Medworth EfW CHP Facility Order:
SI 2024 No.230

Construction Traffic Management Plan: Work No.10 Acoustic Fence 10 New Bridge Lane

(Requirement 11: part discharge)

April 2025

Revision 1.0
Document ref. CP1_R11

We inspire with energy.

Executive Summary

This document is the **Construction Traffic Management Plan (CTMP)** relating to Work No.10, the Acoustic Fence.

The Developer is committed to reducing the impact of traffic during the construction of the Acoustic Fence. The **CTMP** has been prepared to meet Requirement 11 of the Medworth EfW CHP Facility Order 2024 and is based on the **Outline CTMP (Vol 6.4) [REP7-010**] and updated to reflect a relatively minor component of the Authorised Development.

The **CTMP** sets out how the construction traffic will be managed during the construction of the Acoustic Fence. The **CTMP** provides an access strategy for vehicles and staff, detailing the designated routes for HGVs and light goods vehicles (LGVs) to avoid sensitive highways wherever possible. It assesses the trip generation associated with construction activities related to the Acoustic Fence and establishes a framework for mitigating and managing construction traffic effects, while ensuring the safety of road users and minimising disruption to local communities.

To mitigate construction traffic impacts, the CTMP incorporates temporary and dedicated access routes, signage, and vehicle monitoring measures. Additional measures include for a banksperson for larger vehicles, scheduled HGV movements, and strict emission controls to reduce environmental impact and enhance road safety.

To ensure compliance, the Transport Coordinator (TCO) will oversee the CTMP's implementation.

Contents

1. Introduction

1.1 Background

1.1.1 Medworth CHP Limited (the Developer) has secured a Development Consent Order (the Order)[1] to construct, operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Access Improvements, Water Connections, Temporary Construction Compound (TCC), and an acoustic fence, these works are the Authorised Development.

1.1.2 The Authorised Development will recover useful energy in the form of electricity and steam from over half a million tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste each year. The Authorised Development has a generating capacity of over 50 megawatts and the electricity will be exported to the grid. The Authorised Development also has the capability to export steam and electricity to users on the surrounding industrial estate.

1.1.3 A description of the Authorised Development with relevance to this CTMP is presented in **Section 2.2** below.

1.2 The Developer

1.2.1 The Developer is a wholly owned subsidiary of MVV Environment Limited (MVV). MVV is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approximately 6,500 people with assets of around €5 billion and annual sales of around €4.1 billion. The Authorised Development represents an investment of approximately £450m.

1.2.2 The company has over 50-years' experience in constructing, operating, and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.

1.2.3 MVV's largest operational project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using up to 275,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for His Majesty's Naval Base Devonport in Plymouth, and exporting electricity to the grid.

1.2.4 In Dundee, MVV has taken over the existing Baldovie EfW Facility and has developed a new, modern facility alongside the existing facility. Operating from 2021, it uses up to 220,000 tonnes of municipal, commercial and industrial waste each year as fuel for the generation of usable energy.

1.2.5 Biomass is another key focus of MVV's activities in the UK market. The biomass power plant at Ridham Dock, Kent, uses up to 195,000 tonnes of waste and non-

[1] Statutory Instrument 2024 No. 230 https://www.legislation.gov.uk/uksi/2024/230/schedule/1/made

recyclable wood per year to generate green electricity and is capable of exporting heat.

1.3 The Authorised Development

1.3.1 The Authorised Development comprises the following key components:

- The EfW CHP Facility and Site (Work Nos.1/1A/1B/2A/2B);
- CHP Connection (Work Nos.3/3A/3B);
- Temporary Construction Compound (TCC) (Work No.5);
- Access Improvements (Work Nos.4A/4B);
- Water Connections (Work Nos.6A/6B);
- Grid Connection (Work Nos.7/8/9); and
- Acoustic fence (Work No.10).

1.3.2 A summary description of each Authorised Development element is provided below.

- EfW CHP Facility and Site: A site of approximately 5.3ha located south-west of Wisbech, located within the administrative areas of Fenland District Council and Cambridgeshire County Council. The main buildings of the EfW CHP Facility would be located in the area to the north of the Hundred of Wisbech Internal Drainage Board drain bisecting the site and would house many development elements including the tipping hall, waste bunkers, boiler house, turbine hall, air cooled condenser, air pollution control building and chimneys. The gatehouse, weighbridges, and laydown maintenance area would be located in the southern section of the EfW CHP Facility Site.
- CHP Connection: The EfW CHP Facility would be designed to allow the export of steam and electricity from the facility to surrounding business users via dedicated pipelines and private wire cables located along the disused March to Wisbech railway. The pipeline and cables would be located on a raised, steel structure.
- TCC: Located adjacent to the EfW CHP Facility Site, the compound would be used to support the construction of the Authorised Development. The compound would be in place for the duration of construction.
- Access Improvements: includes access improvements on New Bridge Lane (road widening and site access) and Algores Way (relocation of site access 20m to the south).
- Water Connections: A new water main connecting the EfW CHP Facility into the local network will run underground from the EfW CHP Facility Site along New Bridge Lane before crossing underneath the A47 to join an existing Anglian Water main. An additional foul sewer connection is required to an existing pumping station operated by Anglian Water located to the northeast of the Algores Way site entrance and into the EfW CHP Facility Site.
- Grid Connection: This comprises a 132kV electrical connection using underground cables. The Grid Connection route begins at the EfW CHP Facility

Site and runs underneath New Bridge Lane, before heading north within the verge of the A47 to the Walsoken Substation on Broadend Road. From this point the cable would be connected underground to the Walsoken DNO Substation.

