



Dean Moor Solar Farm

Environmental Statement: Appendix 5.2 – Outline Construction Traffic Management Plan on behalf of FVS Dean Moor Limited

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**DEAN MOOR SOLAR FARM
ENVIRONMENTAL STATEMENT
APPENDIX 5.2 – OUTLINE CONSTRUCTION
TRAFFIC MANAGEMENT PLAN
PLANNING INSPECTORATE REFERENCE EN010155
PREPARED ON BEHALF OF FVS DEAN MOOR LIMITED**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
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1 Introduction

1.1 Overview

- 1.1.1 This outline Construction Management Traffic Plan ('OCTMP') has been produced for FVS Dean Moor Limited (the Applicant) to support the DCO application for the Dean Moor Solar Farm (the Proposed Development) located between the villages of Gilgarran and Branthwaite in West Cumbria (the Site), which is situated within the administrative area of Cumberland Council (the Council). The Proposed Development will be within the 'Order Limits' (ES Figure 1.1) as show on the land shown on the Work Plans [REF: 2.3] within which the Proposed Development can be carried out. For the purpose of this OCTMP, the terms 'Order Limits' and 'the Site' are used interchangeably.
- 1.1.2 This OCTMP is provided in support of the application for a DCO for the Proposed Development and reflects inputs of consultation and discussions with relevant stakeholders. The preparation of a CTMP is secured by a DCO Requirement included within the DCO [REF: 3.1]. This document should be read in conjunction with the Transport Statement ('TS') Environmental Statement ('ES') Appendix 2.5 [REF: 6.3].
- 1.1.3 Prior to the construction of any part of the Proposed Development, the Applicant must produce a CTMP for that part of the Proposed Development, that must be substantially in accordance with this OCTMP. Preparation of the CTMP is secured by a DCO Requirement and will be submitted for approval by the Council. The construction of any part of the Proposed Development must be carried out in accordance with the approved CTMP for that part.
- 1.1.4 Any CTMP approved will be a 'live' document and will be updated as required. Existing management measures and mitigation outcomes will not be amended without the prior agreement of the Council.
- 1.1.6 Full figures are provided at the end of this OCTMP.

1.2 The Proposed Development

1.2.1 The Proposed Development comprises the construction, operation, and decommissioning of a solar photovoltaic (PV) energy generating station with a total capacity exceeding 50 Megawatts ('MW') comprising solar PV arrays, grid connection infrastructure, associated infrastructure, and green infrastructure.

1.2.2 The Proposed Development will include the following key elements of infrastructure:

- Solar PV panels;
- Solar PV array mounting structures;
- Power Conversion System ('PCS') Units in the form of Inverters and Transformers;
- Grid Connection Infrastructure comprising Customer and DNO Substation Buildings and external electrical equipment and ancillary infrastructure within a Security Fence;
- Perimeter Fencing, Gates, CCTV cameras, electrical cabling, and other associated infrastructure;
- Access from the highway and internal access tracks; and
- Green infrastructure including landscape planting and ecological enhancements.

1.3 CTMP Objectives

1.3.1 The CTMP must be substantially in accordance with the OCTMP and will:

- Demonstrate that construction materials can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
- Identify construction deliveries that could be reduced, re-timed or consolidated, particularly during peak periods on the highway network;
- Encourage use of modern, low emission vehicles;
- Enable all contractors, suppliers, and hauliers to be familiar and compliant with the requirements of the CTMP; and
- Encourage construction workers to travel by non-car modes and low-emission transport to the Site.

1.4 Policy Context and Compliance

1.4.1 This OCTMP has been informed by the policy context and assessment provided by the TS (ES Appendix 2.5 – see section 3 for reference). The

Proposed Development responds to policy and guidance as demonstrated through the measures and actions noted in the subsequent sections of this OCTMP.

1.5 Stakeholder Consultation

- 1.5.1 This OCTMP has been prepared in consultation the Council (as the Local Highway Authority ('LHA')) and National Highways ('NH'). A summary of consultation undertaken during the scoping stage as well as any relevant statutory consultation is detailed in section 3.5 of the TS.

1.6 Supporting Documents

- 1.6.1 This OCTMP is to be read alongside the TS (ES Appendix 2.5) and the Outline Construction Environmental Management Plan ('OCEMP') (ES Appendix 5.1) [REF: 6.3]. The TS provides more detail on the following:
- Policy context;
 - Baseline conditions;
 - Trip generation, distribution and assignment;
 - Traffic Impact Analysis; and
 - Access strategy.
- 1.6.2 This OCTMP provides for the management of the construction phase only. Operational traffic management will be provided by the Operational Management Plan ('OMP') as detailed in the Outline Operational Management Plan ('OOMP') (Appendix 3.1) [REF: 6.3].
- 1.6.3 The Proposed Development has an operational lifespan of up to 40 years. At the end of the Proposed Development's operational lifespan the generating station will be decommissioned and the Site returned to its previous use. A traffic management plan, that is akin to the CTMP is expected to be required for decommissioning. Further details on this topic are provided by the Framework Decommissioning Management Plan ('FDMP') (Appendix 5.4) [REF: 6.3].

2 Site Context

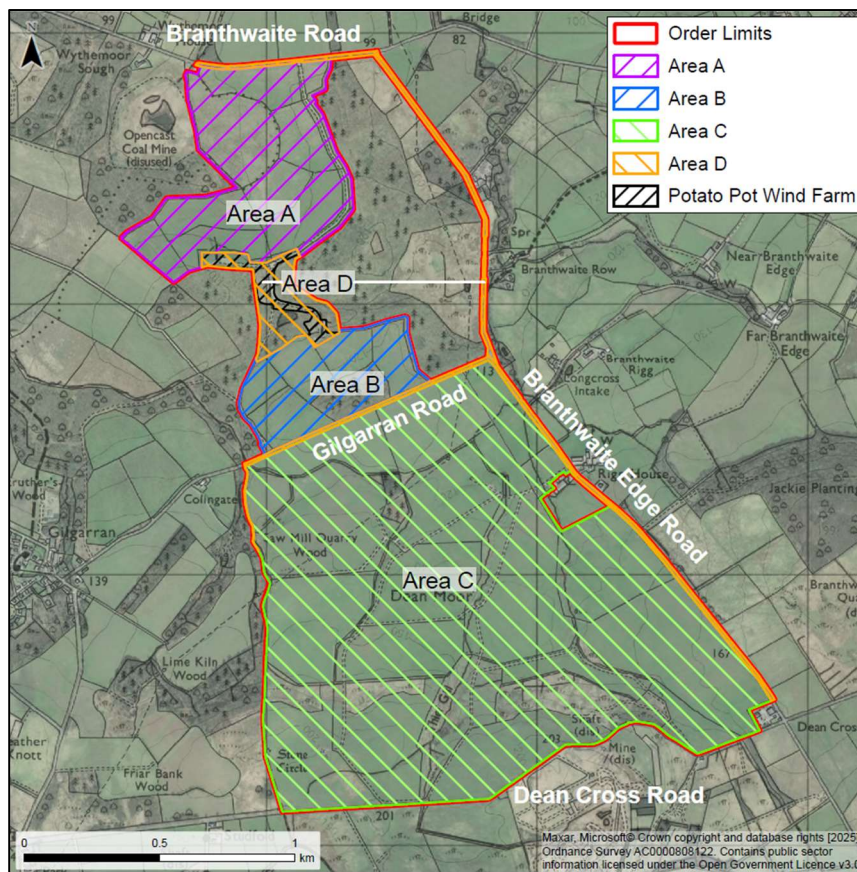
2.1 Introduction

- 2.1.1 This section outlines the Site context, key considerations, and challenges in relation to transport and access for the Proposed Development. Full details on the Site, the Proposed Development, and the construction phase can be found in ES Chapters 3 and 5 [REF: 6:1]

2.2 Site Location and Access

- 2.2.1 The Site extends to approximately 276.50ha and is located approximately 1.1km east of the Lillyhall Industrial Estate, 600m east of the small village of Gilgarran, approximately 900m west of Branthwaite, and approximately 5km southeast of Workington town centre on the west Cumbrian coast. The hamlet of Branthwaite Edge is directly adjacent to the east of the Site.
- 2.2.2 For ease of reference, the Site is split into four areas referred to as Areas 'A', 'B', 'C', and 'D', also shown in Figure 2.1:
- Area A – Land south of Branthwaite Road (approximately 40.2ha);
 - Area B – Land south of Branthwaite Road and north of Gilgarran Road) (approximately 19.9ha);
 - Area C – Land south of Gilgarran Road and north of Dean Cross Road (approximately 203ha); and
 - Area D – Land connecting Areas A and B, including Potato Pot Wind Farm (the 'Wind Farm'), Gilgarran Road between Areas B and C, and Branthwaite Edge Road (approximately 13.4ha).

Figure 2.1: Solar Farm Area Plan (Extract of ES Figure 3.1)



2.2.3 The roads along the Local Road Network ('LRN') which will be utilised to access the Site are classified as part of the Council's road network, although they are un-named. It was agreed with the Council during consultation that the roads should be referred to with the following names:

- 'Branthwaite Road' (road section C2054 103);
- 'Branthwaite Edge Road' (road section C2054 102);
- 'Gilgarran Road' (road section U2186 101); and
- 'Dean Cross Road' (road section C4006 110).

2.2.4 The northern border of the Site adjoins Branthwaite Road and the southern border abuts Dean Cross Road. Branthwaite Edge Road forms the eastern boundary of the Site. The Site is also bisected by Gilgarran Road which runs between Gilgarran and Branthwaite Edge.



Railway, Bus, Cycle, and Pedestrian Access

2.2.6 The nearest railway station is Harrington, located approximately 6.5km to the west. The nearest bus stops with frequent services are Lillyhall, located approximately 3.5km northwest, and Distington, located approximately 4.2km west.

- 2.2.7 There are marked cycle lanes surrounding Lillyhall Roundabout, and a segregated pedestrian/cycle route runs adjacent to A595 towards A66. The nearest National Cycle Network ('NCN') route is NCN 72 which travels north to south along the Cumbrian coast. The nearest access to NCN 72 is from Distington Roundabout, located west of the Site. There are no Public Rights of Way ('PRoW') within the Site itself, although there are several in the surrounding area.
- 2.2.8 Detailed information of public transport services, PRoW, and cycle routes is shown within the TS (ES Appendix 2.5). Figure 4.7 of the TS identifies the active travel routes and public transport infrastructure and services surrounding the Site.

