

**RWE Npower  
Renewables Ltd**

**Kiln Pit Hill  
Wind Farm**

Traffic Management Plan

Planning Condition 24

May 2010

Entec UK Limited



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**Report for**

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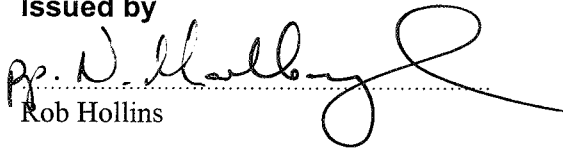
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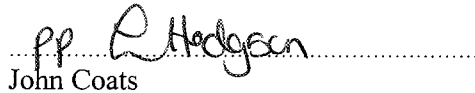
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# RWE Npower Renewables Ltd

## Kiln Pit Hill Wind Farm

Traffic Management Plan

Planning Condition 24

May 2010

Entec UK Limited



Certificate No. FS 13881



Certificate No. EMS 69090

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## Document Revisions

No.	Details	Date
1	1 <sup>st</sup> draft for comment.	28/08/09
2	2 <sup>nd</sup> draft – updated with client comments.	19/11/09
3	3 <sup>rd</sup> draft – updated following public consultation and discussions with NCC.	Feb 2010
4	4 <sup>th</sup> draft – updated following client comments.	Feb 2010
5	5 <sup>th</sup> draft - updated following client comments and issued to NCC for comment.	Feb 2010
6	6 <sup>th</sup> draft – updated following meeting with NCC and issued for public consultation	March 2010
7	7 <sup>th</sup> draft – updated following April 2010 public consultation	May 2010

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## Purpose of this Report

This Construction Traffic Management Plan has been produced for RWE Npower Renewables Ltd for the purpose of discharging planning condition 24 in respect of its extant planning approval for the construction of a wind farm near Kiln Pit Hill, Northumberland.

This document defines the mechanisms for managing the movement of all construction traffic associated with the wind farm and also the process for consultation with parties who may be affected by construction traffic.

### Condition 24

“No development shall commence until a detailed Traffic Management Plan covering the full construction period has been subject to consultation with residents and then submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Traffic Management Plan must include details of all turning facilities, routing, schedule and timing of movements, details of escorts for abnormal loads, temporary warning signing, banksman/escort details and proposed mitigation measures through Unthank village. The approved Transport Management Plan shall be implemented in full throughout the construction period.”

This version of the TMP has been revised in light of comments received during the public consultation exercise undertaken in November 2009 and April 2010 (Appendix C and D summarises the responses and how RNRL has incorporated changes into this document). The document also includes comments received from various meetings and discussions held with Northumberland County Council highways and planning representatives. Appendix E provides a summary of the consultation process and the associated timeline. The outcome of the ‘delivery test run’ undertaken in November 2009 has also been referenced where appropriate.



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# 1. Introduction

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## 1.1 Planning Condition

This Traffic Management Plan (TMP) has been produced to assist RWE Npower Renewables Ltd (RNRL) in discharging planning conditions attached to the extant approval for the construction of a wind farm to the east of the A68 near Kiln Pit Hill and the settlement of Unthank.

Planning Condition 24 states:

*“No development shall commence until a detailed Traffic Management Plan covering the full construction period has been subject to consultation with residents and then submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Traffic Management Plan must include details of all turning facilities, routing, schedule and timing of movements, details of escorts for abnormal loads, temporary warning signing, banksman/escort details and proposed mitigation measures through Unthank village. The approved Transport Management Plan shall be implemented in full throughout the construction period.”*

## 1.2 Role of this Document

The TMP sets out the framework for managing the movement of construction traffic to minimise the effects of traffic travelling to and from the site during the construction period of the wind farm.

Parts of the route for construction traffic will use the Primary Route network (A1 and A69), the authority for which is the Highways Agency (HA). Reference throughout to ‘the highway authorities’ includes both Northumberland County Council (NCC) as the local highway authority, Newcastle City Council, North Tyneside Council (dependant on the final port selected for delivery of wind turbine components) and the HA.

The proposed route for construction traffic has been discussed and agreed with NCC during the planning application process, initially at a site meeting on the 11th August 2009 and more recently at NCC offices on 15th January 2010. A summary of the construction programme is included, developed from information included in the Environmental Statement (ES) submitted with the planning application and updated using the latest construction programme.

The TMP addresses turning facilities, routing, schedule and timing of movements, details of escorts for abnormal loads, temporary warning signing, banksman/escort details and proposed mitigation measures through Unthank village.

All Contractors will be informed of this document and shall be required to conform with restrictions mitigations and obligations contained herein.

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## 1.3 Coordination

The New Roads and Street Works Act 1991, 2008 Revision (NRSWA) sets out the procedures and responsibilities which will apply to the coordination of road closures and accommodation works on the highway. Section 2.1 of the Act describes four phases of coordination:

- Information: *“The street authority needs accurate and timely information on what is proposed and when it is happening”*;
- Analysis: *“The street authority needs a means of assimilating and analysing this information”*;
- Consideration: *“The street authority must consider whether any changes are required to minimise disruption before it agrees to the proposals”*; and
- Co-operation: *“All parties must co-operate with the street authority to achieve the minimum disruption”*.

The NRSWA also requires the highway authority to notify the emergency services and any other traffic authority of any road works or road closures

The following are considered the main influences

- Consultations with local businesses and residents likely to be affected by the construction of the wind farm. A full list of the consultees is included in Appendix B;
- Ongoing discussions with the highway authorities and emergency services; and
- The results of a ‘delivery test run’ by an unloaded abnormal load transporter.

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## 2. Traffic Routes, Procedures & Due Process

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### 2.1 Policies and Procedures

#### 2.1.1 Normal Loads

The co-ordination and notification of accommodation works and road closures is covered under the New Roads and Street Works Act of 1991 (2008 revision) Section 12 of the Act provides information on the procedure. In summary; as local highway authority Northumberland County Council will be required to co-ordinate temporary traffic orders and works in the highway with other authorities and the emergency services.

