bulk Materials for Export from Site or Imported to Site</b>		
Top Soil Exported	16,500m <sup>3</sup>	1,100
Spoil Excavated and Exported (foundations, roads, drains, troughs, fences etc)	28,000m <sup>3</sup>	1,900
Granular Fill Imported	13,500m <sup>3</sup>	900
Road Surfacing	800m <sup>3</sup>	100
Temp Working Area Hardcore Imported	9,000m <sup>3</sup>	600
Temp Working Area Hardcore Exported	9,000m <sup>3</sup>	600
Surface Chippings Imported	3,500m <sup>3</sup>	200
<b>Foundations Material</b>		
Ready Mixed Concrete Import	11,000m <sup>3</sup>	1,800
Reinforcement Import	550 Tonnes	50
Formwork Import		10
Formwork Export		10
<b>Above Ground Building Materials</b>		
Structural Steel Import	100 Tonnes	10
Steel Fence Import	100 Tonnes	10
Masonry Import		5
Building Cladding Import		5

5.2.3

Table 5-4 shows a breakdown of the HGVs and a derivation of the arrival profile of the number of trips generated per hour. It has been assumed that all HGV trips will occur at a uniform rate throughout the day and that vehicles will remain on site for approximately one hour. Therefore, all arrivals occur evenly distributed between 7:00am and 6:00pm and all departures are distributed between 8:00am and 7:00pm. The maximum number of HGVs per hour occurs in quarter 1 with 7 HGVs per hour equating to 14 inbound and outbound trips.

**Figure 5-2: Profile of HGV Generated During Construction Phase of the Project**



**Table 5-4: Construction HGVs**

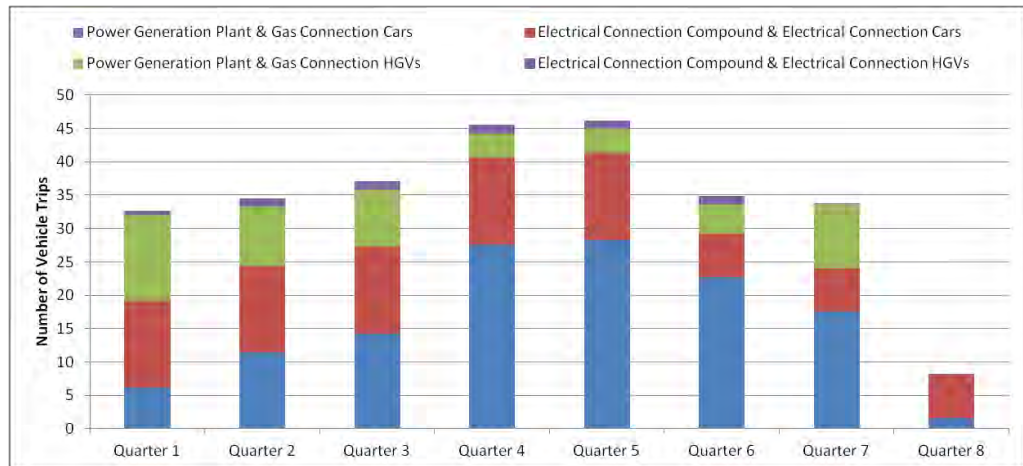
Construction Period	Sub-station HGVs per day	Power Plant HGVs per day	Total HGVs per day	Av HGVs per hour	Av HGV trips per day (in & out)	Av HGV trips per hour (in & out)
Quarter 1	4	70	74	7	148	14
Quarter 2	7	49	56	5	112	10
Quarter 3	7	47	54	5	108	10
Quarter 4	7	20	27	2	54	5
Quarter 5	7	20	27	2	54	5
Quarter 6	7	24	31	3	62	6
Quarter 7	0	53	53	5	106	10
Quarter 8	<1	<1	<1	<1	1	<1

### 5.3 Cumulative Impact

5.3.1 The peaks in construction worker traffic and HGV traffic occur at different stages in the construction process. The traffic has been assessed cumulatively so that the full impact is assessed.

5.3.2 Figure 5-3 shows the impact of the peak daily traffic during peak hour periods. This highlights that quarter 5 has the greatest impact in terms of both construction worker and construction HGV traffic.

**Figure 5-3: Profile Showing Cumulative Impact of Car and HGV Trips Generated by the Construction Phase of the Project**



## 5.4 Highway Conditions Survey

5.4.1 A preconstruction condition survey, including road and verge condition and rights of way (where directly affected) would be undertaken prior to the commencement of the construction programme.

5.4.2 Roads and rights of way will be reinstated to their pre-construction condition upon completion of works where any damage is attributable to contractors working on behalf of Progress Power Limited or any other beneficiary of the Development Consent Order.

## **6 ABNORMAL LOADS**

### **6.1 Overview**

6.1.1 Construction of the Power Generation Plant will require the delivery of a number of abnormal loads for components such as the gas turbines and transformers. The final CTMP will therefore consider adequate transport routes for the abnormal loads and address any temporary highways upgrades or maintenance requirements to enable delivery of abnormal loads to site.

### **6.2 Level and Type of Abnormal Loads**

6.2.1 The exact number and type of these loads will depend upon the configuration of the Power Generation Plant and will be finalized during the tendering process. The anticipated requirement would be around nine abnormal loads over the final phase of construction.

6.2.2 To minimise disruption to traffic, abnormal loads will be grouped together and travel in convoy wherever possible.

### **6.3 Access Routes**

6.3.1 Careful consideration will be given to whether the highway network can accommodate forthcoming abnormal loads. Prior to transportation of the first abnormal load, an access route survey report will be produced to assess route feasibility and identify any pinch-points where temporary highway alterations may be required.

6.3.2 The access route survey report will detail:

- Preferred access routes;
- Delivery routes;
- Potential pinch-points; and
- Delivery vehicles.

### **6.4 Timing of Deliveries**

6.4.1 The transport of abnormal loads would be timed to be moved at night or outside of the peak traffic hours to minimise disruption. These deliveries will be pre-arranged with local authorities and the police.

6.4.2 Abnormal loads should be delivered to site in sufficient time to meet the agreed erection programme, and in accordance with the requirements of the Police, Local Highway Authority and the Highways Agency.

## 6.5 Haulage Responsibilities

- 6.5.1 The following requirements will be the responsibility of the haulage companies during the delivery of abnormal load components:
- It will be ensured that abnormal load drivers and their convoy are fully aware of the access route and do not deviate from this.
  - Deliveries should only take place during the hours agreed with the Police and Highway Authorities.
  - Peak traffic periods and school run periods will be avoided when timing deliveries to and from the construction site.
  - Deliveries at weekends may also take place if this is acceptable to the Police and Highway Authorities.
  - Written notification of the commencement of the delivery period(s) should be given to the Police and Highway Authority, within an agreed timescale, to allow for the safe coordination of the work.
  - Further temporary warning signs may be provided on the abnormal load delivery route in accordance with the requirements of the highway authority.

## 6.6 Notifications

- 6.6.1 For the delivery of abnormal loads, it will be the responsibility of the haulage company to contact and inform the following stakeholders to inform them of delivery dates and likely impacts of delivery.

### Emergency Services

- 6.6.2 The Police, Fire and Ambulance service should be given written notice of the turbine deliveries, further daily notifications should be given in advance of the vehicles leaving the port of entry.

### Highway Authority

- 6.6.3 The Highway Authorities should be given written notice of the abnormal load deliveries. The relevant authorities are likely to include the Highways Agency, Suffolk County Council and Norfolk County Council.
- 6.6.4 The Highways Agency uses a system called ESDAL to plan and map a route and automatically generate the required notifications. For routes on Suffolk County Council's roads, hauliers must first seek consent as follows:

- if weight exceeds 44,000 kilograms then two clear days notification and an indemnity must be given to relevant highway authorities for roads being used;
- if weight exceeds 80,000 kilograms then five clear days notification and an indemnity must be given to relevant highway authorities for roads being used.

