Norfolk County Council

Beacon Council 2003-2004 *Rethinking Construction*

Traffic and Access

1. **Vehicles** – define the nature of the traffic likely to be generated. In addition for the largest vehicles proposed to use each access route(s) this must include: -

    - minimum width (including unhindered horizontal space)
    - vertical clearance
    - axle weight restriction

2. **Access Route** – description of the route (including plans at an appropriate scale incorporating swept-path surveys). Assessment to include site inspection and details of contact with the appropriate Highway Authority (including the Highways Agency for Trunk Roads where applicable). In addition: -

    - confirmation of any weight restrictions applicable on the route together with details of contact with the relevant Bridge Engineer
    - overhead/ underground equipment – details of liaison with statutory undertakers - listing statutory undertakers consulted together with a copy of their responses
    - details of any road signs or other street furniture along each route that may need to be temporarily removed/relocated

3. **Impacts during construction** – are any special requirements needed and if so provide details e.g.:-

    - removal of parked vehicles along the route(s) – full details will need to be provided – including whether or not alternative parking arrangements are being offered or bus services provided in lieu of potential loss of ability to use private cars
    - removal and reinstatement of hedgerows – since these are usually in private ownership has contact been made with the owners. Has formal legal agreement been reached or are negotiations pending/ in progress
    - any modifications required to the alignment of the carriageway or verges/over-runs
    - identification of the highway boundary along the construction traffic route together with verification from the Highway Authority

- confirmation of whether the identified route involves the acquisition of third party land and if so has consent been given, (verbal or has a formal legal agreement been entered into)
- confirmation of any required third party easements – e.g. will construction vehicles need to overhang ditches (these are usually in private ownership), private hedges or open land adjacent to the highway. If so, details of consent (verbal or a formal written agreement)
- trimming of overhead trees – has a survey been undertaken to identify trees that will need to be trimmed and if so what steps have been undertaken to identify the owners of those trees
- confirmation of whether any affected trees are covered by a tree preservation order
- confirmation of whether any of the verges along the route(s) are classified as SSSI or roadside Nature Reserve status. If so, detail any impact

4. **Impacts during operation**

- details of type and frequency of vehicle to be used to service the facility/structure when it is in operation
- details of any long-term highway impact e.g. will trees and hedgerows need additional trimming to allow access for service vehicles
- position of structures relative to public highways and/or public rights of way – the minimum distance of which should be no less than 50m
- assessment of any impact on adjacent/affected public rights of way e.g. horses and pedestrians – e.g. with a wind farm are the blades positioned in close proximity to bridleways such that flicker may startle horses

5. **Impacts during decommissioning** – define the expected life span of the facility/structure(s).

- provide details of decommissioning works including an assessment of whether or not the structure is to be scraped - i.e. can it be broken up on site and removed or will it require the same logistical process as initial construction.