RNRL is required to give at least three months notice of temporary road closures and traffic management. This will allow the highway authority sufficient time to advertise and process the appropriate orders and to notify the emergency services and other traffic authorities.

#### 2.1.2 Abnormal Loads

Published guidance on the movement of abnormal loads by road is freely available and will be familiar to specialist haulage contractors. The following is a review of current procedures and sources for further information and formal notifications. A review of these sources will be made by the appointed haulage contractor and RNRL prior to the delivery of the turbines to ensure that the correct procedures are followed and approvals obtained.

Key to the successful management will be early and continuous communication with all the relevant authorities, residents and local businesses likely to be affected.

#### Department for Transport

The Department for Transport (DfT) set out the requirement to notify several authorities with direct or delegated responsibility for maintenance of roads or bridges may be required before the movement of an abnormal load:

- Local Highway Authorities along the route;
- Network Rail;
- the Highways Agency; and
- Police force abnormal loads officers.

Notification forms and details of the procedures are available at:

- <http://www.dft.gov.uk/pgr/roadsafety/drs/drivingforwork/largeorheavyloads/>

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## Highways Agency

The Highways Agency (HA) has developed an *Electronic Service Delivery for Abnormal Loads* (ESDAL) to simplify the process of notifying relevant authorities on the movement of abnormal load.

ESDAL allows hauliers to plot transport routes, obtain full details of all organisations requiring notification and also appraise the route. The system is also available to the police and other authorities to help manage incoming notifications. Further details are available at:

- <https://www.esdal.com/public-4-005/index.html>

The whole of the proposed transport route lies within the HA's North East area and initial contact can be made through the following e-mail address:

- [planningNE@highways.gsi.gov.uk](mailto:planningNE@highways.gsi.gov.uk)

## Northumberland County Council

- <http://www.northumberland.gov.uk/Default.aspx?page=713#Abnormalloads>
- [http://www.tyneandwearfreight.info/pdf/northumberland\\_freightMap.pdf](http://www.tyneandwearfreight.info/pdf/northumberland_freightMap.pdf)

The following information from Northumberland County Council describes their general requirements:

### *Abnormal loads*

*“When hauliers wish to move loads which are classed as 'abnormal' (for example those with a gross weight exceeding 40 tonnes) they must notify the Abnormal Loads Officer. The proposed route will be assessed for road works, tight bends, bridge restrictions etc. In some cases street furniture will have to be removed and the cost for removal and reinstatement recovered from the haulier. If a route is deemed unsuitable an alternative may be suggested although it is the responsibility of the haulier to check it's suitable and survey the route.*

*Notifications must include a Form of Indemnity to cover the haulier against possible damage to the Highway Network. An indemnity can be attached with each individual notice or sent annually as a 'Block' to cover a period of up to one year.*

*All movements that exceed the Construction in Use Regulations must be notified to the Police. Only those which exceed the weight criteria require to be notified to the Authority. There is no statutory limit governing the height of a load so it is not legally notifiable but it is advisable to consult the Authority's Abnormal Loads Officer about low bridges. Hauliers must also gain consent from other bridge owners e.g. Network Rail. Some roads through Northumberland are looked after by Agents e.g. A69, Roadlink, Aone etc where this is the case the Haulier must notify them directly. Where the route is a combination of County and Agents, all the relevant parties involved along the route must be notified at the same time.*

*An abnormal load can potentially go on any road provided the haulier complies with the law. Some roads are more suitable and more extensively used e.g. A Class Roads.*

### *Notice Periods*

*“The law requires the haulier to give a minimum of two clear days notice to the Authority and Bridge owners before moving loads up to 80 Tonnes, (up to 5 days depending on width). However due to changes in our legislation we now require 5 days clear notice of all movements. For loads between 80 and 150 Tonnes the haulier must also notify the Police.*

*The notice period for loads over 150 tonnes, 6.1 metres wide or 27.4 metres long is different and hauliers moving such loads need special orders from the Department of Transport.”*

### **Newcastle City Council**

The movement of abnormal loads though the Newcastle City Council area is coordinated by Envirocall. Current contact details are available through the following link:

- <http://www.newcastle.gov.uk/core.nsf/a/abnormalloads>

### **Northumbria Police**

The County police force has published an abnormal load policy; extracts are set out below. Contact details are available through the following link:

- [http://www.northumbria.police.uk/about\\_us/policies\\_plans\\_and\\_strategy/policies/details.asp?id=16343](http://www.northumbria.police.uk/about_us/policies_plans_and_strategy/policies/details.asp?id=16343)

### *Responsibility*

The responsibility for the safe management of abnormal loads lies with the haulier and driver, and is regulated by law. The role of Northumbria Police in respect of most abnormal loads is therefore to ensure compliance with the law, although discussions with Northumbria Police have indicated that they are regularly escorting wind turbine deliveries in their area.

In accordance with an agreement by the haulage industry, the Highways Agency and the Association of Chief Police Officers, that routine escorting of abnormal loads authorised by the 'Special Types General Order' (STGO) will not be carried out by the police but in most cases by the hauliers themselves, Northumbria Police will not escort abnormal loads which are up to 6.1 metres wide, except where no alternative arrangement can adequately ensure public safety.

### *Route Suitability and Time Restrictions*

The haulier must ensure that the route is suitable and that the load movement can be carried out safely. This has been performed and demonstrated during the delivery test run. The police will not check or approve any route.

The police will not restrict the movement of STGO authorised loads at night or at any other time. However, the Road Traffic Act will continue to apply to such load movements and any attending escort vehicles. The offences of driving dangerously, without due care or without due consideration for other road users are likely to mean that loads should not be moved during peak traffic times in urban or congested areas.

