

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Stairfoot Battery Energy Storage Facility

1 Oaks Ln

Barnsley

S71 1HT

Document control

Revision	Date	Author	Checked	Details
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1. Introduction

- 1.1. This Construction Traffic Management Plan (CTMP) has been prepared by METKA EGN on behalf of Stairfoot Generation Ltd to discharge condition 5 in relation to a planning application for the construction of an Electricity storage unit comprising battery racks, transformers, inverters, back up generator, substations, control room and 4m and 2.4m high perimeter fences at Land Oaks Business Park, Oaks Lane, Hoyle Mill, Barnsley, S71 1HT. This CTMP includes all the necessary traffic arrangements, materials handle and storage for both construction and operation & maintenance (O&M) phase of the Stairfoot BESS which appointed contractors must comply at all times.
- 1.2. The planning application (Barnsley Metropolitan Borough Council Application No. 2020/1373) was granted on 04 January 2021, subject to a number of conditions. Condition 5 states:

“No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

 - i. The parking of vehicles of site operatives and visitors*
 - ii. Means of access for construction traffic*
 - iii. Loading and unloading of plant and materials*
 - iv. Storage of plant and materials used in constructing the development*
 - v. Measures to prevent mud/debris being deposited on the public highway.”*
- 1.3. The proposed site will be constructed on the Oaks Business Park at 1 Oaks Ln, Barnsley, S71 1HT. The Stairfoot BESS will be used to provide stabilisation to the local electricity grid, allowing additional excess energy from various renewable sources to be stored in batteries when demand is low. In addition, when grid requires additional energy, the stored energy into the BESS is fed back into the grid in order to cover its needs.

