BEACON FEN
ENERGY PARK

Planning Inspectorate Reference: EN010151

Outline Construction Traffic Management Plan

Document Reference: 6.3.78 ES Appendix 9.3

December 2025 – Change Request

The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(a)
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI 2017/572) – Regulation 14

Quality information

Prepared by	Checked by	Verified by	Approved by
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Revision History

Version No	Date	Comment
1.0	April 2025	Original submission
2.0	November 2025	Inclusion of detail regarding delivery of road modifications, at the request of LCC.
3.0	December 2025	Change Request – December 2025

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Appendix A Wynns Abnormal Indivisible Load (AIL) Access Report - Beacon Fen Energy Park (January 2024)

Appendix B Wynns Storage Site Abnormal Indivisible Load (AIL) Report - Beacon Fen Cable Drums (June 2024)

1. INTRODUCTION

1.1 Overview

1.1.1 SLR Consulting Ltd (SLR) are appointed by Beacon Fen Energy Park Ltd (BFEP) to prepare an outline Construction Traffic Management Plan (oCTMP) to support a Development Consent Order (DCO) for Beacon Fen Energy Park near Sleaford, Lincolnshire.

1.1.2 The proposals comprise of above ground Solar Photovoltaic (Solar PV) and Battery Energy Storage System (BESS) infrastructure connected by a cable route of around 13 km length to Bicker Fen substation.

1.1.3 The Site comprises three key areas including the Solar Array Area (comprising solar PV and BESS infrastructure), the Cable Route Corridor (connecting the Solar Array Area to Bicker Fen National Grid (NG) 400kV Substation) and the Bespoke Access Corridor (for a bespoke site access referred to herein as the Bespoke Access Road). Most of the Site is within the administrative boundary of North Kesteven District Council (NKDC), with the southern extent of the cable route corridor within Boston Borough Council (BBC). Lincolnshire County Council (LCC) is the relevant highway authority.

1.1.4 This outline CTMP is an appendix to the **Chapter 9: Access & Traffic Chapter (Document Ref: 6.2 ES Volume 1, 6.2.9)** submitted as part of the DCO application for the Proposed Development. This revision of the outline CTMP considers the Proposed Change to the Proposed Development as described in **Chapter 2 Proposed Change** and **Chapter 7 Access & Traffic of the ES Addendum (Document Ref. No. 10.5).**

1.1.5 The outline CTMP is required to manage traffic associated with construction of the development. It aims to:

- Protect the amenity of neighbouring properties;
- Ensure that construction traffic impacts on the local highway network are minimised, and;
- Maintain safety for all road users.

1.1.6 A detailed CTMP will be prepared in accordance with this outline CTMP pursuant to a requirement in Schedule 2 of the DCO.

1.2 Outline CTMP Structure

1.2.1 The structure of the outline CTMP is as follows.

- Section 1 Introduction: Provides background information, the aims of the outline CTMP and outlines the structure of the outline CTMP.
- Section 2 provides information about the development, the proposed route and proposed access to the development and estimated traffic generated during construction to be managed or mitigated as part of the outline CTMP.
- Section 3 Management: Describes how the outline CTMP will be managed, and the role of the persons and organisations responsible for implementing the plan.
- Section 4 Measures: Sets out the measures that could be implemented as part of the outline CTMP, as well as proposed timescales for implementation.
- Section 5 details an outline Delivery Management Plan (DMP) and an outline Abnormal Loads Delivery Management Plan (AIL DMP), setting out all traffic management and mitigation measures required to ensure safe and efficient transport of construction loads (via conventional HGV and AIL vehicles).
- Section 6 details an outline Construction Staff Travel Plan (TP), including targets and outcomes, management strategy, measures, information and marketing and monitoring. This section also concludes with a short summary of the outline Plan.
- Section 7 sets out Monitoring proposals, outlining how compliance with the measures set out in the outline CTMP could be monitored, and the mechanisms for dealing with complaints and non-compliance.

2. EXISTING CONDITIONS

2.1 Development Description

2.1.1 As set out in section 1 of this report, the proposal is for the construction and operation of above ground Solar PV and BESS infrastructure at Beacon Fen Energy Park near Sleaford, Lincolnshire.

2.1.2 The Solar Array Area has frontage along Car Dyke along the eastern boundary, Howell Fen Drove along the southern boundary, Heckington Road along the western boundary and Halfpenny Toll Lane and Ferry Lane along the northern boundary.

2.1.3 There are several roads included with the Order Limits which intersect the Bespoke Access Road or will facilitate construction access to cable route compounds, including Heckington Road, Howell Fen Drove, Asgarby Road, Littleworth Drove, Carterplot Road, Great Hale Drove, Triton Knoll Substation Access Road, Doubletwelves Drove, Bicker Drove, Vicarage Drove and the A17.

2.2 Proposed Construction Traffic Routing

2.2.1 The source of imported construction materials is not confirmed, but it is anticipated that construction components for the Bespoke Access Road, Solar Array Area, Cable Route Corridor and Bicker Fen NG Substation extension will arrive from either Immingham Port to the north of the Site or Port of Sutton Bridge to the south-east of the Site.

2.2.2 The A17 is the principal road near the Proposed Development which will accommodate construction vehicle movements from the wider road network. The A17 comprises a single carriageway with a derestricted (60mph) speed limit between Sleaford and East Heckington to the junction with B1395 Sidebar Lane. Between B1395 Sidebar Lane and Swineshead Bridge, the speed limit on the A17 varies between 40mph and 50mph. The speed limit then transitions back to derestricted (60mph) south of Swineshead Bridge and continues south-east to the roundabout junction of A17/A52.