### **Known Restrictions**

Slow moving vehicles are not permitted on the A1 (notably the ‘Western Bypass’ section) during the following hours

07.00 – 10.00 – Monday to Friday

16.00 – 19.00 – Monday to Friday

#### *Load Escort*

The police will not escort loads simply because other suitable private escort arrangements are not available. The police may however prevent a load movement from taking place where the lack of suitable escort arrangements would cause danger or inconvenience to other road users.

Abnormal loads in excess of the following criteria and operated under a 'Highways Agency Special Order' will continue to be escorted by the police:

- 6.1m wide;
- 30m rigid length; or
- 150,000 Kg.

Where police escorts are provided in accordance with this policy, in most cases the cost will be borne by the haulier at 'Special Duty' rates.

## **2.2 Normal Load Routes**

Routing for day-to-day 'normal load' construction traffic on the strategic highway should be relatively straightforward. It is assumed that this traffic would take the most direct route from its origin to the A68/C263 Junction at Unthank. From that point contractors will bring all traffic through Unthank to the Site.

The wind farm delivery routes are indicated on figure 25984-r06 included in Appendix A.

RNRL will request that any contractors using Heavy Goods Vehicles refrain whenever possible from using the A695 and the B6309. This will be included in contractual documentation and reiterated during weekly toolbox talks.

The location of the wind turbines is set within three parcels of land either side of the C263. As such three access points are required from the C263.

All site traffic will use these access points.

Previously four access points were considered. However, in recent consultation with Northumberland County Council's Highways and Transport department, one access has been removed and the scheme optimised for road safety.

All relevant parties involved in making deliveries to the site will be instructed on these restrictions. This will be reinforced by inclusion within the Principal Contractor's site induction and regular tool box talks for site operatives.

## **2.3 Abnormal Load Routes**

The turbine equipment will be transported by sea. However, at this stage it is not possible to be specific on the port of arrival as there are a number of suitable ports in the area which could

accommodate the cargo, although currently the turbine manufacturer indicates that Blyth Harbour to be most likely choice.

The majority of the turbine components will be classified as large abnormal loads and will require specialist vehicles and management. Preliminary assessments of the route to the site have been made by specialist hauliers R Collet & Sons (Transport) Ltd, full details of which are set out in RNRL's *Submission of Additional Information Relating to Highway Issues* submitted in August 2006 in support of the planning application. This states that the route would lead from docks on Tyneside and then onto the A1, before joining the A69 westbound. Near Corbridge the HGVs would then turn south onto the A68. Locally, the vehicles will leave the A68 and turn onto the C263 and through the settlement of Unthank before entering the site via three new site access Points.

The wind farm delivery routes are indicated on figure 25984-r06 included in Appendix A.

A 'delivery test run' using an unloaded abnormal load transport was undertaken in November 2009 and identified modification required only at A68/C263 junction (See section 3).



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## 3. Road and Access Upgrades

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### 3.1 Introduction

The following describes the proposed modifications to the public highway required to allow the movement of abnormal loads on the wider strategic road network and also for the movement of all construction traffic on the C263 and other unclassified roads around the site.

These improvements have been identified through consultation with the local highway authority, the swept path analysis undertaken by Collett Transport in May 2005 and a 'delivery test run' undertaken by the same company on 20th November 2009.

Accommodation works to allow access to the wind farm by large abnormal loads and the proposed modifications to the A68 / C263 junction and the C263 through Unthank to the site have been designed as permanent changes and put forward for adoption as part of the public highway.

Designs of the access modifications from the C263 into the individual site entrance points will be sensitive to the rural setting and partially reinstated in a way that will allow them to be re-opened for access by large abnormal loads for future maintenance purposes.

As previously planned, the sign at the A68 / C263 junction will be permanently relocated, as indicated on drawing 25984/R/CVD106 included in Appendix A. The 'delivery test run' on 20th November 2009 proved that no other signs or other street furniture requires temporary removal for the movement of abnormal loads carrying wind turbine equipment.

### 3.2 A68

Following the successful 'delivery test run' undertaken on 20th November 2009, which was set-up to replicate delivery of the longest turbine component (the most onerous case) of the selected wind turbine, no modification works are required to the A68 other than at the A68/C263 Junction.

### 3.3 A68 / C263 Junction

Improvements are required at the A68/C263 junction to accommodate abnormal loads.

The proposed scheme includes:

- Anti skid surfacing on the A68 south bound approach to the junction, for a length of 55 metres from the centre of the junction (as requested by Northumberland County Council);
- Areas of *grasscrete* or a similar load bearing 'soft' landscaping material to be provided to the north east side of the junction of the A68/C263 towards Unthank to allow abnormal loads vehicles to overrun the verge; and

- Permanent relocation of junction signs to accommodate abnormal loads.

The highway authority has confirmed their agreement to the principle of these modifications and RNRL will enter into any agreements necessary e.g. Section 278 before commencing works.

Following the delivery test run undertaken on 20th November 2009, the above works were confirmed necessary, although the verge strengthening works at the junction has been reduced in size from that previously proposed - drawing 25984/R/CVD/106 included in Appendix A has been amended to reflect this.

It was noted during the delivery test run that in order to minimise run-off modifications to the junction verge, the opposite (North bound) carriage was utilised during turning. This has been discussed with Northumberland County Council (at the meeting held on 15th January 2010) and was agreed as an appropriate means of negotiating the junction, assuming appropriate temporary traffic management (use of banksmen or other to temporarily hold up on-coming traffic) was utilised – from the delivery test run this manoeuvre will take approximately 30 seconds per vehicle for the turbine deliveries.

### **3.4 C263**

The improvements along the C263 will include the provision of five passing places to allow residential, agricultural and construction vehicles to pass without blocking the highway. The form of these passing places is designed to minimise any long-term visual/environmental impact on the rural nature of the lane and are shown on drawing 25984/R/CVD/102 included in Appendix A.

Initially, only four passing places were proposed between the A68 / C263 junction and the site. However, following the public consultation undertaken in November 2009, an additional passing place was added to the west of Unthank, between the village and the A68.

