

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Outline Construction Traffic Management Plan

October 2025

Planning Act 2008

♦ Introduction

INTRODUCTION

Background Information

- 1.1 Intermodal Logistics Park North Ltd (the Applicant) is promoting a new strategic rail freight interchange (SRFI) and associated development called Intermodal Logistics Park North Strategic Rail Freight Interchange (ILPN SRFI). The development will be a Nationally Significant Infrastructure Project (NSIP) and the Applicant will be submitting an application for a Development Consent Order (DCO) for approval by the Secretary of State for Transport.
- 1.2 Stantec has been appointed by the Applicant to provide transport and highways advice in support of the Proposed Development, which forms part of the Liverpool City Region's Freeport Zone.
- 1.3 The purpose of this Outline Construction Traffic Management Plan (oCTMP) is to specify the overarching principles and measures to manage and mitigate the effects of the traffic associated with ILPN SRFI. The oCTMP will also ensure that construction activities cause minimum disruption to existing highway users, highway infrastructure and the wider environment.
- 1.4 More specifically, the oCTMP aims to:
 - Manage the movement of construction vehicles to minimise the effects of traffic traveling to and from the Proposed Development during the construction period;
 - Minimise traffic generation;
 - Endeavour to ensure that delivery vehicles use agreed routes (See Section 4.2), avoiding residential areas as far as possible and having the least impact on the Local and Strategic Highway Networks;
 - Ensure no on-street parking occurs in relation to construction traffic; and
 - Ensure safety of all users on the surrounding highway network is a key consideration for construction movements.
- 1.5 This oCTMP details the environmental controls and procedures that will be adopted throughout the development, thereby providing a tool to ensure the successful management of potential adverse effects as a result of the construction activities. The oCTMP will also set out the roles and responsibilities for the management of these controls and procedures.
- 1.6 It should be noted that specific methodologies and procedures will be addressed in detailed

phase-specific Construction Traffic Management Plans (CTMPs), completed following appointment of a principal contractor. In this regard, phase-specific CTMPs will be prepared prior to the construction of each development phase, these will be secured through the DCO requirement and will comply with the principles in this oCTMP.

Background

- 1.7 This oCTMP identifies appropriate routes for HGV traffic to access the Proposed Development during the construction phase of the development. It also sets out potential measures to minimise interruption and/or delay to the existing vehicular traffic on the local highway network and strategic highway network.
- 1.8 It is intended that the following sections of the plan will be developed in greater detail by the principal contractors responsible for implementing the relevant phases of construction work once appointed.
- 1.9 The principal contractor's CTMP should include, as appropriate:
 - construction traffic (types, predicted volume, quantum of movements);
 - routes and signage;
 - hours of deliveries;
 - temporary traffic management scheme;
 - construction worker parking provision;
 - programme of works;
 - location of proposed storage, site huts and delivery areas;
 - environmental conditions and waste management;
 - training of construction staff; and
 - monitoring.
- 1.10 This oCTMP demonstrates the Applicant's commitment to minimising the impact of construction. A detailed CTMP will be produced post-application by the contractor which will adopt and build upon the measures set out within this framework.