2.2.3 Department for Transport (DfT) traffic data indicates that approximately 18,000 vehicle trips (Annual Average Daily Traffic (AADT)) use the A17, with 16% of baseline traffic classified as HGV. There are no height or weight restrictions on A17 near to the Proposed Development.

2.2.4 Access for Heavy Goods Vehicles (HGVs) from A17 will be restricted to left-in/left-out, which has been requested by LCC to mitigate safety concerns regarding an increase in right turning vehicles. This is consistent with the

construction access strategy for the nearby Heckington Fen Solar Park proposals (planning reference EN010123). The roundabout junction of A17/A52 to the north-east of Bicker Bar forms the turning point travelling to/from the west. A17/Kirkby-la-Thorpe interchange to the south of Kirkby-la-Thorpe forms the turning point for vehicles travelling to/from the east.

2.2.5 Construction access to the Solar Array Area via the Bespoke Access Road will intersect Asgarby Road and Heckington Road. In addition, access to compound 1 of the Cable Route Corridor will intersect Howell Fen Drove. Access to the remaining Cable Route Corridor compounds and Bicker Fen NG Substation will be from A17 and utilising existing local roads comprising Carterplot Road, Great Hale Drove, Triton Knoll Substation Access Road, Doubletwelves Drove, Bicker Drove and Vicarage Drove, refer **2.4 Works Plan.** These roads are not subject to any weight or height restrictions and are suitable to accommodate all types of vehicles including 16.5m (44 tonne) articulated delivery vehicles.

2.2.6 No construction traffic will use Bicker Drove south of Vicarage Drove, and therefore Cowbridge Road, Ing Drove and NGET's A52 access road, other than in case of emergency or as a result of matters outside of its control (including, but not limited to, the Triton Knoll access track becoming blocked or impassable).

2.2.7 The proposed construction traffic route is included in **Appendix 9.1 Transport Assessment (Document Ref: 6.3 ES Vol.2, 6.3.76)**.

2.3 Proposed Site Access Arrangements

2.3.1 Access arrangements to the Solar Array Area, compounds within the Cable Route Corridor and Bicker Fen NG Substation have been considered and are described in detail within the TA **Appendix 9.1 Transport Assessment (Document Ref: 6.3 ES Vol.2, 6.3.76)**. Table 2.1 of the TA summarises the existing and proposed arrangements and relevant drawing numbers. The drawings include visibility splays and Swept Path Analysis (SPA) for HGV traffic and Abnormal Indivisible Loads (AILs). These drawings demonstrate safe use of the junctions.

Table 2.1: Summary of proposed access arrangements	
Access Arrangements	**Drawing Number**
Bespoke Access Road	
Proposed priority T-junction with existing A17 layby to south-west of Asgarby	ST19595-389

Table 2.1: Summary of proposed access arrangements	
Access Arrangements	**Drawing Number**
Proposed priority crossroads Bespoke Access Road/Asgarby Road	ST19595-392
Solar Array Area	
Proposed priority crossroads Primary Site Access/Heckington Road/Bespoke Access Road	ST19595-394
Cable Route Corridor Compounds	
Cable Route Corridor Compound 1 Proposed priority crossroads Solar Array Area/Howell Fen Drove	ST19595-353 & 354
Cable Route Corridor Compound 2 Proposed priority T-junction with A17	ST19595-351 & 352
Cable Route Corridor Compound 3 Proposed priority T-junction with Carterplot Road	ST19595-355 & 356
Cable Route Corridor Compound 4 Existing arrangements on Great Hale Drove	ST19595-357 & 358
Cable Route Corridor Compounds 5 & 6 Existing priority T-junction arrangements Triton Knoll Substation Access/A17	ST19595-359 & 360

2.3.2 In addition, and as a result of the Proposed Change, an additional construction access is to be created along Vicarage Drove. The exact location of the additional access along the boundary of Bicker Fen substation, and within the Order Limits, is to be determined as part of detailed design of the works, but the access geometry is shown in **Appendix 7.1 Indicative Access Details** of **Chapter 7 Access & Traffic of the ES Addendum (Document Ref. No. 10.9).**

2.4 Construction Traffic Estimates

2.4.1 The TA, **Appendix 9.1, Transport Assessment (Document Ref: 6.3 ES Vol.2, 6.3.76)** estimates traffic related to peak construction of the development, including HGV and construction staff travel to the Proposed Development. Construction is anticipated to commence in 2027 and last for 2.5 to 5 years in total as set out in **Chapter 2: Proposed Development (Document Ref 6.1 ES Vol. 1, 6.2.2).** The Bespoke Access Road and Cable Route Corridor can commence construction at the same time and are anticipated to last between:

- Bespoke Access Road: 6-12 months;
- Cable Route Corridor: 12 to 24 months.

2.4.2 All material construction of the Solar Array Area will follow the completion of the Bespoke Access Road and last between 24 to 36 months. Some limited preparatory works may be carried out on the Solar Array Area simultaneously

to the construction of the Bespoke Access Road. The construction of extension works at Bicker Fen NG Substation will be undertaken separately by National Grid Energy Transmission (NGET) over a period of 60 weeks. There is no change to the construction period as a result of the Proposed Change.

2.4.3 The Applicant has provided estimates of traffic for the peak year of construction. The peak data is discussed in the **Appendix 9.1, Transport Assessment (Document Ref: 6.3 ES Vol.2, 6.3.76)** and shown at Table 4.3. This provides an estimated maximum of 424 daily two-way movements comprising 342 cars/LGVs and 82 HGVs. The average impact over the total construction period (between 2.5 and 5 years) will be less.