The highway authority has agreed in principle to passing places taking the form of widening on the carriageway to allow two HGVs to pass. Passing places have been designed such that there is clear visibility between each one. Discrete signing will be provided to indicate the location of the passing place. The final details of the scheme are to be subject to agreement with the highway authority. The passing places will be implemented prior to the commencement of construction of the wind farm as per Planning Condition 22.

Temporary removal or re-routing of some of the pole mounted overhead cables on the C263 through Unthank may also be required but is subject to confirmation of clearance from the cable and communication operators. BT has surveyed the cables in Unthank and the cables are 5.8m above ground. The clearance height for the abnormal load provision is 4.6m so these cables will not be affected by abnormal load deliveries to site. There are also power cables that cross the road and the lowest point of these cables is 4.8m above the road surface. The Distribution Network Operator will investigate what remedial works / modifications require undertaking and RNRL will keep residents effected informed. Any works required will be completed before the movement of abnormal loads (currently scheduled for January 2012) and RNRL will liaise with affected residents accordingly.

### **3.5 Site Entrances from C263**

Modifications are required to the C263 and the road to Newlandsgrange Cottage in order to gain access to the wind farm site and turbine locations.

The C263 will be modified to allow access to wind turbines 4, 5 meteorological mast plus the substation building. To enable the delivery of wind turbine components, local verge strengthening will be required and the existing field gate access will be widened. These modifications are shown on drawing 25984/R/CVD/103 included in Appendix A.

The existing road to Newlandsgrange Cottage will require widening from the substation building junction to the access point for wind turbines 1, 2, 3 and 6.

Verge strengthening will again be required to allow wind turbine delivery to each location, with modifications also required to existing access gates, fences and walls. This work is detailed on drawings 25984/R/CVD/104 and 25984/R/CVD/105, included in Appendix A.

### **3.6 Control Measures for Construction Works within the Public Highway**

#### **A68 / C263 Junction**

To allow safe working on the A68 during the construction of the abnormal load transporter overrun areas it will be necessary to restrict the width of the A68. Advance warning of the road works and management of the road through the works will be laid out in accordance with Chapter Eight of the Traffic Signs Manual and will be subject to agreement with the Highway Authority.

#### **Passing Places on C263**

To allow safe working within the live carriageway for the removal of local vegetation and construction of the local road widening to form each passing place on the C263, temporary traffic management will be installed, in accordance with Chapter Eight of the Traffic Signs Manual. As the C263 is lightly trafficked manual Stop/Go board or traffic light control of one way traffic through the road works would be used.

#### **Access to Turbines 4, 5, Meteorological Mast and Substation Building**

To allow safe working within the live carriageway for the removal of the hedges/walls and works to tie the accesses into the existing carriageway of the C263, temporary traffic management will be installed, in accordance with Chapter Eight of the Traffic Signs Manual. As the C263 is lightly trafficked manual Stop/Go board or traffic light control of one way traffic through the road works would be used.

#### **Access to Turbines 1, 2, 3 and 6 and verge works within the road to Newlandsgrange Cottage**

To allow safe working within the carriageway for the removal of the hedges/walls and the verge strengthening work within the existing verges to tie the accesses into the existing carriageway, the road to Newlandsgrange Cottage will be temporarily closed for the duration of the modification work.

The extent of the temporary road closure is indicated on the drawings in Appendix A and will be subject to formal application procedures.

Cable ducts will also be laid across the road to protect the wind farm cabling to wind turbines 1, 2, 3 and 6. The installation of cable ducts will also minimise works in the carriageway.

The road will be closed only when required for construction works and re-opened outside of working hours when possible. Any open duct excavations will be protected as required by road plates. Following on from the public consultation of the detailed TMP local residence have advised that the metal plates should be covered with thick rubber matting or similar to allow the safe passage of horses. RNRL will ensure that the contractor's carry out this requirement.

### **Installation of Wind Farm Cabling across the Greymare Hill Road**

A temporary road closure of this road will be required to allow cable ducts to be laid (to protect cabling from the substation to wind turbines 1, 2, 3 and 6). The road will be re-opened outside of working hours and the excavation protected by road plates. Rubber matting will be placed over the plates to allow for the safe passage of horses or similar as noted above. It is envisaged that during the closure of the road to Greymare Hill, South Lane will remain open.

### **Management of Construction Traffic during Busy Periods**

During busy periods, such as the pouring of the concrete for the turbine bases, deliveries to the site will be staged with drivers given specific time windows for arrival at site.

## **3.7 Dilapidation Surveys**

Prior to commencement of construction works, dilapidation surveys will be carried out by an independent engineering consultant appointed by RNRL in conjunction with the local highway authority at:

- A68/C263 Junction
- C263 from the A68 junction to the substation building crossroad
- Road to Newlandsgrange Cottage
- Road to Greymare Hill

The scope of the above dilapidation surveys is shown on figure 25984-r08, included in Appendix A.

These surveys will assess any damage to the highway caused by development construction traffic. They will be carried out prior to the start of the construction programme and at quarterly intervals during the construction phase and at the end of the construction programme.

The repair of any damage to the highway considered to be of an unreasonable level as a result of the wind farm construction is to be arranged and funded by the RNRL and RNRL will enter into any agreements required with the highways authority e.g. Section 59 as required.

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## 4. Construction Traffic Management

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The following traffic management measures are to be implemented through the construction phase of the projects to minimise the impacts to road users and increase safety.

### 4.1 Construction Programme

The construction programme will be determined in detail with appointed contractors. For the purposes of this report the preliminary construction programme set out in the Environmental Statement has been used and developed with the latest construction programme, taking into consideration of the civil specification and the number of turbine components of the wind turbine supplier.

The anticipated start date for construction is October 2010.

The timing for the various stages of control will be subject to progress and programme on site. Estimated volumes of construction traffic are set out in the following Table 4.1.