2.3 Considerations and Challenges

Gilgarran Road

- 2.3.1 Gilgarran Road is a rural road with no road markings, connecting the community of Gilgarran to Branthwaite Edge Road. The road is lined by hedgerows, with fencing and accesses to agricultural land to the north and south. The road has an average lane width of approximately 3.1-3.2m and as such HGV movements will need to be managed along this route.
- 2.3.2 There are few areas for passing along Gilgarran Road, meaning that HGV traffic will have to be carefully managed using measures such as vehicle booking, banks person and coordinating vehicle movements to/from the Site. LHA feedback in consultation advised that introducing new passing bays is not desirable, as they may attract antisocial behaviour and remove existing hedgerows such that controlling traffic flows along this road is preferred. A full copy of the meeting minutes from consultation with the Council is shown in Appendix D of the TS (ES Appendix 2.5).

Potato Pot Wind Farm

- 2.3.3 Three existing wind turbines forming the Wind Farm are located within the Site (Area D). The access to the Wind Farm is off Branthwaite Road. The

junction onto the road is designed to accommodate abnormally long loads, and as such features oversail / overrun areas to allow vehicle turning.

Lostrigg Solar

- 2.3.4 A DCO application for 'Lostrigg Solar' (formerly EN0110004) iswas being prepared for a site just north of the Proposed Development. While this has since been withdrawn as a DCO project, it remains under consideration due to the expectation that it may come forward under the Town and Country Planning Act regime. A cumulative assessment of the Proposed Development and available information on Lostrigg Solar is provided in section 6 of the TS (ES Appendix 2.5).

3 Construction Programme and Methodology

3.1 Introduction

- 3.1.1 This section provides information on the anticipated construction programme, methodology and working hours. At this stage, the construction programme is indicative, and the final programme will be confirmed in the CTMP.

3.2 Construction Programme

- 3.2.1 The earliest construction of the Proposed Development could commence is 2026, and for the purpose of the ES assessment, the construction phase has been assessed as spanning 18 months. This is considered a reasonable worst-case (most intensive) scenario, by virtue of environmental considerations such as (but not limited to) traffic, soil management, surface water management, and noise.
- 3.2.2 Table 3.1 provides an indicative construction and helps identify the anticipated overlaps in the different construction stages.

Table 3.1: Indicative Construction Programme

| Description of Works | Month | | | | | | | | | | | | | | | | | |
|---|-------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Site establishment and enabling works, including the implementation of accesses, perimeter fencing and environmental protection measures; | | | | | | | | | | | | | | | | | | |
| Implementation of temporary construction facilities, temporary security measures, and internal access tracks; | | | | | | | | | | | | | | | | | | |
| Deliveries and construction of the generating station including the installation of mounting framework, solar panels, and ancillary units; | | | | | | | | | | | | | | | | | | |
| Deliveries and construction of Grid Connection infrastructure (Work No. 2); | | | | | | | | | | | | | | | | | | |
| Cable trenching, ducting, and backfilling to connect solar generating equipment to the grid connection equipment and this to the existing 132kV overhead lines; | | | | | | | | | | | | | | | | | | |
| Testing and commissioning of the generating station and grid connection equipment; | | | | | | | | | | | | | | | | | | |
| Snagging, restoration / landscaping, demobilisation of temporary works. | | | | | | | | | | | | | | | | | | |

3.3 Construction Compounds

3.3.1 Secure temporary construction compounds will be used to store materials and provide welfare facilities during the construction period. There will be up to five construction compounds for the Site, of which up to two will be Primary Compounds. Further details of the Primary and Secondary Compounds are provided by the Design Parameters Document ('DPD') [REF: 5.7]. Temporary compounds are to be located within the areas defined by Work No. 4 [REF: 2.3]. Details of the compounds and their final locations within Work No. 4 will be confirmed in the CTMP.

3.3.2 Primary Compounds are the main hubs for construction activities on the Site and may include the following facilities:

- Site management cabins;
- Materials storage;
- Waste management;
- Welfare;
- Plant and machinery;
- Temporary security measures;
- Temporary internal access tracks;
- Worker car parking and minibus parking;
- Facilities to accommodate HGV deliveries;
- Wheel washing facilities; and
- Power requirement (solar, fuel, and hybrid generators).

3.3.3 Secondary Compounds will share some of the same functions but at a reduced scale and will not be main areas for worker parking or HGV deliveries which will predominantly track to/from Primary Compounds. Secondary Compounds could be used for occasional HGV deliveries and limited worker parking.

3.3.4 Primary and Secondary Compounds are expected to be in place across the construction phase with demobilisation happening only near completion. Throughout the construction phase there will also be shorter-term staging areas dispersed across the Site. These would provide dispersed welfare facilities for workers, storage for internal deliveries from Primary Compounds, waste management feeder hubs, and a place for internal plant and machinery storage to be kept while works are occurring in a given area. Staging areas will move across Work No. 3 as construction progresses

3.3.5 Primary and Secondary Compounds will be large enough to provide turning areas to enable vehicles to depart in forward gear and be able to hold at least one HGV whilst another is arriving. Details provided in the CTMP will provide details of worker vehicle parking provision.

3.4 Construction Hours

3.4.1 Core working hours are as follows:

- 08:00 to 18:00 Monday to Friday;
- 08:00 to 13:00 on Saturdays; and
- No work on Sundays or on Public Holidays.

- 3.4.2 Core construction working hours will be adhered to, unless in exceptional circumstances where the need arises for works to be carried out outside of the core working hours as detailed below. The Principal Contractor ('PC') will be required to comply with these core working hours, unless covered by an exemption.
- 3.4.3 To maximise efficiency within the core working hours, the PC will require a period of up to one hour before and one hour after core working hours for start-up and close-down activities. This will include (but is not limited to) construction workers arriving and leaving the Site, unloading, maintenance, and general preparatory work.
- 3.4.4 This will not extend to the operation of plant or machinery likely to cause a disturbance to residents unless covered by an exemption. These additional periods of time do not represent an extension of the core working hours. The additional hour either side of construction activity core hours has been provided to allow traffic to avoid the local highway network peak periods during the morning and evening.
- 3.4.5 Activities which may require working outside of the core working hours are set out in the OCEMP. The Council will be notified in advance of any proposed works occurring outside of the core working hours.

4 Estimated Vehicle Movements

4.1 Construction Vehicles Accessing the Site

4.1.1 This section provides an overview of the types of construction vehicles and estimated construction vehicle trips to the Site over the duration of the construction programme.

4.1.2 A range of vehicle types will access the Site for construction, which may include the following:

- Service vans – plant maintenance, PPE, fixings, sundry items for site office services and deliveries, canteen supplies, courier / post and small parcel deliveries;
- Two axle rigid lorries – site services deliveries building materials, waste skips, waste paper recycling, sundry items, PPE, fixings, courier and parcel deliveries;
- Three axle rigid lorries – plant deliveries, access platforms, building materials, refuse collection, ready mixed cement;
- Four axle rigid lorries – residual excavated material, aggregate supplies, ready mixed cement, building materials;
- Multi axle articulated lorries – material deliveries, rebar, plant deliveries, piling rig, access platforms; and
- Abnormal Indivisible Loads ('AIL') – are not anticipated but could include mobile cranes and large adapted articulated lorry combinations for heavy electrical equipment.

4.2 Estimated Vehicle Numbers

Generating Station Construction

4.2.1 As per the TS, construction of the generating station (including solar PV and associated infrastructure) is projected to require around 3,750 HGVs¹ and 1,250 LGVs² across the course of the construction programme. This does not include staff vehicles such as private cars and minibuses. Staff estimates are detailed further in section 7.

4.2.2 Based on an 18-month construction programme and a 5.5 day working week this would equate to an average of approximately nine HGVs (18

¹ HGVs are goods vehicles with a Gross Vehicle Weight of greater than 3.51 Tonnes.

² LGVs are goods vehicles with a Gross Vehicle Weight less than or equal to 3.5 Tonnes.

movements) and three LGVs (six movements) per day across the construction period. It is recognised that a flat profile across the programme is unlikely and there will be peaks in activity associated with concurrent construction activities at times across the programme which will result in periods of heightened transport activities. During these peak periods it is forecast that a daily average of 20 HGV trips (40 movements) and eight LGV trips (16 movements) could be anticipated.

- 4.2.3 An initial construction vehicle profile has been developed in Table 4.1. The estimates presented should be considered indicative at this stage and will be developed further once a PC has been appointed and the final construction programme and method are known. This information will be provided in the CTMP.

