



Traffic Management Plan (part of Construction Method Statement)

Houghton Main TRRC

Peel Environmental Ltd

CRM.066.006.PL.R.002.



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Traffic Management Plan (part of Construction Method Statement) at Houghton Main TRRC, Great Houghton

Project:	Traffic Management Plan (part of Construction Method Statement) at Houghton Main TRRC, Great Houghton
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1.0 Introduction

1.1 Background

- 1.1.1 Enzygo has been instructed by Peel Environmental Ltd to prepare a Construction Method Statement, that includes issues that relating to Traffic Management, to discharge Planning Condition 9 as part of the existing planning consent (2015/0137). This Traffic Management Plan should be read in conjunction with the Construction Method Statement.
- 1.1.2 In terms of the Traffic Management requirements that Barnsley Metropolitan Borough Council (BMBC) has requested these are outlined in the BMBC document reference HDC/DC/2017/1726.
- 1.1.3 Following our discussing with Peel Environmental Ltd and using Enzygo's experience of Renewable Energy Park developments this document will aim to address the above issues raised by BMBC;
- 1.1.4 Enzygo's traffic and transportation team will introduce similar traffic management procedures, methods of management, communication techniques and monitoring methods experienced on similar renewable energy sites that we have worked on;
- 1.1.5 Currently the Principal Contractor is yet to be appointed and additional information and refinement to this plan is expected from the Contractor. Any amendments will be provided to the Local Planning Authority for approval prior to commencement of construction of the facility.
- 1.1.6 In accordance with good practice this statement is being prepared at an early stage in the site development to allow it to be used to influence the detailed design and construction process.
- 1.1.7 This Traffic Management Plan should be read in conjunction with the Construction Method Statement.

2.0 Overview of Construction Activity

2.1 General

- 2.1.1 The site currently comprises overgrown derelict land with shrub bushes and rough grassland. Access is from Houghton Main Colliery Roundabout to the south east of the site. An access spur is present on Houghton Main Colliery Roundabout, which will provide future access onto the site for construction traffic and subsequently for future site users.
- 2.1.2 Proposed development works will involve the following:
- 1 Clearance of existing vegetation, including trees and bushes;
 - 2 Construction of internal road system
 - 3 Reduced level excavation to sub-formation level;
 - 4 Placement of piling mat;
 - 5 Substructure works to the buildings and plant;
 - 6 Construction of site drainage and services;
 - 7 Construction of the structures
 - 8 Construction of pavement and hardstanding areas;
 - 9 Landscaping;
- 2.1.3 The proposed development is shown on Drawing CRM.066.006.GE.D.001 a copy of which is included in the Drawing Section of this document.
- 2.1.4 More specific information is given for the three main stages of work are outlined below:

2.2 Site Clearance

- 2.2.1 Prior to any site clearance works being undertaken fencing it to be erected around retained trees to protect them in accordance with Planning Condition 7. The fencing will be undertaken in accordance with approved plans.
- 2.2.2 Prior to commencement of works a condition survey of the highways to be used by construction traffic will be undertaken in Accordance with Planning Condition 10.
- 2.2.3 Site clearance will involve the felling of trees, which are not to be retained and grubbing out of shrubs and root balls.
- 2.2.4 Areas of low vegetation such as grass and scrub will be subject to a soft strip using an excavator or dozer.
- 2.2.5 Soils containing roots will be stockpiled on site awaiting suitable disposal off site.

2.2.6 Vegetation and timber will be temporarily stored on site awaiting removal for appropriate re-use or disposal.

2.2.7 No demolition of structures is proposed.

2.3 Remediation Works

2.3.1 Ground investigations and risk assessments have been undertaken by Enzygo Ltd (Reference CRM.066.005.GE.R.001.A) in accordance with the requirements of Planning Conditions.

2.3.2 The ground investigation identified no evidence of significant contamination on the site, with no specific requirements for remediation.

2.3.3 A discovery strategy is included within the Contamination Assessment Report. If unforeseen contamination is encountered during construction works such as localised spillage outside the areas investigated an Environmental consultant will be available on a 'call out' basis to undertake an assessment of risk. If 'unforeseen contamination' is encountered the discovery strategy will be to remove the source as it is likely to be very limited in extent and the Local Planning Authority advised

2.3.4 It is proposed that should contaminated soils be encountered requiring remediation that these are discarded directly off site to avoid the potential risk of cross contamination. Where this is not feasible soils will be stockpiled on areas of hardstanding or on suitable membrane awaiting disposal.