2.4.4 Some 133,335 staff days is the estimated construction requirement, with a daily peak of 433 staff likely in 2027.

2.4.5 As a result of the Proposed Change, there is estimated to be a total traffic increase of 1,554 HGVs and 728 light vehicles. As outlined in **Chapter 7 Access & Traffic of the ES Addendum (Document Ref. No. 10.5,** it is anticipated that these increases will be spread over a 14-month period. The increase in construction traffic associated with the Proposed Change, compared with that already assessed is 3.7 HGVs AADT and 1.7 light vehicles AADT.

2.4.6 The ES addendum summarises the increase in construction traffic associated with the Proposed Change to not be material and the timeframes for substation works remain unchanged. Therefore, the measures set out in the OCTMP do not require modification as a result of the Proposed Change.

3. MANAGEMENT STRATEGY

3.1 Commencement

3.1.1 Construction traffic management measures and the management strategy will be in place from the start of the construction, and maintained, rather than retrofitting measures to react to issues as they arise.

3.2 Outline CTMP Coordination

3.2.1 The Site comprises the Solar Array Area, Bespoke Access Corridor and Cable Route Corridor, for which there may be separate contractors. The Site Manager/s of the Solar Array Area and Cable Route Corridor compounds will be the dedicated point of contact and be responsible for outline CTMP implementation for the duration of the construction period including mobilisation. There is flexibility to delegate this role to a suitably qualified individual if appropriate. The Site Manager/s can delegate tasks to other members of the Contractor's Environmental Team and/or suitably qualified sub-contractor.

3.2.2 It is a good practice requirement that CTMP coordination is in place before works at the Site. This is necessary so that there is someone responsible for undertaking tasks prior to commencement, to ensure that joining instructions are prepared and distributed to all personnel. The Site Manager/s or their delegates will act as the promoter of the outline CTMP to the construction staff and visitors and provides a key point of contact.

3.2.3 Before start of construction, the Site Manager/s will work in partnership with the project team and others to undertake the following:

- manage the implementation of measures set out in the outline CTMP;
- prepare and deliver training for people driving to and on site, including on-site speed limits, safe manoeuvring in forward gear, use of level crossings and consideration for non-motorised users where construction access routes cross or come close to Public Rights of Way (PRoW).
- prepare and produce induction material for staff, sub-contractors and visitors;
- set up appropriate management arrangements, contact arrangements, and agreement of any pre-construction road condition surveys with the highway authority (LCC) and local councils (NKDC and BBC); and
- Liaison with other developers and contractors in relation to interaction between construction traffic routes, streetworks, diversions, etc

4. OUTLINE CTMP MEASURES

4.1 Hours of Operation

4.1.1 Normal hours of on-site operation are Monday to Friday 0700 to 1900 and on Saturdays 0800 to 1300. There may be, by exception, occasions when construction requirements lead to extended hours of operation. There may also be a need for (overnight) closures of the A17 at the cable route crossing. The need for any closures will be minimised by seeking a coordinated approach with LCC Highways regarding other planned maintenance or other activities.

4.2 Construction Traffic Routing

4.2.1 The proposed construction traffic routes are set out in section 2 of this report. All contractor and delivery traffic will be required to follow these routes. Haulage contractors undertaking deliveries to the site will be informed of the relevant routes by the Site Manager/s or delegated representative/s as part of their delivery instructions (and signage along the route will reinforce this information). Contractor staff will be given the construction routes and minibus travel to work arrangements as part of their joining instructions. It is the responsibility of the Site Manager/s to ensure that all visitors to the site are aware of the construction traffic routes prior to travelling to the site.

4.2.2 Driver training and outline DMP delivery instructions to drivers (at Section 5 below) will reinforce the following:

- Avoidance of parking on the public highway except at laybys
- Not to use residential driveways, farm accesses, or other private accesses for turning
- Vehicle classes that are required to give notification prior to use of Swineshead Bridge level crossing and Great Hale Drove level crossing, and the arrangements for doing so
- Consideration for pedestrians, cyclists and equestrians on local roads and near Public Rights of Way (PRoW).

4.3 Road Condition Surveys

4.3.1 The Site Manager/s will arrange road condition surveys before and after construction with LCC Highways, NKDC and BBC, with extent of surveys to be agreed. The surveys will include photographic records to ensure the conditions of carriageway surfaces, verges and other highway infrastructure are appropriately restored as necessary following the construction phase.

4.4 Local communication

4.4.1 Before construction commences the Site Manager/s will engage with local town and parish councils and will write to neighbouring properties with information about the construction programme and activities, also providing the CTMP Coordinator contact details.

4.5 Delivery of Road Modifications

4.5.1 Prior to any construction works being undertaken within the limits of adopted highway, the detailed design of these works must be submitted to the Lincolnshire County Council for approval. These submissions will include:

- A programme for the works, details of the construction method and traffic management requirements;
- A detailed design pack of drawings and specifications detailing the works and any service/utility works that may need to be accommodated;
- The necessary health and safety information required under the Construction, (Design & Maintenance) Regulations, or their equivalent at the point of submission;
- Details of the proposed contractor, including their insurance provisions;
- If required by the local road authorities, a Road Safety Audit (RSA) to a combined Stage 1 and Stage 2 standards;
- Details of any necessary road signage and road markings; and
- Details of any proposed remediation proposals should the works not be permanent.

4.5.2 The Applicant will reimburse the highway authorities for the technical approval process at the time the applications are made, in line with costs for similar Section 278 or Section 184 applications made under the Highways Act.