- Acoustic fence: This comprises of a 3m high acoustic fence fronting a residential property at 10 New Bridge Lane, Wisbech.

1.4 Purpose of this document

1.4.1 This Construction Traffic Management Plan (CTMP) has been prepared to fulfil the criteria set out in Requirement 11 of Schedule 2.

1.4.2 Schedule 2 of the Order requires the Developer to comply with and or submit detailed information to implement the Authorised Development. Requirement 11 (construction traffic management plan) of Schedule 2 states:

> *"(1) No stage of the authorised development may commence until* ***a construction traffic management plan for that stage*** [emphasis added] *has been submitted to and approved by the relevant planning authority in consultation with the highway authority. The construction traffic management plan must be substantially in accordance with the outline construction traffic management plan.*
>
> *(2) The construction traffic management plan must be implemented as approved throughout the construction of the authorised development unless otherwise agreed by the relevant planning authority in consultation with the highway authority.*

1.4.3 This CTMP part discharges Requirement 11 for Work No.10 of the Authorised Development. Specific CTMP's will be prepared for the other Works Nos. and be submitted prior to the commencement of development of that Work No(s).

1.4.4 To be *"substantially in accordance"* with the **Outline CTMP (Vol 6.4) [REP7-010]** this CTMP replicates its general structure and topics. However, since the Acoustic Fence is a relatively minor construction activity generating few vehicle movements, there are many aspects of the Outline CTMP which are not reasonable or applicable. In such cases, "not applicable" is inserted under the topic heading and, if required, a qualify comment is included.

1.5 Summary of Consultation

1.5.1 To explore access options and finalise the CTMP, the Developer consulted the following interested parties and statutory consultees:

- Owner/occupier of 10 New Bridge Lane;
- Owner/occupier of the existing waste transfer station on Algores Way; and
- Cambridgeshire County Council Highway Authority.

1.6 Structure of the Construction Traffic Management Plan

1.6.1 The remainder of this CTMP is set out as follows:

- Section 2: The Acoustic Fence and Study Area
- Section 3: Access Strategy
- Section 4: HGV Access Strategy
- Section 5: LGV Access Strategy
- Section 6: Mitigation Strategies
- Section 7: Management and Enforcement

2. The Acoustic Fence and Study Area

2.1 Introduction

2.1.1 This CTMP details the proposed mitigation measures to manage traffic generated during the construction phase of the Acoustic Fence and minimise the likely effects on existing road users, the local community and users of the existing waste transfer station. The primary objectives of the document are as follows:

- ensuring the movement of people and materials in a safe, efficient, timely, and sustainable manner;
- keep construction traffic to a minimum during peak network periods to reduce the impact on the highway network;
- ensure that effects and disruption on local communities is minimised;
- minimise vehicle trips where possible; and
- limit the impacts on the natural and built environment.

2.1.2 This CTMP reflects the assessment conclusions made in **Chapter 6: Traffic and Transport (Volume 6.2)** of the ES.

2.1.3 The location for the Acoustic Fence (the construction site), welfare accommodation and an HGV and LGV lay down and turning area is set out in **Figure 4.1**of the **Construction Environmental Management Plan (CEMP)**, see **Appendix A**.

2.1.4 See **Appendix A**. A summary description of the Acoustic Fence (Work No.10) is provided below.

2.1.5 Following an existing fence alignment, the Acoustic Fence will be installed in front of the residential property at 10 New Bridge Lane, Wisbech. The Acoustic Fence to be installed comprises concrete panels with steel sheet cladding to the gates and finished in an Olive Green colour (RAL 6003). The concrete panel is described as Gramme Concrete SoundBlok Vert 100[2]. The Acoustic Fence includes:

- 3.0 metre high concrete SoundBlok acoustic panel;
- 6 metre wide sliding automated gate onto New Bridge Lane; includes a small GRP kiosk containing electrical components;
- 4 metre wide sliding gate to adjacent field (manual);
- Steel posts cast into concrete columns which are to extend down to 200mm above bottom of concrete foundations; and
- Concrete panels fitted into web of steel posts.

2.1.6 All steel barrier posts, gates and gate frames are to be hot dipped galvanised and finished to BS standards.

[2] For full details of the Acoustic Fence, see the details submitted pursuant to Order Requirement 2 for Contact Package 1.

2.2 CTMP Study Area

2.2.1 The spatial scope of this CTMP is based on the most probable and preferred routes for construction traffic generated by the construction of the Acoustic Fence. The primary roads expected to be impacted are Algores Way, Weasenham Lane, the B198 Cromwell Road and New Bridge Lane, which will serve as the main access routes to the construction site at 10 New Bridge Lane, along with the A47.

2.2.2 The construction traffic generated covers the movement of deliveries, equipment and of construction staff. Identification of appropriate construction routes takes into consideration the following:

- restrictions such as weight and height limits;
- suitability of routes based on a review of road types and widths;
- Access to the A47; and
- Impacts on local businesses and the local community.