2.3.5 It is anticipated that this operation will require the use of a single tracked excavator and road vehicles for disposal. The excavation of contaminated soils will be monitored by an environmental consultant to minimise the volume of waste generated.

2.3.6 Should remediation of unforeseen contamination be required a validation report will be prepared in accordance appropriate guidance and in liaison with regulators and with the requirements of the Planning Conditions.

2.4 Highway Access

2.4.1 A highway access is to be constructed on to the site from the existing spur off the Houghton Main Colliery Roundabout in a north westerly direction. The civil engineering access works comprise an extension to the existing roundabout spur that includes the provision of new

pavement construction up to the extent of the ASOS car park access and the access to the west. It also extends south to the threshold point of the compound.

- 2.4.2 The access works includes additional footpath construction, on both sides, along with kerbing proposals, new linear drainage, an uncontrolled crossing point, new speed limit signs on the approach and new thermoplastic lining. The proposed access works have been submitted to BMBC to address conditions 5 and 7 referenced in HDC/DC/2017/1726.

2.5 Preparation Works

- 2.5.1 The site preparation works will comprise:

- Bulk excavation down to sub-formation level across the site. This will be designed and implemented in accordance with regulatory requirements. of Planning Condition 3.
- Existing redundant service runs and old foundations will be excavated in accordance with Series 200 of the Specification for Highway Works. Where possible underground obstructions will be crushed and processed on site for re-use.
- Resultant voids will be backfilled with suitable granular fill, placed and compacted in accordance with Series 600 of the Specification for Highway Works.
- The reduced level excavation will be raised to formation level using selected granular materials. Where possible secondary aggregate will be used, including processed site won arisings. The selected granular fill will comprise a piling mat below the proposed building footprint and within the working area. Areas of proposed hard standing outside of the working area will be made up using capping material. This will then form a running layer for plant and equipment.

2.5 Construction Works

- 2.5.1 Sub structure works to the proposed buildings will comprise the following:

- Piling;
- Construction of pile caps; and,
- Construction of the ground floor slabs.

- 2.5.2 Based on the findings of the ground investigation it is proposed that piled foundations are to be used. Details of the piling works will be determined by the specialist contractor. The piling works will require the use of piling rigs with support crane and ancillary plant, including excavators and dumpers.
- 2.5.3 Piles will be advanced from the top of the piling mat to the embedment depth. When seated, the soils around the piles will be excavated to allow construction of the pile caps. The concrete at the top of the pile will be broken out to reveal the reinforcement. This will then be connected in to the reinforcement cage of the pile cap, temporary formwork installed and the concrete cast.
- 2.5.4 Once the piles and pile caps are in place the floor slab will be constructed.
- 2.5.5 Infrastructure comprising surface and foul water, gas and electricity will be installed and connected to service entry points within the ground floor slab.
- 2.5.6 Appropriate attenuation will be constructed to the surface water drainage system to meet the requirements of Conditions 3 and 12.
- 2.5.7 Foul drainage shall be designed and constructed in accordance with the requirements of Planning Condition 12.
- 2.5.8 Areas of hardstanding will be constructed up to road base, together with temporary setting of manholes.
- 2.5.9 The structures will be erected. The buildings are to comprise steel portal frame structures, which will be erected using a crane. The crane will also be used place the roof, internal floors, staircases, 'stack' and hoist equipment to height, for placement within the buildings.
- 2.5.10 Cladding to the structures will also be placed using a mobile crane.
- 2.5.11 Following completion of the main structures, the wearing course can then be constructed on areas of hardstanding. The screed (power-floated) will then be constructed to complete the ground floor slabs.

2.6 Soft Landscaping

- 2.6.1 Areas of proposed landscaping will be constructed in accordance with landscape plan and management plan required under Planning Condition 15.
- 2.6.2 Landscape works will be undertaken following the main construction phases.