6.6.5 Weekly updates should be provided as the delivery timetable is finalised with the supplier during the delivery period. The Suffolk County Council website contains information regarding Strategic Lorry Routes and weight restrictions.

#### Local Residents

6.6.6 Information should be provided to local residents affected during the delivery of the abnormal loads four weeks and one week prior to the commencement of deliveries. The most appropriate way of communicating with local residents will be agreed upon at a later date. It is proposed that communication should provide the following information:

- Name and number of the Construction Site Manager;
- Name and number of the Turbine Supplier Site Manager;
- Commencement date for deliveries;
- Duration of delivery period;
- Estimated times of deliveries;
- Request to keep the highway clear of parked cars during the delivery period; and
- Emergency number for Local Police and Local Highway Authority Helpdesk

#### Local Business

6.6.7 In addition to the leaflet drop and press notifications, local businesses should be approached directly to minimise the effect on their business.

#### Local Services

6.6.8 Progress Power Limited (PPL) will make every effort to work with local service providers to ensure disruption caused by deliveries is avoided. Services of particular relevance include but are not limited to:

- Local buses;
- Refuse collection; and

- Regular goods deliveries

6.6.9 Contact with these service providers should be made by the site manager 2 weeks in advance of planned deliveries.

#### Planned Engineering Works

6.6.10 PPL will work with the local highway authority to identify any planned engineering works that conflict with the delivery route times. Discussions will then be made to minimise disruption to the local community and the planned engineering works.

#### Local Community Events

6.6.11 The developer will work with the local council to identify any conflicts with school and nursery drop off and pick up locations and times. Construction deliveries will where possible be scheduled to avoid these busy periods.

6.6.12 Planned and notified community events will also be considered by the developer when scheduling deliveries. Contact by the site manager two weeks in advance of deliveries shall be made to the community to ensure any issues are considered.

### **6.7 Highway Conditions Survey**

6.7.1 A highways condition survey along the whole of the route will be undertaken before the first abnormal load, and after the final abnormal load.

6.7.2 Any road maintenance issues directly caused by abnormal loads will be rectified.

## **7 CONSTRUCTION LAYDOWN & PARKING**

### **7.1 Construction Laydown**

7.1.1 Parcels of land have been identified for temporary construction storage and laydown. The laydown for the Power Generation Plant, Electrical Connection Compound, Electrical Connection and Gas Connection is within the redline boundary

### **7.2 Parking**

7.2.1 Parking will be provided on all compounds, in line with local authority parking standards. Separate parking has been identified at the Power Generation Plant and Electrical Connection Compound sites. The sufficiency of parking will be monitored and additional space created if required to ensure there is no parking on the public highway.

### **7.3 Gateway Points**

7.3.1 The gateway point for the Above Ground Installation shall be situated so that there is sufficient room to allow queuing on the approach to the gate without impacting on the local road network. The gateway to the Electrical Connection Compound has been positioned so that there is room for one HGV to queue between the gateway and the carriageway. All gates shall be manned during the hours of site operation so that HGVs may be logged on arrival and departure, and to manage any queuing that may occur.



**8 LOCAL SIGNAGE STRATEGY AND MITIGATION TO B1077****8.1 Local Signage**

8.1.1 To minimise disturbance to local residents, all construction traffic will be routed via the construction site access route, as detailed in Section 3 of the report.

8.1.2 To guide construction traffic, appropriate signage will be provided. This will guide construction traffic in and out of the construction laydown and the power station site, and to the construction parking bays.

8.1.3 Construction traffic leaving the Power Generation Plant site will be guided to exit onto Castleton Way towards the A140, and travel northbound or southbound dependent on destination.

8.1.4 The location of the proposed signage for the Project will be developed as the Project progresses and in discussion with the Local Highway Authority. Construction traffic on the A140 will be directed onto the Power Generation Plant site via Castleton Way.

**8.2 Public Rights of Way**

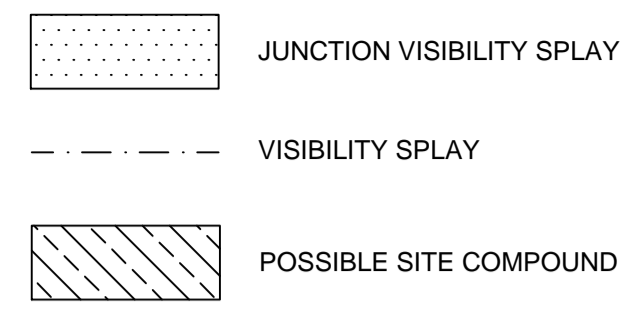
8.2.1 Signage will be placed along Public Rights of Way to inform users of the construction work. All signage shall be in accordance with the Traffic Signs Manual, Chapter 8, Section O3.13.