4.5.3 The finalised CTMP will detail the exact process for these technical approvals.

4.6 Signage and Streetworks compliance

4.6.1 There will be appropriate signing, lighting and guarding of temporary works in accordance with the Code of Practice "Safety at Street Works and Road Works" and Chapter 8 of the Traffic Signs Manual 1991, as required by Section 65 of the New Roads and Street Works Act, 1991. Signs will be placed on relevant highways prior to commencement on site, to direct construction traffic from the A17 and away from local communities, and to warn other road users of HGV turning manoeuvres in the vicinity of the Site. The extent and scope of Streetworks is specified in Schedule 7 and Article 18 of the DCO.

4.6.2 Detailed traffic management layouts, site specific risk assessments and method statements will be agreed with Lincolnshire County Council Highways for all traffic management and highways related construction activities. The nature and locations of signage will also be agreed with Lincolnshire County Council and remain in place for the duration of the construction period.

4.7 Traffic Marshals

4.7.1 Traffic Marshals will be required to manage access to the Bespoke Access Road, Solar Array Area, and Cable Route compounds during construction. The traffic marshals will ensure gates are open at times when the construction sites are able to accept deliveries, direct vehicles to the appropriate unloading and loading points, prevent unauthorised vehicle or pedestrian access, and ensure that vehicles exit the site onto public highway in a forward gear.

4.7.2 Traffic marshals will also be responsible, where necessary, for managing interactions between site traffic and vulnerable road users passing the site. Where necessary marshals will stop site traffic to allow slow moving vulnerable users, such as equestrians, to pass before releasing traffic.

4.8 Unloading and Loading

4.8.1 During the construction phase, all unloading and loading of materials and plant will be undertaken within the site compounds during hours of operation. The compounds will be designed so that heavy vehicles have sufficient space to enter, turn and exit in forward gear. The Site Manager/s will ensure that a clear turning area is maintained at all times within the compounds.

4.9 Contractor Parking and Access Arrangements

4.9.1 Encouraging local construction staff to car share to reduce single occupancy car trips, by promoting the benefits of car sharing such as reduced fuel costs and by providing dedicated parking spaces for those car sharing within the compounds. A formal Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from site.

4.9.2 Construction workers will be preferably transported to site in minibuses, to reduce the impact on the local road network. The home/accommodation locations of the construction workforce are currently unknown. It is proposed to explore the potential to arrange on demand local minibus pick-up/drop-off points including at Heckington rail station and other transport/population hubs such as Sleaford and Boston. The details of pick/up and drop/off locations will be determined once more is known about the composition and

home/accommodation location of the construction workforce. However, routes have to be suitably attractive and convenient to ensure suitable staff recruitment and retention during construction.

4.9.3 Implementing minibuses to transfer staff internally within the Solar Array Area, as well as to/ from the Cable Route Corridor will be explored as required e.g. to compounds 5 & 6 via Triton Knoll to minimise external trips on the surrounding highway network.

4.9.4 Each construction compound and the operations building will have sufficient parking spaces to accommodate workers for the construction period. The Site Manager/s will ensure that sufficient space is provided within the compounds for vehicles to park, whilst maintaining sufficient space for material and plant storage, loading and unloading and turning of HGVs. Staff parking on neighbouring roads or on internal access roads will not be permitted.

4.10 Delivery Times

4.10.1 Deliveries will be scheduled to minimise interaction with other vehicles on the surrounding road network. The strategy is to avoid times when general contractor staff traffic is arriving/departing the site.

4.10.2 Given the rural nature of the road network, and the dedicated Bespoke Access Road being in place to reduce the volumes of many types of construction vehicle on local roads in the vicinity of the Solar Array Area, it is not considered that restricting vehicle arrival/departure times over and above the typical construction site operation hours will be necessary. Delivery management is also addressed at section 5 below.

4.11 Exclusion Zone

4.11.1 Waiting areas will be left clear on all junctions with public highway so that construction traffic is not held on public highway.

4.12 Wheel Washing

4.12.1 Suitable wheel washing facilities will be provided at the exits of all construction compounds. Vehicles exiting the compounds from all areas of the site will be required to utilise the wheel washing facilities to prevent any transfer of material from the access tracks to the local highway network, to minimise disruption to other local traffic.

4.12.2 If any transfer of material from the site to the local highway network does occur a road sweeper will be used to clear any debris to minimise any skid risk on the highway.

5. OUTLINE DELIVERY MANAGEMENT PLAN

5.1 Outline Delivery Management Plan (DMP)

5.1.1 Deliveries will not be undertaken outside site operational hours, except by prior agreement with the highway authority. Exceptions where prior agreement will need to be sought are likely to be AIL deliveries which are typically transported overnight to avoid disruption on the local highway network. Signage will inform delivery drivers and local traffic of construction access points.

5.1.2 Training and delivery route maps and instructions will be provided to drivers. This will include:

- what to do in the event of a road accident or road closure;
- consideration for non-motorised users on local roads and where construction access routes cross or come close to PRoW;
- notification requirements at level crossings;
- no parking on the public highway;
- no turning in private accesses;
- load covering requirements;
- wheel washing arrangements;
- on-site speed limits;
- on-site manouevring in forward gear;
- use of traffic marshalls and banksmen;
- on-site parking and unloading facilities; and
- points of contact.

5.1.3 Site access and egress points and on-site parking will be managed by the Site Manager/s to keep routes through the site and at compounds clear.