2.2.3 The Study Area includes for roads operated and maintained by CCC, FDC and National Highways as local and strategic road authorities.

3. Access Strategy

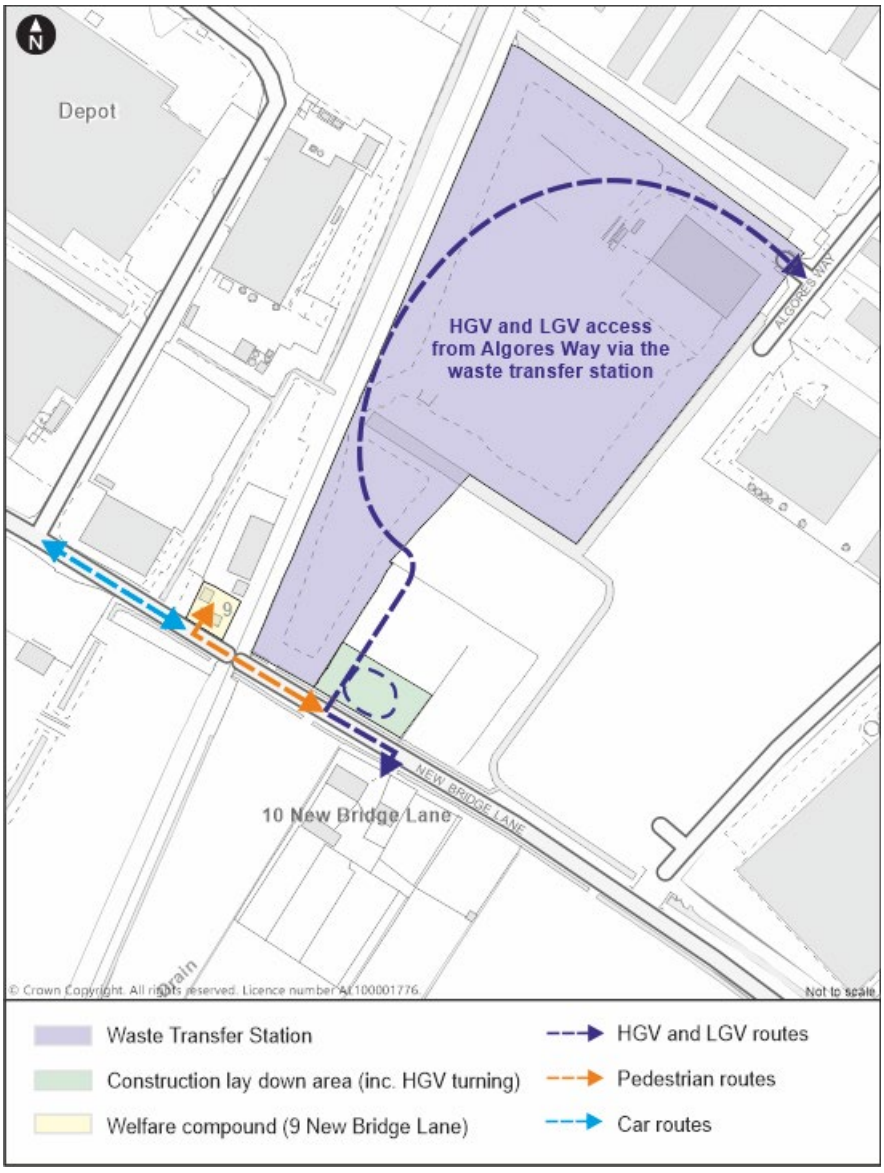
3.1 Overview

3.1.1 During the construction phase of the Acoustic Fence, temporary construction access for HGV and LGVs will be required to and from the public highway network off Algores Way and New Bridge Lane. Car and pedestrian access will be required to the welfare compound on New Bridge Lane.

3.2 Locations of Temporary Construction Accesses

3.2.1 **Figure 3.1** provides an overview of the temporary construction accesses and associated routes with further details provided in **Appendix A.**

Figure 3.1: Overview of the construction access requirements



Algores Way access

3.2.2 HGV and LGVs will access the lay down and vehicle turning area and onto 10 New Bridge Lane via the existing entrance to the waste transfer station from Algores Way.

New Bridge Lane access

3.2.3 The temporary contractor lay down and vehicle turning area for HGV and LGVs will utilise an existing vehicle access point onto New Bridge Lane. To safely accommodate the HGV and LGVs, minor works to temporarily widen this access will be undertaken[3].

3.2.4 Cars and pedestrians to access the welfare compound via an existing access at 10 New Bridge Lane.

3.2.5 An existing pedestrian route over the disused railway at New Bridge Lane will be used to enable the Developer and Contractor to access the construction site and lay down area by foot.

HGV routing plan

3.2.6 Based on **Figure 4.3** of the **Outline CTMP Revision 7.0, (Volume 6.4) [REP7-010]** the construction route and restrictions for this **CTMP** are updated and presented on **Figure 3.2**.