Existing Conditions

EXISTING CONDITIONS

Introduction

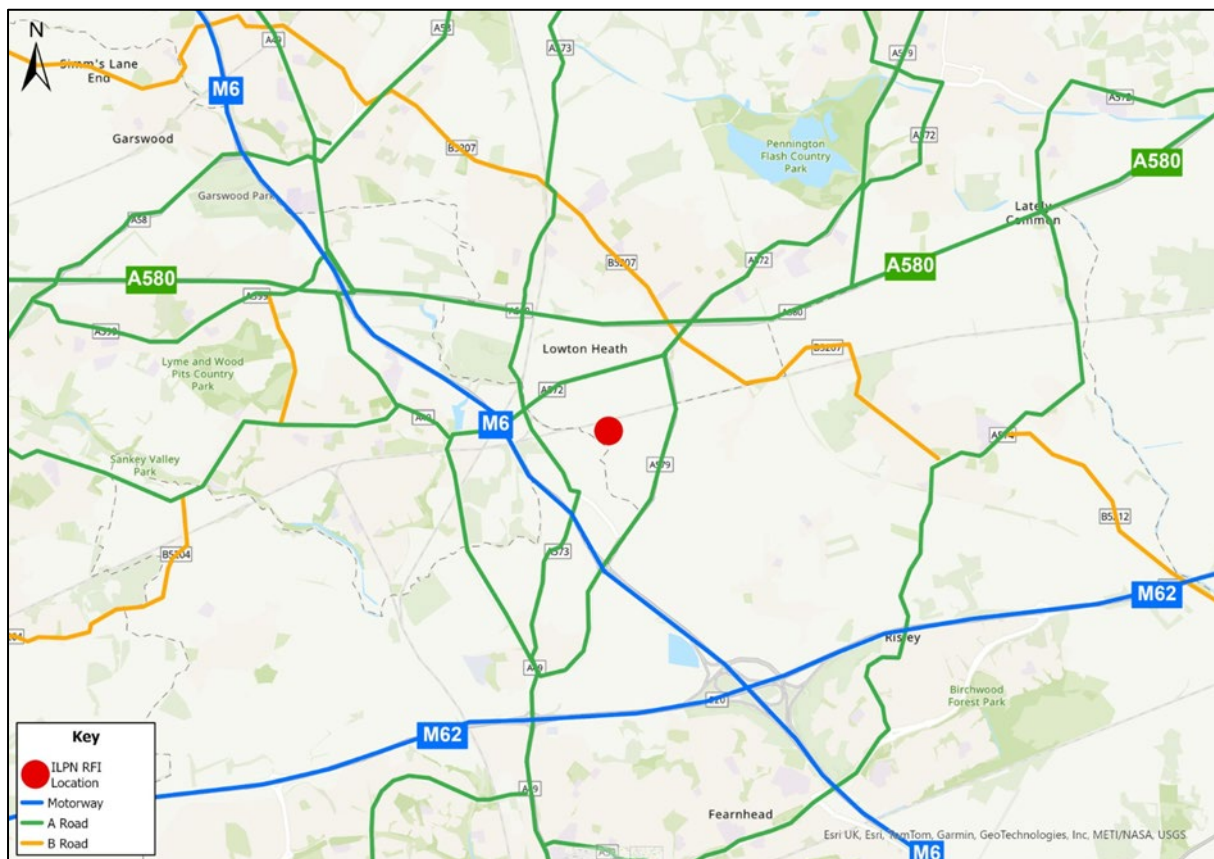
- 1.11 This section provides a description of the Proposed Development, local highway network and the strategic highway network surrounding the Proposed Development.

The Proposed Development

- 1.12 The Proposed Development is situated mainly within St. Helens Metropolitan Borough, Wigan Borough and partly within Warrington Borough, approximately 2.7km east of the Newton-le-Willows town centre. The Liverpool to Manchester (Chat Moss) railway line bounds the majority of the Proposed Development to the north, Winwick Lane (A579) bounds the main part of the Proposed Development to the east, and the M6 motorway bounds the Proposed Development to the south and west. In addition, Parkside Road, followed by Parkside Link Road (PLR) east run northwest to southeast through the Proposed Development.

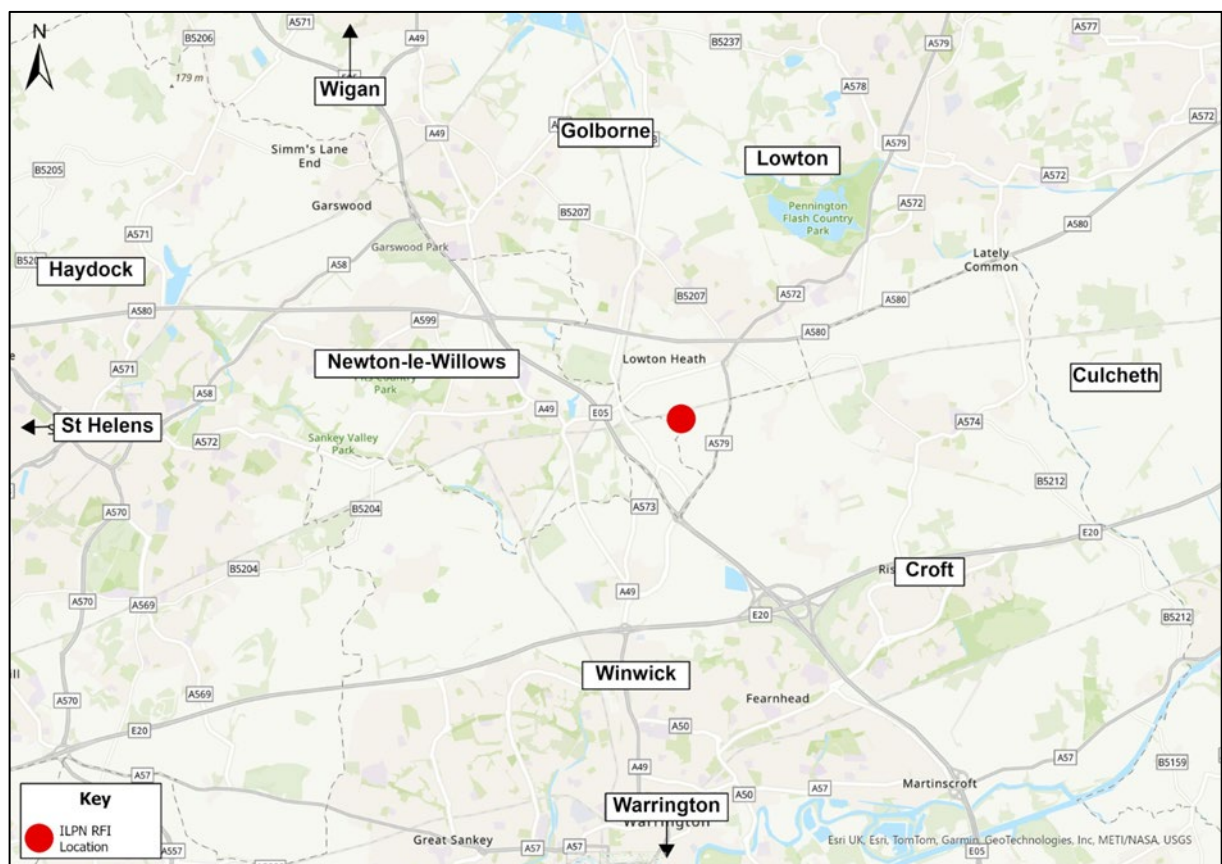
- 1.13 The location of the Proposed Development is shown in Figure 1.1.