5.1.4 A 24-hour contact number for the Site Manager/s will be provided for delivery management and in case of emergency, alongside a contact number for LCC Highways. Communication with the public and in the event of complaint is addressed as part of the wider outline CTMP at Section 6 below.

5.1.5 The detailed DMP will be agreed as part of the detailed CTMP.

5.2 Outline Abnormal Loads Delivery Management Plan (AIL DMP)

5.2.1 The routing of AILs has been subject to two route assessments prepared by specialist consultant Wynns for Beacon Fen Energy Park Ltd and are available at Appendices A and B. The first assessment dated January 2024 concerned maritime and land routes via ports of Immingham, Boston and Sutton Bridge. Liaison with LCC Highways and National Highways Abnormal Loads Team was undertaken as part of the assessment. The conclusions (in section 9) are:

- In line with the Department for Transport's Water Preferred Policy which requires that the nearest practicable port of access is used to deliver Special Order AIL's, National Highways has advised that the ports of Boston or Sutton Bridge are preferred;
- Maritime access to all three ports is achievable, subject to consideration of offloading methodologies;
- LCC has advised that the road route from the port of Boston is not acceptable due to the loads being in excess of the capacity of Haven Bridge;
- LCC has also advised that the road route from the port of Sutton Bridge will require more detailed structural assessment on various structures on the A17; and
- The routes from Immingham and Sutton Bridge are considered negotiable to the preferred site access on the A17 without major difficulty subject to the agreement of traffic management and minor street furniture removal with the police and LCC.

5.2.2 The second route assessment (dated June 2024) concerns feasibility of access for cable drums to the six primary compounds within the Cable Route Corridor between the proposed Solar Array Area and existing National Grid Bicker Fen Substation. This assessment found that access through Bicker village is unsuitable and that additional surveys and temporary works would be required. Necessary AIL access to the cable route compounds is achievable.

5.2.3 All temporary works, such as removal of street furniture, will be subject to discussion with relevant authorities and form part of a delivery plan for each abnormal load. Each delivery will be planned in advance, escorted and managed such that any impacts are minimised. Such arrangements will be procured through standard processes (ESDAL[1]) with the relevant planning authority at the appropriate time. It is likely that no AILs will be required for the Bicker Fen NG Substation extension works.

[1] https://www.gov.uk/esdal-abnormal-load-notification

5.2.4 In the event that the phase of works has the potential for construction traffic to overlap with construction traffic for the Heckington Fen Energy Park project, the Applicant will notify Heckington Fen Energy Park Limited prior to submission of the detailed CTMP for approval.

6. OUTLINE CONSTRUCTION STAFF TRAVEL PLAN

6.1 Introduction

6.1.1 This outline TP is prepared in accordance with Planning Practice Guidance (PPG), Guidance on Travel Plans, Transport Assessments and Statements (March 2014), and Department for Transport (DfT) Circular 01/2022, Guidance on Strategic Road Network and the Delivery of Sustainable Development.

6.1.2 The purpose of the outline TP is to summarise the objectives, management framework, specific measures and routine reporting which are to be adopted by the Site Contractors. The outline TP scope includes construction staff, sub-contractors, and visitors for the duration of the construction period.

6.1.3 This outline TP will form the basis for discussion with the local authorities (LCC, NKDC and BBC) and agreement of the detailed TP prior to start of construction activities.

6.2 Travel Plan Objectives

6.2.1 The objectives of the outline TP are to minimise the impact of construction staff travel to/from the site and maximise use of shared and low/zero carbon transport during the construction phase. All construction staff will be made aware of the TP.

6.3 Scope of outline Travel Plan

6.3.1 The outline Travel Plan is characterised as a workplace (destination) Travel Plan). It applies to the construction phase of development. The programme of works will be refined as the project progresses but in summary is anticipated to commence in 2027 and last for 2.5 to 5 years in total. The Bespoke Access Road and Cable Route Corridor can commence construction at the same time and are anticipated to last between:,.

- Bespoke Access Road: 6-12 months;
- Cable Route Corridor: 12 to 24 months.

6.3.2 All material construction of the Solar Array Area will follow the completion of the Bespoke Access Road and last between 24 to 36 months. Some limited preparatory works may be carried out on the Solar Array Area simultaneously to the construction of the Bespoke Access Road.

6.3.3 The outcomes approach is adopted for this outline TP. This is an established TP approach where the focus is on securing the performance of the TP by ensuring targets are met. This approach will require the end user (appointed contractors) to commit to achieving specific outcomes, and to agree to a review and monitoring process. The advantage of this approach is its objective-led emphasis. The sought outcomes relate to the specific local situation and requirements. There is scope within the outline TP to adjust the means of achieving the outcomes over time in relation to experience at the site.

6.3.4 The outline TP comprises a comprehensive strategy for meeting key objectives. The strategy comprises:

- Existing conditions;
- Objectives and outcomes;
- Targets and outcomes;
- Management strategy;
- Measures;
- Information and marketing strategy;
- Monitoring and review.

6.4 Existing Conditions

Walk & Cycle

Pedestrian Provision

6.4.1 There is a general absence of footway on roads near to the Site, which is typical of the rural character of the local area. However, there is a network of Public Rights of Way (PRoW) within and near to the Site, illustrated in the TA **Appendix 9.1 Transport Assessment (Document Ref: 6.3 ES Vol.2, 6.3.76)**.

6.4.2 With regard to the Bespoke Access Road, footpath KkLT/6/1 is aligned south-west to north-east from the existing A17 layby where access for the Bespoke Access Corridor is proposed north to Asgarby. Footpath KkLT/4/2 and KkLT/5/1 cross the proposed Bespoke Access Corridor (the latter is not connected to any other public highway).