2.7 Construction Programme

- 2.7.1 A Construction Programme will be prepared by the Principal Contractor, taking account of their method and schedules of working. The construction programme will incorporate a critical path which can accommodate incorporated design, co-ordinated trade contractors design and design reviews, procurement, equipment/materials orders, deliveries and site installation period as necessary.
- 2.7.2 The construction programme will be monitored, tracked and updated on a regular basis and any corrective action applied as necessary.
- 2.7.3 The construction programme will be used to identify times and periods of works, which may have adverse impact on neighbours. Typically, this may include periods of more noisy operations, such as piling. By identifying these periods, the impact on neighbours can be more easily managed.

3.0 Specific Measures

3.1 General

3.1.1 This section provides details of the measures proposed to address the specific items.

3.1.2 As part of the site management process it is proposed that the Principal Contractor, in conjunction with the Client, will liaise on a regular basis with ASOS and its operator Expo, and the local residents/businesses regarding the progress of the construction works. In particular, it is proposed that the Construction Programme is used to identify critical stages of the works which, could cause potential nuisance to neighbours. These typically include:

- 1 Noisy operations such as piling;
- 2 Periods of increased traffic such as major deliveries;
- 3 Periods where there is a greater risk of mud on the roads, as a result of earthworks excavation.
- 4 On the basis of the terms agreed in the sale contracts by both Peel and ASOS, the construction of the access road will be undertaken by ASOS in order to ensure there is no disruption to the Fulfilment Centre arising during the peak months of business (November to January).

3.1.3 The method of stakeholder engagement is yet to be finalised, though is likely to include: letter-drops to neighbours and a pre-start meeting with local stakeholders.

3.1.4 Contact details for the Site Agent will be included on the site hoarding, should members of the public need to raise concerns or complain over activities being undertaken. Details of the client and Resident Engineer will also be included. Any complaints received will be relayed to the Local Planning authority, together with any investigation undertaken and mitigation measures proposed or implemented.

3.2 Health and Safety Requirements

3.2.1 Prior to the commencement of the works a Designers Risk Assessment and Pre-Tender Health and Safety Plan will be prepared outlining the Health and Safety issues by the CDM Co-ordinator (CDMc).

- 3.2.2 The appointed Contractor for the works will be required to provide a Construction Stage Health and Safety Plan and comprehensive supporting Method Statement for the works.
- 3.2.3 As a general measure all working areas at the site will require fencing and appropriate signs to prevent access by unauthorised persons during the progression of deeper excavations or demolition works.
- 3.2.4 All personnel will be inducted prior to gaining access to the site by the Principal Contractor. They will be informed of the specific site rules which apply. In addition, all site staff operating without supervision by the Principal Contractor and all plant operators will be required to hold valid and appropriate CSCS cards.
- 3.2.5 All trade contractors are obliged to provide safety policies, plans and method statements and will be interviewed, where appropriate, prior to placement of orders, on relevant aspects of health and safety.
- 3.2.6 A 'tool box talk' will be provided to the Contractors and site staff by the Principal Contractor.
- 3.2.7 Banksmen and Traffic Marshalls will be used where appropriate.

3.3 Site Security and Fencing

- 3.3.1 Due to the nature of the construction works it is proposed that plywood hoarding will be constructed around the site boundary. This will reduce potential risks associated with material migrating out of the site and reduce noise impact.
- 3.3.2 The existing site access off Houghton Main Colliery Roundabout will be retained for construction traffic. Access and egress routes are shown on Drawing CRM.066.006.GE.D.001.
- 3.3.3 The site access and internal haul road system will be linked to the existing access spur.
- 3.3.4 Temporary site accommodation will be constructed adjacent to the site access and will provide security to the site. This will be used to prevent members of the public accessing the site and to check vehicles entering and leaving the site.
- 3.3.5 The site hoarding will include the names and contact details of the Principal Contractor, Client and Engineer. Details of any decorative displays will be provided to the Local Planning Authority for approval in advance.

3.3.6 Details of any specific health and safety requirements such as the use of PPE and site requirements, will also be included on the hoarding.