3.3 Construction Access – EfW CHP Facility

3.3.1 *Not Applicable*

3.4 Construction Access – Grid Connection

3.4.1 *Not Applicable*

Substation Station Access

3.4.2 *Not Applicable*

Temporary Construction Storage Access

3.4.3 *Not Applicable*

Access for Works in the Highway

3.4.4 *Not Applicable.*

[3] Details submitted under Order Requirement 7(1) document reference CP1_R07_1, April_2025

3.5 Construction Access – CHP Connection

3.5.1 *Not Applicable.*

3.6 Vehicle classification and anticipated frequency

3.6.1 The anticipated number and vehicle types that will be used for the construction of the Acoustic Fence are shown in **Table 3.1: HGV Vehicle Classifications** and **Table 3.2 Car and LGV Vehicle Classifications.**

Table 3.1: HGV Vehicle Classifications

Heavy Goods Vehicle (HGVs)	The anticipated week required during construction	The anticipated number of total deliveries or collections
Flatbed HGV for delivery of Ground protection mats	1 to 2	6
Plant deliveries	1 to 2 2 to 3	3 3
Skip/roll on roll off HGVs	1 to 6	n/a[4]
Flatbed HGV for the delivery of posts	3 to 5	1
Concrete mixer truck for delivery of concrete	3 to 5	6
Flatbed HGV for the delivery of concrete panels	3 to 5	2
Flatbed HGV for delivery of concrete gravel boards	3 to 5	1
Flatbed HGV for the delivery vehicle for gates	5 to 6	1
Plant collections	2 to 3 5 to 6	3 3
Flatbed HGV for collection of Ground protection mats	5 to 6	6

[4] Sourced from the adjacent waste transfer station

Heavy Goods Vehicle (HGVs)	The anticipated week required during construction	The anticipated number of total deliveries or collections
Average daily number of HGV deliveries or collections (30 working days)	**1.2 (2.4 two-way movements)**	

Table 3.2: Car and LGV Vehicle Classifications

Construction staff	Anticipated week	Anticipated daily numbers
Developer (car)	1 to 6	1 to 2
Contractor (car and LGVs including small van 4x4 pick-up)	2 to 6	4 to 6
Average daily number of car and LGVs (30 working days)	**6.5 (13 two-way movements)**	

3.7 Trip Generation

3.7.1 The construction of the Acoustic Fence is expected to take approximately six weeks (30 working days), with the following schedule:

- **Weeks 1 to 2** – Set-up of the temporary contractors lay down and vehicle turning area.
- **Weeks 3 to 5** – Construction of the Acoustic Fence at 10 New Bridge Lane.
- **Week 6** – Installation of automated gates and reinstatement of land at 10 New Bridge Lane.

3.7.2 **Table 3.1** and **3.2** estimate the construction of the Acoustic Fence will generate approximately 8 vehicle trips per day[5], resulting in 16 vehicle movements daily, including HGVs, LGVs and cars. Such movements for a temporary period of 6 weeks and within the existing industrial estate off Algores Way and New Bridge Lane are likely to be imperceptible.

3.8 Abnormal Indivisible Loads

3.8.1 *Not applicable – no such loads required*.

[5] Round up from 7.7 to 8

4. HGV Access Strategy

4.1 Introduction

4.1.1 The construction of the Acoustic Fence requires construction HGVs to use both urban and rural roads to transport the materials. Urban routes present challenges like high traffic areas and pedestrian safety concerns, while rural routes may involve narrow or poorly visible roads. An HGV access strategy has been developed to address these limitations.

4.2 Access Strategy

4.2.1 To develop the HGV access strategy two types of routes are considered as follows:

- Strategic: This element of the HGV access strategy uses the SRN to link the UK highways network. For this project, the strategic element is the A47, managed by National Highways (NH).
- Local: Local elements of the HGV access strategy involve A/B/C/U roads linking the SRN to access No.10 New Bridge Lane. These local roads, managed by CCC and FDC, range from major A roads to single-track rural roads.

4.2.2 Access to No.10 New Bridge Lane will utilise strategic elements of the highways network as far as practically possible before routing on to local elements of the highways network.

4.3 Strategic Access

4.3.1 The A47 is an element of the SRN that links the wider UK highways network to No.10 New Bridge Lane.

4.3.2 National Highways manages the A47 from the A1 near Peterborough to Lowestoft in Norfolk. The A47 connects coastal towns in Norfolk to major settlements like Norwich, Kings Lynn and Peterborough. It also links these towns to the A1, providing routes to national destinations on the SRN. Key junctions with local roads are located at two locations along the A47:

- A47/B198 Cromwell Road - Access into south Wisbech; and
- A27/A1101 Elm High Road – Access into south-east Wisbech

4.4 Local Access Strategy

4.4.1 From the SRN are a series of access routes on local roads that are required to provide HGV access to the construction site at 10 New Bridge Lane.

4.4.2 **As highlighted in the Outline CTMP Revision 7.0, (Volume 6.4) [REP7-010],** across all elements of the Authorised Development access routes have been developed based on the following considerations:

- Height restrictions;
- Weight restrictions;
- Road classification;
- Road layout;
- Existing crossing facilities;
- Existing traffic calming measures;
- Sensitive Receptors adjacent to the public highway;
- Visibility constraints;
- Speed limits and traffic speeds;
- Areas prone to congestion;
- Significant changes in gradient; and
- Vulnerable road users (pedestrians, cyclists and equestrians).