6.4.3 Footpath Ewer/12/1 is aligned north-east to south-west within the Solar Array Area to the north-east corner near Car Dyke, and footpath Ewer/9/1 is aligned north to south along the eastern boundary of the site, alongside the River Slea.

6.4.4 Finally, the following PRoWs interact with the proposed Cable Route Corridor;

- Footpath Heck/12/1;

- Footpath Heck/14/1;
- Footpath Heck/2/4;
- Footpath GtHa/3/1;
- Footpath Swhd/14/1;
- Bridleway Swhd/13/1; and
- Bridleway Bick/1/1.

6.4.5 There are two footpaths which are aligned near to the Order Limits. Footpath LL/GtHa/2/1 is aligned east to west along the cable route boundary to the east of Great Hale. And footpath Bick/2/1 is aligned north to south close to the cable route boundary to the east of Bicker Fen NG Substation.

Cycle Provision

6.4.6 There is no cycle infrastructure or signed cycle routes near to the Site. However, there is a local cycle route advertised by LCC, which provides between 16 and 26km circular route close to the Site, via Sleaford, Kirkby la Thorpe, Ewerby/Ewerby Thorpe, Howell, Heckington, Helpringham, Burton Pedwardine, Silk Willoughby and Sleaford. The route is described as “Circular, mostly on quiet roads and cycle paths. Some town roads. The route is mostly level” (source: https://www.lincolnshire.gov.uk/).

Public Transport

6.4.7 There are no dedicated public transport facilities in the immediate vicinity of the Solar Array Area. The nearest bus stops are located on Thorpe Road (to the north of the Solar Array Area), and the nearest rail station is in Heckington (south of the Site) (circa 1km and 4km respectively from the Solar Array Area). Due to lack of footway provision, it is not considered that public transport is a viable option for staff travelling to/from the Site without organised onward transport between the site and bus stops/rail stations.

6.5 Objectives and Outcomes

Objectives

6.5.1 The key objectives of the outline TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local planning policies.
- Improve accessibility of the site by sustainable modes of transport and address traffic and parking issues.
- Widen choice of travel mode for all those travelling to/from the Site.

Outcomes

6.5.2 The outcomes sought from the outline TP are to:

- Address the access needs of construction workers, subcontractors, and visitors, by supporting collective and low/zero emission transport options; and
- Avoid local nuisance by avoiding off-site parking.

6.5.3 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from before start of construction. Thus, emphasis is placed on achieving, from the outset, a site culture oriented to offering sustainable transport choices that are attractive, convenient and well used.

6.5.4 The outline TP seeks to influence the choices made by people travelling to/from the Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting sustainable modes of travel that present a viable option as alternatives to single occupancy car travel. Based on existing conditions, it is considered that shared transport (car share or minibus) present the most viable option for journeys to/from the Site.

6.6 Targets and Indicators

Target Criteria

6.6.1 It is good practice to set TP targets that meet SMART criteria. The SMART criteria are:

Specific	there must be no ambiguity in the output,
Measurable	the TP can be set against directly observable output(s),
Achievable	meeting the target must be feasible,
Realistic	target should be within reasonable bounds and not too optimistic,
Time bound	the output of the TP should be observable over a pre-determined time frame.

Benchmarking Data

6.6.2 At present, prior to the construction phase, there is no recorded information about modal choices for workers in the vicinity of the site.

Outline TP Target

6.6.3 The outline TP target is for *"all construction workers, except staff who need to travel at non-standard shift times, will be offered travel to/from the site by minibus."* The target applies throughout the construction phase.

6.6.4 The Travel Plan Coordinator (TPC) will monitor staff travel to/from the site and provide regular update reports to the local authority on progress (refer section 6.11).

Indicators

6.6.5 The following indicators will be recorded to ensure the target does not lead to adverse effects for staff, or to issues on the local highway network:

- Levels of use of minibuses, electric cars and car sharing;
- The occurrence of any observed overspill parking on the local highway network and any complaints concerning overspill parking; and
- Staff punctuality and retention.

6.7 Management Strategy

Commencement

6.7.1 PPG highlights that: *"Travel Plans should where possible, be considered in parallel to* development *proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."*

6.7.2 Whilst this guidance is primarily for the operational phases of new developments, similar principles can be applied to construction. It is essential that TP measures are in place throughout construction, creating a site culture of sustainable travel, rather than retrofitting measures to react to issues as they arise.

6.8 Travel Plan Coordinator (TPC)

6.8.1 The outline TP will have an appointed TPC, whose details will be provided to the local authorities (LCC, NKDC and BBC) in writing prior to construction starting and will include name, contact details and date of taking up post. The TPC will report to the Site Manager/s and will work with all on-site contractors and their staff.

6.8.2 It is the responsibility of the Applicant to ensure that any contracts entered into with contractors working on site include the requirements of the outline TP. This will include a requirement that each appointed contractor nominates a point of contact, reporting to the TPC as required. Each contractor will nominate the point of contact in advance of construction and ensure one

remains in-post for the duration of the construction period. This is necessary to ensure responsibilities for undertaking tasks are met prior to construction, to ensure that sustainable travel choices and information are available, and people are made aware of this. The TPC will act as a promoter of the outline TP to staff and visitors and be the overall point of contact.

6.8.3 The TPC will be appointed at least three months before construction to oversee the production of induction information relating to the outline TP, and to ensure all preparatory tasks have been undertaken. Before start of works the TPC will work in partnership with the project team and others to:

- Manage the implementation of measures, particularly minibus planning, as set out in the outline TP;
- Collect data and other information relevant to the implementation and future monitoring of the outline TP;
- Prepare and produce induction material for staff, sub-contractors and visitors;
- Set up appropriate management arrangements, eg contact arrangements with local stakeholder groups.