**Table 4.1 Two-way Trips per Month**

	Month																	
	1O	2N	3D	4J	5F	6M	7A	8M	9J	10J	11A	12S	13O	14N	15D	16J	17F	18M
Off-site road modifications	8	8	4															
Stone for Compound and Substation				182														
Delivery of Plant and Equipment	20	20	20	20	20	10												
Road Stone for Access Tracks				128	126	126	126	126	126									10
Disposal of Boulder Clay							66	66	66									
Road Stone for Crane Areas					92	92	92	92	92									
Culvert Materials	10	10																
Geogrid				6	6	6	6											
Substation					8	8	4											
Cabling							4	2										
Sand							40	40										
Turbine Bases										114	112	112	112					
Formwork and Reinforcing Steel										8	8	8	8					
Crane Delivery																20		
Delivery of Turbines																24	24	24
Delivery of Base Rings																		
Delivery of Blade Hubs																		
Crane Removal																		20
Removal of plant and equipment																		120
<b>Total Trips</b>	<b>10</b>	<b>10</b>	<b>24</b>	<b>336</b>	<b>252</b>	<b>242</b>	<b>338</b>	<b>326</b>	<b>284</b>	<b>122</b>	<b>120</b>	<b>120</b>	<b>120</b>			<b>44</b>	<b>24</b>	<b>174</b>

Developed from Table 11.7 of the Environmental Statement , accounting for latest construction programme (Draft Rev A)

It is anticipated that a maximum of 30 operatives are likely to be on site at any one time. These will travel by various modes of transport and from a variety of locations making trip journeys difficult to predict. As the numbers are comparatively small the impact of these trips are unlikely to have a significant impact on the strategic highway. As traffic volumes on the C263 are low the increase in traffic in Unthank may be noticeable particularly at the start and end of the working day.

It is intended to create off road parking facilities for all site personnel, located within the contractor's site establishment area identified on a number of the drawings in Appendix A.

Following appointment of the main contractor, RNRL will submit a detailed Construction Programme to the highway authorities with clear milestones for identified traffic management plan measures. This programme will be updated periodically based on actual construction progress.

## 4.2 Timing Restrictions

In the interests of road safety and reducing possible nuisance, HGV construction traffic will be subject to a timing restriction whereby vehicles will not be able to gain access into the site, or depart from the site. This requirement has been set out in the planning conditions attached to the appeal decision; however RNRL propose additional restrictions to minimise any conflicts within local communities and that these restrictions be based around school trip departure and arrival times. This has been highlighted in feedback from local residents. The wind farm planning conditions state that restrictions would be in place during the following periods:

### Planning Condition 17

*No construction activities including deliveries of materials shall be carried out on the site on any Saturday, Sunday or Public Holiday or outside the hours of 08:00hrs to 18:00hrs on Mondays to Fridays, unless prior written agreement is obtained from the Local Planning Authority.*

Following the November 2009 public consultation, discussions with Northumberland County Council, and in order to minimise potential for conflict between construction traffic and the school bus service, the following additional measures will be implemented;

- Major deliveries will be undertaken outside of the hours of 08.15 and 08.45 and 15.25 and 15.55 (during school term time).
- Communication will be undertaken via the existing NCC school bus communication protocol, allowing effective two way communication between bus operators and the wind farm development. Bus operators will be contacted and informed about the text messaging service.

The contact details for the bus operators are as follows:

- Stanley Taxis - transferring students to and from Whittonstall First School - tel 01207 230000 (contact Andrew Goodchild)
- Nightingale Coaches - transferring students to and from the schools in Corbridge and Hexham - tel 01207 529729 (contact Paula Johnson)

- The work force will be made aware that the school pick-up point has been identified as outside of properties 3 and 4, The Mews, Unthank House, Unthank Cottage and Airyholme Farm ,Unthank – as indicated on figure 25984-r09 included in Appendix A.
- The above will be reviewed periodically with the bus operator / schools to ensure there are no changes to the above times.
- All relevant parties involved in making deliveries to the site will be instructed on these restrictions, whilst for other contractors making regular deliveries these restrictions will form part of their contractual obligations. This will be reinforced by inclusion within the Principal Contractor's site induction and regular tool box talks for site operatives.

### 4.3 Route and Timing Enforcement

Contractual arrangements with all appointed haulage contractors will set out the monitoring procedures in relation to HGV drivers not abiding by the route (section 2) / timing restrictions (sections 4.2) and site speed limits (section 4.5) This is included here for background information and is not proposed or required as a planning control.

This will be reinforced by inclusion within the Principal Contractor's site induction and regular tool box talks for site operatives. Any resident who believes that contractor's or delivery drivers are not complying with the details of the Traffic Management Plan should take a note of the vehicle registration and vehicle type, the location and time of the incident and report this to the nominated point of contact, or use the internet or wind farm email address (further details are contained within section 4.9.1 Community Liaison). All vehicles registration and time will be recorded once they enter the wind farm site and based on the information received from residents RNRL will take action against drivers who are non compliant.

### 4.4 Route Signing

All new signage will be in accordance with the 1994 Traffic Sign Regulations and General Direction (TSRGD).

As the routes follow the strategic highway network to the junction with the C263 it is considered that no discreet lorry route signing will be required apart from at the A68/C263 junction and along the C263. Traffic signs in accordance with Schedule 12 of the TSRDG will be installed as follows, subject to agreement with the highway authority:

- Sign 7304 attached to or located adjacent to the existing cross-roads warning sign, along with a sign indicating direction to the wind farm (North and South Bound);
- Sign 7303 on the approaches to junctions on the C263 (North and South Bound);
- Sign 7305 at the turbine access points;
- Sign 'Construction Traffic Speed Limit 10mph' (East and West bound entrance to Unthank);

- Speed activated signal indicating speed ((East and West entrance to Unthank);
- Sign ‘Construction Traffic Speed Limit 20mph’ (leaving Unthank travelling East to Site); and
- Sign ‘Construction Traffic Speed Limit 20mph’ (leaving construction site travelling west)

In both north and south directions, Sign 511 (permitted variant 4) will be mounted on the existing cross-roads warning sign (on the A68 approach to the A68/C263 junction in both directions) to warn other road users of the presence of heavy plant turning at the junction.