Figure 1.1 ILPN SRFI Location Plan



- 1.14 The Proposed Development is predominantly comprised of open vacant agricultural land at present. However, the Proposed Development does include Highfield Farm and Kenyon Farm Air Strip - GB0734 towards the north of the Proposed Development and Parkside Farm located to the east of Parkside Road.
- 1.15 Beyond the highway and rail networks that bound the Proposed Development, the area that surrounds the Proposed Development is predominantly utilised as agricultural land.
- 1.16 Settlements in the wider locality include Golborne and Lowton to the north, Culcheth to the east, Croft to the southeast, Winwick to the south and Newton-le-Willows to the west, as shown in Figure 1.2.

Figure 1.2 Urban Areas



- 1.17 Both Winwick Lane and Parkside Road serve as the main vehicular routes connecting the Proposed Development to the surrounding areas with Parkside Road linking to the A580 via Warrington Road to the north of the Proposed Development, and Winwick Lane linking to the M6 to the south of the Proposed Development.

Local Highway Network

- 1.18 Winwick Lane (A579) is a two-way single carriageway that links the Proposed Development to Newton Road (A752) to the north of the Proposed Development and PLR East to the southwest of the Proposed Development, and the M6 and Winwick Link Road via the Winwick interchange to the south of the Proposed Development. At its southern end, the road is

subject to a 30mph speed limit which increases to 40mph north of Sandy Brown Lane, before returning to 30mph approximately 250m south of Newton Road.

- 1.19 PLR East is a new two-way single carriageway that connects to Parkside Road at its northern end and Winwick Lane at its southern end, running through the Proposed Development in a northwest - southeast alignment. The road is subject to a 40mph speed limit, features a footway as well as street lighting placed at regular intervals on the southwestern side of the carriageway.
- 1.20 Parkside Road (A573) is a two-way single carriageway linking to Southworth Road (A572) to the north of the Proposed Development, and Golborne Road approximately 770m south of the Parkside Road / PLR East roundabout junction. The road is subject to a 40mph speed limit, features footways on the western side of the carriageway and benefits from street lighting placed at regular intervals.
- 1.21 Newton Road (A572) is a two-way single carriageway linking to Southworth Road immediately west of the Parkside Road / Newton Road junction, and St. Helens Road approximately 2.4km to the northeast of the Proposed Development. The road is subject to a 30mph speed limit at its western end, however approximately 315m east of Golborne Road the speed limit increases to 40mph, before returning to 30mph approximately 46m west of Heath Lane.
- 1.22 Winwick Link Road is a two-way dual carriageway linking Winwick Lane approximately 160m south of the Proposed Development, and Newton Road (A49) approximately 1.8km south of the Proposed Development. The road is subject to the national speed limit.

Strategic Highway Network

- 1.23 As shown in Figure 1.1 above, the Proposed Development is within close proximity to the strategic highway network. The Proposed Development is highly accessible from the M6, M62 and the A580.
- 1.24 The M6 is accessed via the Winwick Interchange (junction 22 of the M6), the M6 forms the western boundary of the Proposed Development. The M6 connects to the A580 north of the Proposed Development, and the M62 to the south of the Proposed Development.
- 1.25 Approximately 5km north of the Winwick interchange, the M6 connects to the A580 (East Lancs) via junction 23 of the M6. The A580 provides access between the Liverpool to the west of the Proposed Development and Manchester to the east. Within the vicinity of the Proposed Development, the road features a footway on the southern side of the carriageway, separated from the carriageway edge by a grass verge and with the added benefit of street lighting placed at regular intervals.
- 1.26 The M62 is accessed approximately 2.7km south of the Proposed Development via junction 21A of the M6. The M62 provides a connection between Liverpool and Hull, passing Manchester and Leeds.

