



# Battery Storage Facility

## Construction Traffic Management Plan

*For Aldustria Ltd*

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## 1. INTRODUCTION AND BACKGROUND

### 1.1 Preface

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been produced by Hydrock on behalf of Aldustria Ltd. to manage the erection of a battery storage facility at the site off Stamper Road in St Austell, Cornwall.
- 1.1.2 This CTMP aims to ensure that the impacts of construction traffic movements associated with the development are managed in a manner that minimises negative impacts on local highway users, existing highway infrastructure and the wider environment.
- 1.1.3 Consideration will be given to how construction traffic will access the site between the A391 and Mount Stamper Road. Additionally, consideration will need to be given to how construction traffic will reach the site from the Strategic Road Network (SRN), and how to minimise any impact construction traffic may have on neighbouring communities.
- 1.1.4 It is recognised that the temporary construction phase of the development needs to be carefully managed.
- 1.1.5 The purpose of a CTMP is to identify an appropriate route for HGV traffic to access the site during the construction phase, and to establish measures to reduce any interruption and/or delay to existing vehicle traffic so as to ensure that the impacts of construction traffic in the vicinity of the site and on the surrounding highway network are kept to a minimum.
- 1.1.6 It is intended that the following sections of the plan will be developed in greater detail following the appointment of the principal contractors responsible for implementing the relevant phases of construction work. Where possible they have been considered as part of this initial CTMP:
- Construction traffic – predicted volume (quantum of movements)
  - Construction traffic - routes and signing
  - Construction traffic - hours of deliveries
  - Temporary traffic management scheme
  - Programme of works
  - Location of proposed storage, site huts, and delivery areas
  - Environmental conditions and waste management
  - Training of construction staff
  - Accident and Monitoring
  - Enforcement of Construction Traffic Management Plan
- 1.1.7 This document will form the framework against which the detailed CTMP will be prepared by the principal contractors and shall be adhered to by all construction-related personnel.
- ### 1.2 Development Site and Local/Primary Highway Network
- 1.2.1 The development site is located outside the northern Edge of St Austell in the outer reaches of the suburb known as 'Carclaze'. The site location is rural and is not surrounded by residential or other commercial land use.

## 1.3 Local Highway Network

### *Mount Stamper Road*

- 1.3.1 Mount Stamper Road runs immediately north of the site and is a rural C-road which bypasses the north of St Austell in a northeast - southwest orientation. In its entirety the road is 1.9km (1.2 miles) long. The road has a number of houses that adjoin the roadway along with some farm tracks. The road is narrow and has no centre line along its entirety.
- 1.3.2 At the north eastern edge of the road there is significant on street parking surrounding the small number of houses. The road is a national speed limit (NSL) area to the south and a 30mph area to the north. The road has no street lighting.
- 1.3.3 The road joins Drummer's Hill and Treverbyn Road and then the A391 at a roundabout junction.

### *A391*

- 1.3.4 The A391 is the main road running north from St Austell towards the A30 at Bodmin. The section of the A391 nearest to the development site is two lanes heading north and single lane travelling south. It is a national speed limit (NSL) area. It is 8.1miles between the junction onto the A30 at Bodmin and the St Austell Junction of the A390.

### *Treverbyn Road*

- 1.3.5 Treverbyn Road is a semi-residential street to the south of the site. it travels approximately north - south from the A391 to St Austell, the section of the road closest to the site is a 30mph zone. Treverbyn Road joins the A391 at a roundabout junction.

### *Drummer's Hill*

- 1.3.6 Drummer's Hill is a 1.5km(0.9m) road that crosses Mount Stamper Road at a crossroads approximately 300m east of the site and joins Treverbyn Road to the south. Drummer's Hill travels approximately east - west and has no centre line. The road is narrow with passing places. The road joins the B3274 also known as 'Bodmin Road' to the west of the site
- 1.3.7 There is no on street parking

### *Unclassified Lane*

- 1.3.8 There is an unclassified road of approximately 250m in length directly north of the site, this road is very narrow and adjoins Mount Stamper Road at a T-Junction. It is unlikely that construction traffic would use this road due to its width and lack of turning space onto Mount Stamper Road.