3.4 Site Logistics

3.4.1 A plan showing the proposed locations of site offices and compound is presented as Drawing CRM.066.006.GE.D.001. The key features are discussed below:

- Temporary site accommodation will be provided by the Principal Contractor, comprising: office accommodation, mess facilities and welfare facilities. The temporary accommodation is located adjacent to the site access so that it can also be used for security;
- Car parking for site workers and visitors will be provided adjacent to the temporary accommodation.
- Any vehicles showing substantial amounts of mud and dirt will be required to be cleaned using the Jet Wash facility and road sweepers will also be employed;
- The proposed sequence of construction discussed in Section 2 should limit the generation of mud and dirt.
- The Contractors Compound will be constructed on hardstanding comprising either tarmac or granular capping. Vehicles using the Contractors Compound will not enter the site and will not be required to use the wheel wash.
- The adjacent highway will be regularly inspected and if mud/debris is identified then a road sweeper will be used to remove the material.

3.4.2 Areas of proposed storage for materials are shown on Drawing CRM.066.006.GE.D.001. This area will be used for loading and unloading of plant and materials. Materials will be stored within the building ready for the finishing trades once construction of the building has been completed. Where possible a 'just in time' delivery system will be used to minimise on-site storage. This will be further developed by the appointed Principal Contractor.

3.4.3 More vulnerable materials and equipment will be stored within the Contractor's Compound.

3.4.4 A single point of access and egress is proposed. There will be separation on-site of construction plant and pedestrian access from the Contractor's Compound to the construction site.

- 3.4.5 A circular route is proposed, where possible, for delivery vehicles to prevent vehicle crossing and to ensure that the wheel wash facilities are used. These will be kept separate from the working area of the plant. The internal traffic route is shown on Drawing CRM.066.006.GE.D.001. A specific plan will be developed in accordance with the proposed Traffic Management procedures discussed later in this document.
- 3.4.6 The working areas for plant and machinery on site will vary depending on the stage of the construction works. Suitable phasing plans will be determined by the Principal Contractor and the route for delivery vehicles will be amended as necessary.

3.5 Traffic Management

- 3.5.1 The works will comply with Regulation 36 (Traffic Routes) and Regulation 27 (Vehicles) of CDM 2007 by providing a traffic management plan which will be displayed in the site office. The objectives of the plan will ensure:
- The safe and efficient working environment for all staff, visitors and contractors when on site;
 - To ensure visiting traffic and deliveries arriving and leaving site can operate within definitive areas;
 - Abnormal loads to be pre-booked;
 - To ensure that any contractors on site can operate their workforce, plant and equipment in a safe and manageable environment.

3.5.2 The plan will be developed by the Principal Contractor and will detail specific measures, including those outlined in the Site Locations Section and will include:

- Speed restrictions;
- Traffic flow directions;
- Road crossing points;
- Turning circles;
- Wheel wash facilities; Pedestrian access and egress points;
- Site offices and compounds;
- Materials storage;
- Emergency assembly points.

3.5.3 The site entrance will be clearly signed to raise driver's awareness to the site entrance. The site will have adequate signage in accordance with Chapter 8 of the Traffic Signs Manual.

3.5.4 A speed limit of 5mph will be applied on site vehicles when operating within the works. All drivers will be notified of the limit with speed signs clearly displayed.

3.5.5 To mitigate risks associated with plant and vehicles the following will also be used:

- Pedestrian barriers at site entrance;
- Temporary crossings to direct pedestrians across road way away from conflict areas;
- Banksmen and Traffic Marshalls;

4.0 Construction Traffic and Deliveries

4.1 Construction Period and Contractor Liaison

4.1.1 The predicted construction period for the construction of the new Renewable Energy Park, that will comprise of a Timber Resource Recovery Centre (TRRC) and associated infrastructure, is between approximately 30 months. However, it should be noted that this contract period may fluctuate as the construction work progresses on site.

4.1.2 It should be noted that construction works will be limited to the following hours unless otherwise agreed with the Local Planning Authority;

- 07:00 hours to 19:00 hours Monday to Friday;
- 07:00 hours to 13:00 hours on Saturday;
- No working on Sundays or Bank Holidays

There may be exceptional circumstances where work will be necessary outside of the hours set out above. Any abnormal working hour requirements outside the proposed construction working hours will be notified in writing to the Local Planning Authority.

4.1.3 The main construction phases of the TRRC will include the following, although timescales are currently unavailable for the main construction activities. Indicative construction durations have been included below and will be firmed up once the contractor has been appointed.