Construction Programme and Vehicular Movements

CONSTRUCTION PROGRAMME AND VEHICULAR MOVEMENTS

Introduction

- 1.27 This oCTMP provides the general principles for construction traffic management and will be in place for the duration of the construction. The aim is to minimise adverse impacts on the surrounding area. This section provides an estimation of the anticipated construction traffic trip generation during the construction phase.

Proposed Development Setup

- 1.28 To set the Proposed Development up, a number of road deliveries will be required for the construction compounds and to prepare the Proposed Development for development. Mitigation measures will be taken to minimise the impacts from these deliveries, as set out in the sections below.

Staffing On-site

- 1.29 The number of construction staff on-site will vary depending on the phase of development. It is considered that a large proportion of staff trips will be made by private vehicles. Staff will be required to park on-site, with no parking permitted on the public highway.

Mitigation Measures

- 1.30 This oCTMP will consider the following mitigation measures;
- construction routes and signage;
 - construction staff hours;
 - delivery timings;
 - banksman requirements at the Proposed Developments access point;
 - vehicle wheel washing facilities;
 - promotional material and communications;
 - coordination and emergency contact;
 - sustainable staff travel; and
 - the preparation of a construction method statement.

Construction Programme

- 1.31 The Proposed Development would be constructed in a series of planned phases. Early phases of warehousing (up to 126,000m²) are proposed to be delivered before the rail terminal becomes operational.
- 1.32 Table 1.1 shows the indicative construction programme. Development is proposed to take place in phases, with floorspace thresholds or triggers specified for the completion of on and off-site highways works and elements of the Rail Terminal.

Table 1.1 Proposed Phasing of the ILPN SRFI Development

Phase	From (Year)	Indicative Description of Works
Within 12 months of DCO consent		- Discharge of DCO Requirements - Land draw down - Technical approvals with Local Highway Authorities, Network Rail, National Highways, Environment Agency, Lead Local Flood Authority - Surveys - Main contractor tender process - Ecological mitigation for construction phase, including BNG and tree protection measures - Pre-construction earthworks strategy and main contractor mobilisation
Construction Phases		
1	Years 1-2	- Site clearance - Highway and active travel improvements as required - Earthworks - Rail terminal phase 1 and rail connections - Access to Newton Park Farm/adjacent properties

Phase	From (Year)	Indicative Description of Works
		• Temporary storage and placement/export of topsoil • Required utilities diversions and connections • Drainage • Public Right of Way diversions / stopping up • Temporary and Permanent signage • Landscape and planting works • Ecological mitigation for construction phase, including BNG and tree protection measures • Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zones A, B and F, including lorry park • Construction of estate roads, cycleways and footpaths • Energy services (on and off-site)
2	Year 3	• Further utilities works • Highway and active travel improvements as required • Drainage • Signage • Energy services (on and off-site) • The construction of estate roads, cycleways and footpaths • Realignment of Parkside Road • Development of warehousing with associated parking, yards, mobility hub

Phase	From (Year)	Indicative Description of Works
		and on plot landscaping, drainage and roads and lorry park with driver amenity provision in Zone F, Zone C and development in Zone G Landscape and planting works, ecological mitigation, BNG etc
3	Years 4-7	- Further utilities works - Highway and active travel improvements as required - Energy services - Signage - Drainage - Development of warehousing with associated parking, yards and on-plot landscaping, drainage and roads in Zone C - The construction of estate roads, cycleways and footpaths - Landscape and planting works, ecological mitigation, BNG etc.
4	Year 8	- Final phase of rail terminal - Further utilities works - Signage - The construction of estate roads, cycleways and footpaths - Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone D

Phase	From (Year)	Indicative Description of Works
		• Drainage
5	Years 9-10	• Further utilities works • The construction of estate roads, cycleways and footpaths • Signage • Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone E • Earthworks • Drainage • Landscape and planting works

Construction Traffic Generation and Routes

CONSTRUCTION TRAFFIC GENERATION AND ROUTES

Introduction

- 1.33 This section identifies the appropriate routes for construction traffic to access the Proposed Development during the construction phase and sets out potential mitigation measures to minimise impact.

Construction Trip Generation

- 1.34 It is currently unknown how many construction vehicles would be required during the construction process. Using case studies from similar sites, it is possible to derive the estimated number of vehicles anticipated to access the Proposed Development through the construction period, and the number for the first three years of construction has been quantified.
- 1.35 A breakdown of the likely number of construction vehicles (sorted by type) based on the size of each element of the Proposed Development is shown in Table 1.2, which outlines the factors used in the estimation of construction traffic trip generation.