**APPENDIX A – A140 / ELECTRICAL CONNECTION  
INTERIM PROPOSED ACCESS ARRANGEMENTS**

**NOTES**

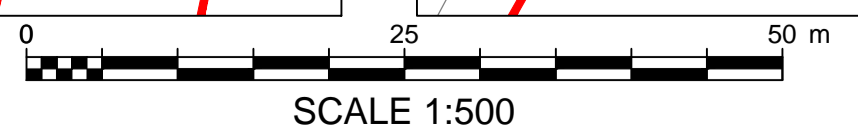
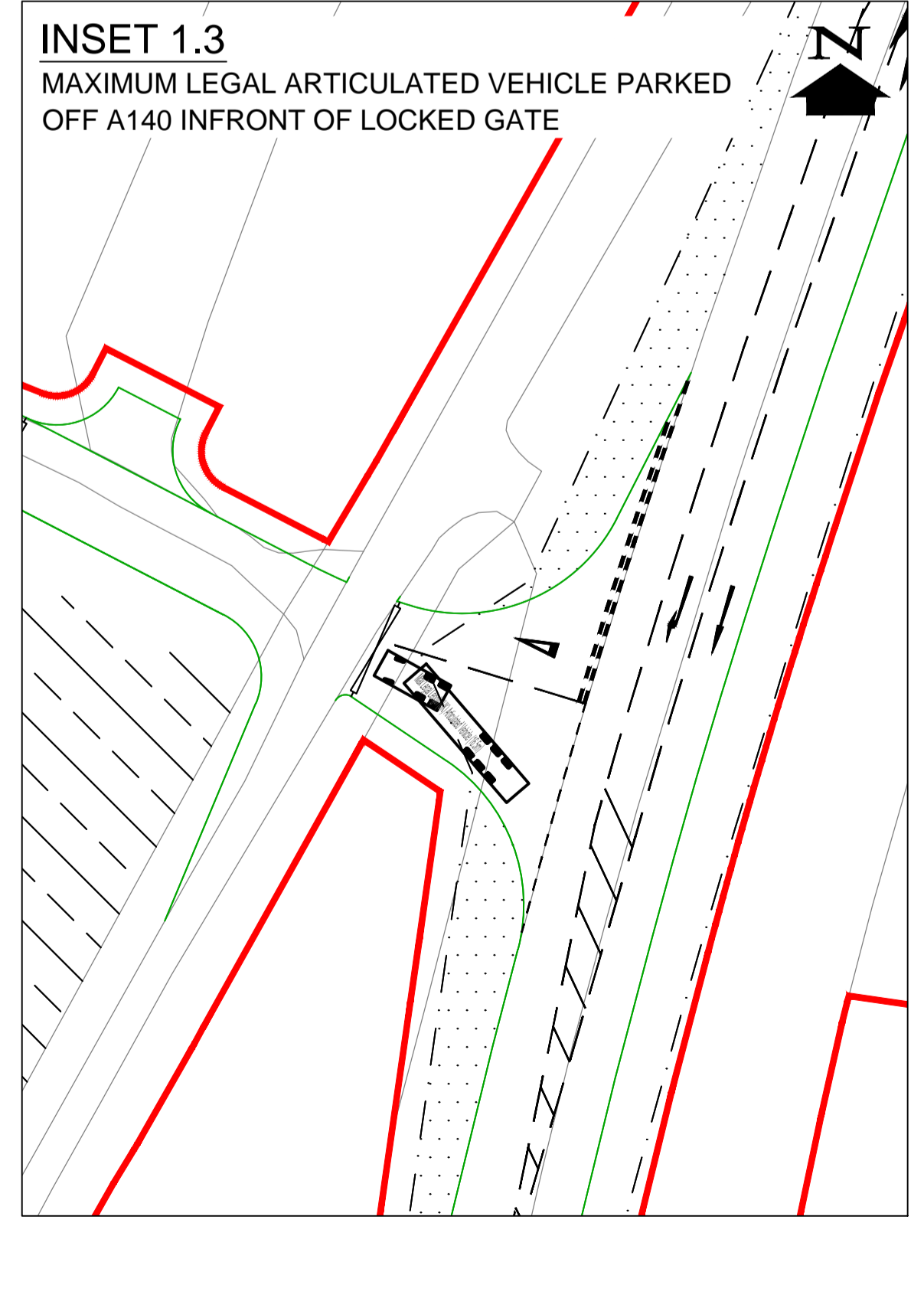
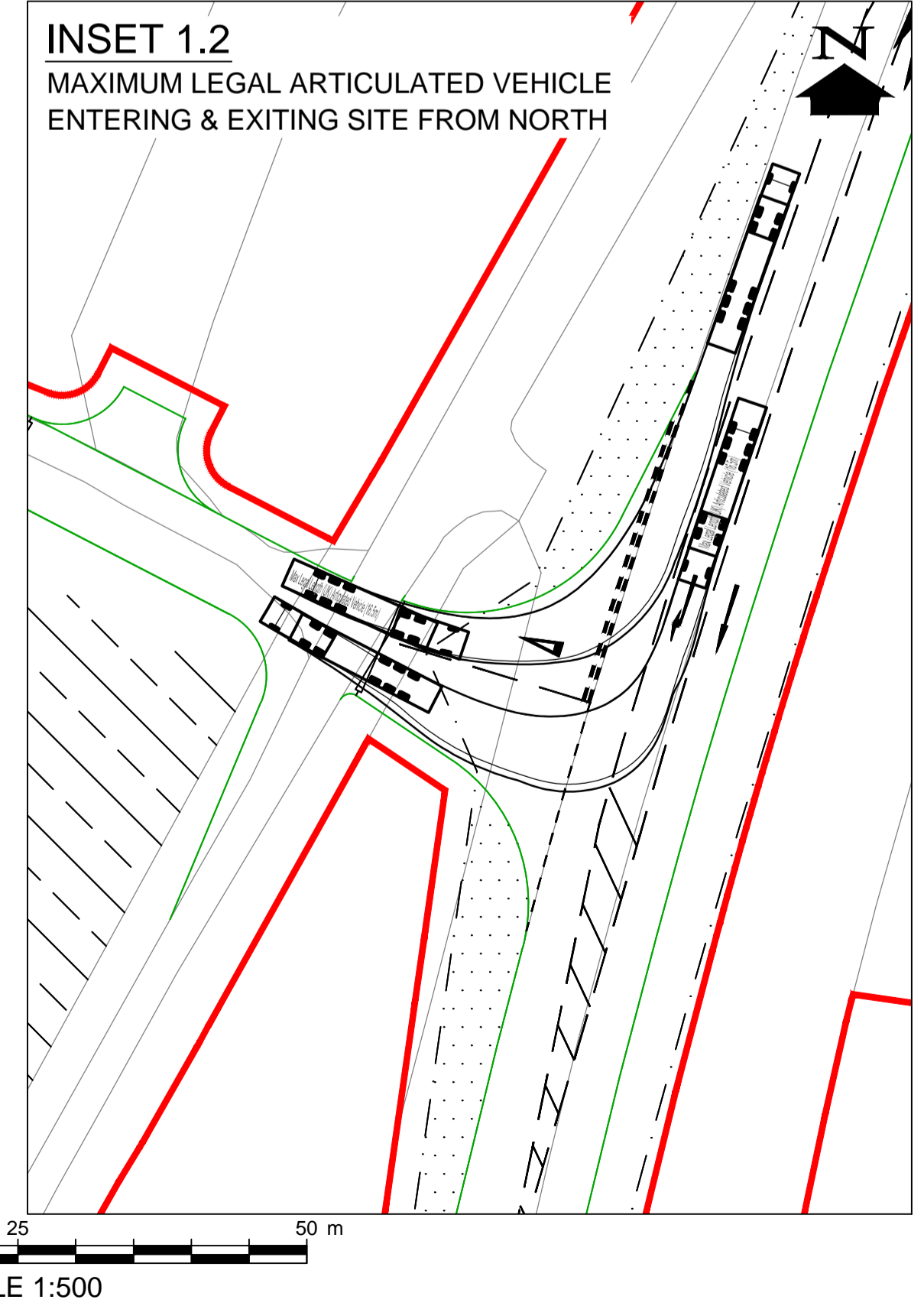
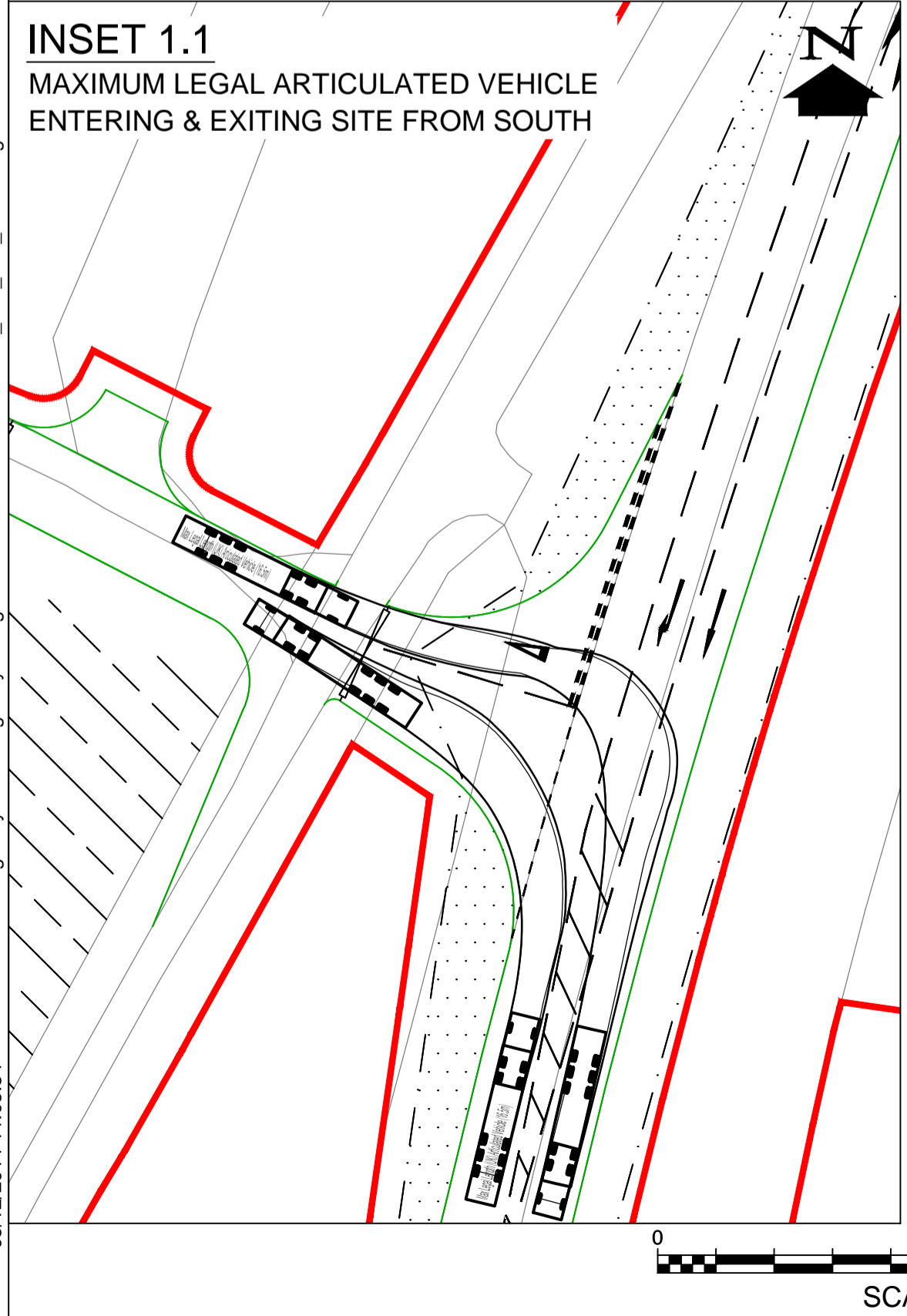
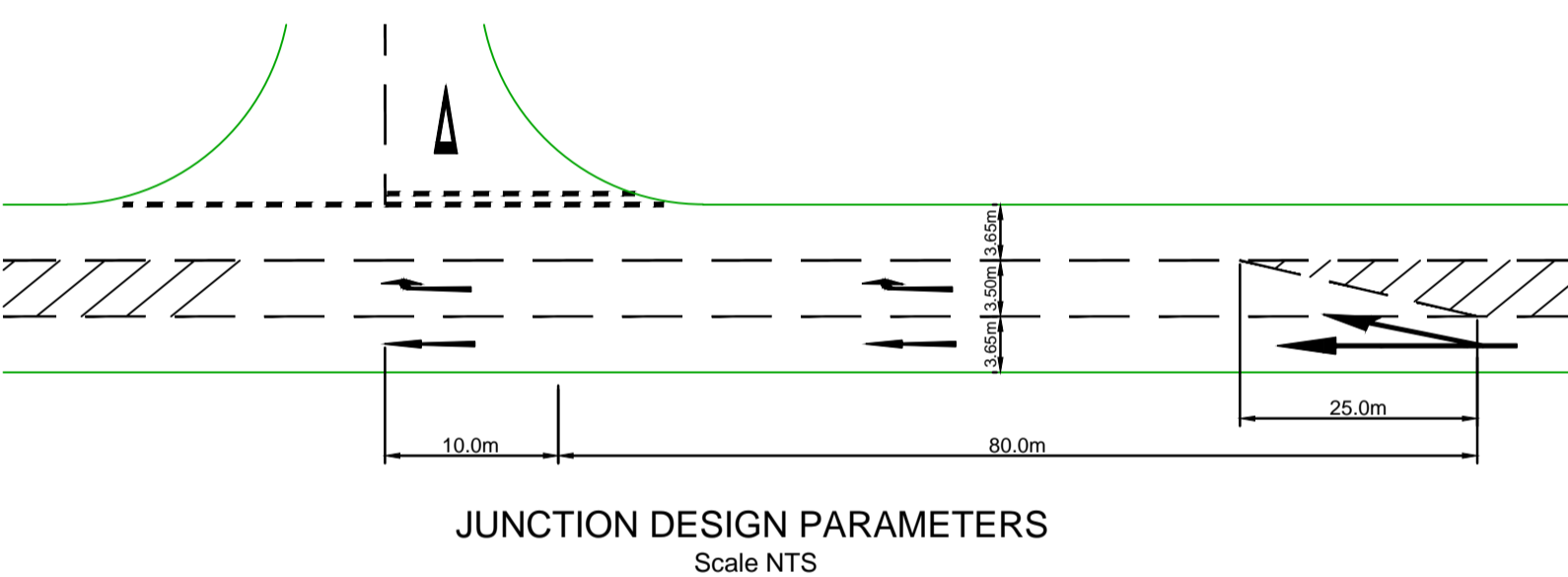