4.1.4 As the temporary ASOS car park is currently in use and has been temporarily 'stoned up' to approximate levels it has not yet been confirmed when the permanent car park works will commence.

4.1.5 The details of the personnel who will be responsible for supervising, controlling and monitoring vehicle movements to and from the site will be provide once the contractor has been confirmed. The contractor will nominate an individual who will operate as a site security who will be responsible for ensuring all drivers sign in and out once they have visited the site. The site security staff will work alongside the site project manager who will ensure that the vehicle movements are supervised with site operatives assigned specific roles.

4.2 Vehicle Types and frequencies

- 4.2.1 Peel Environmental Limited's design team has experience in the delivery of similar Renewable Energy schemes and therefore an appreciation of the construction Information provided by design team has been used to inform this section.

4.3 Abnormal Loads

- 4.3.1 During the construction process, it may be necessary for the occasional abnormal load vehicles to transport components to the site. In advance of any such movements, the routing, timing and any specific traffic management requirements for such deliveries will be agreed in advance with the police and local highway authority.

4.4 Heavy Goods Vehicles (HGVs)

- 4.4.1 The construction period is anticipated to take approximately two and a half years. During this period there will be trips associated with the arrivals and departures of construction staff, and with the delivery of parts and construction materials. Staff trips will mainly be made by cars, vans or minibuses, whilst deliveries of construction materials and equipment will mainly be made by HGVs.
- 4.4.2 The construction phase includes the preparation of the site, including the installation of any required internal roads, erection of fencing, construction of the building and grid connection.
- 4.4.3 The Contractor will seek to limit traffic flows during the road network peak hours and consideration will be given to any need for concrete pours requiring an intensification of HGV movements.
- 4.4.4 A maximum of up to 200 construction workers are anticipated to be on site during key milestones of the construction phase over a 24 – 30 month period. A temporary construction compound will be provided to accommodate storage, parking for contractors and turning provision for HGVs.
- 4.4.5 The location from which staff will travel is not yet known, however it is envisaged that a number of the non-local workforce will stay in local accommodation and be transported to the site by minibuses to minimise the impact on the road network.

- 4.4.6 The construction period will include the use of HGVs to bring equipment onto the site and these operations will be strictly managed to ensure that vehicle movements are controlled and minimised.
- 4.4.7 Construction of the Renewable Energy Centre is unlikely to require any equipment/components to be delivered by abnormal load vehicles.
- 4.4.8 The majority of construction traffic movements will be generated from site operatives' cars and light vans. Most construction machinery will be delivered to the site during the early stages of the build programme and will remain on-site for most of its duration.
- 4.4.9 The materials required during the construction of the facility will be transported by articulated vehicles with a maximum length of 16.5 metres.
- 4.4.10 Generally, the flow of construction traffic would be spread evenly over the working day, with occasional peaks resulting from operational requirements for materials and stock-piling on site. At the peak of construction approximately 60 vehicles are predicted.

4.5 Light Goods Vehicles

- 4.5.1 In addition to the HGV movements there will also be a small number of construction movements associated with smaller vehicles, such as the collection of skips and the transport of construction workers.
- 4.5.2 The number of construction staff on site will vary over the construction period depending on the activity that is taking place. The majority of staff will travel in crew buses, which will park on site during the day.
- 4.5.3 In addition, there are expected to be a small number of managerial cars / vans. There will be sufficient parking space provided during construction to accommodate these vehicles and the unloading of delivery vehicles.

4.6 Loading/Unloading and Parking

- 4.6.1 GSDA drawing reference 1313 PL003 Revision A, that is in the drawing appendix to this report, shows the route of circulatory route of the site vehicles including the unloading and loading

points within the site. To confirm the vehicles will enter and exit via the western spur off the roundabout and will load up via the 2 No. loading access points on the west facing side of the reception hall. To exit the vehicles will drive around the west, north and east side of the process building and exit via the western roundabout spur onto the main network. This route has been tracked on the drawing for a 16.5m legal length articulated HGV. The construction vehicles will follow a similar route, particularly as the site work progresses.