Table 4.1: Indicative Construction Vehicle Estimates

| Description of Works | Duration | Daily | | Monthly | |
|--|----------------|-------|-----|---------|-----|
| | | HGV | LGV | HGV | LGV |
| Site establishment and enabling works | Months 1 - 3 | 5 | 2 | 100 | 33 |
| Implementation of temporary construction facilities and internal access tracks | Months 2 - 6 | 2 | 1 | 50 | 17 |
| Deliveries and construction of the solar PV generating station | Months 4 - 14 | 7 | 2 | 150 | 50 |
| Deliveries and construction of Grid Connection Infrastructure | Months 10 - 14 | 7 | 2 | 150 | 50 |
| Cable trenching, ducting, and backfilling | Months 12 - 16 | 7 | 2 | 150 | 50 |
| Testing Commissioning | Months 14 - 18 | 2 | 1 | 50 | 17 |
| Construction works demobilisation | Months 15 - 18 | 5 | 2 | 100 | 33 |

5 Vehicle Routeing and Access

5.1 Site Access

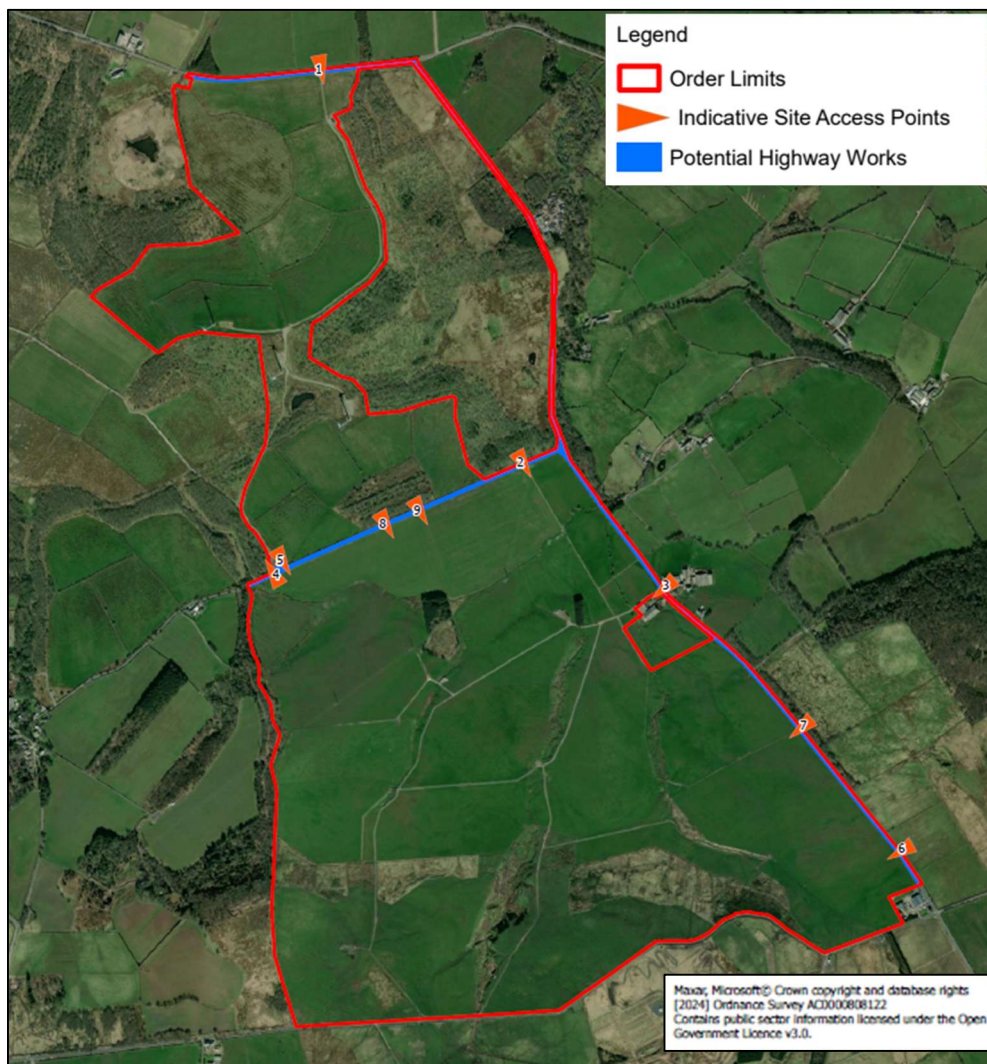
5.1.1 Nine indicative Site access points from the LRN have been identified, as shown in Figure 5.1. All indicative access points are existing accesses of varying formality. It is not expected that all indicative access points would be required, or at least that all would be utilised for both construction and operations, however nine have been chosen to ensure flexibility. The final layout, to be secured by a DCO Requirement, will reflect details for all chosen accesses. The indicative access points from which final access will be selected are:

- **Access 1** – located on Branthwaite Road and utilised as an access for the construction and operation of the Wind Farm. Existing internal tracks associated with the wind farm leads south providing access into Area A and providing connectivity into the north of Area B;
- **Access 2** – located along Gilgarran Road and making use of an existing field access into the eastern area of Area C;
- **Access 3** – is the existing access into the farmyard to the central eastern edge of Area C via Branthwaite Edge Road;
- **Access 4** – located further west along Gilgarran Road making use of an existing field access into the western area of Area C;
- **Access 5** – located opposite Access 4, providing access from Gilgarran Road to the north into Area B;
- **Access 6 and 7** – located further south along Branthwaite Edge Road, providing access to the southeastern area of Area C; and
- **Access 8 and 9** – located midway along Gilgarran Road between Accesses 2 and 5, making use of existing field accesses into the centre of Area C and providing access into the Grid Connection Infrastructure.

5.1.2 Accesses 1 and 3 are certain to be used for both construction and operation. Both are established accesses with appropriate dimensions to allow safe entry and exit and internal manoeuvring for the largest anticipated construction and operational vehicles (Access 3 may need some minor improvements subject to detailed design). Both accesses are sufficient to enable the establishment of primary compounds and subsequently provide good internal access routes into their respective land parcels.

- 5.1.3 Access 6 is unlikely to be needed for construction due to its location on the southeast periphery of the Site. However, it may be needed for operational access subject to detailed design of the Proposed Development.

Figure 5.1: Site Access Map



- 5.1.4 Existing private accesses to the Site will be widened to provide safe access and egress which is appropriate to the vehicles needed during construction.
- 5.1.5 The access proposals ensure that no vehicles will wait or queue on the highway network. There will be sufficient space within the temporary construction compounds to ensure that all vehicles will be able to enter and leave the Site in a forward gear. All construction worker and delivery vehicles will park or offload in a temporary construction compound close to

the access. On exiting the Site, vehicles will have to exit via the wheel wash area and a supplementary street sweeper will be available to avoid impacts on the LRN.

5.1.6 Vehicle tracking swept-path and visibility splays for all access to the Site are shown in Appendix A. Visibility splay requirements have been adjusted to account for the observed local highway conditions including vehicle speed and flow. Site accesses and visibility splays are also shown in Work No. 5 [REF: 2.3]. Updated detailed versions for the accesses to be used for construction will be included in the CTMP.

5.1.7 Pedestrian and cycle access for those working at and visiting the Site would be from either Branthwaite Road, Branthwaite Edge Road, Gilgarran Road or Dean Cross Road, none of which have dedicated / segregated footways or cycle facilities.

5.2 Internal Access

5.2.1 The Site benefits from an established internal access track network which will be upgraded and added to for construction. All internal access tracks will be made of a fully permeable construction and of an appropriate width to avoid damage to soils either side. The tracks will be mostly in use for vehicles delivering materials from Primary and Secondary Compounds to staging areas across the Site.

5.2.2 As standard, HGVs will not track across the Site. Reliance on the established internal track network and preventing the need for HGVs to track beyond compounds reduces the risk of mud or debris being tracked into the compounds and onto public highways by road going vehicles

5.3 Routeing of Worksite Construction Traffic

5.3.1 To access the SRN from the Site, vehicles will travel along the following routes:

- From Area A:
 - Access 1 > Branthwaite Road > Lillyhall Roundabout > A595 > Bridgefoot Roundabout > A66 > Fitz Roundabout > then:

northbound on M6 via A595 > A689 > M6 Junction 44; or
southbound on M6 via A66 > M6 Junction 40;

- From Area B – either via:
 - Area A > Access 1 > Branthwaite Road > Lillyhall Roundabout > A595 > Bridgefoot Roundabout > A66 > Fitz Roundabout > then: northbound on M6 via A595 > A689 > M6 Junction 44; or southbound on M6 via A66 > M6 Junction 40; or
 - Access 5 > Gilgarran Road > Branthwaite Edge Road > Branthwaite Road > Lillyhall Roundabout > A595 > Bridgefoot Roundabout > A66 > Fitz Roundabout > then: northbound on M6 via A595 > A689 > M6 Junction 44; or southbound on M6 via A66 > M6 Junction 40;
- From Area C – either via:
 - Access 2, 4, 8, or 9 > Gilgarran Road > Branthwaite Edge Road > Branthwaite Road > Lillyhall Roundabout > A595 > Bridgefoot Roundabout > A66 > Fitz Roundabout > then: northbound on M6 via A595 > A689 > M6 Junction 44; or southbound on M6 via A66 > M6 Junction 40; or
 - Access 3, 6, or 7 > Branthwaite Edge Road > Branthwaite Road > Lillyhall Roundabout > A595 > Bridgefoot Roundabout > A66 > Fitz Roundabout > then: northbound on M6 via A595 > A689 > M6 Junction 44; or southbound on M6 via A66 > M6 Junction 40.

5.3.2 Inbound traffic will be as above, but in reverse. Vehicles will be required to adhere to the designated routes as described in this section. This, along with other measures such as delivery scheduling is detailed further in section 6.1.

5.3.3 A595 north of Lillyhall Roundabout is a single carriageway road with lane markings and a speed limit of 60mph. A595 meets the A66 further north at Bridgefoot Roundabout.

5.3.4 If alternative routes are required to access the SRN, vehicles can travel south along A595, joining A5092 / A590 and travelling east before joining M6 Junction 36. Alternatively, vehicles may also access M6 Junction 36 by travelling south along A591 from A66 Keswick Bypass.