Figure 1-1: Site location

## 1.4 Primary Highway Network

- 1.4.1 In terms of the primary highway network, it is envisioned that all construction traffic will utilise the A30 and then the A391 when travelling long distances from either east or west towards the development site. The A30 is the nearest primary road to the site; it forms part of Highway England's Strategic Road Network (SRN). It begins in Penzance in Cornwall and Ends in Exeter, Devon.
- 1.4.2 Relative to the site, the A30 is approximately 8miles (13km) to the north of the site. It can be directly accessed by the A391 which is suitable for HGV traffic.

## 2. SITE ACCESS AND CONSTRUCTION TRAFFIC

### 2.1 Site Access

2.1.1 All construction traffic will initially utilise the existing highway network, most notably the A391 to the east of the site

### 2.2 Quantum of HGV Trips Generated by the Construction Phase

2.2.1 As the site is very small and has no active staff requirement it is difficult to obtain a direct comparison in terms of previous developments in order to estimate likely traffic attraction. An estimate has been made with the assumption that the majority of the traffic will be vans for maintenance with a few initial HGV movements required for construction material.

2.2.2 A reasonable worst-case scenario estimate of 10 vehicles per day has been applied for a site of this type and size during the initial construction phase. This will largely be HGV traffic transporting the battery storage unit and for constructing the foundation pad. It is unlikely this will cause any significant effect on the local road network. The predicted total of trips is low and would be spread throughout the day, occurring at times allocated through a Project Delivery Management procedure. This proposed delivery procedure would provide adequate controls, sometimes contractually, to enable the Site Manager to effectively schedule deliveries to/from the site to minimise the impact on the local and wider road network.

#### *Construction Phase*

2.2.3 During the construction phase, HGV movements will be limited to those considered essential. Movements to and from the site each day will be undertaken with all vehicles using the agreed access route as proposed in Section 3.2.

2.2.4 The operational day for construction traffic, excepting those falling within the “large vehicle” category will be between 08:00 hrs to 18:00 hrs Monday to Friday and 09:00 hrs to 13:00 hrs on Saturdays. No construction traffic movements of any construction vehicle type will be permitted on Sundays and Bank Holidays.

2.2.5 A “Large vehicle” is defined as any road-legal HGV with a maximum gross weight exceeding 7.5 tonnes.

2.2.6 Large vehicle operational times will be limited to between 09:00 hrs to 15:00 hrs on weekdays to avoid school pick up and drop off periods and minimise impact on the AM and PM peak travel periods on the local road network. The HGVs are not anticipated to carry any abnormal loads. Expected HGV volumes and timings are based on best estimates at this stage and will be dependent on a number of factors such as shipping schedules and the progress of construction works at the site.

2.2.7 The times of operational movements will be from 08:00 hrs onwards being primarily site workers and normal traffic movements. This will result in a modest increase in traffic movements along the route assuming regular users do not divert to avoid these works. This increase will be of a temporary nature as after construction of the development the traffic level and flow will remain in line with the proposal.

2.2.8 Due to the nature of the construction, it is anticipated that once the materials and equipment are established on-site, the level of HGV movements associated with the works will be minimal. The highest level of HGV movements will occur whilst the equipment is transported to and removed from the site.



- 2.2.9 Construction traffic will be operating at the development site on a six day a week basis. This is intended to reduce the overall length of the construction period and thereby minimise disruption to local traffic.
- 2.2.10 In order to minimise the impact of the site construction phase, the construction-related traffic will be managed and records kept.
- 2.2.11 Construction traffic movements on the local highway network will be expected to cease at the end of construction works each day.
- 2.2.12 This requirement will be considered within the final construction methodology and will be managed and enforced by the Site Manager.

### 2.3 Staffing On-site

- 2.3.1 The level of construction workers on site will vary with the various phases of the construction schedule. It is envisaged that these trips will be mainly made by private vehicles.
- 2.3.2 Vehicle parking will be on-site where possible. If parking is required on the public highway, contractors will be requested to park considerately in order to avoid causing any obstruction.