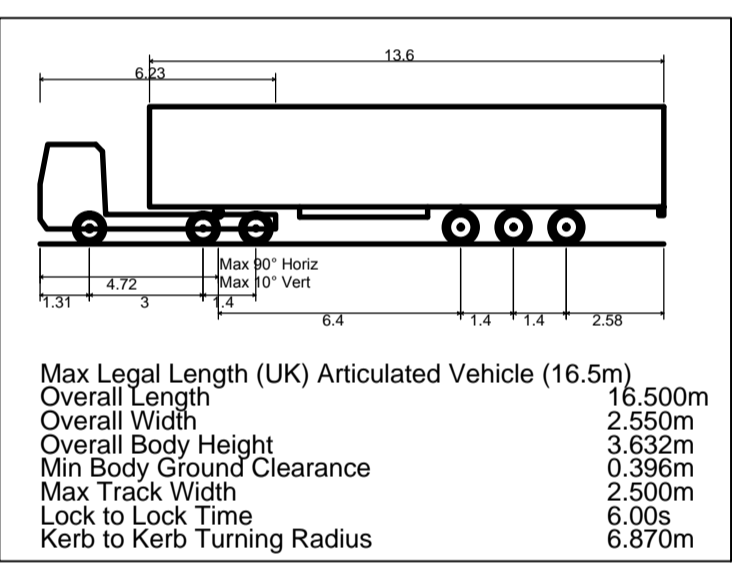
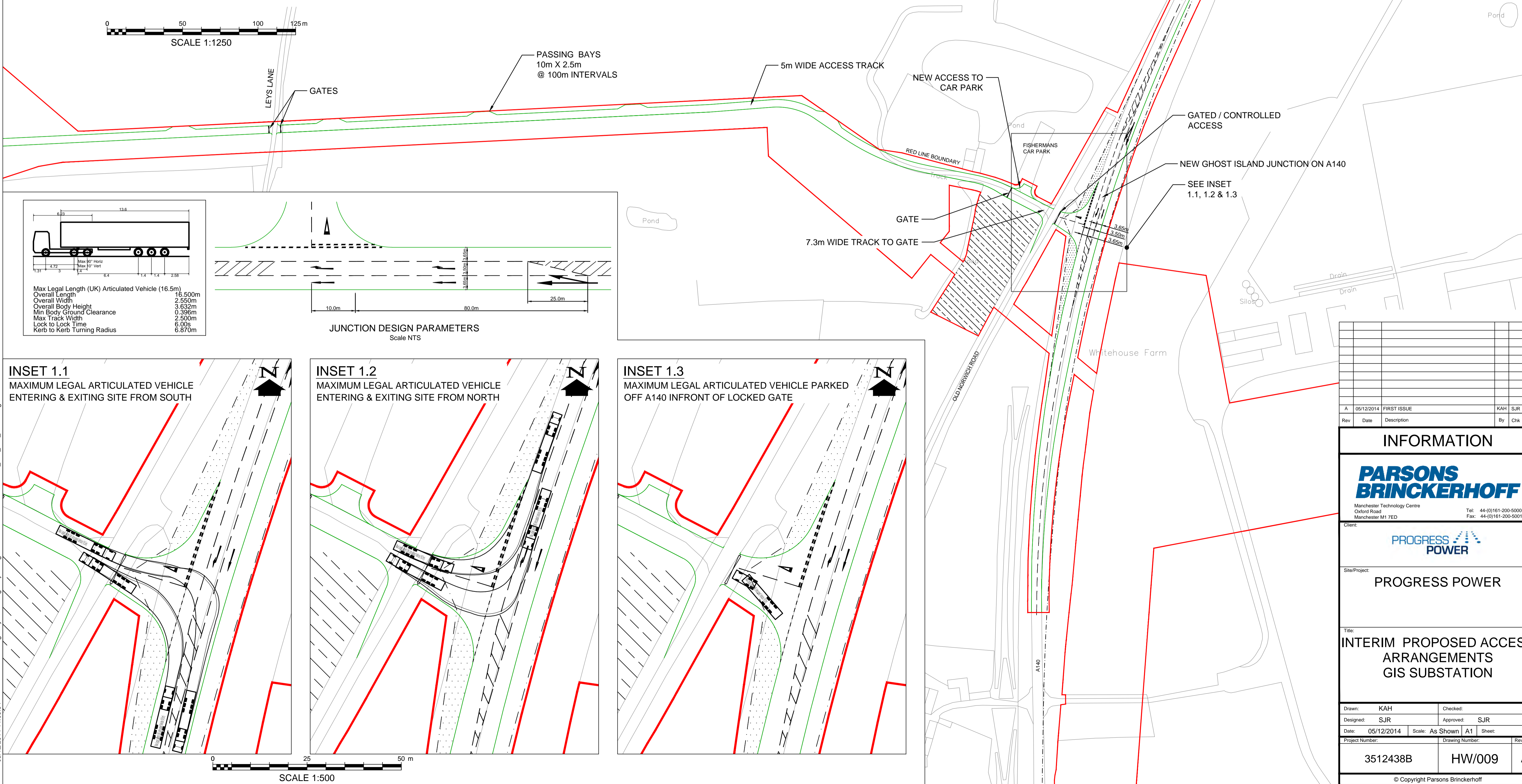
1. THE JUNCTION LAYOUT IS INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN
2. DESIGN SPEED USED IS 100kph BASED ON CALCULATIONS IN ACCORDANCE WITH TD9/93 PARA 1.7
3. VISIBILITY SPLAY FOR JUNCTION  $x = 9m, y = 215m$