4.4.3 In respect of the HGV access strategy, it should be noted that it has sometimes not been possible to exclude local access roads that feature some of the above constraints. Where this is the case, it has been assessed that alternative routes are considered to be worse in terms of said constraints.

4.4.4 The local roads that provide access for construction of the Acoustic Fence are Cromwell Road, Weasenham Lane, Algores Way and New Bridge Lane. The characteristics of these roads are outlined below.

B198 Cromwell Road

4.4.5 The B198 Cromwell Road forms the principal route into the centre of Wisbech from the south-west. Between New Bridge Lane and Weasenham Lane the B198 is a single carriageway road subject to a 40-mph speed limit. The road is lit, and numerous industrial and commercial properties face onto it. A signal-controlled pedestrian crossing is provided adjacent to the Tesco supermarket and pedestrian footways are provided on at least one side of the carriageway.

4.4.6 Between New Bridge Lane and the A47 the speed limit of the B198 changes from 40mph to the national speed limit. A pedestrian footway is provided on the eastern side of the carriageway and a small number of properties face onto the road.

Weasenham Lane

4.4.7 Weasenham Lane is a single carriageway road which runs between the B198 Cromwell Road and the A1101 Elm High Road. Weasenham Lane is subject to a 40 mph speed limit and street lighting is provided along the length of the road. Footways exist on Weasenham Lane on at least one side of the carriageway throughout its route. Residential and industrial properties face onto the road and there are numerous minor roads which lead from it providing access to the industrial and residential areas which exist to the north and south.

4.4.8 Weasenham Lane connects to Algores Way through a priority junction and serves as the current vehicular access route to the waste transfer station.

Algores Way

4.4.9 Algores Way is a single carriageway road that leads into an industrial area from Weasenham Lane. It is lined with various industrial properties, and pedestrian footways are available on both sides of the road. Several minor road junctions connect Algores Way to premises located in the larger surrounding industrial area.

New Bridge Lane

4.4.10 New Bridge Lane is a single carriageway road which is subject to the national speed limit. New Bridge Lane connects to the B198 Cromwell Road via a priority junction. A pedestrian footway is provided on the northern side of the carriageway and street lighting is provided. Industrial and residential properties face onto New Bridge Lane whilst Salters Way forms a priority junction with New Bridge Lane providing access to the commercial properties located within the adjacent area.

4.4.11 Access to New Bridge Lane east of the disused March to Wisbech Railway from Cromwell Road is currently restricted to traffic by bollards. Access for pedestrians and cyclists along this section of New Bridge Lane has been retained. Vehicular access can only be obtained from New Drove. At the junction with Weasenham Lane, New Drove has an advisory sign that it is not suitable for HGV vehicles.

4.5 HGV Access Strategy issues/constraints

4.5.1 The HGV Access Strategy addresses a number of common issues and constraints along the proposed HGV access route and the SRN. These issues have been identified, and further details on the proposed mitigation measures are provided later in this chapter, see **Table 4.1**.

Table 4.1: Issues and Constraints Management

No.	Issue/constraint	Mitigation
1.	Bollards are located on New Bridge Lane, to the west of the temporary contractor's lay down area and therefore restrict motorised vehicles crossing the disused railway of rail crossing.	The bollards will be retained however this part of New Bridge Lane will be used as part of the designated contractor's pedestrian routes to the welfare compound at 9 New Bridge Lane. The HGV Access Strategy excludes this as an accessible route for vehicles, which are instead routed to access the lay down area via the existing waste transfer station from Algores Way.
2.	Avoidance of narrow rural roads.	Beyond a small section of New Bridge Lane from the lay down area and 10 New Bridge Lane (see (6) below for management measures), the HGV access strategy has avoided the use of small single-track roads.

No.	Issue/constraint	Mitigation
3.	Limited visibility at access and junctions	Following ecological surveys, vegetation clearance was undertaken to facilitate the temporary lay down area and to ensure safe vehicle access and movements to and from 10 New Bridge Lane during the construction programme.
4.	Impacts from temporary construction traffic such as congestion, highway safety, local residents, pedestrians and air and noise pollution.	A temporary lay down and vehicle turning area has been developed adjacent to 10 New Bridge Lane for all HGVs to access and park throughout the construction of the Acoustic Fence. All construction personnel will receive induction training. Induction checklists will be used, and inductees should sign the induction checklist after having understood the relevant induction material and access arrangements.
5.	Drainage ditch adjacent to the temporary contractors lay down area.	The dry drainage ditch forming the access from the lay down area onto New Bridge Lane was subject to ecological surveys. The ditch is made up of an existing ditch crossing which forms a field entrance and will be used temporarily for vehicles to access 10 New Bridge Lane from the lay down area when necessary. Minor works will be undertaken to widen the access over the dry ditch to provide vehicles sufficient space when in use and avoid any damage to the existing ditch[6].
6.	Single Carriageway on New Bridge Lane	To regulate construction vehicle movements, minimise congestion, and disruption, a banksperson will be deployed throughout the construction programme. The banksperson will ensure contractor access, vehicle movements and pedestrians adhere to the designated routes and maintain a safe passage along New Bridge Lane for NMUs.
7.	Impact on local resident/ pedestrians	There will be regular communication with the resident at 10 New Bridge Lane who may be impacted by construction, ensuring they are informed of ongoing activities.
8.	Access via existing waste transfer station	The occupier of the waste transfer station has been consulted and made aware of the temporary access arrangements.