No construction traffic will be allowed to enter the site until the highway authority has agreed the signing and confirmed in writing that the required signing is in place.

The above signs are indicated on figure 25984-r06, included in Appendix A. An Additional sign has been added to the plan to prevent delivery vehicles travelling down the U8108 past Grey Mare Hill / Grey Mare Fields.

## **4.5 Contractor Speed Limits**

RNRL will impose a reduced speed limit for all construction traffic through Unthank of 10mph and will also install 2 sets of speed activated speed signs to advise all construction traffic of their speed when travelling through the village. The highways authority has agreed in principle to the use of these devices as they will provide self regulation of excess speed through the village of Unthank

For the remainder of the C263 beyond Unthank to the site entrance, the speed limit for all construction traffic will be 20mph and signs will be placed periodically along the C263 reminding contractors of this. Local residents can report speeding to the nominated RNRL representative. The design of these ‘special’ signs is subject to agreement with the highway authority.

Contractors will continually be made aware of local road users (horse riders, children, cyclists, walkers etc) and the RNRL imposed contractor speed limits during weekly tool box talks.

All relevant parties involved in making deliveries to the site will be instructed on these restrictions. This will be reinforced by inclusion within the Principal Contractor’s site induction and regular tool box talks for site operatives.

## **4.6 Public Rights of Way**

### **4.6.1 Road Closure**

#### **South Lane Road Closure**

As noted in Section 3, in order to safely undertake the construction works within the road to Newlandsgrange Cottage (verge strengthening, access bellmouths and cable duct crossings) the road will be temporarily closed. The road closure is also required to provide flexibility in management of construction activities during the specified working hours.

The closure will cover the highway from the junction adjacent to the substation and the 'Walkershank Plantation' at the South East corner of wind farm site, as indicated on the figure 25984-r04, included in Appendix A.

This section of lane carries little traffic other than local users. During periods of closure alternative routes are available. However, RNRL appreciate the importance of this road to the residents and users of Newlandsgrange and Greymare Hill Fields Livery Yards. Therefore, the road will only be closed when required for construction activities and whenever possible, will be re-opened outside of working hours.

Access to fields along the road from Newlands Grange Cottage to the most easterly point of the South Lane road closure will be granted to landowners at all times (reference figure 25984-R04 in Appendix A). Furthermore, access to fields from Greymare Hill to the road closure on the U8108 will be granted to landowners at all times (25984-R04).

The closed section of the road will be used as a site traffic management area for construction and other site vehicles. This facility will minimise incidences of conveying and stationary vehicles on the C263 through Unthank as HGVs leave the site. Road closures are to be implemented in accordance with Chapter 8 of the Traffic Signs Manual and will be subject to discussion and agreement with the highway authorities.

Northumberland County Council has confirmed that the closure can be granted for a period of eighteen months. To allow flexibility in the management of the works the application for road closure will be for the full period; however, in practice RNRL will open the road for public use periodically, subject to the construction activities of the site, and shall be closed notably in relation to the following works;

- Modification to verges to the east of the substation crossroads (required to facilitate delivery of the turbine components);
- Construction of the accesses to turbines 1, 2, 3 and 6;
- Delivery of large quantities of materials, particularly in advance of completion of wind farm access roads and hard standings (e.g. delivery of road stone);
- Excavation activities and delivery of concrete which require additional management of vehicles; and
- Delivery of turbines 1, 2, 3 and 6.

It is intended that the road would be closed only as required to facilitate ease and safety of construction activities and other road users – otherwise the road will remain open. Therefore, the road will also be open during construction hours when there is no requirement for the road to be closed.

Residents will be informed of road closures see section 4.9 for further details.

As visible on figure 25984-r04 included in Appendix A, there are alternative routes available in the area during periods when highway access is restricted. The most direct alternative will be signed with suitable diversion signs in positions as indicated on the road closure plan.

### **Greymare Hill Road Closure**

A road closure will also be required to allow cable ducts to be installed beneath the Greymare Hill road from the new substation. This shall be co-ordinated to ensure that the closure of the road to Newlandsgrange Cottage is not in place during these works. There are alternative routes available when this section of road is closed. The most direct alternative will be signed with suitable diversion signs in positions as indicated on the road closure plan.

Figure 25984-r04 included in Appendix A shows the extent of the temporary road closure.

Access to fields from Greymare Hill to the road closure on the U8108 will be granted to landowners at all times (referenced figure 25984-R04 in Appendix A).

### **4.6.2 Abnormal Load Management**

In order to reduce potential conflicts and congestion at the A68/C623 junction, during the turbine delivery period, traffic will be controlled manually. This will be achieved via a banksman located at the A68 / C263 junction and a banksman located at the C263 substation cross roads' at the site, in continuous radio contact. This will allow abnormal loads to continue along the C263, with the banksman at the C263 cross roads able to re-direct any local traffic accordingly.

The arrangements for managing abnormal loads and the location of banksmen at the west and east ends of the C263 are shown on figure 25984-r06.

Further information is included in Section 4.8.2.

### **4.6.3 Diversion of Public Right of Way from Shotleyfield**

For safety reasons and because of the closure of the road to Newlandsgrange Cottage it is necessary to divert the existing public right of way from Shotleyfield around turbine 6 and away from construction access to Turbines 1, 2 and 3. RNRL will apply to the highway authority for a Traffic Regulation Order under Section 119 of the Highways Act for the diversion of the right of way as shown in drawing 25984/R/CVD/113 included in Appendix A. This diversion shall stay in place for the duration of the wind farm construction and the existing path will be re-opened on completion of all works.

### **4.6.4 Parking on C263**

Provision for a temporary parking order along the C263 is not considered necessary at this stage as residents have access to off street parking, although should this be required an application will be made to the local planning authority.

Normal loads will be able to pass through Unthank using the width of the road and therefore RNRL request residents park vehicles on driveways or use grass verges to avoid obstructing the highway during construction hours.