1.4. The general location of the site is shown below in Figure 1.

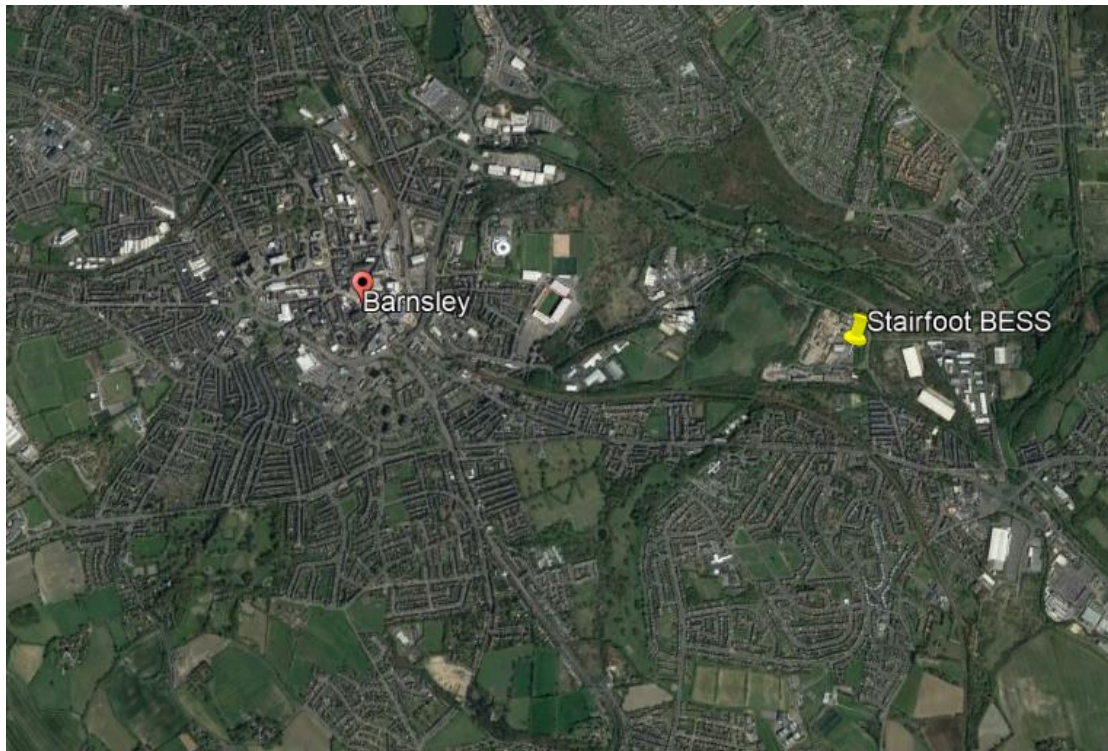


Figure 1 – General location of the site

- 1.5. The total size of the construction works extends to approximately 2960 sqm east of the existing Foulstone Forge Ltd at the Oaks Business Park.
- 1.6. The HSE site manager will be responsible for briefing construction staff about the content of this CTMP during site induction training or during a toolbox talk meeting and will also act as point of contact for local residents. Liaison between the HSE site manager and local residents will seek to ensure that any concerns are resolved quickly and efficiently.
- 1.7. The Project Manager will be responsible for providing this CTMP to contractors, suppliers and delivery companies engaged in activities in Stairfoot BESS.
- 1.8. Contractors, suppliers and delivery companies engaged in activities in Stairfoot BESS will be responsible for adhering to the routeing arrangements described at this CTMP at all times.

2. Access to site

- 2.1. The proposed Stairfoot BESS will be accessed via the tarmac road, entrance of the Foulstone Forge Ltd from Oaks Lane as shown on the Photo 1 below;



Photo 1 – Site Access of Stairfoot BESS

- 2.2. The proposed site will be accessed from a 40m long tarmac access track which is the entrance of the Foulstone Forge Ltd and connects with Oaks Lane to the south. The road is 6m wide which is suitable for heavy goods use. Therefore, it is deemed that the access road can sustain the anticipated traffic of the construction activities of Stairfoot BESS.
- 2.3. The proposed construction traffic route for HGVs is via exiting the A1(M) at junction 37 for Barnsley Road/A635. Afterwards, continue westbound on the A635 before taking the fourth exit at the Stairfoot roundabout onto the Grange Ln/A633. Then turn left onto Tank Row and continue on Tank Row for 0.5km then turn left onto Oaks Lane and then right to stay on Oaks Lane. The route is shown on figure 2 below ensuring no construction traffic impacts on Hoyle Mill Road. Please note that at the junction of Oaks Lane North and South there is a sign stating that Oaks Ln south which connects to Hoyle Mill Road is unsuitable for HGVs weighing more than 7.5tn due to a weak bridge at 100 yards ahead.