4.6 EfW CHP Facility HGV Construction Access Strategy

4.6.1 *Not applicable.*

[6] Details submitted under Order Requirement 7(1) document reference CP1_R07_1, April_2025

4.7 Grid Connection HGV Construction Access Strategy

4.7.1 *Not applicable.*

4.8 CHP Connection Local Access Routes

4.8.1 *Not applicable.*

4.9 Route restrictions

4.9.1 Based on the access strategy outlined above, the Developer will require HGVs and LGVs to temporarily access the site at 10 New Bridge Lane via the existing waste transfer station located off Algores Way and comply with the wider route restrictions presented on **Figure 3.2**.

4.9.2 The Developer will be responsible for monitoring and enforcement (see **Section 7.2**).

5. Light Vehicle Access Strategy

5.1.1 The construction of the Acoustic fence will generate very limited Light Vehicle (LGV) traffic to and from the lay down area and within an existing industrial estate. Therefore, a bespoke LGV access strategy is not deemed necessary. However, route restrictions and where appropriate mitigation for LGVs is included in the route restriction (**Figure 3.1** and **Figure 3.2**) and in **Section 6 (mitigation strategies)**.

6. Mitigation Strategies

6.1 Introduction

6.1.1 This section explains the types of traffic management measures that shall be implemented during the construction of the Acoustic Fence to allow for safe and convenient working practices. Since the number of HGVs, LGVs and contractors' cars and the duration of construction works are very low, a proportionate approach is adopted and where appreciate *"not applicable"* inserted.

6.2 Site Specific Mitigation

Potential Road Closures and Diversions (Motorised and Non-Motorised users)

6.2.1 *Not applicable, to be managed by a banksperson on New Bridge Lane.*

Short-term temporary PROW closures

6.2.2 *Not applicable*

Temporary diversion signage

6.2.3 *Not applicable*

Communications

6.2.4 Please refer to the **Stakeholder Engagement Plan in Appendix A** of the **Construction Environmental Management Plan** (CEMP) for the Acoustic Fence.

Speed limit reduction

6.2.5 *Not applicable*

6.3 Other Locations Requiring Traffic Management

6.3.1 *Not applicable*

6.4 General Construction Traffic Management/Mitigation

Traffic Signage Overview

6.4.1 *Not applicable*

Access route and point signing

6.4.2 *Not applicable*

Other signage

6.4.3 *Not applicable*

Core working hours

6.4.4 Proposed working hours are 08:00 to 18:00 Monday to Friday, and no work on Saturdays, Sundays or Public Holidays.

Vehicle Parking Prohibition

6.4.5 No HGVs or LGVs associated with the construction of the Acoustic Fence will be permitted by the Developer to park along Algores Way.

6.4.6 Temporary parked HGVs or LGVs are anticipated on New Bridge Lane for short periods of time during delivery of materials or machinery only.

6.4.7 During the construction of the Acoustic Fence, the Developer will liaise with the occupant/owner of 10 New Bridge Lane to ensure access/egress to the property is maintained.

HGV construction vehicle records

6.4.8 *Not applicable*

HGV emissions

6.4.9 All road-based vehicles used in for construction will be to a EURO standard V class or better.

Banksperson or presence of qualified personnel at access

6.4.10 For the protection of non-motorised users (NMUs), a banksperson will be available at New Bridge Lane to manage deliveries of materials and vehicles travelling between the lay down area and 10 New Bridge Lane.

Timing of HGV movements

6.4.11 See **Paragraph 6.4.4**.

Exceptional circumstances

6.4.12 There may be exceptional circumstances when construction traffic routes on the SRN or the LRN are compromised which will impact on vehicles not being able to use these routes or do so, within the core hours defined above. Exceptional circumstances could be one or more of the following:

- where a traffic accident or other similar incident on the highway network that disrupts the normal operation of the highway network or results in a highway closure;
- where there is a need for emergency health and safety requirements (incident); and

6.4.13 In the event of an exceptional circumstance, the following impacts need to be considered with regards to highways and construction safety:

- Incidents on the highway network that could result in stoppage (at previously agreed locations) or rescheduling of deliveries;
- Incidents on the highway network causing delays, resulting in construction vehicles travelling outside of approved movement hours; and
- Impacts of deliveries not being made, which due to a lack of equipment or materials, could require a stop to construction works leading to delays to construction programme.

Cleaning of vehicles

6.4.14 Due to the small scale of the proposed construction works and site constraints, a dedicated wheel wash facility is not required or practical. However, to prevent debris being tracked onto the public highway, the Principal Contractor will check vehicles and if necessary, remove debris before existing the site. In the unlikely event debris is tracked onto the public highway, the Principal Contractor will liaise with the Developer to determine the best way to clear the debris and implement appropriate measures, e.g., a road sweeper.

Highway condition surveys

6.4.15 *Not applicable*

Delivery Management Systems (DMS)

6.4.16 *Not applicable*

Information packs and communication

6.4.17 A copy of this CTMP will be provided to all contractors and will form part of the contractual agreement between the contractors and the Developer.

