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51021-00 | Alexandra Dock Primary Substation

Construction Traffic Management Plan

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Non-Technical Summary

National Grid Electricity Distribution (NGED) is proposing the construction of a new 33/11kV Primary Substation at Alexandra Docks, Newport. The development will enhance the resilience and capacity of the local electricity distribution network and support ongoing industrial and commercial activity within the area.

This Construction Traffic Management Plan (CTMP) explains how construction-related traffic will be managed safely and efficiently during the 18-month construction period.

The Site is located within the operational Associated British Ports (ABP) estate at Alexandra Docks and is surrounded by established industrial and port-related uses. Access to the dock estate is controlled via security barriers, with construction vehicles entering through the East Way Road Gate and travelling along Alexandra Docks Road to the Site.

No new access onto the public highway is proposed.

During construction, traffic will primarily comprise deliveries of engineered fill and construction materials during the early earthworks and ground raising phase, followed by deliveries of building materials, electrical equipment and transformers in later phases.

Typical construction traffic levels are expected to be approximately:

- ⊕ Around 10 HGV movements per day on an average day, rising to up to 20 HGV movements per day during peak activity periods; and
- ⊕ Approximately 20 workforce vehicle movements per day, rising to up to 30 movements during peak periods.

Traffic levels will vary throughout the programme, with the highest activity anticipated during ground raising and key delivery periods.

All vehicles will be managed to ensure they can enter, unload, turn and exit within the Site boundary wherever practicable. Banksman will be used where required to assist safe manoeuvring, particularly during larger deliveries. Abnormal Indivisible Loads (AIL) are not anticipated to be required for the Proposed Development.

Given the Site's location within an established industrial dock environment, construction traffic will utilise existing port estate roads and will not pass through residential streets. Deliveries will be coordinated with ABP estate operations to avoid disruption to port activities.

Measures will be implemented to safeguard the estate road network and public highways, including visual inspection of vehicle wheels, sheeting of loads where necessary, and road sweeping if required. Wheel washing is not anticipated to be necessary due to the hardstanding nature of the Site.

Proportionate measures will also be adopted to reduce emissions from construction traffic, including discouraging unnecessary engine idling and consolidating deliveries where practicable.

This CTMP demonstrates that construction of the Alexandra Dock Primary Substation can be undertaken in a controlled and responsible manner, without unacceptable impact on the surrounding highway network or the operational dock estate.

1 Introduction

1.1 Scheme Proposal

National Grid Electricity Distribution (NGED) has commissioned Burroughs to prepare this Construction Traffic Management Plan (CTMP) in support of a planning application for a new 33/11kV Primary Substation at Alexandra Docks, Newport.

The Proposed Development comprises the construction of a new substation compound including transformers, a switch room building, internal access arrangements and associated drainage infrastructure on land forming part of the operational port estate.

1.2 Aim of the Construction Traffic Management Plan

The aim of this CTMP is to establish vehicle routing and ensure that construction vehicles can access and egress the Site safely during the construction phase. The CTMP sets out the commitments of the Contractor to ensure the safety of those working on the Site and other users of the highway and port estate road network.

The CTMP also aims to demonstrate to the Local Planning Authority and Highway Authority that the Site can be safely accessed by construction vehicles, with appropriate measures in place to manage traffic, safeguard the local road network and minimise disruption within the operational dock estate.

1.3 Site Location

The Site is located within Alexandra Docks, Newport (NP20 2NP), at the junction of East Way Road and Alexandra Docks Road within the Associated British Ports (ABP) operational estate. The surrounding land uses are industrial and port-related in character.

The proposed site compound (bound by palisade fencing) is anticipated to be approximately 77m by 28m, with a switch room building approximately 21m by 6m.