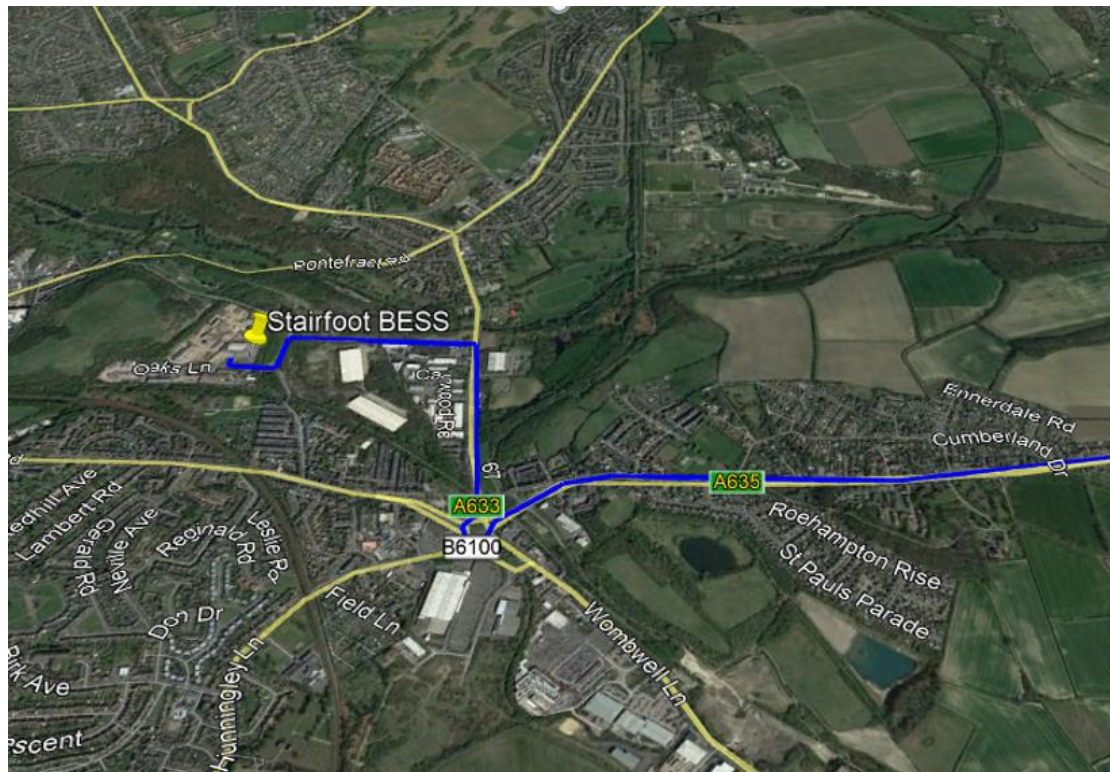


Figure 2 – Construction Traffic Route

- 2.4. Oaks Lane and Tank Row are 7.5m wide and given its geometry proves to be sufficient for two HGVs to pass each other.
- 2.5. 30 miles per hour limit applies to Oaks Lane and Tank Row although inside the Oaks Business Park the speed limit is 15 miles per hour. Adequate visibility is achieved at the junction of Oaks Lane and site access track (see below photos 2 and 3).



Photo 2 – Junction of site access track and Oaks Lane (Direction W)



Photo 3 – Junction of site access track and Oaks Lane (Direction E)

- 2.7. "CAUTION LARGE LORRIES TURNING" signage will be placed on verges during the construction of Stairfoot BESS, 80m in advance of the junction of site access track and the Oaks Lane Road, one on the junction of Oaks Lane and Tank Row and one more on the junction of Hoyle Mill Road and Oaks Lane.
- 2.8. "METKA EGN Battery Storage Facility" signage will be placed on verges during the construction of Stairfoot BESS, 80m in advance of the junction of site access track and the Oaks Lane and one on Tank Row. "CAUTION 5 MPH SITE SPEED LIMIT" signage will be placed at the entrance of the access road. These signages will be always maintained in position at the developer's expense. The purpose of this action is making aware the users of Oaks Lane, Hoyle Mill Road and Tank Row that vehicles will be turning into and out of the site access track. See below Figure 3 the locations of the signage.