6.8.4 More specifically, the TPC responsibilities include:

- Day to day operation of the outline TP;
- Promotion of shared transport (car sharing and minibuses);
- Liaison with the local authority;
- Undertaking and analysing monitoring surveys;
- Monitoring transport usage;
- Monitoring car parking;
- Preparing and maintaining induction information for the TP;
- Undertaking monitoring & review of the TP and preparing monitoring and review reports, including review of the TP targets.

6.8.5 As part of the ongoing management of the outline TP, the TPC will maintain dialogue with local stakeholders, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

6.9 Outline TP Measures

Walking, Cycling & Public Transport

6.9.1 Existing conditions offer limited opportunity for walk, cycle and public transport trips to be undertaken to/from the site, due to its proximity to residential areas and the lack of footway and cycling infrastructure on the local highway network near to the site. It is not considered a proportionate measure to introduce

footway or cycle infrastructure or propose improvements to existing public transport for the temporary construction period. Therefore, the TP should focus resources on promoting feasible sustainable transport modes.

Minibus Transport

6.9.2 Shared transport is an effective means of reducing the number of car trips generated by a site, especially for commuting trips, and is thus an established sustainable travel choice. Minibus transport will be promoted to construction workers travelling to/from Proposed Development.

6.9.3 The home/accommodation locations of the construction workforce are currently unknown. It is proposed to explore the potential to arrange on demand local minibus pick-up/drop-off points including at Heckington rail station and other transport/population hubs such as Sleaford and Boston. The details of pick/up and drop/off locations will be determined once more is known about the composition and home/accommodation location of the construction workforce. However, routes have to be suitably attractive and convenient to ensure suitable staff recruitment and retention during construction. The TPC will make staff aware of this through induction information.

6.9.4 For workers who live locally, local minibus pick-up/drop-off points will be offered to minimise single-occupancy vehicle trips. Pick up points are likely to include local rail and bus stations, town/village centres, or where reasonably practicable, home pickups.

Car Sharing

6.9.5 Car trips will be minimised to staff who have to arrive and depart site at non-standard shift change times, and it is proposed to promote car sharing for these journeys utilising platforms such as Liftshare Lincolnshire (https://hub.liftshare.com/regional/lincolnshire). The car share scheme matches up car drivers and passengers who travel on similar routes at similar times.

Parking Provision

6.9.6 Sufficient parking will be provided within the operations building and construction compounds to accommodate cars and minibuses. These spaces will be reserved for designated staff and visitors only to ensure that vehicle numbers are controlled, and to minimise the impact on the local highway network. It will be the responsibility of the TPC, supported by the Site Manager/s, to monitor car parking on-site. At the Cable Route Corridor compounds, the expectation is that teams of workers will travel by minibus from the Solar Array Site.

Electric Vehicle (EV) charging facilities

6.9.7 Ultra-low and zero emission vehicles are defined as a sustainable travel mode in the NPPF and can help to reduce a development's impact on air quality in its vicinity.

6.9.8 The Solar Array Area will include an operations/spares building which will comprise facilities for a team of 12 full-time employees (FTE) during the operation phase. The Applicant will consider installing EV charging provisions, which will enable staff journeys to be undertaken by EV and thereby encourage the transition to low and zero-emission vehicles.

On-Site Storage

6.9.9 Facilities to store tools and PPE will be provided within construction compounds and the operations/spares building. This will enable construction workers to reduce the equipment they need to transport to/from the site each day, and assist those who would usually drive to site, to consider alternative sustainable transport options such as minibus or car sharing.

6.10 Information and Marketing

6.10.1 Communication aspects of the outline TP are crucial to its success. It is of little use having outline TP initiatives if staff are not adequately informed of them and persuaded to try them. The marketing strategy for the outline TP aims to:

- Raise awareness of sustainable travel options;
- Promote individual measures and initiatives; and
- Disseminate travel information from the outset employment at the Site, and indeed in advance of employment through the recruitment process, and on an ongoing basis.

6.10.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC. Information will be provided by a variety of means including:

- Information provided at recruitment stage;
- Site induction information and briefings;
- Site noticeboards; and
- Intranet, if applicable.

6.10.3 It is the responsibility of the TPC, working with nominated contacts from each contractor, to set up and oversee arrangements for every new employee to receive a suitable verbal and written induction highlighting the sustainable transport options available to them.

6.10.4 Induction information will be prepared and kept up-to-date by the TPC, who will maintain a stock. This can be available in hard copy and/or electronic format. The induction information should also be prepared in a format that can be distributed as joining instructions for visitors.

6.10.5 The objective of the induction information is twofold: to inform and to promote. The latter aspects of the induction information are aimed at promoting and achieving sustainable travel choices for trips to/from the site. It is anticipated that the outline TP induction information will include items such as, but not exclusively:

- TP objectives;
- TPC description of role and contact details;
- Existing walk & cycle conditions;
- Shared transport (minibus) information;
- Car share scheme: Details of registering, information about the financial benefits/incentives, and the environmental benefits; and
- Information sources: eg websites, etc.

6.10.6 In addition to induction information, an ongoing dialogue will be maintained between the TPC and staff, through usual site feedback processes, daily briefings etc.

6.11 Monitoring and Review

6.11.1 Implementation of the outline TP must be monitored and reviewed if the intended and optimum benefits are to be secured.