### 3. CONSTRUCTION TRAFFIC ROUTES AND TRAFFIC MANAGEMENT

#### 3.1 General Discussion

- 3.1.1 Due to the nature of the construction materials, construction and plant vehicles it is necessary to identify suitable safe routes that can accommodate the movements.
- 3.1.2 The route identified has included considerations to minimise travel on residential roads between the development site and the M5 to find the best route available to adequately accommodate construction vehicles and to ensure construction traffic can utilise the nearby 'A' roads as far as possible.
- 3.1.3 It is apparent that the A30 is the most likely wider origin of construction traffic from either direction (north east and south west) to the construction site, consistent with its classification as the principal strategic road in the area.
- 3.1.4 It is essential that construction traffic is kept off minor roads where possible, with no vehicles permitted on the unclassified road. Ensuring that construction traffic follows the designated route will minimise disruption on the surrounding residential roads.
- 3.1.5 The Principal Contractor will ensure that they liaise with Cornwall Council's Network Manager as and when necessary, throughout the construction period.

#### 3.2 Prescribed Construction Traffic Route

- 3.2.1 In the first instance it has been identified that all movement of HGVs associated with the construction phase will originate from locations that will entail using the A391 and A30.

##### *Optimal Route – A30 - A391 to Mount Stamper Road*

1. Construction traffic will most likely originate at the A30 and travel along the A391
  2. Vehicles will continue on for 8 miles (13km) along the A30 from the junction with the A391 to the roundabout at Treverbyn Road
  3. Vehicles will turn off the A391 onto Treverbyn Road and travel 75m to the turning with Drummer's Hill
  4. Vehicles will continue along Drummer's Hill for 130m until the crossroads with Mount Stamper Road. Vehicles will take a left turn onto Mount Stamper Road
  5. Vehicles will then continue along Mount Stamper Road for 1,200m and arrive at the destination on the eastbound carriageway
  6. For vehicles travelling from the south of the site the route is the same except traffic should take the A391 from the Treverbyn Road roundabout south along the A391 to the A390
- 3.2.2 Figure 3-1 shows the optimal route to the A391 from the development site

Figure 3-1: Optimal Route to the Site



3.2.3 The A391 caters for almost all of the HGV traffic between the A390 and A30 and provides access to the Strategic Road Network.

3.2.4 For the avoidance of doubt, no construction vehicles will be permitted to use the unclassified road between Drummer's hill and Mount Stamper Road.

3.2.5 There is access to the A390 via Drummers Hill and the B3274 for non-HGV traffic although it is advised this route is not taken

### 3.3 Construction Vehicle Movements

3.3.1 Site deliveries will adopt a 'just in time' arrangement whenever practical so as to minimise queuing and storage space requirements within the development site.

### 3.4 Temporary Traffic Management Scheme

#### *Background*

3.4.1 During the construction period it is important that construction traffic is managed and integrated into the existing road highway network, to maximise construction efficiency and safety while minimising the risk of inconvenience and nuisance to the public travelling along the roads utilised by the construction traffic associated with the scheme.

- 3.4.2 Due to the nature of the scheme, it is unlikely that any traffic management will be required. In the unlikely event that it is, the appointed Principal Contractor will, prior to the commencement of construction works, submit details of any proposed temporary traffic management measures together with a programme of works for approval by CC. These will be submitted in order to minimise the delay to the travelling public and to facilitate their safe movement.
- 3.4.3 The Principal Contractor will be responsible for developing, implementing and maintaining temporary traffic management measures e.g. signing, lining and guarding etc. in compliance with 'Chapter 8 of the Traffic Signs Manual'.