5.3.5 An overview of the vehicle routing plans to the SRN are shown at two scales in Figures 5.2 and 5.3.

Figure 5.2: Vehicle Routeing Map (Local)

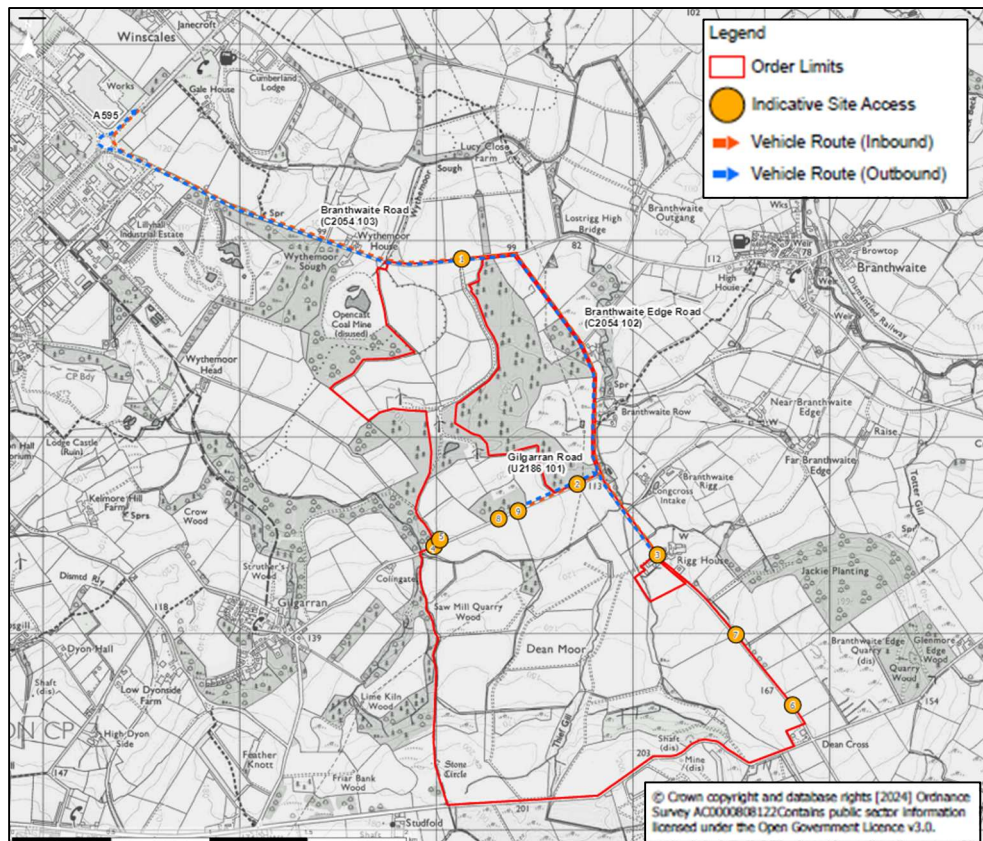
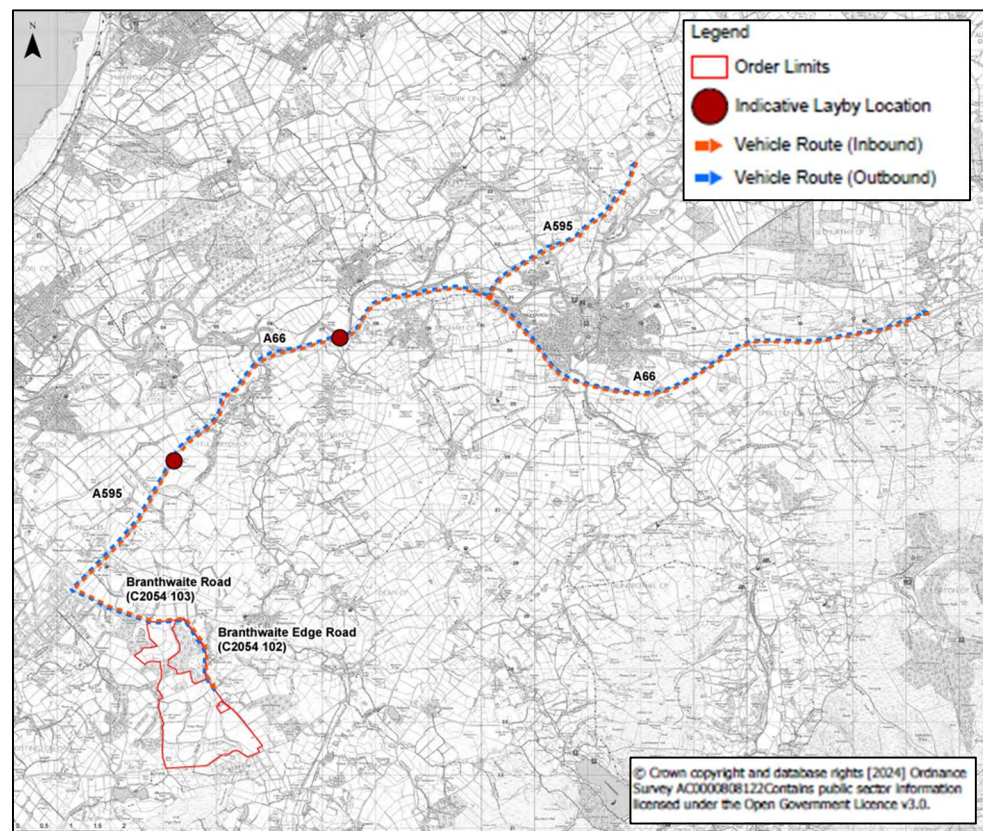


Figure 5.3: Vehicle Routeing Map (Regional)



5.3.6 As indicated in Figure 5.3, there are two lay-bys along the proposed vehicle route from Fitz Roundabout (located approximately 1.5km west of Cockermouth) to the Site, which could potentially be used by inbound vehicles. A description and approximate specification of the two lay-bys is outlined in Table 5.1. Further information regarding delivery scheduling is detailed in section 6.1.

Table 5.3: Suitable Lay-bys on Proposed Vehicle Route

| Lay-by Location | Direction of Travel | Description ³ |
|---|---------------------|--|
| A66 between Fitz roundabout and Bridgefoot roundabout | Westbound | <ul style="list-style-type: none"> Type A parking lay-by with painted segregation island and merge taper Approximate length of 160m (based on online measurement from beginning of entry taper to end of merge taper) Provision of Diagram 801 (blue 'P' parking) sign Raised kerbed footway |
| A595, approx. 2km south of Bridgefoot roundabout, between Bridgefoot and Lillyhall roundabout | Southbound | <ul style="list-style-type: none"> Type B parking lay-by without segregation island and with merge taper Approximate length of 155m (based on online measurement from beginning of entry taper to end of merge taper) Provision of Diagram 801 (blue 'P' parking) sign |

5.3.7 The nearest appropriate service stations and truckstops have been identified along M6 and are shown in Table 5.4.

Table 5.4: Suitable Service Stations and Truckstops

| Location | Description | Facilities |
|------------------------------------|--|--|
| Penrith Truckstop (CA11 9EH) | Located on Mardale Road / Haweswater Road, north of M6 Junction 40 | <ul style="list-style-type: none"> Fuel station Parking Restaurant and shop Toilets and showers Overnight accommodation |
| Moto Southwaite Services (CA4 0NT) | North and southbound on M6 between Junction 41 and 42 | <ul style="list-style-type: none"> Fuel station Parking Restaurants and shops Toilets and showers Overnight accommodation |

³ Standards for Highways. Design Manual for Roads and Bridges (2022): CD 169 - The design of lay-bys, maintenance hardstandings, rest areas, service areas and observation platforms.

| Location | Description | Facilities |
|------------------------------|--|--|
| Tebay Services (CA10 3SB) | North and southbound on M6 north of Junction 38 | <ul style="list-style-type: none"> Fuel station Parking Restaurant and shop Toilets and showers |
| Carlisle Truckstop (CA3 0JR) | Located on Parkhouse Road, south of M6 Junction 44 | <ul style="list-style-type: none"> Fuel station Parking Restaurants and shops Toilets Overnight accommodation |

5.4 Abnormal Indivisible Loads

- 5.4.1 Abnormal Indivisible Load (AIL) movements are not anticipated to be required for construction. If it is determined that AIL movements are required, they would be managed in accordance with standard notification and consenting processes with the affected LHAs, NH, structures owners and Police forces using existing systems such as Electronic Service Delivery for Abnormal Loads ('ESDAL'), AbHaulier or similar.

5.5 Public Access and Public Rights of Way

- 5.5.1 There are no PRoW within the Site and no permanent or temporary diversion or closure of any section of PRoW is proposed.

6 Strategies to Reduce Impacts

6.1 Planned Measures

6.1.1 Planned measures to reduce impacts will be agreed and will reflect measures adopted from the Construction Logistics and Community Safety ('CLOCS') Guidance⁴. CLOCS is a national standard for ensuring the safest construction vehicle journeys, reducing risk to vulnerable road users, improving air quality and congestion, and driving operational efficiencies. Planned measures to reduce impacts are outlined in subsequent paragraphs.

Safety and Environmental Standards Programmes

6.1.2 The PC will ensure, where possible, that contractor and sub-contractor vehicles arriving at the Site comply with relevant safety measures and requirements relating to Work Related Road Risk.

6.1.3 Industry best practice will be adopted wherever possible to support the construction phase. This will be achieved through the procurement process by preferring sub-contractors and supply chain that are members of or signed up to relevant best practice schemes and initiatives including, for example:

- Considerate Constructors Scheme ('CCS'): Promotes best practice that relates to on-Site activities and those in the vicinity of the Site. It is noted that the Site will seek to be registered under this scheme;
- Fleet Operator Recognition Scheme ('FORS'): For suppliers that deliver to, and hauliers that visit the Site, the Applicant will advocate that these businesses are members of FORS; and
- Construction Logistics and Community Safety ('CLOCS'): CLOCS brings the construction logistics industry together to revolutionise the management of work-related road risk and ensure a road safety culture is embedded across the industry. The aim is to protect vulnerable road users who share the roads with construction vehicles.

⁴ Construction Logistics and Community Safety: Construction Logistics Planning (CLP) Guidance. Version v1.2 (April 2021)

Adherence to Designated Routes

Construction Vehicle Routing

- 6.1.4 Routes to and from the Site via the LRN and SRN are as specified in section 5 and visually provided in Figures 5.2 and 5.3. These routes have been reviewed with respect to minimising potential impacts, conflicts, and hazards. The selected routes do not pass schools and hospitals or other sensitive receptors. A copy of the route plan, which will also identify the locations of appropriate stopping points on the SRN, will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take.
- 6.1.5 Suppliers will be made aware that the prescribed routes are always required to be followed unless otherwise agreed or diversions are in place. Any supplier found to not follow the prescribed routes will be warned by the PC and may have its contract revoked if they offend again. The PC will monitor for any planned road works or diversions on the LRN/SRN and engage with the LHA and/or NH if any short-term deviations to the designated routes are required and will communicate any changes to suppliers in advance.
- 6.1.6 A routeing signage scheme will be developed in conjunction with the LHA and NH and set out in the CTMP. The routeing signage will help ensure drivers adhere to the prescribed vehicle route. Section 6.3 provides further information on traffic management and signage.