- 4.6.2 To ensure that any unloading or loading activities do not result in HGV's reversing into the live carriageway a suitable designed part of the site will assigned to accommodate vehicles entering, turning and exiting in a forward gear. The site is of a sufficient size to accommodate such movements along with the aid of banksmen who will be readily available under the supervision of the project manager.
- 4.6.3 Any unloading or loading times associated with construction activities and deliveries will be deliberately planned to avoid the staff changeover times of the shifts. At present ASOS employ approximately 4,000 staff across 3 shifts and each shift employs 3 rota's of which at any one time there are only 2 rota's on shift due to rest days. As a result the maximum number of people onsite are as follows and any loading, unloading or construction activities will avoid the changeover periods of the following shifts;
- AM Shift (07:00 – 15:00 hours)
 - PM Shift (15:00 – 23:00 hours)
 - Nights (23:00 – 07:00 hours)
- 4.6.4 The routes shown on drawing 1313 PL003 Revision A show that the majority of the main pedestrian desire lines and walking routes are internal. Any external walking routes, including the internal parking areas, are clearly separate from the HGV routes to avoid and potential vehicle/pedestrian conflict.
- 4.6.5 To ensure delivery vehicles do not queue back onto the live carriageway, via the roundabout spur, a sufficient length of internal road alongside the western site boundary has been designated for queuing vehicles. The weighbridge has been positioned at least 4 No. articulated vehicle lengths into the site (approximately 65 metres) that provides a sufficient internal queuing length and avoids vehicles queuing into the roundabout.

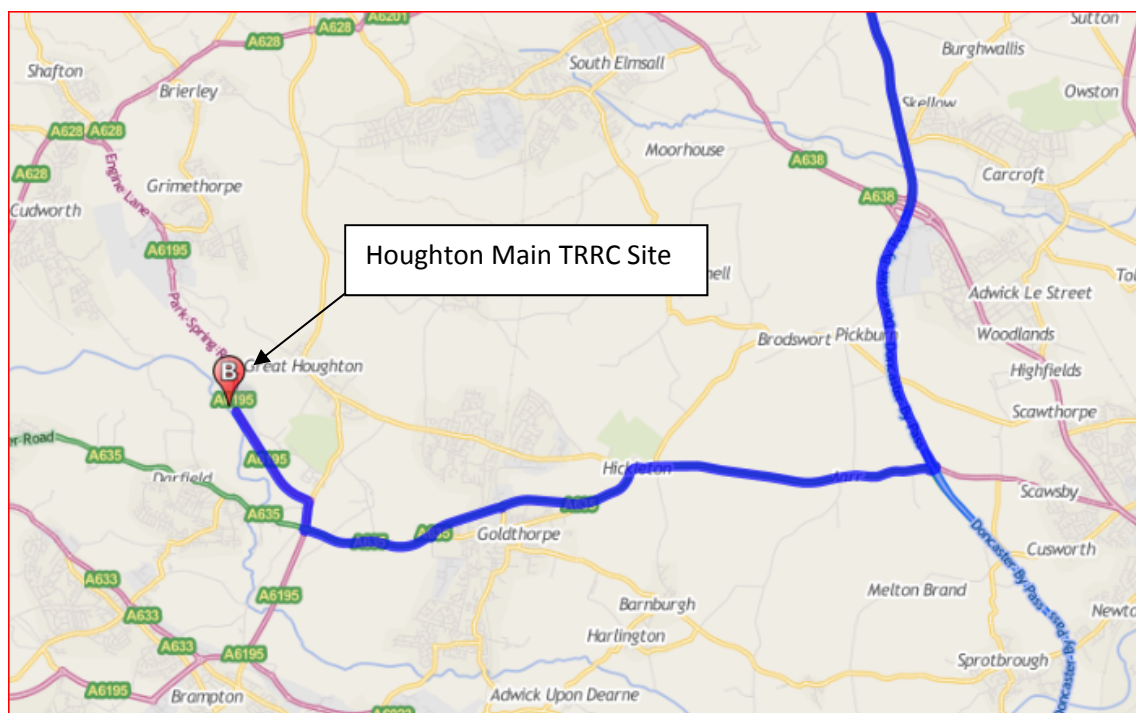
- 4.6.6 In terms of the construction vehicles they will follow a similar on site route to the operational traffic and as the construction activity ramps up the building lines and areas of 'stoned up' internal roads along with signage and banksmen will assist the drivers.