### *Proposed Scheme*

- 3.4.4 There is one access point into the site for HGV movements. During construction, Drivers of vehicles accessing the site, will be instructed prior to arrival on site to call ahead in order to minimise any disruption/conflict with existing highway users.
- 3.4.5 The construction traffic access will meet the requirements that CC has previously issued for construction traffic temporary roads, specifically having appropriate visibility splays, a bound surface for the first 5m from edge of the adopted highway and be adequately drained to ensure that no private water enters the highway drainage system.
- 3.4.6 The developer will in a timely manner, inform CC of the date that construction of the temporary access commenced.

### *Additional Information*

- Drivers will be told not to undertake any reversing manoeuvres within or on any highway forming a boundary to the construction site without the aid of a "Banksman". This measure will maintain highway safety during vehicle manoeuvring;
- The Principal Contractor will, prior to the commencement of construction works, submit details of the proposed temporary traffic management measures together with a programme of works for the approval of CC. These will be submitted in order to minimise the delay to the public and to facilitate their safe movement accordingly;
- Such measures will be implemented as advanced warning signs informing drivers of HGVs manoeuvring/turning at the site access/egress;
- The site entrance will be signed for 'emergency access points' for safe access and egress of emergency vehicles;
- To avoid construction traffic congestion and nuisance to the surrounding area, all suppliers and contractors will be made aware of the prescribed traffic routes;
- The site entrance will be appropriately signed to avoid congestion at the junctions with the surrounding highway;
- The site entrance will be maintained and kept clean and clear; and
- Car parking for contractor vehicles will be provided within the site.

## 3.5 Programme of Works

- 3.5.1 The programme of works has yet to be finalised for this development, but will be submitted together with the outstanding information required for final confirmation and acceptance of this CTMP by CC.

### 3.6 Proposed Site Compound off Highway – Manoeuvring and Workers Parking

- 3.6.1 At this stage, it is anticipated that the on-site storage, site hut and delivery area will be located within the development site, in the same area as the site access/egress point for HGVs and all other deliveries.
- 3.6.2 The Principal Contractor will ensure that positive parking management measures will be put in place, thereby minimising the potential for off-site parking to occur on the surrounding roads.
- 3.6.3 Where possible, the construction compound and delivery area will include a clearly defined on site turning area that will enable construction associated vehicles to access and egress the site in a forward gear.

### 3.7 Construction Site Access

- 3.7.1 The construction site access will be available from Mount Stamper Road to the north of the site

### 3.8 Signage

- 3.8.1 In order to efficiently direct construction traffic to and from the development site, it is proposed that a signing strategy will be developed. The proposed signing strategy will need to be agreed with CC and will require implementation prior to commencement of the construction works. The signing will need to conform to 'The Traffic Signs Manual – Chapter 8 (2009)' and will need to remain in place for the duration of the construction works.
- 3.8.2 The Principal Contractor will implement a clear and concise construction warning signage scheme within the site to assist in internal traffic control and to identify off-site construction vehicles routes.
- 3.8.3 Signage will also identify the site office and parking areas (including disabled) for all personnel, site visitors, ambulance and service vehicles.

### 3.9 Traffic Noise

- 3.9.1 The following will be applied to minimise the traffic noise impacts:
- Apply and strictly adhere to low speed limits within site
  - Ensure a clearly defined access road is available and that road surfaces are adequately maintained;
  - Ensure all contractor vehicles are fitted with adequate noise control equipment in good working order
  - Large vehicles should not arrive or leave the site at noise-sensitive times; that is before 09:00 hrs and after 15:00 hrs during the week, before 09:00 hrs and after 13:00 hrs on Saturdays or at any time on Sundays and during public holidays, unless movements are inaudible at surrounding residences.
  - Ensure no parking or queuing of construction traffic on surrounding roads

### 3.10 Construction Employees

- 3.10.1 Construction staff will arrive and leave the site as indicated by the prescribed construction traffic routes in Section 3.2.

### 3.11 Driver Requirements

3.11.1 As well as obeying all relevant highway laws and speed limits drivers will also ensure that they:

- Do not use engine brakes on local streets
- Drive in a manner that minimises vehicle noise and emissions
- Follow the nominated route that link the A391 and local roads to the development site
- Park in nominated areas only
- Drive in a manner and speed appropriate for the changing conditions within the site
- Avoid blocking junctions and local roads

### 3.12 Parking

3.12.1 Any staff will enter the site via Mount Stamper Road, vehicles may need to park on the roadway depending on other available space on the site.