**KEY**



Site No.	Location	Direction	Speed Limit - PSL (mph)	Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	No. > Speed Limit	% > Speed Limit	No. > ACPO Limit	% > ACPO Limit	No. > DfT Limit	% > DfT Limit	Mean Speed	85thile Speed
1	A140, attached to right turn sign - OS GR: TM 12933 75628	North	50	Sun, 3 November 2013	Sat, 9 November 2013	48465	7592	6601	18176	37.5	4107	8.5	1022	2.1	47.9	53.2
		South	50	Sun, 3 November 2013	Sat, 9 November 2013	47174	7289	6383	15644	33.2	3262	6.9	732	1.6	47.8	53.0
		Two way	50	Sun, 3 November 2013	Sat, 9 November 2013	95639	14882	12984	33820	35.4	7369	7.7	1754	1.8	47.6	53.0

TABLE 1 - TRAFFIC SPEED DATA ON A140



Rev	Date	Description	By	Chk	App
A	05/12/2014	FIRST ISSUE	KAH	SJR	SJR

**INFORMATION**

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Site/Project: **PROGRESS POWER**

Title: **INTERIM PROPOSED ACCESS ARRANGEMENTS GIS SUBSTATION**

Drawn: KAH  
Designed: SJR  
Date: 05/12/2014  
Project Number: 3512438B

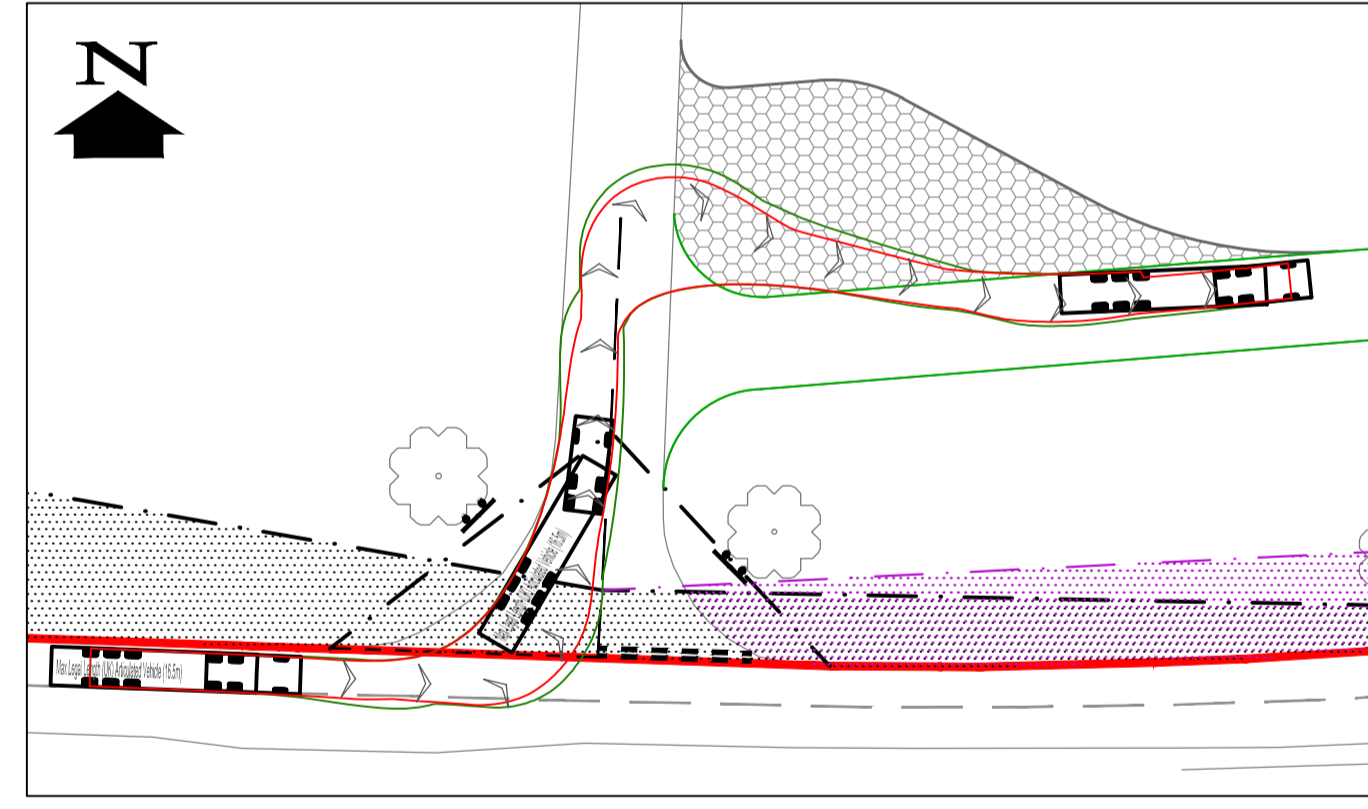
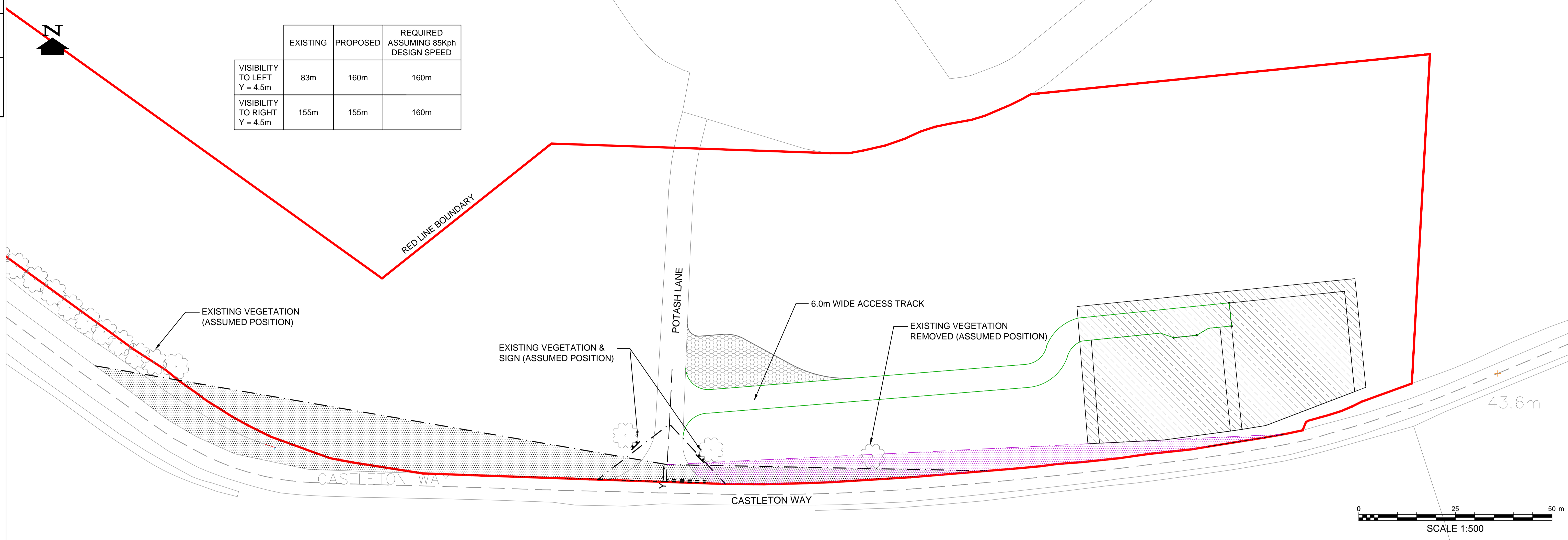
Checked: SJR  
Approved: SJR  
Scale: As Shown  
Drawing Number: HW/009