Delivery Scheduling and Monitoring

- 6.1.7 Due to the nature of the works and the relatively low number of construction vehicles expected per day it is not proposed to use a computer based proprietary Vehicle Booking Management System ('VBMS'). Deliveries and collections will be scheduled in advance by booking the vehicle visits with the Site Manager, using email, telephone, and text messages. It will be required that suppliers and hauliers pre-book delivery or collection slots at least 24 hours in advance or agree on a pre-planned vehicle visit schedule.

- 6.1.8 The PC will engage with suppliers and hauliers prior to any scheduling of deliveries to ensure that the scheduling system and process is clearly understood and that drivers are aware of the process for communicating with the Site if there are any unforeseen issues with arrivals or departures.
- 6.1.9 Suppliers that allow deliveries that turn up without a booking will be notified of the non-compliance on the first occasion. Unless there are safety risks in allowing access to the Site at that time, it is not proposed to turn the load away from the Site on the first occasion as this would incur subsequent greater climate impact and road risk. The relevant supplier/hauler will be notified of the requirement to book a delivery slot. Continued failure to comply with this requirement could result in suppliers/haulers being removed from the project.

Wheel Wash and Street Sweeper

- 6.1.10 Methods will be adopted to prevent the introduction of mud and debris from the construction site entering the LRN- in particular Site entrances and adjacent public highway. The primary mechanism for this will be the provision of wheel washing facilities to enable any mud and other detritus to be removed from vehicles when exiting the Site. Depending on Site conditions an additional wheel wash may be provided for vehicles that enter the construction compounds from internal routing across the Site to limit the introduction of mud into the compound.
- 6.1.11 A wheel wash facility will be located in all Primary and Secondary compounds. It is expected to be a dry wash system as this is preferred on a site of this nature due to the lack of water and sewage supply. When leaving the Site, vehicles will drive onto the dry wheel wash ramp where bars will open the treads to remove any residue. Should a wet wash system be used, vehicles will be cleaned in a modular system with in-built capabilities to filter and recycle water. Any water disposal required will occur off-Site.

- 6.1.12 Along with the wheel wash a visual inspection of vehicles will be undertaken before they depart the Site to ensure that they are not carrying

any residual debris onto the highway. All HGVs taking spoil to/from the Site will also be sheeted to prevent spillage or depositing any materials on the highway.

6.1.126.1.13 A supplementary street sweeper may also be available if required to remove mud and detritus from the LRN. The street sweeper would be utilised on a regular schedule or as required depending on the prevailing conditions. Regular monitoring of the LRN in the vicinity of the Site accesses will be undertaken by the PC to determine the need for any supplemental road cleaning.

6.1.136.1.14 On-Site dampening may be used during excessively dry periods to limit dust and dried material being drawn out onto the road network.

6.1.15 Full details on surface water management proposals can be found in section 12 of the OCEMP (ES Appendix 5.1) [REF: 6.3]. This includes identification of risks and mitigation measures both designed-in and management measures such as vehicle and plant washing being carried out in designated areas at least 8m from any watercourse and the use silt fences where necessary.

Timing of Deliveries Outside Peak Traffic Times

6.1.146.1.16 The PC will aim to schedule HGV traffic for delivery and collections outside of the morning and afternoon network peak times wherever possible. Efforts will also be made to limit the movement of HGV traffic during school drop off and pick up periods during term time.

6.1.156.1.17 While a complete restriction during these periods cannot be committed to, and is not required by network capacity constraints, the Applicant is aware this is a matter of interest for the local community and consideration will be given to this topic across construction and will be supported by the engagement commitments set out in section 6.4.

Vehicle Holding Areas and Call up Procedure

6.1.166.1.18 Due to the nature of the works and the relatively low number of construction vehicles expected per day it is not proposed to impose a

requirement for the use of a vehicle holding or call off area. However, vehicles will be held on-Site where the Site Manager is aware of scheduled inbound traffic, or it is noted that other inbound movements are close to the Site. This will reduce the risk of vehicle coincidence in the narrow roads around the Site.

6.1.176.1.19 The PC will provide suppliers and sub-contractors with a routeing plan from the SRN with identified locations of services or laybys in advance of exiting A595. Suppliers will be required to adhere to designated routes and specified arrival times and will be required to contact the Site Manager in advance if the arrival time will not be met.

6.1.186.1.20 Routeing plans will include places where vehicles can wait if they are ahead / behind schedule, allowing the driver to stop and notify the Site Manager to coordinate their arrival. Two lay-bys have been identified along the proposed routeing between the Site and Fitz Roundabout to the west of Cockermouth, along with appropriate service stations and truckstop locations along M6, shown in section 5.

6.2 Procurement Measures

- 6.2.1 The Applicant has committed to preferring suppliers that are members of best practice schemes such as FORS and CLOCS. In addition, the Applicant will seek to use local suppliers if deemed efficient and appropriate and if they meet the PC's standards for materials and operations.
- 6.2.2 The CTMP will be informed by the construction programming and procurement phase that occurs in an approximate 9–12-month window in advance of full mobilisation on-Site. It will therefore be more appropriate to provide detail on any measures to be adopted on this topic in the CTMP.

6.3 Traffic Management Measures

Road Signs

- 6.3.1 During the construction phase, signs will be installed to warn road users of the works accesses, and the likely presence of large and / or slower-

moving construction traffic. Temporary signing will also be erected confirming the Site access route to contractors and third-party suppliers. General information signs will also be installed to inform road users and local communities of the nature and location of the works, and to provide contact details. Any other signs, such as those posted at the entrances or exits of nearby PRowWs may also be provided.

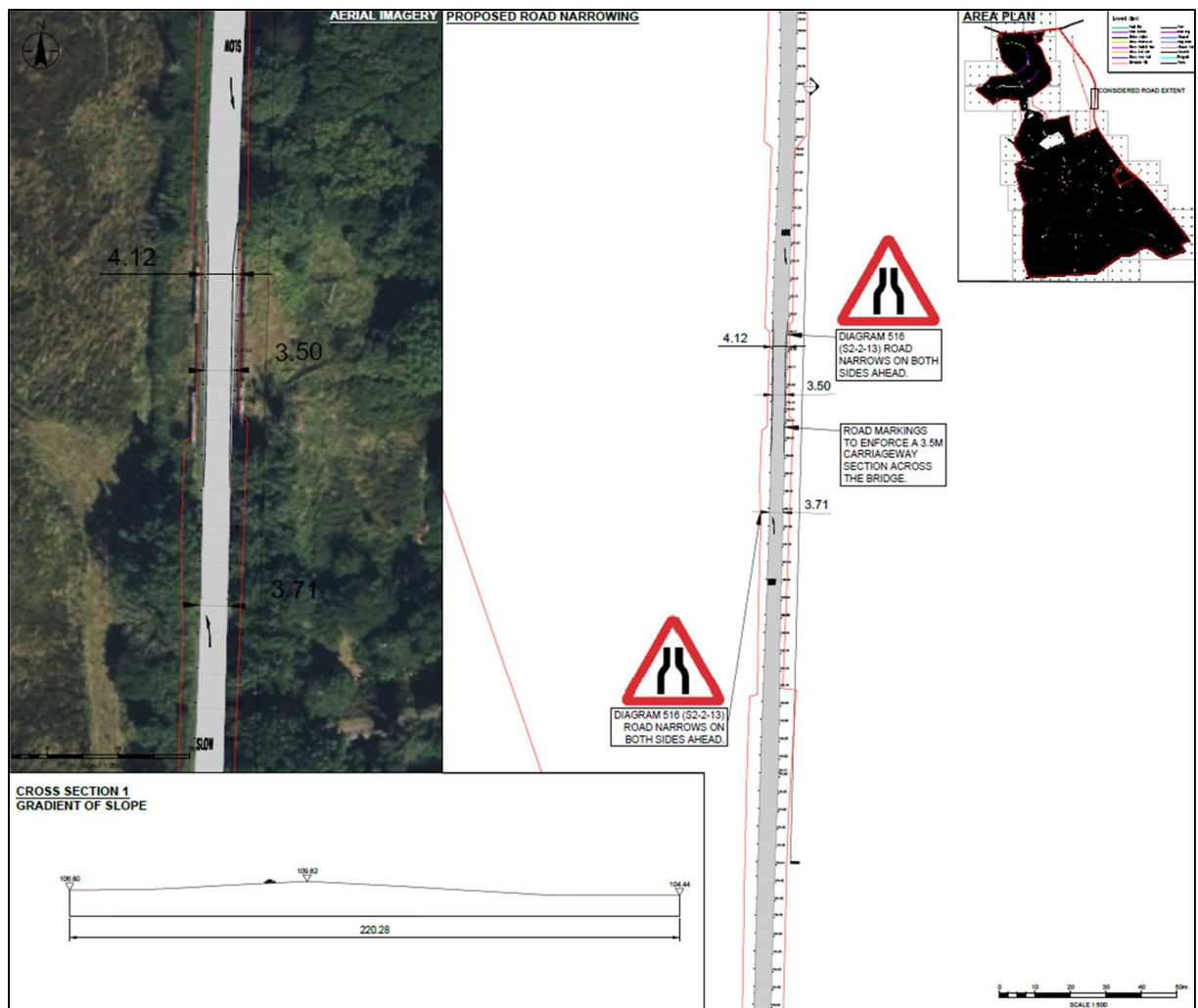
- 6.3.2 Further detail of the agreed signage scheme (layout and a monitoring/maintenance schedule) will be provided in the CTMP.

Temporary Traffic Management

- 6.3.3 Temporary Traffic Management ('TM') can include measures such as temporary speed management measures under a Temporary Traffic Regulation Order or advisory speed limits as part of temporary TM signage scheme, the use of temporary traffic controls or traffic lights for lane closures, or other such measures to protect the integrity of the public highway and the safety of road users.
- 6.3.4 The CTMP will be finalised following detailed design and will further incorporate mechanisms to allow TM measures to be adjusted and refined to reflect subsequent road use and feedback.
- 6.3.5 The Applicant has had constructive engagement with the LHA relating to site access points and temporary speed management measures. It has been agreed in principle that temporary speed limits might be introduced during the construction phase on roads within the vicinity of the Proposed Development. It is proposed to introduce a temporary speed limit reduction to 30mph on Gilgarran Road within the Order Limits as shown on the Traffic Regulation Measure Plan [REF 2.5].
- 6.3.6 It is also understood that minimal TM is likely to be required for the Proposed Development as a whole, no major roadworks under S278 will be needed to accommodate the nature of construction traffic (size of vehicles and volume of traffic) before works can commence.