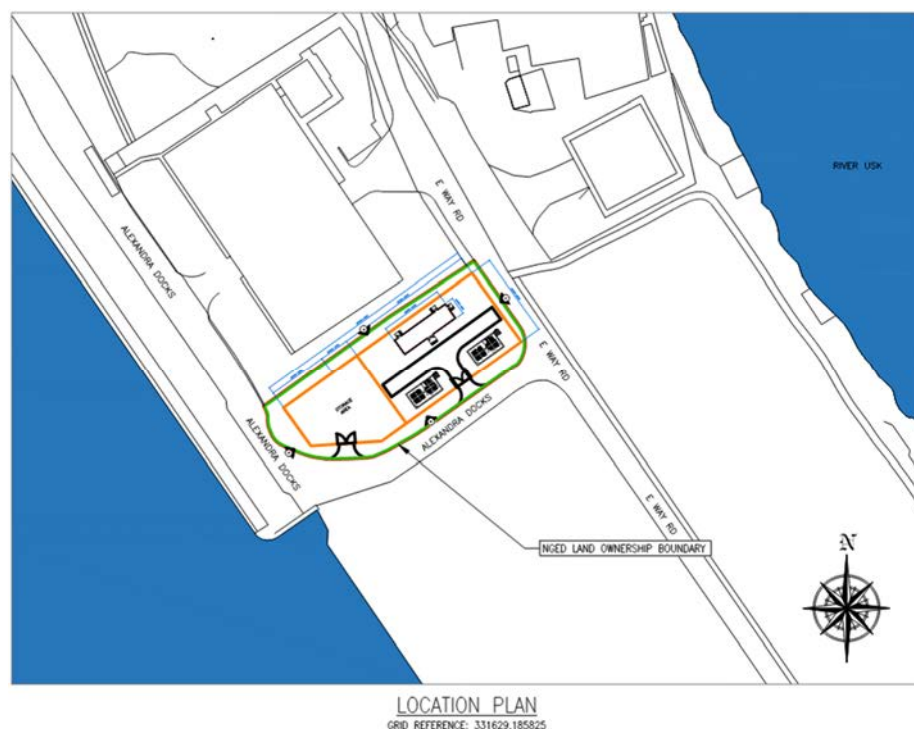


Figure 1 - Site Location

1.4 Existing Site Access

The Site is accessed from Alexandra Docks Road via the ABP internal road network. Access to the dock estate is controlled by ABP security barriers. For the purposes of this CTMP, the primary controlled access point is referred to as the “East Way Road Gate”.

No new public highway access is proposed as part of the Proposed Development.

2 Development Proposals

2.1 Permanent Site Access

Construction traffic will utilise the existing access from Alexandra Docks Road via the ABP internal road network. The internal access arrangement will be managed to ensure vehicles can enter and exit in a safe and controlled manner.

2.2 Temporary Welfare Compound

No off-site construction compound is proposed. The working area will be contained within the development footprint, and materials will be unloaded and stored within the Site boundary where practicable.

Construction welfare will be provided via mobile welfare facilities. For the purposes of this CTMP, provision is assumed to comprise up to two welfare units (e.g., welfare vans / portable welfare units) to meet the needs of the construction workforce. Where practicable and subject to ABP approval, existing ABP facilities may also be utilised for meetings or welfare support; this will be confirmed during contractor mobilisation.

3 Construction Stage Measures

3.1 Public Engagement and Site Contact

The appointed Site Manager (Ray Andrews – NGED) will be responsible for implementing the measures set out in this CTMP and managing day-to-day logistics during the construction phase. The Site Manager will act as the point of contact for ABP estate operations and, where required, for officers of Newport City Council.

A contact telephone number and site information board will be displayed at the Site entrance during the construction period.

3.2 Construction Vehicle Routes

Construction vehicles will approach the Site predominantly via the strategic road network and principal distributor roads as shown in figure 2 below. The primary anticipated route is:

➦ M4 / strategic network → A48 Southern Distributor Road → East Way Road
→ Alexandra Docks Road → Site.



Figure 2 - Access Route (A48 to East Way Road to Alexandra Docks Road to Site)

An alternative route exists via Alexandra Docks Road connecting through Westway Road and returning toward Docksway Road; however, construction traffic is not anticipated to routinely approach from this direction.

All delivery drivers will be provided with route plans and instructions as part of delivery booking / induction and will be instructed to remain on the approved route unless otherwise directed by ABP or the Site Manager due to operational constraints.

3.3 Bespoke Delivery Vehicles (including transformers)

The development will include delivery of electrical infrastructure during later phases of the programme, including transformers. Abnormal Indivisible Loads (AIL) are not anticipated to be required for the Proposed Development. Deliveries are expected to be undertaken using standard road-legal vehicles and trailers.

Notwithstanding the above, if supplier information confirms that any delivery requires special arrangements (e.g., wide-load movement within the estate), the Contractor will prepare a specific delivery method statement and will coordinate arrangements with ABP to ensure safe access, manoeuvring and unloading.

3.4 Management of Vehicle Routes

Contractors, subcontractors and delivery companies will receive clear instructions on accessing the Site via the approved route. Where practicable, deliveries will be pre-booked with agreed time slots to avoid clustering of arrivals and to prevent vehicles waiting on internal estate roads.