Table 1.2 Trip Rate Estimates based on type of Construction

Type of Construction	Trip Rate (One Way)				
	HGV	LGV	Car	Van	Total
Earthworks	0.001	0.001	0.002	0.008	0.011
On-site Roads	0.500	0.100	1.000	0.750	2.350
Drainage	0.001	0.001	0.002	0.008	0.011
Rail Terminal Access	0.500	0.100	1.000	0.750	2.350
Rails	0.075	0.038	0.050	0.100	0.263
Buildings	0.015	0.003	0.075	0.01	0.355

- 1.36 These factors have been applied to each land use for the Proposed Development based on the size of each proposed element to give an estimated number of construction vehicles for the first three years of construction. This results in an estimated 500 one-way construction trips for the three-year period.
- 1.37 The calculations provided are indicative, and the contractor will liaise with the LHAs to confirm daily movements as part of the detailed Construction Traffic Management Plan (CTMP).

Construction Traffic Routing Strategy

- 1.38 The main focus for the routing strategy was to use the shortest route from the strategic highway network to the Proposed Development. The routing strategy avoids residential areas and other sensitive receptors where possible to minimise the impact. In addition, it should be noted that there are a number of existing prohibited routes for HGVs in the vicinity of the Proposed Development that some construction vehicles will not be able to use. These routes have also been considered when looking at the routing strategy.
- 1.39 Access to the Proposed Development will be via Parkside Road, which is considered suitable as it is highly accessible from the strategic highway network.
- 1.40 The Proposed Development is located within proximity to the M6, which forms part of the strategic highway network. Access to the M6 from the Proposed Development is taken from Junction 22, which is located to the south of the Proposed Development.
- 1.41 All access routes will be confirmed and agreed by the Contractor and be subject to approval by the LHAs under the DCO requirement.

Proposed Construction Traffic Routes

- 1.42 The following construction traffic routes are proposed:
- M6 – Using Junction 22
 - M62 via M6 Junction 21A
 - A580 via M6 Junction 23
 - A49 via M62 Junction 9
- 1.43 Each prescribed route has been checked for weight, height and width limits. It will be the driver's responsibility to ensure their vehicle can safely negotiate the pre-agreed route.
- 1.44 Each of the routes for construction traffic are detailed separately below.

M6 via Junction 22

Arriving from the South – via M6 Northbound

- 1.45 Table 1.3 summarises the route for construction traffic heading northbound along the M6 from Junction 21A of the M6.

Table 1.3 M6 Northbound Route

Direction	Distance	Travel Time
From Junction 21A of the M6, to the Proposed Development	3km	3 minutes
1) At Junction 22 of M6, take the third exit (A579 towards Leigh) onto Winwick Lane	2.6km	2 minutes
2) At Winwick Lane roundabout, take the first existing onto Parkside Link Road (The Proposed Development)	400m	1 minute

Arriving from the South – via M6 Southbound

- 1.46 Table 1.4 summarises the route for construction traffic heading southbound along the M6 from Junction 23 of the M6.

Table 1.4 M6 Southbound Route

Direction	Distance	Travel Time
From Junction 23 of the M6, to the Proposed Development	5.2km	4 minutes
1) At Junction 22 of M6, take the first exit (A579 towards Leigh) onto Winwick Lane	4.8km	3 minutes
2) At Winwick Lane roundabout, take the first existing onto Parkside Link Road (The Proposed Development)	400m	1 minute

M62 via M6 Junction 21A***Arriving from the East – via M62 Westbound***

1.47 Table 1.5 summarises the route for construction traffic heading westbound along M62 from Junction 11 of the M62.

Table 1.5 M62 Westbound Route

Direction	Distance	Travel Time
From Junction 11 of the M62, to the Proposed Development	6.5km	5 minutes
1) At Junction 10 of M62, take M6 exit towards Preston	5km	3 minutes
2) At Junction 22 of M6, take the first exit (A579 towards Leigh) onto Winwick Lane	1.1km	1 minute
3) At Winwick Lane roundabout, take the first existing onto Parkside Link Road (The Proposed Development)	400m	1 minute

Arriving from the West – via M62 Eastbound

1.48 Table 1.6 summarises the route for construction traffic heading eastbound along M62 from Junction 9 of the M62.

Table 1.6 M62 Eastbound Route

Direction	Distance	Travel Time
From Junction 9 of the M62, to the Proposed Development	4.4km	4 minutes
1) At Junction 10 of M62, take M6 exit towards Preston	2.9km	2 minutes

Direction	Distance	Travel Time
2) At Junction 22 of M6, take the first exit (A579 towards Leigh) onto Winwick Lane	1.1km	1 minute
3) At Winwick Lane roundabout, take the first existing onto Parkside Link Road (The Proposed Development)	400m	1 minute

A580 via M6 Junction 23

Arriving from the East – Via A580 Westbound

1.49 Table 1.7 summarises the route for construction traffic heading westbound along A580 from Golborne Island.

Table 1.7 A580 Westbound Route

Direction	Distance	Travel Time
From Golborne Island (A580), to the Proposed Development	7.4km	6 minutes
1) At Haydock Island roundabout junction, take first exit onto M6 (S)	2.4km	2 minutes
2) At Junction 22 of M6, take the first exit (A579 towards Leigh) onto Winwick Lane	4.6km	3 minutes
3) At Winwick Lane roundabout, take the first existing onto Parkside Link Road (The Proposed Development)	400m	1 minute

Arriving from the West – Via A580 Eastbound

1.50 Table 1.8 summarises the route for construction traffic heading eastbound along A580 from A580/Stanley Bank Way/Liverpool Road signalised junction.