- 6.3.7 Targeted TM measures will be required for the cable crossing in/under Gilgarran Road from Area B to Area C, which is likely to entail short term road closure due to the width of that road, as shown on the Traffic Regulation Measure Plan **[REF 2.5]**. Further temporary TM may be required in association with upgrade works to existing access points depending on the final access selection and detailed design.
- 6.3.8 A TM measure is proposed for a section of 'Road Narrows' signage and additional 'Slow' road markings on the Branthwaite Edge Road at the site of a former rail structure approximately 450m north of the junction between Branthwaite Edge Road and Gilgarran Road as shown on the Streets and Access Plans **[REF 2.4]**. Details regarding the temporary TM proposals for the former rail structure is shown within the TS (ES Appendix 2.5). This is in response to road topography and sight lines to reduce the risk of construction vehicles coming into conflict with traffic.
- 6.3.9 The TM at the former rail structure (see Figure 6.1 below) will be removed after the construction phase. No other off-Site temporary TM is proposed at this time but will be agreed with the LHA where required as part of the pre-construction final design phase.

Figure 6.1: Temporary Traffic Management Concept Drawing



6.4 Other Measures

Collaboration with Other Developments

- 6.4.1 It is acknowledged that there may be some overlap between construction programmes of the Proposed Development and other developments in the vicinity of the Site such as Lostrigg Solar. As such, collaborative measures may be adopted depending on the nature of the overlap and environmental effects. The identification of any schemes with which to collaborate will be kept under review in advance of the preparation of the CTMP.
- 6.4.2 If the need for collaborative measures is known and arrangements are in place in advance of CTMP production they would be included in the CTMP under a relevant topic header (e.g. delivery management, CWTP, TM, etc)

or in a standalone section of the CTMP. If this is not possible the CTMP would establish commitments to collaborative working principles and methods for ongoing efforts on this topic including engagement with other developers and/or the LHA.

Highway Condition Survey

- 6.4.3 The Applicant will agree with the LHA the extent and geographical scope of a dilapidation survey of the local road network being used by. That survey area will be contained within the Order Limits and focus on the corridors used to access the Proposed Development. The Applicant and LHA will seek to coordinate and utilise the LHAs routine highway condition survey schedule where possible as part of this process.
- 6.4.4 Dilapidation surveys will be completed before construction activities commence to record any existing damage to the surveyed road network. Any works required to make the surveyed road suitable for construction traffic will also be recorded.
- 6.4.5 A further condition survey will be carried out upon completion of construction activities to identify any changes in the condition of the road network.
- 6.4.6 Copies of the condition surveys will be submitted to the LHA.

Community Engagement

- 6.4.7 The Applicant will be responsible for promoting a good working relationship with the community in the vicinity of the Site and dealing with any concerns arising from construction of the Proposed Development. For full details of the proposed community and stakeholder engagement please refer to section 13 of the CEMP.

7 Framework Construction Workforce Travel Plan

7.1 Introduction

7.1.1 A Framework Construction Workforce Travel Plan ('FCWTP') has been developed to promote sustainable transport for workers during the construction phase. This will be developed further once a PC has been appointed, and the final construction programme and worker numbers are confirmed. A CWTP will be incorporated into the CTMP.

7.2 Workforce Numbers

- 7.2.1 Up to approximately 150 workers are anticipated to be required on-Site during the peak construction period which is the time at which multiple phases of work overlap. The location where staff will travel from is currently unknown as it will depend on the appointed PC and sub-contractor teams. It is anticipated that most of the workforce will not be local and that the non-local workforce will stay at local accommodation and be transported to the Site by minibuses to minimise the potential impact on the SRN and LRN.
- 7.2.2 The average number of workers on-Site across construction as-a-whole is expected to be between 50-80 per day. This includes both labourers and technical/office staff.
- 7.2.3 No parking will be allowed for construction workers on the public road network in the vicinity of the Site. Upon entrance to and for exit from the Site, workers will report directly to the designated area within the compound for worker parking. This area will have sufficient space for parking and turning as well as dedicated and protected pedestrian walkways from the parking area to the main facilities (welfare cabins, offices, etc). Site opening and closing for worker arrivals and departures will predominantly be outside morning (08:00-09:00) and evening (17:00-18:00) peak traffic times, minimising additional traffic volume effects during these periods.

7.3 Objectives

- 7.3.1 Through the CWTP, the PC will encourage the workforce and visitors to the Site to:
- Reduce their reliance on car travel;
 - Encourage walking, cycling, public transport where feasible and staff car-sharing and staff minibuses; and
 - Encourage work practices that reduce the need to travel, where practicable – such as hybrid working for design and administrative staff.
- 7.3.2 The PC and subcontractors will seek to use a locally based workforce where practicable to help reduce the distance travelled to Site and increase the potential to use non-car modes.
- 7.3.3 Members of the workforce living within 2km of the Site will be encouraged to walk to work where suitable walking routes are available; those living within 5km of the Site will be encouraged to cycle, with cycle parking made available in the staff parking area of the compounds. All staff members will be encouraged to arrive prior to the AM network peak hour.
- 7.3.4 The following FCWTP objectives describe the key ‘goals’ that the CWTP seeks to achieve. These are:
- To reduce carbon emissions associated with private car travel by encouraging the workforce to utilise sustainable modes of travel such as walking, cycling, public transport, and staff minibuses;
 - To encourage efficiency in travelling to the Site in order to minimise the impact and frequency of travel by the chosen mode such as by car sharing or other shared transport;
 - To ensure members of the workforce are aware of the measures in the CWTP;
 - To reduce any transport impacts of the Site on the local community; and
 - Improve the health and well-being of the workforce by promoting the health benefits of active travel.

7.4 Measures

7.4.1 Measures and initiatives will be utilised to encourage sustainable travel choices amongst members of the workforce at the Site. These will actively discourage reliance on private car use by influencing travel behaviour in favour of shared transport; walking and cycling where practicable, and public transport use including staff minibuses.

7.4.2 It is acknowledged, due to the rural location of the Site, the relative lack of public transport, walking facilities, and cycling connections, that most workers will travel to the Site by staff minibus or private vehicle. Use of arranged minibuses and car sharing by workers will be encouraged and the use of work vans and staff minibuses to bring workers to the Site will mean that overall vehicle numbers are minimised. These will be developed further following the appointment of the PC.

Staff Minibuses

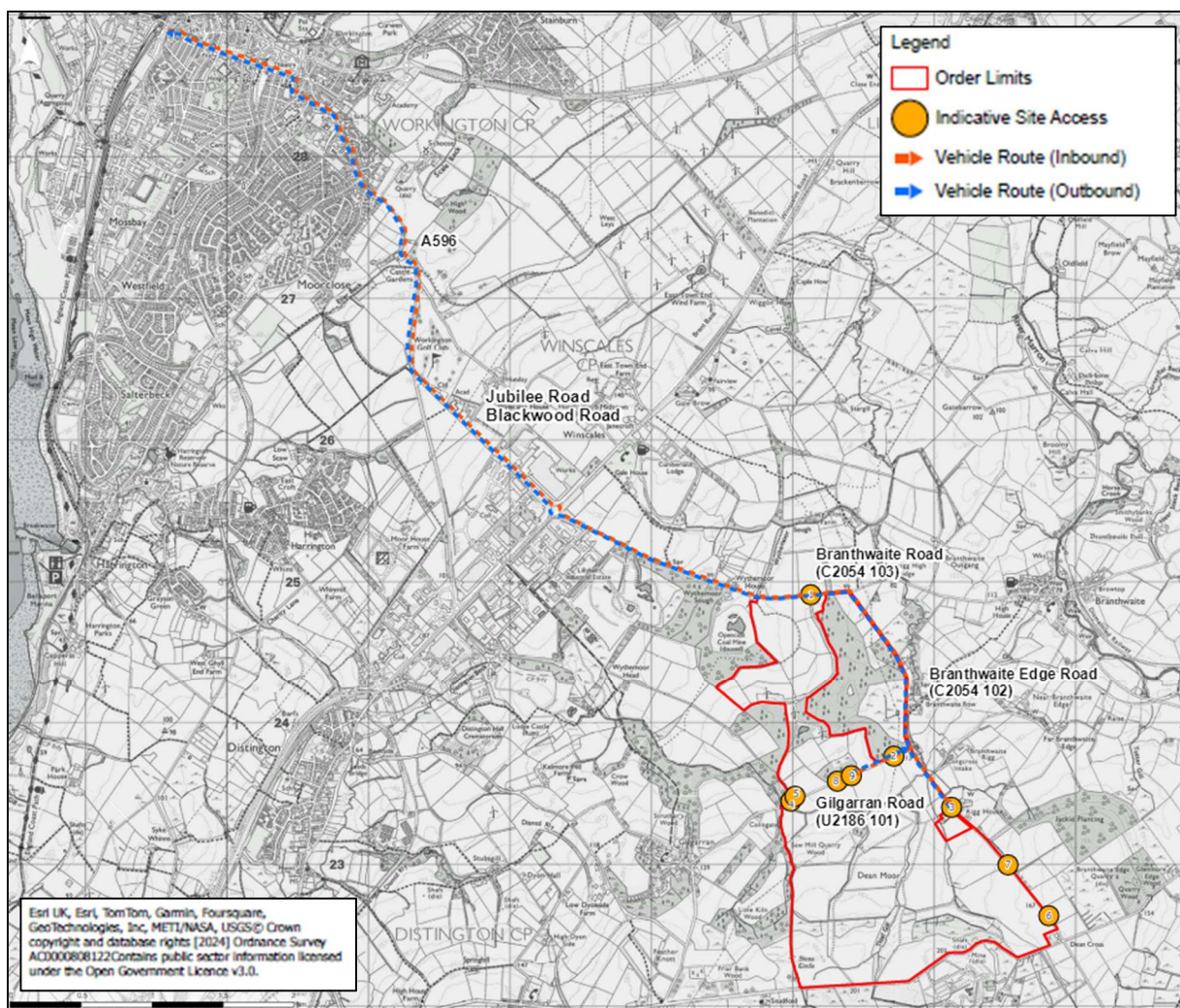
7.4.3 Assuming a staff mode split of 50% of staff travelling to work by staff minibus, and 7 staff per minibus (this is considered a conservative estimate based on professional judgement and previous project experience), for the peak daily staff period there is anticipated to be a requirement for up to 6 minibuses a day.