6.11.2 Key points about the outline TP monitoring and review regime are that this:

- Is essential to ensure that the outline TP objectives are being met;
- Assesses the effectiveness of the outline TP measures, target and indicators and provides opportunity for review; and
- Must be done over time and hence requires action and resources.

6.11.3 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this, supported by the Site Manager/s and contractor points of contact, is crucial. Monitoring of the outline TP aims to measure effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the outline TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.

6.11.4 Monitoring of the outline TP will include observing for non-compliance. The TPC, Site Manager/s and contractors will monitor staff trips to/from the Site to ensure those who should be travelling in minibuses e.g. to the Cable Route

Corridor compounds are complying. The TPC, Site Manager/s and contractors will observe parking on existing highways near to the site, to avoid nuisance to the local community. They will also ensure that parking provided on Site are used by authorised staff and visitors only.

6.11.5 Progress related to the target and indicators will determine whether measures and management processes need to be reviewed or whether the outline TP is achieving sufficient outcomes.

6.11.6 The monitoring process is a routine task. This is so that the effectiveness of the TP measures and financial resources can be optimised. The ongoing monitoring process throughout the year includes elements such as the induction/promotional activities and mechanisms - if a particular form of promotion is not yielding benefits, then alternatives should be considered and employed. The key to all this is that the TP measures, be it promotion and/or services/facilities, are not an end in themselves, they are only the means to progress the TP target and indicators, and if a measure/activity is not yielding positive results, then the reasons for this should be examined and changes to the strategy and measures implemented to address this.

6.11.7 Monitoring & Review reports will be prepared by the TPC and submitted to the local authorities (LCC, NKDC and BBC) at intervals to be agreed as part of the detailed CSTP. This will set out the way in which the outline TP has been operated, providing, inter alia:

- A record of key information collected throughout the quarter, including observations of staff travel to/from the site (if applicable);
- A schedule of meetings and inductions held throughout the quarter, ensuring that all staff receive the required information, and other key contact information;
- A record of TP initiatives introduced/operated during the quarter with any staff feedback (if applicable);
- Reporting of relevant indicators, namely shared transport and electric car usage, car share database registrations and overspill parking;
- Review of outline TP measures pursued throughout the quarter and, on the basis of this, reach conclusions about measures to be taken forward for the coming quarter.

6.11.8 As set out in Section 6.3 above, the outcomes approach is adopted for the outline TP. The outcomes approach requires the contractor/s to commit to achieve the outline TP target and to make beneficial progress towards indicators. If the outline TP target is not met or indicators are not progressed in any quarter, the TPC will identify additional measures, processes, or promotions to achieve them.

6.12 Summary

6.12.1 A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. This outline TP is prepared taking account of currently available best practice guidance and evolving experience.

6.12.2 This outline Construction TP forms the basis for discussions with the local authorities, LCC, NKDC and BBC, towards agreement of a detailed Construction Staff TP prior to commencement of any phase of construction. It is the responsibility of the Applicant, to implement the detailed TP for the duration of construction phase.

6.12.3 The outline Construction Staff TP will be overseen and implemented by the Travel Plan Coordinator (TPC). The TPC role could be undertaken by the Site Manager/s, with tasks delegated to suitably qualified parties, as required.

6.12.4 The outline Construction Staff TP target is proposed as *"all workers, except staff who need to travel at non-standard shift times, will be offered travel to/from the site by minibus."* This target is to be maintained throughout the construction phase.

6.12.5 Outline measures aim to encouraging from the outset a positive sustainable transport awareness and culture for the development. The outline TP measures will be monitored, reviewed and amended as appropriate.

7. Summary

7.1.1 This outline CTMP sets out the general measures and management arrangements that are required to:

- Protect the amenity of neighbouring properties;
- Maintain safety for all road users;
- Ensure that construction traffic and parking impacts on the local highway network are minimised; and
- Maximise use of shared and low/zero emission travel during the construction phase.

7.1.2 The detailed CTMP, which will include detailed DMP, AIL DMP and Construction Staff TP will be agreed with the relevant planning authority of Boston Borough Council or NKDC, in consultation with Lincolnshire County Council. The outline versions of these Plans specify measures including planning and preparation, a dedicated point of contact, communication with the public as well as management, coordination with any other nearby AILs, management and reinstatement of any temporary modifications and routine reporting of construction staff travel.

8. MONITORING AND NON-COMPLIANCE

8.1.1 It is the responsibility of the Site Manager, and in relation to staff travel, the Travel Plan Coordinator (TPC), to ensure that all measures are implemented as set out herein.

8.1.2 The Site Manager is responsible for monitoring compliance by all contractors and hauliers regarding construction traffic routing and timing. The Site Manager (or delegated representative/s) will issue a verbal warning to any individual or organisation who does not comply with the agreed routing and timing strategy, or who parks vehicles on the highway, followed by a written warning.

8.1.3 It will be a condition of all contracts for construction and deliveries at the site to comply with the detailed CTMP. Any non-compliance following verbal and written warnings will be dealt with via usual contract dispute mechanisms.

8.1.4 If members of the public raise a concern regarding construction traffic or parking, the staff will direct them to the Site Manager, TPC (or delegated representative/s). The Site Manager will listen to the concerns, offer solutions or provide an adequate explanation. Concerns raised by members of the public will be recorded and reasonable remedial action taken.

BFEP Appendices

Appendix A Wynns Abnormal Indivisible Load (AIL) Access Report - Beacon Fen Energy Park (January 2024)

Appendix B Wynns Storage Site Abnormal Indivisible Load (AIL) Report - Beacon Fen Cable Drums (June 2024)