RNRL will advise resident of abnormal load deliveries and residents will be asked to park all vehicles off the road and verges. RNRL will work with residents and assist in accommodating this requirement as required.

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## 4.7 Management of Construction Traffic

### 4.7.1 Normal Construction Traffic

During busy periods, such as the pouring of the concrete for the turbine bases, deliveries to the site will be staged with drivers given specific time windows for arrival at site. To manage this communication will be required between the site manager and the source company. The location of the site and proposed control of the C263 for the duration of the works will allow returning vehicles to be dispatched from the site at timed intervals to prevent convoying through Unthank and potential delays at the junction of the C263 with the A68.

### 4.7.2 Turning Facilities

For safety reasons and to help reduce traffic conflicts the access tracks and hardstandings within the turbine sites have been designed so all vehicles can turn around within each of the three wind farm segments. The wind turbine manufacture is responsible for abnormal load deliveries and they have reviewed the traffic management plan / site layout and are satisfied with the turning facilities incorporated into the design. No vehicle shall reverse onto unmanaged public roads.

It is also intended that this will apply in the unlikely event of vehicle or delivery failure (e.g. a vehicle needs to exit the site with a fully extended trailer due to a defective wind turbine component). In this situation the main wind turbine erection crane will lift the load off the vehicle whilst it retracts and turns around before being extended and re-loaded. The vehicle will then exit the site under the same arrangement for police / private escort and traffic management that the vehicle entered the site.

### 4.7.3 Use of Banksmen

Where appropriate (for example during the movement of abnormal loads and during busy periods of the construction programme) banksmen will be deployed to assist in the management of HGV construction traffic as follows:

- at the site accesses;
- at passing places and junctions along the C263; and
- travelling with an abnormal load.

All abnormal loads will be escorted in accordance with requirements of the DfT, police and highway authorities (see Section 2 of this TMP).

## 4.8 Special Provision for Abnormal Loads

### 4.8.1 Management of Abnormal Loads

Arrangements will be made for the storage of large turbine components within the port of arrival. Large components comprising abnormal loads (and smaller components) will then be dispatched only when they are required on site.

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All loads will be moved under escort in accordance with the requirements of the DfT (See Section 2 of this Traffic Management Plan).

Following the Delivery Test Run undertaken in November 2009, the physical requirements for the delivery of abnormal loads have now been clarified and are detailed in Section 3. It is anticipated that the wind turbine deliveries will require police escort, with the final detailed arrangements to be agreed between the haulage contractor and Northumbria Police.

#### **4.8.2 Delivery of Abnormal Loads**

The movement of abnormal loads will be pre-planned in consultation with the police and highway authorities. In accordance with published guidance and to minimise disruption to normal traffic, loads will be moved on days and in periods when traffic flows on the A1, A69 and A68 are at their lightest, while also taking into account the working hours restrictions provided in this document and the planning consent. Alternative times may however be agreed with the LPA to minimise the overall impact of the abnormal load deliveries.

In order to minimise run-off modifications to the A68 / C263 junction verge, the opposite (North bound) carriage will be utilised during turning. This has been discussed with Northumberland County Council (at the meeting held on 15<sup>th</sup> January 2010) and was agreed as an appropriate means of negotiating the junction, assuming appropriate temporary traffic management was utilised (use of banksmen or other to temporarily hold up on-coming traffic). It is estimated that each abnormal vehicle will take around 30 seconds to negotiate the A68 / C263 junction.

In order to reduce potential conflicts and congestion at the A68/C623 junction, during the turbine delivery period, traffic will be controlled manually. This will be achieved via a banksman located at the A68 / C263 junction and a banksman located at the C263 substation cross roads', both in constant radio contact.

During turbine deliveries the banksmen will be in contact with the delivery and as the delivery approaches the A68/C263 junction both public and site traffic travelling west shall be halted at the substation crossroads until the delivery has passed and reaches site. Public vehicles will be given the opportunity to take the alternative route via Greymare Hill to avoid waiting. This will ensure abnormal loads can continue along the C263, with the banksman at the C263 cross roads able to re-direct any local traffic accordingly.

Unthank residents leaving to join the A68 will be signalled / requested by the Banksmen to use the passing place until the load has passed through the village if the delivery vehicle is approaching the Unthank Junction. This is to prevent any delay to the delivery vehicle when making its left turn manoeuvre from the A68 into Unthank and to minimise any disruption to Unthank residents.

The section of the road to Newlandsgrange Cottage from the substation crossroads to 'Walkershank Plantation' / south east corner of the wind farm site will be closed for periods during the construction programme and used as a holding area for vehicles and access and egress to site can be conducted without interaction with through traffic. This will not cause unnecessary closure of South Lane as this will be during periods of peak construction traffic movements (e.g. concrete pouring) and therefore the road would be shut for H&S reasons. The hard standing areas on the wind farm site will also be used to temporarily park construction vehicles during construction hours (e.g. concrete and stone lorries) as required to help manage deliveries and reduce the impact on Unthank.

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## 4.9 Community and Emergency Services Liaison

### 4.9.1 Community Liaison

Providing detailed information to local residents and interested groups is a key part of the construction of any wind farm.

To ensure that local residents are given the opportunity to obtain information about the project, and offer their views and suggestions, RWE npower renewables undertakes a variety of engagement methods.

RNRL's nominated representative will be responsible for liaison with the local community, as required by Planning Condition 28. Until the nominated person is appointed Kiln Pit Hill's construction Project Manager Philip Watson is the point of contact for all enquiries. Once the nominated point of contact (RNRL site representative) is appointed, RNRL will advise residents accordingly.