7.4.4 Minibus destinations and routeing is not yet known. More ~~certainly~~certainty is likely following the appointment of a PC but there are likely to be seasonal variations as it will be important that staff accommodations support local hospitality without displacing tourists or other visitors.

7.4.5 It is likely that services will shuttle staff from the nearby settlement of Workington, due to its population / proximity to the Site and connections to rail services. Assuming a round-trip journey time of approximately 30 minutes from the Site to Workington, minibuses could make two round-trips for mobilisation, and the same for demobilisation, comprising 24 movements respectively.

7.4.6 Figure 7.1 outlines an indicative vehicle routeing for staff minibus services should they be travelling to/from Workington. Minibuses will be required to adhere to designated vehicle routes and pickup staff from designated points. These will be agreed following the appointment of a PC and the procurement of accommodation. Where possible details will be provided in the CWTP although it is more likely that routing would be specified from various urban hubs with a range of hotel options as opposed to assuming all workers would stay in only one facility across construction.

Figure 7.1: Indicative Staff Minibus Vehicle Routeing



7.5 Travel Plan Co-Ordinator

7.5.1 The PC may designate a Travel Plan Coordinator ('TPC') to champion initiatives to reduce the environmental impacts of workforce travel and to minimise the impacts of commuting on the LRN.

7.5.2 Any designated TPC would implement and actively promote CWTP measures to maximise the use of shared transport and non-car modes of travel to and from work, such as:

- Providing information on public transport services in the area and the availability of staff minibuses;
- Promoting the use of cycle facilities at the temporary construction compounds;
- Extolling the virtues of active travel and encouraging walking for those living within 2km or cycling for those living within 5km;
- Ensuring the requirements for workforce inductions, briefings and communications include information and guidance on the importance of environmentally friendly commuting;
- Acting as a focal point for workforce commuting issues;
- Managing the monitoring of workforce travel patterns;
- Engaging with subcontractors with workforce at the Site to encourage their workers to commute sustainably to the Site, utilise car sharing or take advantage of the staff minibuses; and
- Encouraging workers that do drive to Site to travel to Site outside of identified network peak hours.

Workforce Parking

7.5.3 The final number of parking spaces needed on Site is still to be confirmed but it is anticipated that there will be the provision of approximately 30 parking spaces in each primary compound. ~~It is expected that approximately 50% of these spaces will be occupied by staff minibuses during the peak construction period to encourage workers to use the staff minibuses.~~ Based on the mode split assumptions for the use of minibuses it is anticipated that between six and ten parking spaces will be provided for minibuses within the primary compounds, with the remaining 50-54 spaces available for private vehicle parking. This provision for car parking aligns with the estimate for a total of 50 cars with an average occupancy of 1.5 people per vehicle. This is based on the Applicant's previous experience on other schemes and will be subject to confirmation following the appointment of a PC and preparation of the CTMP.

7.5.4 The car park for works personnel and visitors will be surfaced with permeable aggregate atop a geogrid mesh base. The surface will be

maintained throughout the duration of construction activities. The car parking area will be introduced early in the construction phase and the level of use will gradually increase as the number of staff and workers on-Site rises. Dedicated pedestrian routes will be provided from parking areas to on-Site facilities such as welfare cabins and changing facilities. Provision will also be made for parking motorcycles and bicycles.

- 7.5.5 Compounds will be kept clean and dry by minimising heavy vehicle movements in and out. If conditions warrant, wheel washing facilities will be used for vehicles entering the compound from inside the Site, so that worker vehicles do not pose a risk of mud and debris on the highway.
- 7.5.6 The PC will monitor and manage car parking provision and will consider the introduction of a permit system should the demand for parking spaces start to exceed provision.

8 Implementing, Monitoring, and Updating

- 8.1.1 This section provides an overview of how the construction vehicle movements will be managed and monitored.
- 8.1.2 An appointed manager will oversee the managing and monitoring of construction vehicles on behalf of the PC. A record will be kept of vehicle visits to the Site to provide evidence on the number and type of vehicles, and the efficiency and accuracy of the visits made. The information collected of vehicle movements may include:

- Total vehicle count by day;
- Vehicle type; and
- Vehicle arrival, departure, and dwell time.

- 8.1.3 Breaches and complaints including:

- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Supplier FORS accreditation.

- 8.1.4 Safety including:

- Logistics-related accidents;
- Record of associated fatalities and serious injuries; and
- Vehicles and operations not meeting safety requirements.

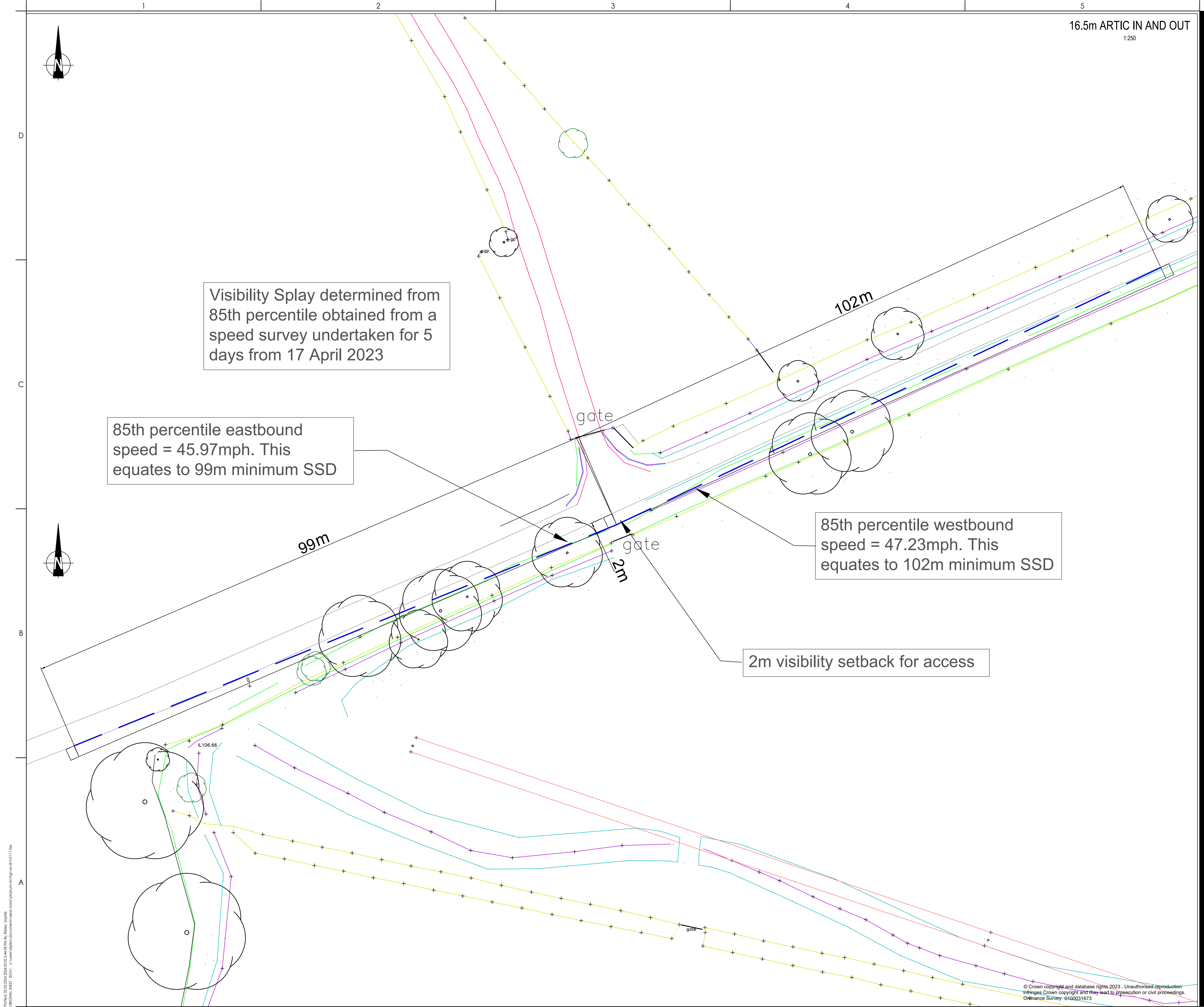
8.2 Compliance Arrangements

- 8.2.1 Suppliers and hauliers will be required to follow the provisions of the CTMP (including the CWTP), such as the advice to avoid delivery during peak periods and adhering to designated routes.
- 8.2.2 Any supplier that fails to comply with the CTMP will be contacted by the Site Manager and measures sought to improve their level of compliance. Should no improvement be forthcoming, or the supplier offends again, the PC will implement corrective actions to provide a resolution, including potentially removing the supplier from the contract.

- 8.2.3 An incident / complaints register will be created into which incidents / complaints can be recorded. Once entered, the incident / complaint will be dealt with using the procedures that the PC has in place for quality management. Further details of quality management procedures will be set out in the CTMP and/or CEMP as appropriate.
- 8.2.4 During construction where an issue or complaint is identified the PC will implement corrective actions to provide a resolution, including removal from the contract. A corrective action log will be maintained and regularly monitored.

Appendix A Site Accesses – Visibility Splays and Vehicle Tracking

Appendix A Site Accesses – Visibility Splays and Vehicle Tracking



16.5m ARTIC IN AND OUT
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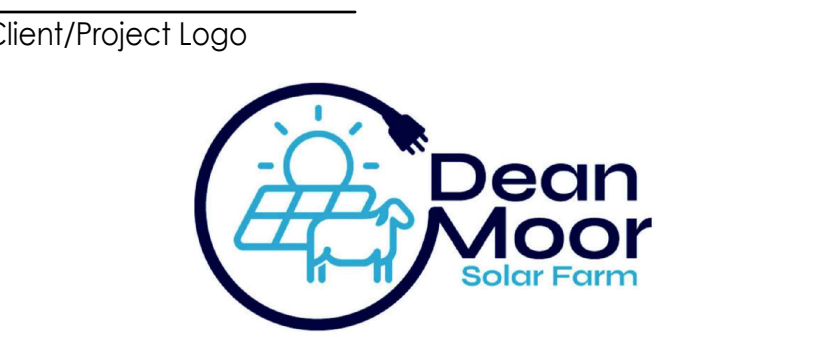
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shown. The Contractor is therefore advised to undertake their own investigation where the
presence of any existing or proposed services, plant or apparatus is suspected.