Advanced notifications

6.4.18 During the construction of the Acoustic Fence, the Developer will liaise with the occupant/owner of 10 New Bridge Lane to ensure access/egress to the property is maintained.

7. Management and Enforcement

7.1 Introduction

7.1.1 It is important that a strong management structure is in place to ensure the CTMP objectives are met, and that continued monitoring and reviewing of the CTMP is carried out.

7.1.2 The Developer will assign the role of the Transport Coordinator (TCO) to the Senior Site Manager. The role of the TCO will be to implement the CTMP.

7.1.3 The TCO will have the following transport related responsibilities:

- Monitor contractor obligations with regards to the CTMP;
- Update the CTMP as required; and
- In consultation with the Developer's Community Liaison Manager, to resolve complaints[7] through liaison with Stakeholders[8].

7.2 Monitoring and review

Monitoring strategy

7.2.1 The TCO appointed will undertake monitoring as necessary to ensure compliance with the requirements of the CTMP and this will include the maintenance of records, traffic management measures, monitor construction vehicle activity along the construction access route to ensure adherence to the CTMP.

Review

7.2.2 If monitoring (see **Paragraph 7.2.1**) identifies an issue with the CTMP, the TCO will review and if required update its contents. These reviews are required to ensure that the CTMP delivers on the commitments and achieves the agreed goals as set out in this document.

Compliance

7.2.3 As part of the CTMP the following mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within the CTMP are not achieved. These mechanisms are:

- Risk Assessment Method Statement (RAMS) procedures – The contractor, through the relevant TCO, will implement the CTMP, adhere to the requirements and meet the goals through management practices. This will include site inductions for contractors, briefing on the obligations of the Developer's

[7] See Complaints Procedure, Appendix C of the CEMP
[8] See Stakeholder Engagement Plan, Appendix A of the CEMP

standards, induction and adherence to RAMS procedures, driver inductions and compliance guidance;

- Contractual requirements – to be implemented as part of the CTMP compliance methodology will be included in the Contractor(s) contract, these will be subject to a performance review by the Developer.
- Actions – To be taken if the commitments of the CTMP are breached.

Enforcement and corrective measures

7.2.4 The Developer will ensure that appropriate measures are taken to monitor the contractor(s) behaviour and performance and where appropriate, ensure corrective measures are taken to resolve, redress and enhance any service performance, which is in breach of the requirements of the CTMP.

7.2.5 The Developer will have the power to remove person(s) should it be required and deemed appropriate.

546000

548000

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308000

N

Key

- Waste Transfer Station
- Construction lay down area
- Welfare compound (9 New Bridge Lane)
- HGV access routes
- Construction HGV route restrictions (unless local goods and services)

Notes:

Aim of the construction traffic routes and restrictions:
HGV traffic to use the access routes identified, thereby avoid routes through Wisbech town centre and local villages.

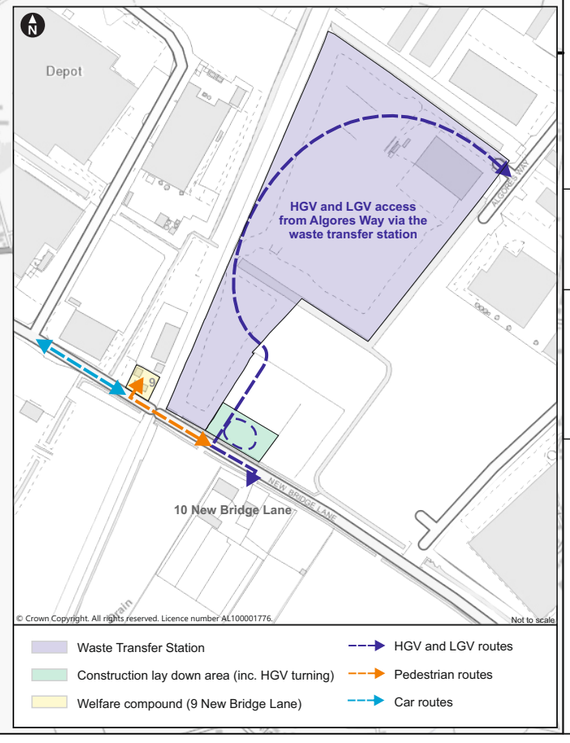
HGV access:
HGV traffic shall access the Acoustic Fence construction lay down area via the Waste Transfer Station from the A47 (and its connecting routes) via Cromwell Road, Weasnham Lane and Algores Way.

HGV routing exemptions:
1) Supply of local goods and services
2) In the event of matters beyond the control of the Developer or its Contractors, such as, temporary road closures. During such events HGV route restrictions would be temporarily suspended.

LGV access:
Same arrangements as HGVs

Construction staff access:
Staff cars to park at the welfare compound (9 New Bridge Lane) and are not subject to route restrictions.