Table 1.8 A580 Eastbound Route

Direction	Distance	Travel Time
From A580/Stanley Bank Way/Liverpool Road signalised junction, to the Proposed Development	9km	9 minutes
1) At Haydock Island roundabout junction, take third exit onto M6 (S)	4km	5 minutes
2) At Junction 22 of M6, take the first exit (A579 towards Leigh) onto Winwick Lane	4.6km	3 minutes
3) At Winwick Lane roundabout, take the first existing onto Parkside Link Road (The Proposed Development)	400m	1 minute

A49 via M62 Junction 9***Arriving from South – via A49 Northbound***

1.51 Table 1.9 summarises the route for construction traffic heading northbound along A49 from A49/Sandy Lane West/Cromwell Avenue Roundabout junction.

Table 1.9 A49 Northbound Route

Direction	Distance	Travel Time
From A49/Sandy Lane West/Cromwell Avenue Roundabout junction, to the Proposed Development	6km	6 minutes
1) At Stump Cross roundabout junction, take third exit onto M62	1.6km	2 minutes
2) At Junction 10 of M62, take M6 exit towards Preston	2.9km	2 minutes

Direction	Distance	Travel Time
3) At Junction 22 of M6, take the first exit (A579 towards Leigh) onto Winwick Lane	1.1km	1 minute
4) At Winwick Lane roundabout, take the first existing onto Parkside Link Road (The Proposed Development)	400m	1 minute

Construction Traffic Management and Access

CONSTRUCTION TRAFFIC MANAGEMENT AND ACCESS

Hours of Operation

- 1.52 To reduce the disruption to general traffic movements during the morning and evening peak hours, it will be necessary to limit the times and days during the week when construction vehicles travel to and from the Proposed Development.
- 1.53 Although the times will be confirmed once a principal contractor has been appointed, the anticipated working hours are:
- Monday to Saturday – 07:00hrs to 19:00hrs
 - Sundays and Bank Holidays – No working
- 1.54 Only in exceptional circumstances will it be permitted to work outside these hours. It is likely that work will be required outside these hours in line with restrictions set by other authorities such as National Highways and Network Rail. Where non-routine works are required, the relevant local authority will be advised and provided with method statements unless related to an emergency situation or the completion of a piece of work where its non-completion could otherwise cause greater interference with the environment / general public if left unfinished.

Construction Phases

- 1.55 Throughout the construction phase, HGV movements will be limited to those considered necessary. Movements to and from the Proposed Development each day will be undertaken with all vehicles using the agreed routes.
- 1.56 For oversized deliveries or deliveries whereby, daytime working would be excessively disruptive to normal traffic, notification of abnormal loads will be submitted via the Department for Transport website Electronic Service Delivery for Abnormal Loads (ESDAL) system. These movements will also need to be agreed with the LHAs and NH.
- 1.57 The number of HGV trips and timings are based on best estimates at this stage and will be dependent on several factors such as shipping schedules and the progress of construction works at the Proposed Development.
- 1.58 Smaller delivery vans and cars will visit the Proposed Development during the construction. The times of access will generally range from 07:00hrs onwards being primarily construction site workers and normal traffic movements.

Construction Vehicles and Storage

- 1.59 Where possible, deliveries to the Proposed Development will adopt the 'just in time' arrangement in an effort to minimise queuing and on-site storage requirements. Deliveries to the Proposed Development will be staged with drivers given specific time windows to arrive. The arrival times will be recorded within the booking system by the Site Manager.
- 1.60 Communication will be required between the Site Manager and the relevant organisation delivering. This will prevent convoying of vehicles to and from the Proposed Development and help prevent a situation where HGVs and vehicles are queuing on the strategic and local highway network.
- 1.61 All plant and construction materials will be stored within the construction site compound. Deliveries of building materials will be phased to make sure there is sufficient storage space available for offloading and storage on the Proposed Development. The arrangements for the storage of plant and construction materials will be provided within a compound setup drawing, this will be included in the detailed CTMP and agreed with the Local Highway Authorities.

Vehicular Access and Driver Information

- 1.62 Vehicles will access the Proposed Development via Parkside Road. As set out within the Health and Safety Executive (HSE) guidance, the banksman directing vehicular movements will be trained and authorised to do so.
- 1.63 Signs will be provided to inform existing vehicle traffic that HGVs are manoeuvring at the Proposed Development access and egress. The Proposed Development entrances will be signed for 'emergency access points' for safe access and egress of emergency vehicles.
- 1.64 To avoid construction traffic congestion and impacting local residents, all suppliers and contractors will be made aware of the HGV routes and the time slot allocated within the booking system. The relevant Proposed Development entrance will be kept clear and appropriately signed to avoid congestion or queuing onto the highway.