The Contractor will coordinate with ABP security and estate operations to manage vehicle arrivals at the East Way Road Gate and to maintain safe and efficient operation of the port road network.

Banksman will be used where required to support safe manoeuvring and to manage interface with other estate users, particularly for large deliveries or constrained movements.



Figure 3 - East Way Road Gate

3.5 Site Access During Construction

Vehicles will be marshalled such that they can enter the Site, unload/load, turn and exit within the Site boundary wherever practicable. The internal layout will be managed to avoid on-site queuing and to maintain access for emergency vehicles.

Where internal manoeuvring space is temporarily constrained during specific phases, delivery sequencing and banksman control will be used to maintain safe operations and avoid obstruction of the ABP internal road network.

3.6 Construction Period

The construction phase is anticipated to be approximately 18 months. The programme will comprise an initial site establishment period, followed by earthworks/ground raising and civil works, then building construction and electrical installation, with transformer delivery and commissioning activities later in the programme.

Working hours are anticipated to be Monday to Friday 07:30–17:30 and Saturday 07:30–13:00 (if required), with no routine Sunday or Bank Holiday working.

3.7 Traffic Movements

Construction traffic will comprise deliveries of engineered fill and construction materials during early civil works (including ground raising), followed by deliveries of electrical equipment during later phases. Traffic levels will vary across the programme, with peak activity anticipated during earthworks/ground raising and key delivery periods.

The following traffic movements are assumed representative of the construction project at the site:

Table 1 - Anticipated Traffic Movements - Construction

Traffic element	Typical day (two-way movements)	Peak day (two-way movements)	Notes
HGV deliveries	Approx. 10	Up to 20	Peak expected during ground raising / civils and key equipment delivery periods.
Workforce vehicles	Approx. 20	Up to 30	Includes staff cars/vans and small trade vehicles.
Welfare units (mobile)	Up to 2 on site	Up to 2 on site	Mobile welfare vans/portable units only; no permanent cabins.
Transformers / major plant	Occasional (as required)	Occasional (as required)	Deliveries planned and coordinated via East Way Road Gate. AIL not anticipated.

3.8 Management and Delivery

Deliveries will be managed by the Site Manager to minimise disruption within the operational dock estate. Where practicable, deliveries will be consolidated and sequenced to reduce the number of vehicle movements and to avoid unnecessary dwell times at the East Way Road Gate.

No restrictions on delivery times are proposed within this CTMP beyond adherence to agreed construction working hours and ABP operational requirements.

3.9 Staff Travel and Parking

The construction workforce is anticipated to be small, with a peak on-site workforce of approximately 20 personnel. Due to the industrial dock location and operational constraints, private car travel is anticipated to be the primary mode of access.

All staff/visitor parking will be accommodated within the Site boundary or within designated parking areas within the ABP estate as agreed, and staff will not be permitted to park on public highways or in unauthorised areas of the dock estate.

3.10 Measures to Safeguard the Public Highways and Estate Roads

The Site comprises largely hardstanding; however, ground raising and construction activities may generate loose material. To prevent mud/debris transfer to the ABP road network and local highways:

- ⊕ Vehicle wheels will be visually inspected prior to leaving the Site.
- ⊕ Loads will be sheeted where necessary.
- ⊕ If required, road sweeping will be undertaken to address any mud or debris deposited on the estate roads.

Wheel washing is not anticipated to be required given the nature of the Site, but the Contractor will keep highway cleanliness under review and implement appropriate measures if conditions change.

3.11 Strategies for Reducing Excessive Emissions

The Contractor will implement proportionate measures to reduce emissions from construction traffic and plant, including:

- ⊕ Maintaining plant and vehicles in efficient working order;
- ⊕ Actively discouraging unnecessary engine idling under the supervision of the Site Manager;
- ⊕ Consolidating deliveries where practicable; and
- ⊕ Sequencing deliveries to minimise queueing and dwell times within the estate.

3.12 Emergency Contingencies

In the event of an incident affecting access within the ABP estate (e.g., collision, breakdown, gate closure), the Site Manager will coordinate with ABP security and estate operations to implement suitable control measures, which may include temporary holding of deliveries, re-scheduling, or diversion via alternative internal routes. Emergency access will be maintained at all times.

4 Post Construction

Upon completion of the construction phase, temporary welfare facilities, signage and any temporary materials storage will be removed from the Site. Construction-related traffic will cease other than occasional visits for defects or maintenance during the operational phase.



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