Wisbech
Churchill Road
Weasenham Lane
Algores Way
Cromwell Road
New Bridge Lane
A47
Elm High Road
Thomas Clarkson Academy
Wisbech Park
The Hudson Leisure Centre
Burcroft Field
Chapnall Field
Paradise Farm
Walnut Lodge
Oak Lodge
Three Lakes Nurseries
Great Boleness Field
Little Boleness Field
South Bridge Field
Potty Plants
Northfield House
Balcony Farm
Redmoor Mill Field
Whitehouse Farm
Redmoor Drain
Estover Lodge
Wales Field
Elm
See inset



0 200 400 600 800 m

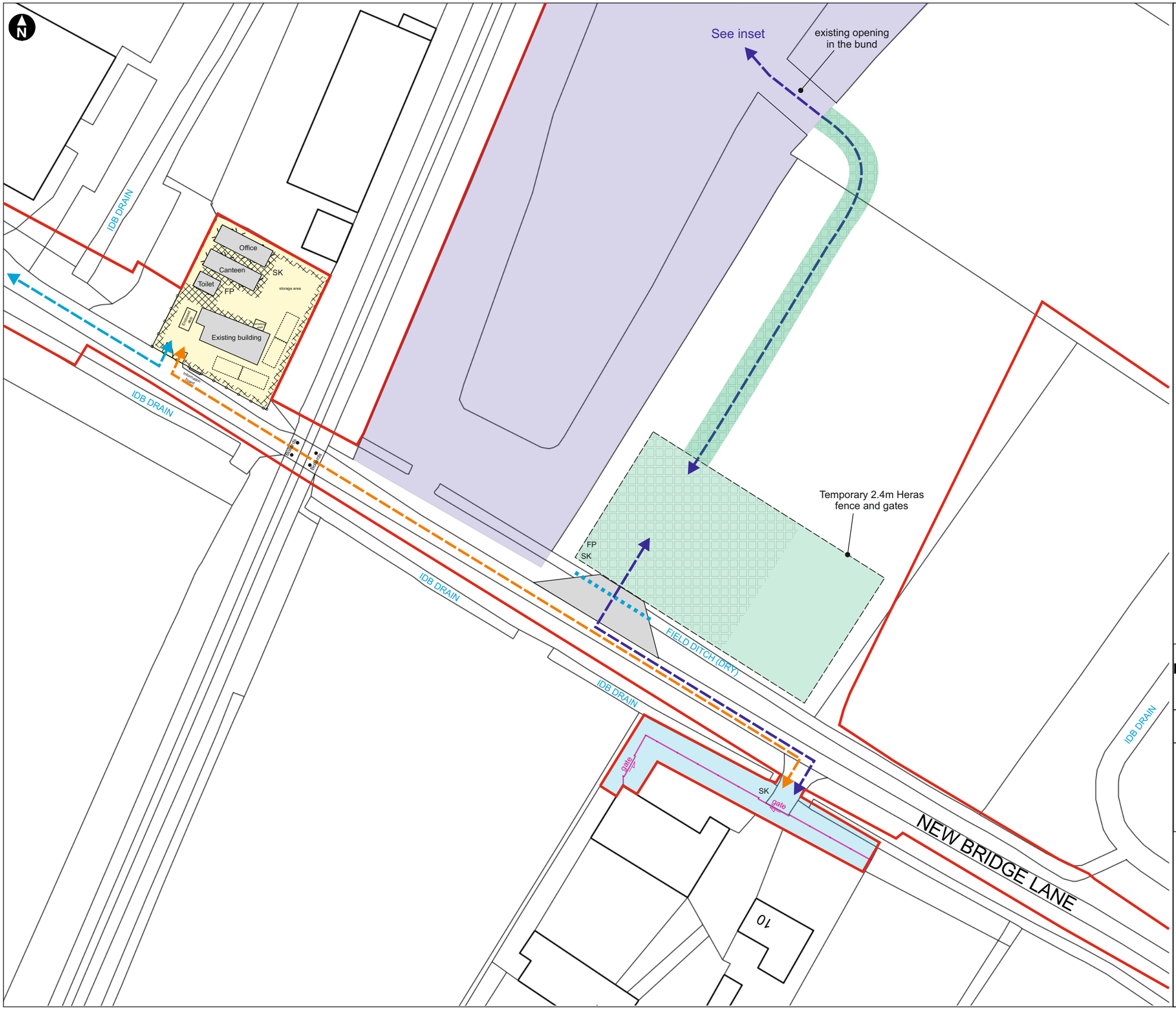
Scale at A3: 1:15,000

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Requirement 11 / Work No.10 (Acoustic fence)

Figure 3.2
Construction traffic routes and restrictions

April 2025 Drawing Ref: CP1_R11_AB_REV_1.0

Appendix A Welfare compound and lay down area



KEY:

- Order limits
- Contractor HGV access routes
- Contractor pedestrian routes
- Contractor car routes
- Work No.10 (Acoustic Fence)
- Contractors compound
- Contractors lay down area
- Ground protection mats
- Waste transfer station
- Acoustic fence and gates
- SK — Spill kit
- FP — Fire Point

NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LAY DOWN AREA - GROUND PROTECTION MATS (WHERE REQUIRED) UNEVEN AREAS TO BE SUPPLEMENTED BY STONE BASE (IF REQUIRED)
3. HIGHWAY ACCESS - SEE DRAWING REF CP1_R07_03
4. CULVERT 450MM Ø

0 12.5 25 37.5 50
(metres)
Scale 1:750 @A3

Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility
Requirement 10 / Work No.10 (Acoustic fence)

Figure 4.1
Contractors compound and lay down area

March 2025 Drawing Ref: CP1_R10_REV_1.0