4.7 Parking

- 4.7.1 A parking area for construction vehicles will be signposted and clearly identifiable once the construction vehicles have entered the site. The area that is designated as staff parking (see extract below) seems to be a practical place for construction vehicles to park up that will encroach too much on the construction activity. This area is large enough to accommodate a number of large HGV's and providing they are parked in an organised manner, via the contractors banksmen.
- 4.7.2 Internal parking arrangement will also be arranged with the contactor to ensure the staff also have a safe parking area that is segregated from the construction parking and vehicular routes. Although this area has yet to be confirmed there is a number of areas within the site that can accommodate the parking.

4.8 Route to and from Site

- 4.8.1 Although the route that the construction vehicles will take to the site has yet to be confirmed we have used our local knowledge of the area and the freight journey planner to predict what routes the HGV's and abnormal route vehicles will take to reach the site. To avoid any congested routes and potential torturous routes the HGV's and abnormal loads will seek to avoid these area during the AM and PM peak periods.
- 4.8.2 The diagram below shows how the vehicles are predicted to reach the site from the north and south. The A1(M) is the main route that can be used for HGV's and abnormal vehicles and the A635 Barnsley Road can then be used to access the site. This involves passing through villages including Marr, Hickleton and along Goldthorpe bypass, although the roads in general are of a good vertical and horizontal alignment and suitable for HGV's. Any abnormal vehicles using this route should also be able to pass safely although it is still recommended that they inform the local police authority and highway authority. There are a number of laybys that are between the A1(M) and the site should the vehicles experience any difficulties, although this is unlikely.



[www.freightjourneyplanner.co.uk]

- 4.8.3 The above route is considered to be the safest for HGV's and abnormal sized vehicles to reach the site.
- 4.8.4 The above route plan, including a list of directions, will be issued to all contractors prior to any site activity commencing. The site staff will have been briefed on the highway issues associated with the site and will be suitably trained to ensure that the vehicles are able to access and egress from the site in a safe manner.
- 4.8.5 In terms of the internal haul road system and the predicted route that the vehicles will take this is shown in the extract in section 3.6 above. Although the route may be subject to slight deviation the main buildings do dictate the route to an extent.

5.0 Pedestrian and Vehicle Controls

5.1 Pedestrian Measures

5.1.1 The following measures will be put in place in order to protect pedestrians from construction vehicles;

- The provision of suitable pedestrian safety barriers along with clear signage and lighting to direct pedestrians away from the site activity;
- Banksmen who will be positioned at the site entrance/exit at all times to direct pedestrians away from the site and ensure safer entry for construction vehicles;
- Temporary footpaths will be formed and signed at the site entrance to deter pedestrians from entering the site or encroaching on areas that are subject to construction activity;
- The site will have tight security with CCTV camera's, site security guards and suitable fencing to prevent pedestrians from entering the site that will ensure they do not conflict with any vehicles.

5.1.2 The above measures will protect pedestrians during times of deliveries and ensure that any potential risk of any conflict is minimised.

5.2 Vehicle Controls

5.2.1 To ensure that the deliveries are carried out in a safe manner the following controls will be enforced at the proposed development site;