During the construction phase should any resident wish to make any comment on the ongoing construction works, they should use the following contact list in the order set out below:

1. Kiln Pit Hill Wind Farm (kilnpithill@npower-renewables.com)
2. Nominated Point of Contact as per Condition 28 (details to follow and residents will be advised in due course)
3. Project Manager – Philip Watson, RWE npower renewables
4. Northumberland County Council

#### Website

Pages with information about the construction of the wind farm will be available on [www.npower-renewables.com/kilnpithill](http://www.npower-renewables.com/kilnpithill) and these will be updated throughout the construction period. If visitors to the site are unable to find the answer to their question in the webpages, an email address (kilnpithill@npower-renewables.com) is provided to contact RWE npower renewables.

#### Letters/Telephone Calls/Meetings

RWE npower renewables is happy to respond to enquiries from members of the public regarding the construction of Kiln Pit Hill Wind Farm and update residents through this method particularly for those without the internet.

We work closely with all parties in the local area to ensure that the building of the wind farm causes as little disruption as possible. If people do experience any problems we are keen for them to contact us so that we can reach solutions together.

#### Media Relations

At key milestones during the construction process we will issue information to the local media.

RWE npower renewables will inform local residents, via the media, of construction milestones and in particular when there is expected to be increased HGV traffic and or road closures.

### **Text Messaging**

RNRL will implement a text messaging service that could be used to update local residents and organisations. The service would send a text message providing an update on construction activities, in particular the number and timing of construction deliveries. Based on feedback from residents RNRL believe that this will prove a fast and efficient way of ensuring residents are kept informed of key construction activities and timing of road closures. RNRL will ensure frequent text messages are sent warning of road closures and will endeavour to warn in advance where possible. If closed roads can be re-opened during normal construction hours RNRL will also advise residents.

Residents have been contacted and asked to register their mobile phone number, should they wish to use this service. RNRL will be issuing further letters to residents asking if they wish to register their mobile telephone number in due course and prior to construction commencing.

### **4.9.2 Emergency Service Liaison**

Close working between RNRL the highway authorities and emergency services will be required, in addition to the local community to keep all informed of the planned road works, road closures and the construction programme, including the programme for the movement of abnormal loads.

The highway authority will keep the emergency services informed of issues (See Section 2 and reference to the New Roads and Streetworks Act).

## **4.10 British Horse Society Recommendations**

The following guidance has been received from the British Horse Society (shown in italics) and will be implemented on this scheme;

### **4.10.1 Guidance to Drivers of Large Vehicles**

*Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flight animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.*

*The main factors causing fear in horses in this situation are:*

- *Something approaching them, which is unfamiliar and intimidating*
- *A large moving object, especially if it is noisy*
- *Lack of space between the horse and the vehicle*
- *The sound of air brakes*
- *Anxiety on the part of the rider*

### **Recommendations**

- *On seeing riders approaching, please could drivers slow down and stop, minimising the sound of air brakes, if possible.*

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- *If the horse(s) still show signs of nervousness while approaching the vehicle, please turn the engine off as well.*
  - *The vehicle should not move off until the riders are well clear of its rear end.*
  - *If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them.*
  - *Please be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.*

*The British Horse Society thanks all drivers willing to follow these recommendations.*

RNRL will enforce the following additional measures;

- Horses approaching - drivers will stop the vehicle gently and switch off engine until horses have passed
- Construction vehicles shall not overtake horses and maintain a reasonable distance at all times.

All relevant parties involved in making deliveries to the site will be instructed on these restrictions through their respective contracts. This will be reinforced by inclusion within the Principal Contractor's site induction and weekly tool box talks for site operatives.

## **4.11 Access Requirement for Maintenance**

On completion the construction accesses are to be closed and fenced along the line of the existing highway boundary (type and materials to be agreed with the highway and planning authority). The reinstated boundary will incorporate field access gates to allow access for approximately two large vans per month.

In the event that a major component change is required this will be pre-planned and arranged with the highway authorities. The construction accesses will be reopened for these events and access control is to be agreed in advance with the highway authority and in consultation with the residents of Unthank and the emergency services.

## **4.12 Construction Method Statement**

A separate Construction Method Statement (Planning Condition 14) is to be prepared which will include measures to control dust and debris resulting from the movement of HGVs, including wheel washing to ensure the roads accessing the site are kept free of mud.

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## 5. Closing Statement

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RWE npower renewables has prepared this detailed Traffic Management Plan after consulting with members of the public, the local parishes and business, the planning office including the highways and transport department. Having undertaken detailed consultation, held meetings with the parish and met individuals who are most affected by our construction activities RNRL has adapted working practises to ensure the safety and convenience of all road users, which includes walkers, equestrienne, cyclists and other traffic during the construction of the wind farm.

Working practises that have changed include:

- deliveries to site will avoid school pick up times through Unthank;
- speed limit through Unthank of 10mph for construction traffic, 20mph thereafter to site entrances;
- installation of five passing places;
- necessary road closures to be opened outside working hours and during construction hours, wherever possible;
- strict protocol for delivery drivers encountering horses on the road; and
- community liaison e.g. text messaging service.

Whilst the road closure may cause local disruption to some road users alternative routes do exist which allow road users to go about their normal business. RWE npower renewables will continue to meet residents throughout the construction process so that issues can be raised and where possible RNRL will adjust working practices to benefit the local community.



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# Appendix A

## Drawings and Figures

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25984/R/CVD/102	Provision of Passing Places and Highways Works
25984/R/CVD/103	Access to Turbines T4 and T5 Highway Works
25984/R/CVD/104	Access to Turbine T6 Highway Works
25984/R/CVD/105	Access to Turbines T1 – T3 Highways Works
25984/R/CVD/106	Highway Works at Junction with A68 and C263
25984/R/CVD/113	Temporary Footpath Diversion
Figure 25984-r04	Temporary Road closures
Figure 25984-r06	Wind Farm Delivery Routes
Figure 25984-r08	Dilapidation surveys
Figure 25984-r09	Local school bus routes in relation to Unthank



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# Appendix B

## List of Consultees

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# Appendix C

## Consultation Responses – November 2009

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# Appendix D

## Consultation Responses – April 2010

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# Appendix E

## Consultation Timeline

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