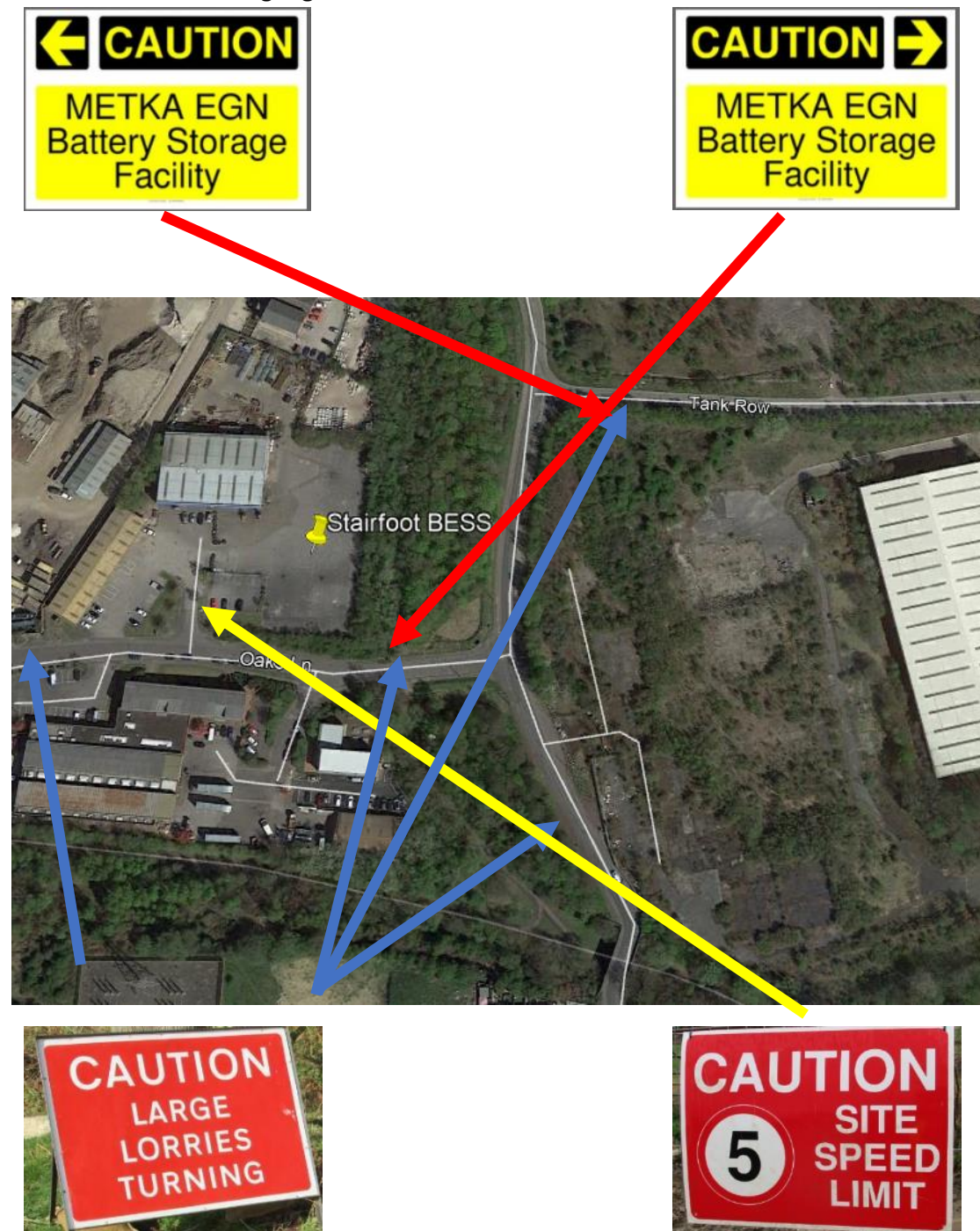


Figure 3 – Location of warning signage

- 2.9. The construction access will not impact any public rights of way.
- 2.10. Drivers are requested to hold off from coming directly to site without first gaining permission for access. Failure to await being called forward will mean that unannounced arrivals will be sent back to the layby area and await their call forward. UNDER NO CIRCUMSTANCES are any vehicles to drive directly to the site without following the on-call procedure. Once at the layby area, please call the HSE Site Manager (*Contact Details of HSE Site Manager TBC*).
- 2.11. There will be one layby area, at Tank Row;

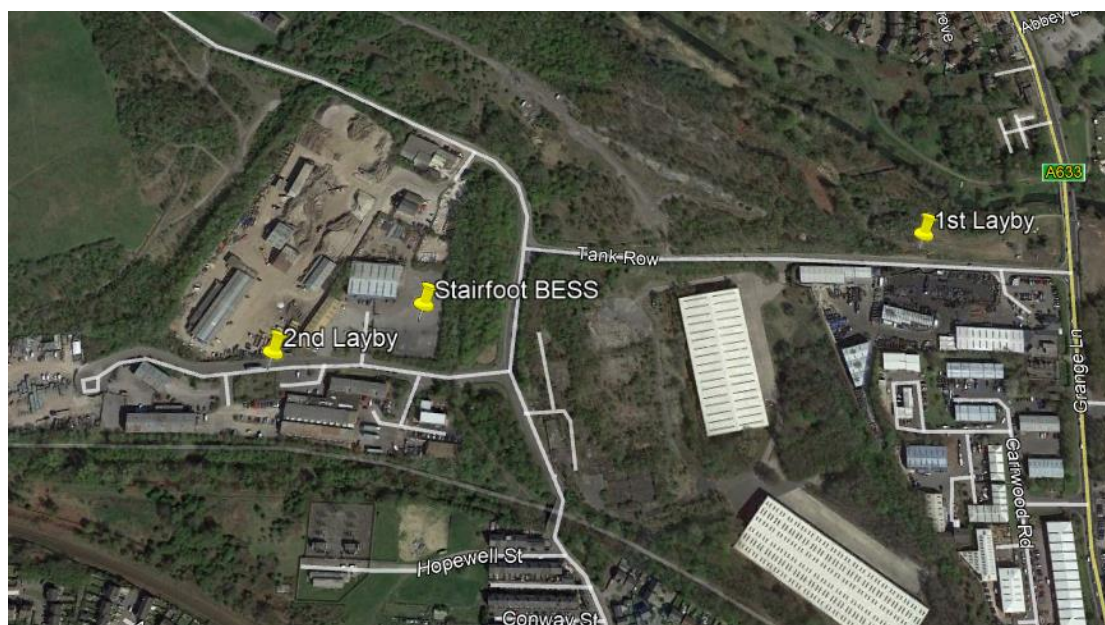


Figure 4 – Location of Layby areas



Photo 4 – Location of First Layby area



Photo 5 – Location of Second Layby area

3. Wheel and underbody washing facilities

- 3.1. As and when necessary, vehicle wheels, chassis and bodywork will be effectively cleaned and washed free of mud and similar substances prior to vehicles departing the construction site. As per minimum, a portable high pressure jet wash will be used for this purpose with a suitable drainage. The wheel wash will be located at the entrance / exit of the construction compound. In this way, the spread of debris will be minimised at Oaks Lane Road and Tank Row.
- 3.2. The HSE site manager will make frequent checks of the public highway in the vicinity of the site, and, if necessary, will arrange for the highway to be cleaned using a road sweeper.
- 3.3. Any HGVs (both arrivals and departures) carrying loose materials will be sheeted to prevent the spillage or deposit of any materials on the highway.