3.12.2 Due to the nature and type of build for the site, the volume of construction traffic will be limited in both volume and time on site.

### 3.13 Environmental Conditions and Waste Management

3.13.1 The potential exists for the transportation of the mud onto the surrounding highway network. During certain phases of construction, vehicle washing and road sweeping may be required. The contractor will therefore enforce suitable measures to avoid the environmental nuisance of mud on the roads.

3.13.2 These measures will include but are not limited to:

- Provision of wheel washing at the site construction traffic exits
- A water bowser will be present on site to aid in dust control, should this be a likely issue - this may well depend on the time of year in which construction takes place
- Adequate sheeting of vehicles carrying out waste materials
- Measures will be taken to ensure that mud and debris is not swept into gullies

3.13.3 Dust control will be best achieved at sources and if possible, activities will be carried out in a manner so as to preclude dust generation.

3.13.4 Dust levels will be controlled and, if required, consent sought from the relevant local authority under the 'Control of Pollution Act 1974', 'Environmental Protection Act 1990' and local policy guidelines, to ensure that construction traffic is operated in a way which is not detrimental to the amenity of local residents.

3.13.5 If dust is generated, steps will initially be taken to protect workers in the vicinity who shall, as a minimum, be issued with dust masks. Dust will, if possible, be contained in the location in which it is generated, and be controlled and managed therein. Dust suppression measures will be carried out to ensure that dust nuisance affecting local settlements is minimised.

- Dust emissions from construction will be controlled through careful pre-project planning and effective site management. The following control measures and good management practices, will be employed;
- Site operations will be planned to take into account local topography, prevailing wind patterns and local sensitive receptors e.g. schools, residences and ecological designated sites;
- Burning and materials on site will be prohibited;
- Loading and unloading will only be permitted in designated areas;
- Provision of water sprays and wind/dust fences where possible, particularly in dust sensitive locations, for example, during demolition works. Water spraying and/or screening will be undertaken prior to and during demolition;
- Stockpiles of soil, arising or other granular material will be sheeted and/or treated using “Dust Buster” or similar to prevent dust raising that may cause risk to health or nuisance to the public;
- An appointed person will oversee/control activities and handle complaints; and
- Dust on tree foliage will be minimised where practical.

3.13.6 The removal of any waste will be covered by a site waste plan, produced by the Principal Contractor. The final destination of any earth movements has yet to be determined, but it is confirmed that all such movements will occur, as far as possible, on the route specified within this CTMP.

### 3.14 Accident and Monitoring

3.14.1 In the case of an accident, a tow-truck contractor will attend to the clearance of the accident scene. All traffic entering the site would be directed to the appropriate area, for example staff and visitors to the car park. Any traffic incidents will be reported to the Principal Contractor who will notify the Project Manager.

### 3.15 Training

3.15.1 The Principal Contractor shall implement appropriate training and induction in the requirements of this CTMP. All employees, contractors and utility staff working on site will undergo site induction training which includes Environmental Due Diligence Training. The induction will address:

- This CTMP
- The existence of traffic restrictions and what this means for the project
- Delivery hours and locations
- Reporting and recording environmental incidents related to traffic
- Traffic control measures and the development and implementation of Traffic Control Plans

3.15.2 Records will be kept of all personnel undertaking the site induction and training, including the contents of the training, date and name of trainer(s).

3.15.3 Key staff will undertake more comprehensive training relevant to their position and/or responsibility, this training may be provided as “toolbox” training.

### 3.16 Inspections

3.16.1 There are three main types of inspection:

- Pre-start and pre-closedown inspections of short-term traffic control
- Weekly inspections of long-term traffic control
- Night inspections of long-term traffic control

3.16.2 The checklist in the RTA’s Traffic Control at Worksites Manual is generic and can be used for all three types of inspection whether short term, long term or night.