Proposed Construction Site Layout and Compound

- 1.65 The storage, construction site welfare facilities and delivery area will be accommodated on-site. With regards to the separation of pedestrians and vehicles on-site, HSE guidance will be adhered to, which states that:
 - *"The majority of construction transport accidents result from the inadequate separation of pedestrians and vehicles.*
 - *This can usually be avoided by careful planning, particularly at the design stage, and by controlling vehicle operations during construction work.*
 - *The following actions will help keep pedestrians and vehicles apart:*
 - *Entrances and exits - provide separate entry and exit gateways for pedestrians and vehicles;*

- *Walkways - provide firm, level, well-drained pedestrian walkways that take a direct route where possible;*
- *Crossings - where footways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly;*
- *Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it;*
- *Obstructions – do not block walkways so that pedestrians have to step onto the vehicle route; and*
- *Barriers - think about installing a barrier between the roadway and walkway”*

1.66 The above measures will be taken into consideration when designing the construction working areas. The chosen contractor will implement a clear construction warning signage scheme on-site to assist in internal traffic control and separate construction vehicles and pedestrians. Signage will also identify the construction site office and parking areas (including disabled) for workers, construction site visitors, and delivery vehicles.

Security Perimeters

- 1.67 The Proposed Development will have secure perimeters to protect the community and pedestrians on adjacent footways and Public Rights of Way (PRoWs) from construction work and vehicle movements.
- 1.68 The fencing and hording provided will be maintained to prevent unwanted access, aid noise attenuation, minimise dust and act as screening.

Temporary Traffic Management Scheme

- 1.69 During the construction period it is important that construction traffic is managed and integrated into the existing highway network, to maximise construction efficiency and safety while minimising the impact to the public travelling along the roads utilised by the construction traffic associated with the scheme.
- 1.70 The principal contractor will submit details of the proposed temporary traffic management measures together with a programme of works for approval by the LHAs before construction begins. These will be submitted so that the delay to the travelling public is minimised and to facilitate their safe movement.
- 1.71 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'.

Noise, Environmental Conditions and Waste

NOISE, ENVIRONMENTAL CONDITIONS AND WASTE

Construction Traffic Noise Management

1.72 To minimise the traffic noise impacts the following management measures will be implemented:

- Apply low speed limits within the Proposed Development;
- Ensure all contractors vehicles are fitted with adequate noise control equipment which is in good working order;
- Large vehicles will not arrive or leave the Proposed Development at noise sensitive times likely to be before 07:00hrs and after 19:00hrs on Saturdays and at any time on a Sunday and public holidays; and
- Ensure no parking or queuing of construction traffic on surrounding roads.

Environmental Conditions and Waste Management

1.73 There is the potential for the transportation of mud onto the surrounding highway network. During certain phases of construction, vehicle washing and road sweeping may be required. The selected contractor will therefore ensure suitable measures are put in place to avoid the impact of mud on the roads. These are covered in the Construction Environmental Management Plan (CEMP) and summarised here.

1.74 These measures will include but are not limited to:

- Provision of wheel washing at the Proposed Development's construction traffic exits;
- A water bowser will be present on-site to aid in dust control;
- Adequate sheeting of vehicles carrying out waste materials; and
- Measures will be taken to ensure that mud and debris is not swept into gullies.

1.75 Where dust is generated, steps will be taken to protect workers who will, as a minimum, be issued with dust masks. Dust will be contained in the location in which it is generated and be controlled and managed where possible.

1.76 Dust emissions from construction will be controlled through pre-project planning and effective construction site management. The following control measures and good management practices, will be employed:

- Construction 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 of materials on-site will be prohibited;
- Loading and unloading will only be permitted in permitted areas;
- Provision of water sprays and wind / dust fences where possible during demolition phases. Water spraying and/or screening will be undertaken prior to and during demolition; and
- An appointed person will oversee / control activities and handle complaints.

1.77 The removal of any waste will be covered by a Construction Site Waste and Materials Management Plan (SWMMP), produced by the principal contractor and secured through a DCO Requirement.

1.78 The destination of any earth movements will be determined following further detail earthworks modelling post-consent. Once the destinations are confirmed, specific route-planning will be carried out by the Contractor and incorporated into the phase-specific CTMP.

Construction Waste Management

1.79 A SWMMP will be developed in detail by the contractor before construction begins. The SWMMP describes how materials will be managed efficiently and disposed of appropriately during the construction of the works, explaining how the re-use and recycling of materials will be maximised.