4. Construction compound area

- 4.1. A construction compound will be established on the southern part and the northern part of the site. See below photos 6 and 7 of the proposed compound area and figure 5 of the proposed compound area arrangements.



Photo 6 – Proposed compound area on the southern part



Photo 7 – Proposed compound area on the northern part



Figure 5 – Proposed compound area arrangements

- 4.2. A laydown area will be created inside the construction compound area, in order to enable HGVs, plants and vehicles to unload, turn, and leave in a forward gear.
- 4.3. Plants, such as telehandlers and dumper trucks, will be used to transfer materials and components from the construction compound to other areas of the site.
- 4.4. Vehicle parking for site operatives and visitors will be provided within the construction compound. Parking in other areas will be prohibited.
- 4.5. Plants and materials will be stored in the allocated storage area which will be located inside the construction compound area.

5. Car Park

- 5.1. A dedicated area in the front part of the compound will be used for the need of parking vehicles of site operatives and visitors

6. Timetable for provision

- 6.1. Construction traffic routing and signage will be provided and enforced throughout the whole construction period of Stairfoot BESS.
- 6.2. The construction compound, including wheel washing facilities, will be set up at the start of construction activities of Stairfoot BESS and removed following the end of construction.

7. Delivery times

- 7.1. All drivers must follow the instructions of the banksman and respect the site speed limit of 5MPH.
- 7.2. All drivers must follow the delivery hours of the site showing at the Table 1 below;

Days	Delivery hours
Monday-Friday	08:00 – 18:00
Saturday	09:00 – 14:00
Sunday – Bank Holidays	No deliveries

Table 1 – Delivery Hours

8. Vehicle trips

- 8.1. The construction activities of Stairfoot BESS are deemed to last around 30 weeks. Construction activities will be carried out Monday to Friday 08:00 – 18:00 and Saturday 09:00 – 14:00. No construction activities will be carried on Sundays and bank holidays.
- 8.2. Maximum 15 employees are anticipated to be present on site during the peak period of the construction activities.
- 8.3. The majority of employees will be engaged in the construction activities of Stairfoot BESS will be classified as non-local workforce thus will stay at local accommodation.
- 8.4. The deliveries will be managed so as not to coincide with others thus vehicle movements in the construction activities of Stairfoot BESS are controlled and kept to a minimum.
- 8.5. The following movements of HGVs that are anticipated at the construction of Stairfoot BESS as set out in Table 2;

Activity	Vehicle size	Number of deliveries
Delivery of Inverters	Articulated Lorry	4 deliveries
Delivery of Transformers	Articulated Lorry	4 deliveries
Installation of Inverters/Transformers	Crane	3 movements
Delivery of Battery racks	Articulated Lorry	20 deliveries
Installation of Battery racks	Crane	2 movements
Delivery of MV Substation	Articulated Lorry	2 deliveries
Installation of MV Substation	Crane	2 movements
Delivery of Concrete	Concrete truck	6 deliveries
Concrete pumping	Concrete pump	6 movements
Tar away	Lorry	5 movements

Table 2 – HGV movements

- 8.6. In addition to the HGV movements explained in section 7.5 above, further HGVs or smaller vehicles movements are anticipated such as for the creation of construction compound (placement of layer of aggregates or placement of aluminium mats, setup of welfare cabins and storage units), deliveries of water and diesel, collection of waste management skips, regular movements of plants (such as telehandler, dumper truck).

9. Summary

- 9.1. Maximum 15 employees are anticipated to be present on site during the peak period of the construction activities, however the actual numbers of employees will be lower than 15 on a day-to-day basis.
- 9.2. On average 2 HGV movements are anticipated per day over the 30-week construction period of Stairfoot BESS.
- 9.3. The level of added traffic of construction of Stairfoot BESS during the 30-week construction phase into the local highway network is considered to be minor, thus it is not expected to have a negative impact on the strategic and local highway network.