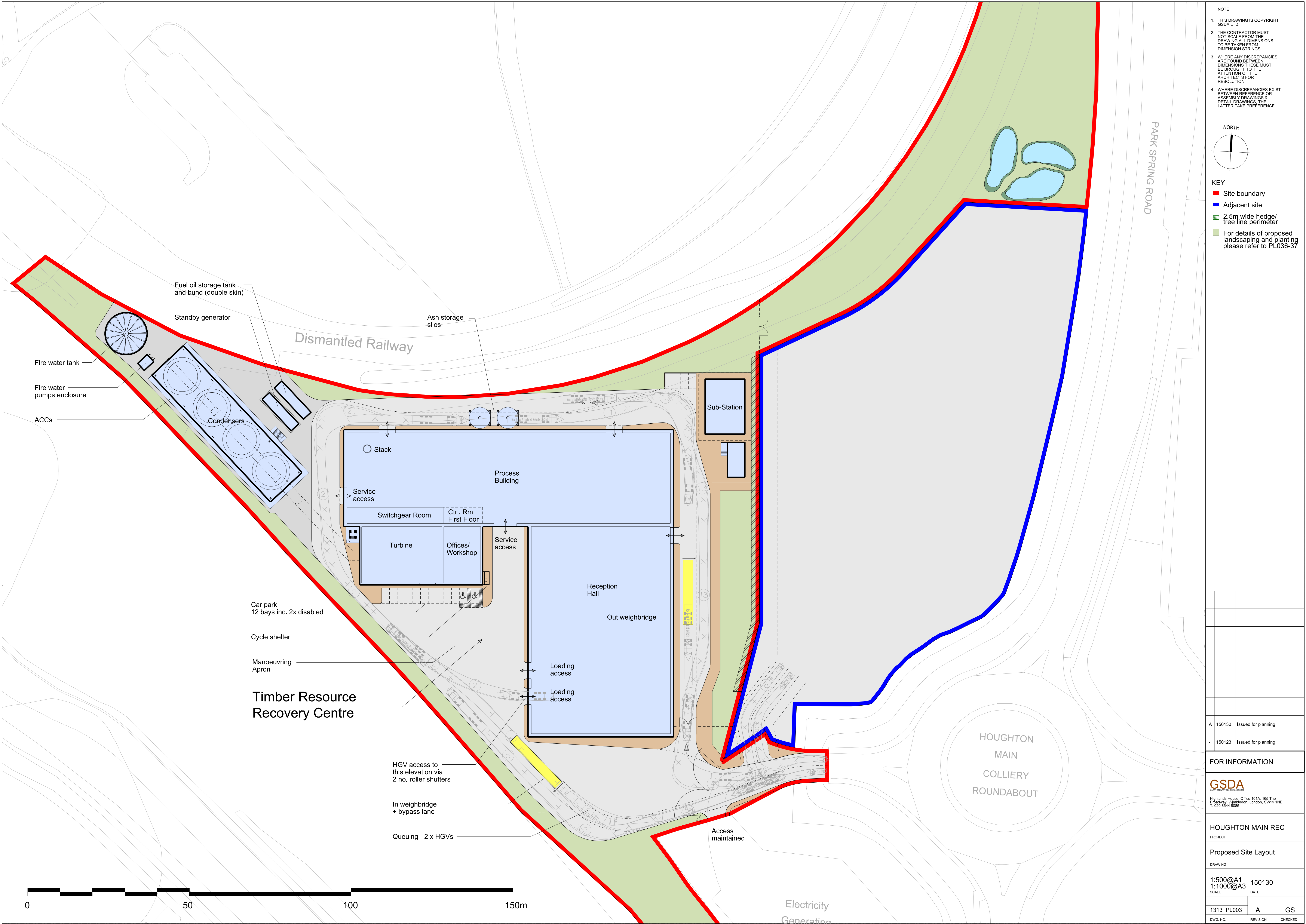
- The loading bay has been positioned and orientated to ensure the rear of the delivery vehicle opposes the main vehicle/pedestrian access;
- Peel Environmental Ltd has a strict protocol that is followed by all delivery drivers and staff to ensure the risk of any conflict is minimised;
- The delivery and construction vehicles will be briefed prior to arrival at the site to ensure they follow the correct route once they are approaching the site entrance
- The contractor will time the deliveries and construction traffic activity during off peak periods to minimise any conflict with pedestrians, etc;
- Double yellow lines and warning signs will be erected to prevent ill-disciplined parking local to the site entrance;

6.0 Signage and Lighting

6.1 Signage and Lighting

- 6.1.1 Lighting at the entrance to the TRRC and within the site will be provided to assist the delivery drivers to unload in a safe manner. The lighting will provide clear visibility at all times, particularly during the dark winter periods, to ensure the vehicles can be loaded and unloaded in a safe manner.

APPENDIX





Enzygo specialise in a wide range of technical services:

Property and Sites
Waste and Mineral Planning
Waste Technologies and Renewables
Landscape and Visual Impact
Environmental Assessment Co-ordination
Hydrology and Flood Risk
Waste Contract Procurement
Noise and Vibration
Environmental Permitting and Regulation
Development Planning & Policy
Ecology Services
Contaminated Land and Geotechnical
Traffic and Transportation
Planning Services

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