Sheet: A

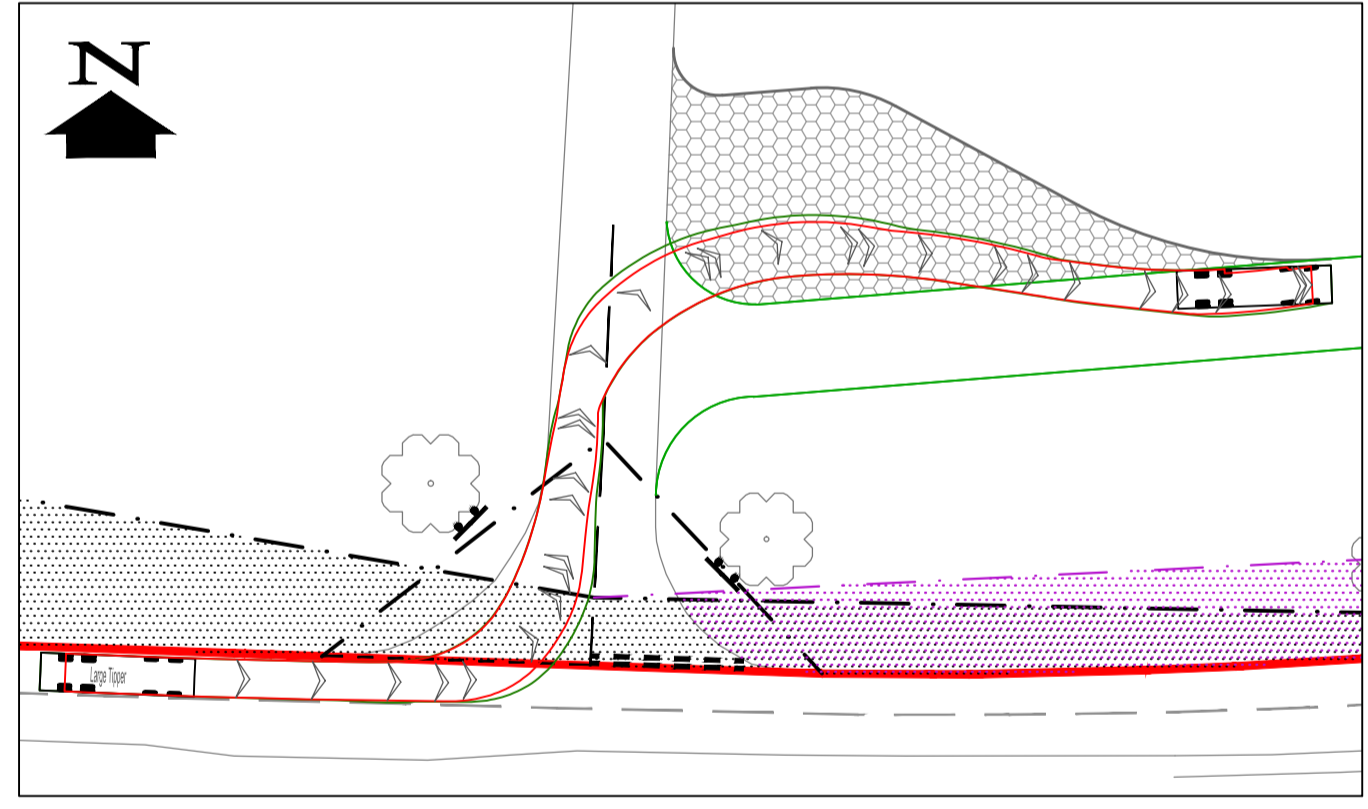
© Copyright Parsons Brinckerhoff

**APPENDIX B – CASTLETON WAY / POTASH LANE  
INTERIM PROPOSED ACCESS ARRANGEMENTS**

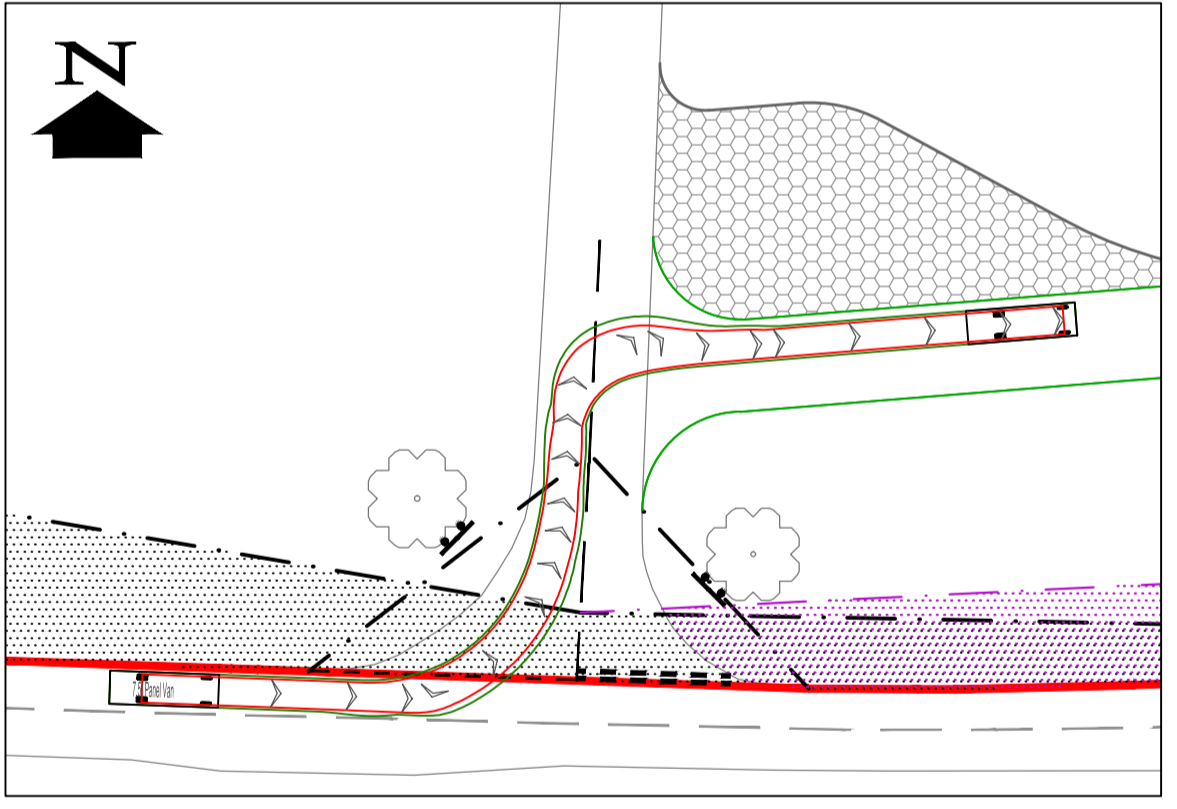
	EXISTING	PROPOSED	REQUIRED ASSUMING 85Kph DESIGN SPEED
VISIBILITY TO LEFT Y = 4.5m	83m	160m	160m
VISIBILITY TO RIGHT Y = 4.5m	155m	155m	160m