3.16.3 The responsibility and frequency of inspections is clearly stipulated in Section 6.1 of the RTA’s Traffic Control at Worksites Manual and is summarised in Table 3.1.

Table 3.1: – Summary of Traffic Control Inspections

Inspection	Responsibility	Frequency
<b>Pre-start and Pre-closedown</b>	Principal Contractor	Daily observational monitoring of before work starts, regularly through the shift and prior to closing down will be undertaken by the Construction Team and any notes will be recorded in the site diary.
<b>Weekly Inspections</b>	Principal Contractor	On the day the work begins and at least once per week recorded on the checklist in the RTA’s “Traffic Control at Worksites Manual of the Environmental Inspection Checklist.
<b>Night Inspections</b>	Principal Contractor	At least once during the first week and at least every 2 months recorded on the checklist in the RTA’s “Traffic Control at Worksites Manual.



## 4. ENFORCEMENT OF CONSTRUCTION TRAFFIC MANAGEMENT PLAN

### 4.1 Preface

4.1.1 The Principal Contractor, in association with CC's Enforcement Section will ensure that construction traffic operators adhere to this CTMP.

4.1.2 Records of deliveries and construction traffic movements will be kept, resulting in the production of weekly reports that ensure compliance with the CTMP requirements and identify deviations from the proposed CTMP and schedule. The information will then be used to identify any improvements required to the plan as an ongoing process.

### 4.2 Review and Implementation of the CTMP

4.2.1 The effectiveness and proper implementation of the CTMP will be reviewed at a minimum every twelve months or sooner as necessary. Review will be undertaken by the management team. The review will comprise:

- Reviewing the results of audits
- Evaluation of the system, which improvements and corrective actions will be sought
- Evaluation of the operation of the CTMP

### 4.3 Continual Improvement

4.3.1 Continual improvement of the CTMP will be achieved by the regular evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement. At least weekly (or as incidents/non-conformances occur), the continual improvement process will:

- Determine the root cause or causes of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventative action to address non-conformances and deficiencies
- Verify the effectiveness of the corrective and preventative actions

4.3.2 Outcomes of these reviews shall be documented and retained for the duration of the project.

## 5. SUMMARY

- 5.1.1 This Construction Traffic Management Plan (CTMP) has been produced by Hydrock on behalf of Aldustria Ltd. to discharge a planning condition associated with the placement of a battery storage facility to aid the grid at peak times.
- 5.1.2 This CTMP aims to ensure that the impacts of construction traffic movements associated with the construction works are managed in a manner that minimises negative impacts on local highway users, existing highway infrastructure and the wider environment.
- 5.1.3 In order to ensure that the impact of the construction traffic associated with the construction are mitigated to the degree possible this CTMP identifies/imposes the following key points which must be adhered to:
- Construction traffic will approach/depart the construction site via the prescribed routes only as set out in Section 3.2
  - The development site is located approximately 7 miles (11.5km) from the strategic road network at the A30
  - A reasonable worst-case scenario estimate of 10 vehicles per day during the construction phase.
  - The predicted total of trips would be spread throughout the day, occurring at times allocated through a Project Delivery Management procedure. This proposed delivery procedure would provide adequate controls, sometimes contractually, to enable the Site Manager to effectively schedule deliveries to/from the site to minimise the impact on the local and wider road network
  - Where feasible, materials on site will be re-used as part of the development construction; thereby reducing the number of vehicles trips required to enter and depart the site with materials
  - Construction vehicle scheduling will be in operation to ensure the efficient operation of the traffic management scheme
  - Deliveries and movement of construction traffic will, where practicable, occur outside of the busiest periods, specifically AM and PM peak hours and school peaks
  - An area on-site will be designated for construction vehicles to be washed and roads will be swept as necessary to avoid environmental impact of mud on the roads
- 5.1.4 It is important to note that the impact on the existing local/wider road network would be on a short-term basis with no perceived long-term effect to the level or flow of traffic movements.

**Hydrock Consultants Ltd.**