1.80 Estimates will be provided how much of each type of waste is likely to be produced and the proportion of this that will be re-used or recycled on-site, or removed from the Proposed Development for re-use, recycling, recovery or disposal.

1.81 During construction, for each phase, the principal contractor will:

- Ensure that the requirements of the construction site waste and materials management plan are included in sub-contracts.
- Arrange suitable construction site induction, information and training of personnel to ensure that the plan is implemented.
- Take all reasonable steps to prevent unauthorised disposal of waste.
- Update the plan as the works progress to reflect the actual handling of waste.

Vehicle Emissions

1.82 6.2.10 Construction vehicles will be required to comply with relevant European standards. Suppliers and drivers will be encouraged to (as far as practical):to (as far as practical):

- Switch off their vehicle's engines when stationary to prevent exhaust emissions;
- Where possible maintain vehicles including engines in tune and catalysts working efficiently; and
- All vehicles used by contractors must always comply with MOT emission standards.

Measures to Reduce Impacts

MEASURES TO REDUCE IMPACTS

Introduction

- 1.83 This section outlines the proposed measures to reduce the impacts of the construction vehicles from the Proposed Development and to minimise disruption to existing highway users, highway infrastructure and the wider environment.

Safety and Environmental Standards and Programmes

- 1.84 The Applicant is committed to ensuring all contractor and sub-contractor vehicles arriving at the Proposed Development comply with sufficient safety measures and requirements relating to Worked Related Road Risk.
- 1.85 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used (www.fors-online.org.uk).

Adherence to Designated Routes

- 1.86 Details of designated routes to be used for journeys to and from Proposed Development are outlined above. The routes will be monitored continuously in regard to potential impacts, conflicts and hazards.
- 1.87 All suppliers will be provided with the agreed routes when orders are placed so that drivers are fully briefed. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Re-timing for Out of Peak Deliveries

- 1.88 The Applicant is committed to arrange as many deliveries as possible to occur outside of the typical highway network peak periods of 8am-9am and 4pm-5pm.

Material Procurement Measures

- 1.89 The option of off-site construction will be discussed upon appointment of a contractor and used where possible. This will help reduce the number of vehicle trips and therefore contribute to minimising the impact of the construction.

Re-use of Material On-Site

- 1.90 Materials will be reused on-site where possible. A contractor's ability to demonstrate they can provide this this will be part of the selection process. For example, any suitable material arising from demolition will be crushed and re-used within the development where possible.

Smart Procurement

- 1.91 Where possible the chosen contractor will source local suppliers to contribute to the local economy. The contractor will also explore opportunities to source materials from the same supplier(s) as other developers with sites underway in close proximity to this Proposed Development.

Other Measures

- 1.92 Collaboration amongst other construction sites in the area will be undertaken by the principal contractor where possible to minimise deliveries to the Proposed Development.

Monitoring and Mitigation

MONITORING AND MITIGATION

Monitoring

- 1.93 The principal contractor, in association with the Applicant and the LHA's/NH will ensure that construction traffic adheres to this oCTMP throughout the construction.
- 1.94 Records of deliveries and construction traffic movements will be kept, to demonstrate compliance with the CTMP requirements and identify deviations from the proposed oCTMP and schedule. The information will then be used to identify any improvements require to the plan as an ongoing process.

Review and Implementation of the CTMP

- 1.95 The effectiveness and implementation of the CTMP will be reviewed on an ongoing basis to ensure that the measures are adhered to and to identify any aspects which could be improved.

Accident and Monitoring

- 1.96 The principal contractor will develop emergency procedures for the management of the works. These will include procedures for responding to an accident on the highway, including liaison with the emergency services. The principal contractor will have the ability to call on recovery services following an accident if required.

Training

- 1.97 The principal contractor will implement appropriate training and introduction in the requirements of the CTMP. All employees working on the Proposed Development will undergo construction site induction training which includes Environmental Due Diligence Training. The induction will include:
 - this oCTMP;
 - the existence of traffic restrictions and what this means for the project;
 - delivery hours and locations;
 - reporting and recording environmental incidents related to traffic; and
 - traffic control measures and the development and implementation of Traffic Control Plans.
- 1.98 Records will be kept of all personnel undertaking the construction site induction and training, including the contents of the training, date and name of trainer(s).

- 1.99 Key staff will undertake more comprehensive training relevant to their position and / or responsibility.

Inspections

- 1.100 There are three main types of inspection;

- pre-start and pre-closedown inspections of short-term traffic control;
- weekly inspection of long-term traffic control; and
- night inspection of long-term traffic control.

- 1.101 The principal contractor will develop and detailed inspection plan as part of their project specific Traffic Management proposals.

Community Information

- 1.102 Information about the construction of the Proposed Development will be available on the Proposed Development website and this will be updated throughout the construction period. If visitors to the website are unable to find the answer to their question on the web page, an email address will be provided to contact the Applicant and a response will be provided promptly.