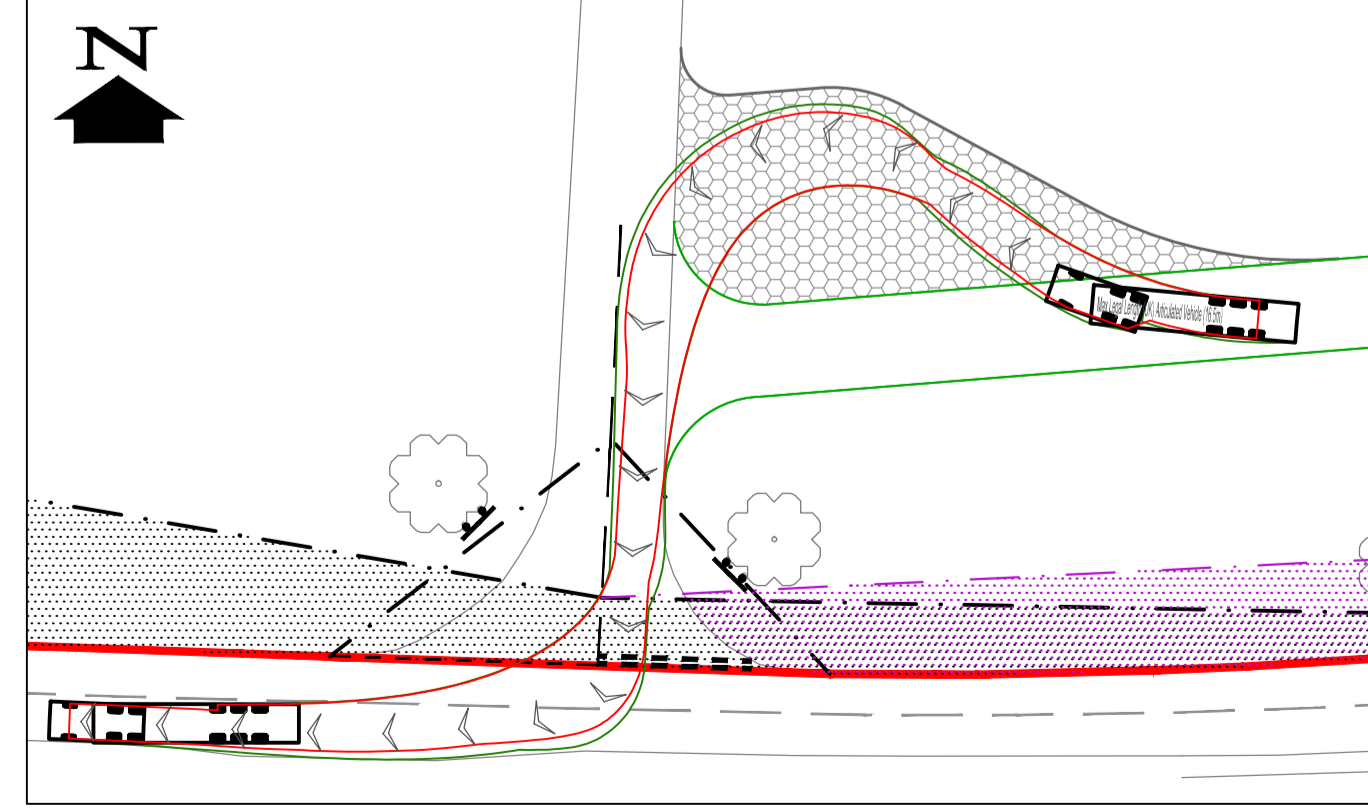
**INSET 3.1**  
MAXIMUM LEGAL ARTICULATED VEHICLE ENTERING GAS CONNECTION SITE FROM WEST DURING CONSTRUCTION PHASE



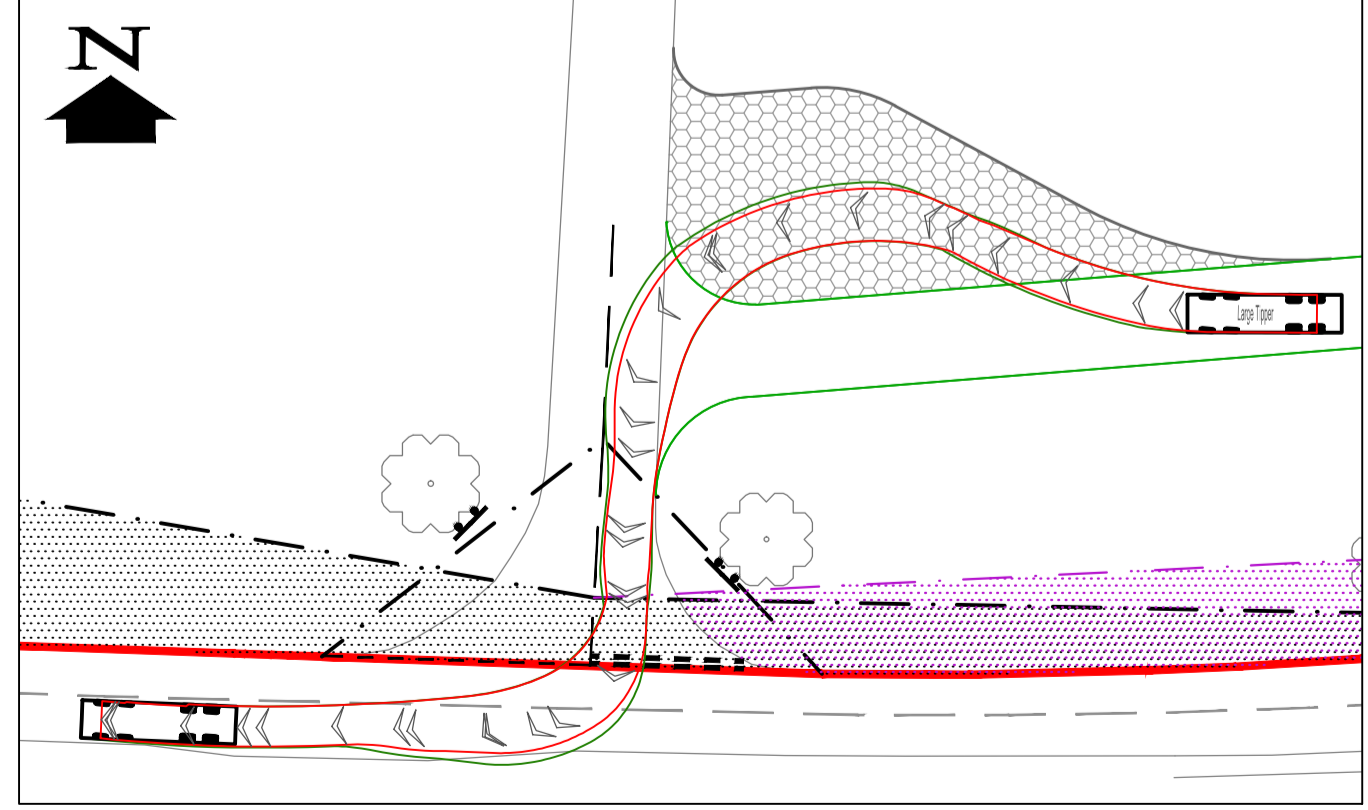
**INSET 3.3**  
LARGE TIPPER VEHICLE ENTERING GAS CONNECTION SITE FROM WEST DURING CONSTRUCTION PHASE



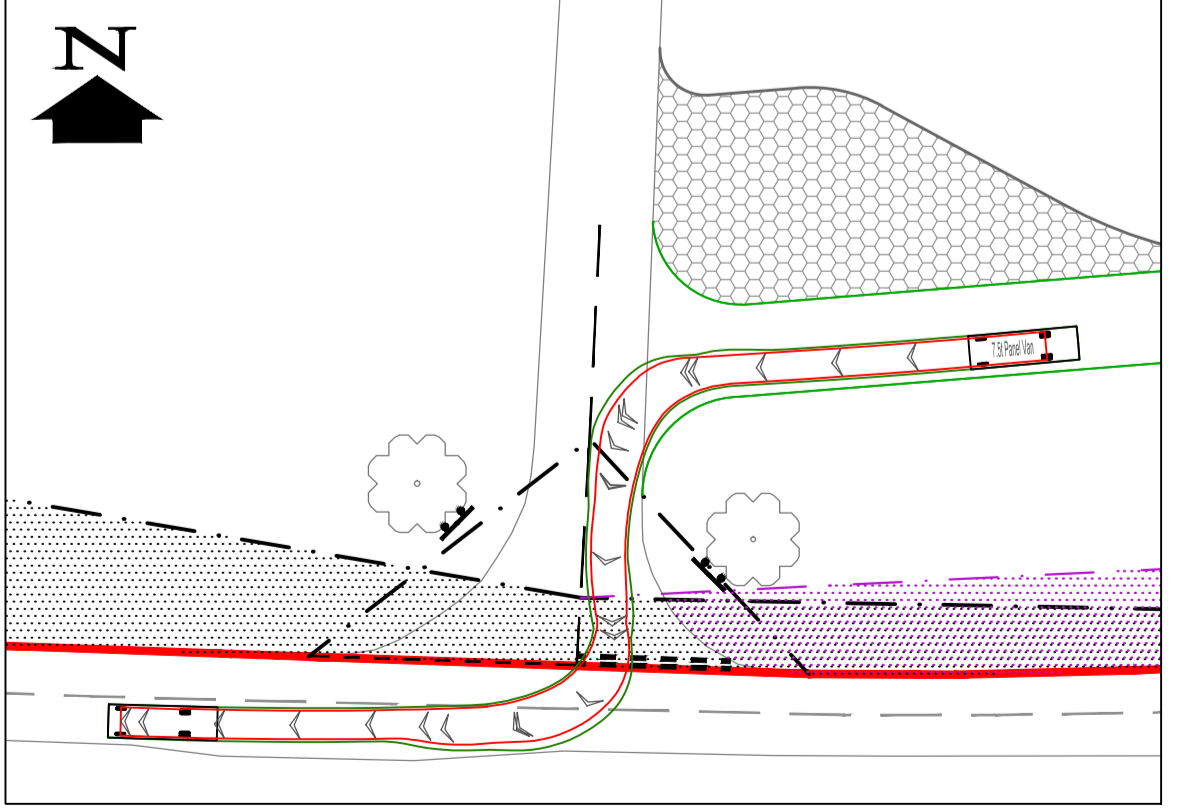
**INSET 3.5**  
TRANSIT TYPE VAN ENTERING GAS CONNECTION SITE FROM WEST DURING OPERATION PHASE



**INSET 3.2**  
MAXIMUM LEGAL ARTICULATED VEHICLE EXITING GAS CONNECTION SITE TRAVELLING WEST DURING CONSTRUCTION PHASE



**INSET 3.4**  
LARGE TIPPER VEHICLE EXITING GAS CONNECTION SITE TRAVELLING WEST DURING CONSTRUCTION PHASE

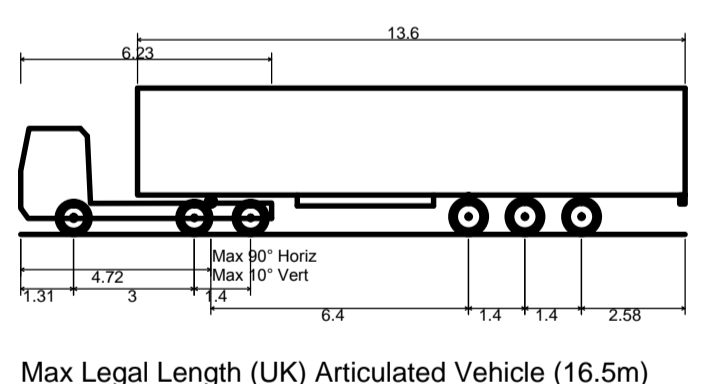


**INSET 3.6**  
TRANSIT TYPE VAN EXITING GAS CONNECTION SITE TRAVELLING WEST DURING OPERATION PHASE

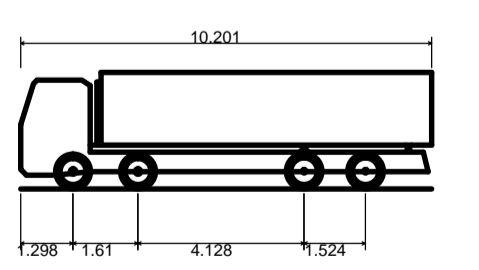
**NOTES**  
1. THE JUNCTION LAYOUT IS INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN.

**KEY**

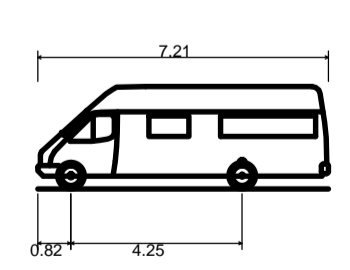
	EXISTING JUNCTION VISIBILITY SPLAY		EXISTING VISIBILITY SPLAY
	PROPOSED JUNCTION VISIBILITY SPLAY		PROPOSED VISIBILITY SPLAY
	GAS CONNECTION		TEMPORARY SITE ACCESS DURING CONSTRUCTION PHASE



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.632m  
 Min Body Ground Clearance 0.396m  
 Max Track Width 2.500m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 6.870m  
**INSET 3.1 & 3.2**



Large Tipper  
 Overall Length 10.201m  
 Overall Width 2.500m  
 Overall Body Height 2.893m  
 Min Body Ground Clearance 0.343m  
 Max Track Width 2.500m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 11.550m  
**INSET 3.3 & 3.4**



7.5t Panel Van  
 Overall Length 7.21m  
 Overall Width 2.192m  
 Overall Body Height 2.544m  
 Min Body Ground Clearance 0.316m  
 Track Width 1.865m  
 Lock to Lock Time 4.00s  
 Kerb to Kerb Turning Radius 7.400m  
**INSET 3.5 & 3.6**

Rev	Date	Description	By	Chk	App
E	10/10/2014	VISIBILITY TO LEFT AT INCREASED TO 160m	SJR	SJR	SJR
D	25/09/2014	SWEEP PATHS AMENDED	KAH	SJR	SJR
C	11/09/2014	SWEEP PATH ADDED & MINOR AMENDMENTS	KAH	SJR	SJR
B	27/08/2014	ACCESS TRACK & SWEEP PATHS AMENDED	KAH	SJR	SJR
A	19/08/2014	INFORMATION	KAH	SJR	SJR

**INFORMATION**

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Site/Project: **PROGRESS POWER**

Title: **INTERIM PROPOSED ACCESS ARRANGEMENTS CASTLETON WAY / POTASH LANE**

Drawn: KAH	Checked:
Designed: SJR	Approved: SJR
Date: 19/06/2014	Scale: 1:500 A1 Sheet:
Project Number: 3512438B	Drawing Number: HW/003
	Revision: E

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