NOTES:
1. SITE STOPPING DISTANCE (SSD) IS CALCULATED FROM THE
AVERAGE DAILY 85TH PERCENTILE VEHICLE SPEED AND
ASSUMES A 2 SECOND REACTION TIME AND DECELERATION
RATE OF 0.375g

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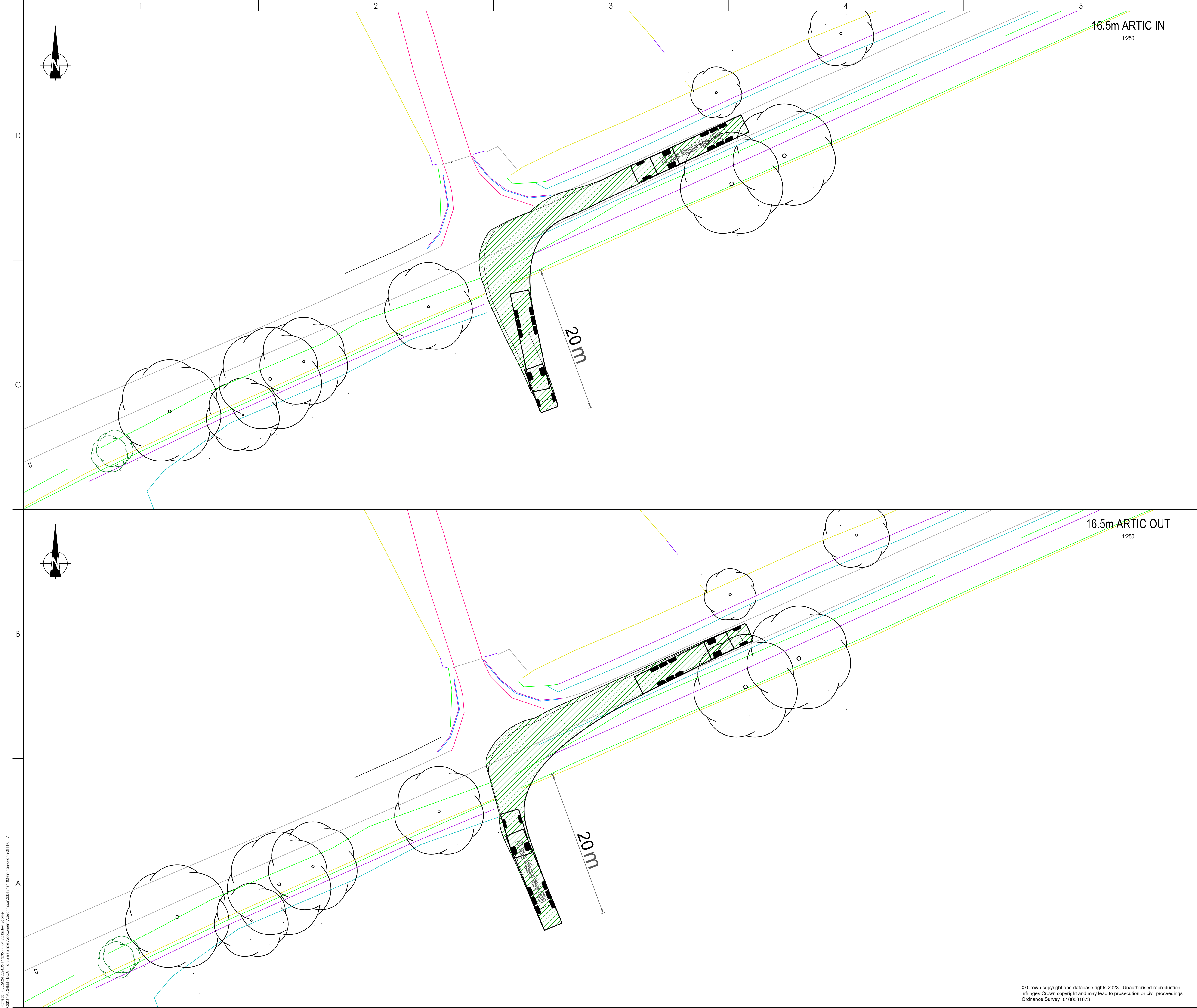
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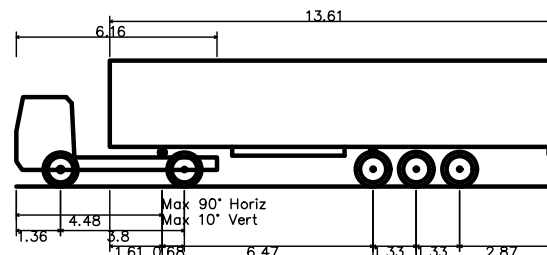


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FTA Design Articulated Vehicle (2016)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.270m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock-to-Lock time 3.70s
Curb to Curb Turning Radius 6.600m

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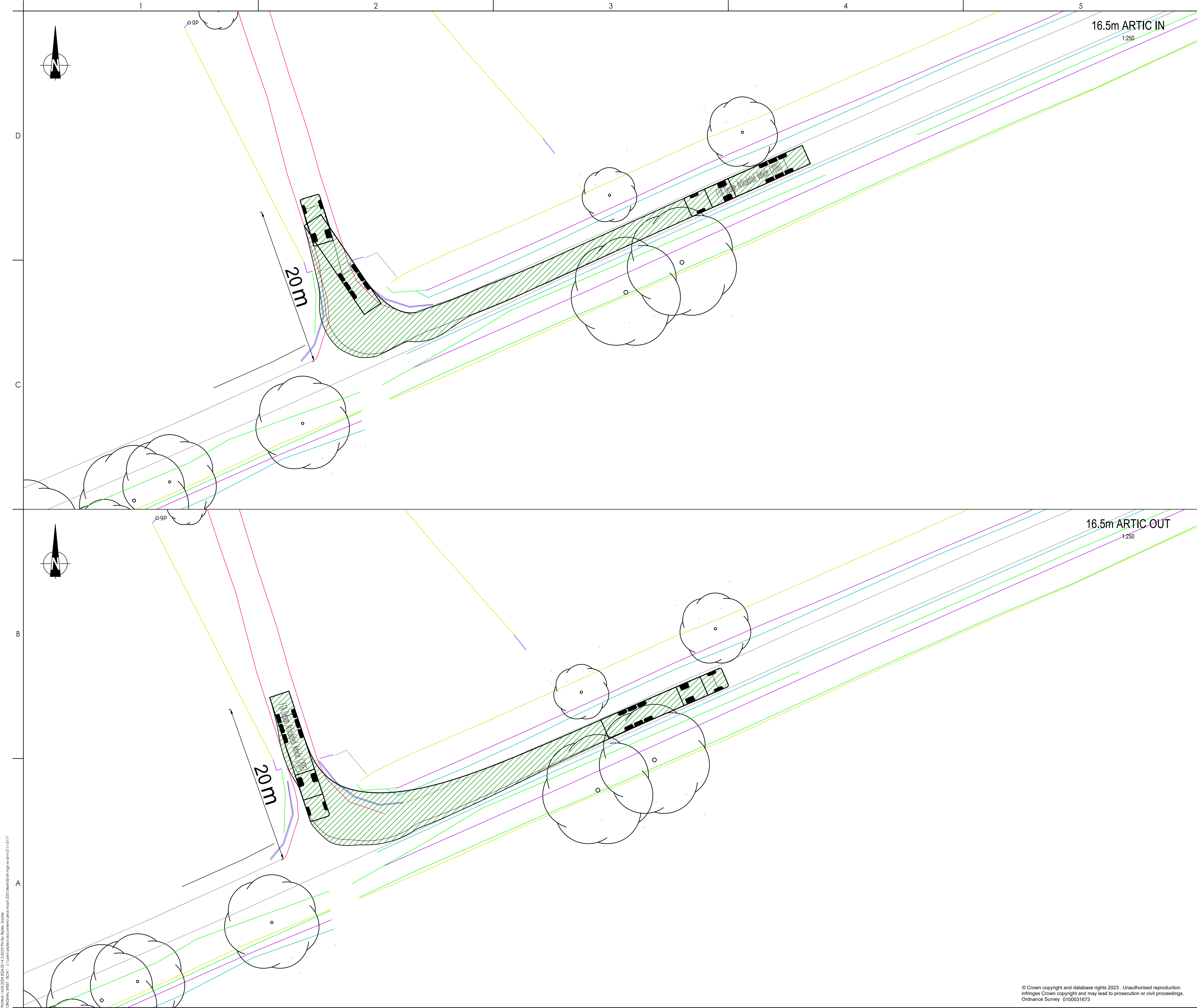
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DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEEP PATH ANALYSIS

Title
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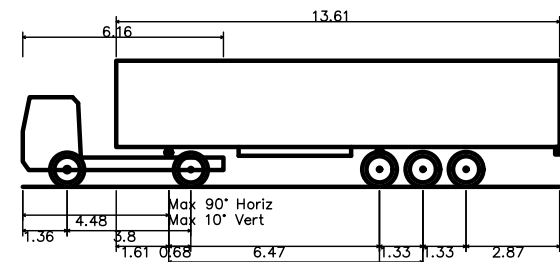


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presence of any existing sewers, services, plant or apparatus may affect their operations.

S0 - WORK IN PROGRESS



FTA Design Articulated Vehicle (2016)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 2.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock-to-lock time 3.00s
Curb to Curb Turning Radius 6.600m

WORK IN PROGRESS
Last Saved By: smpley, on 14.05.2024 at 3:19 PM

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| Issued/Revision | By | Appd | YYYY.MM.DD |
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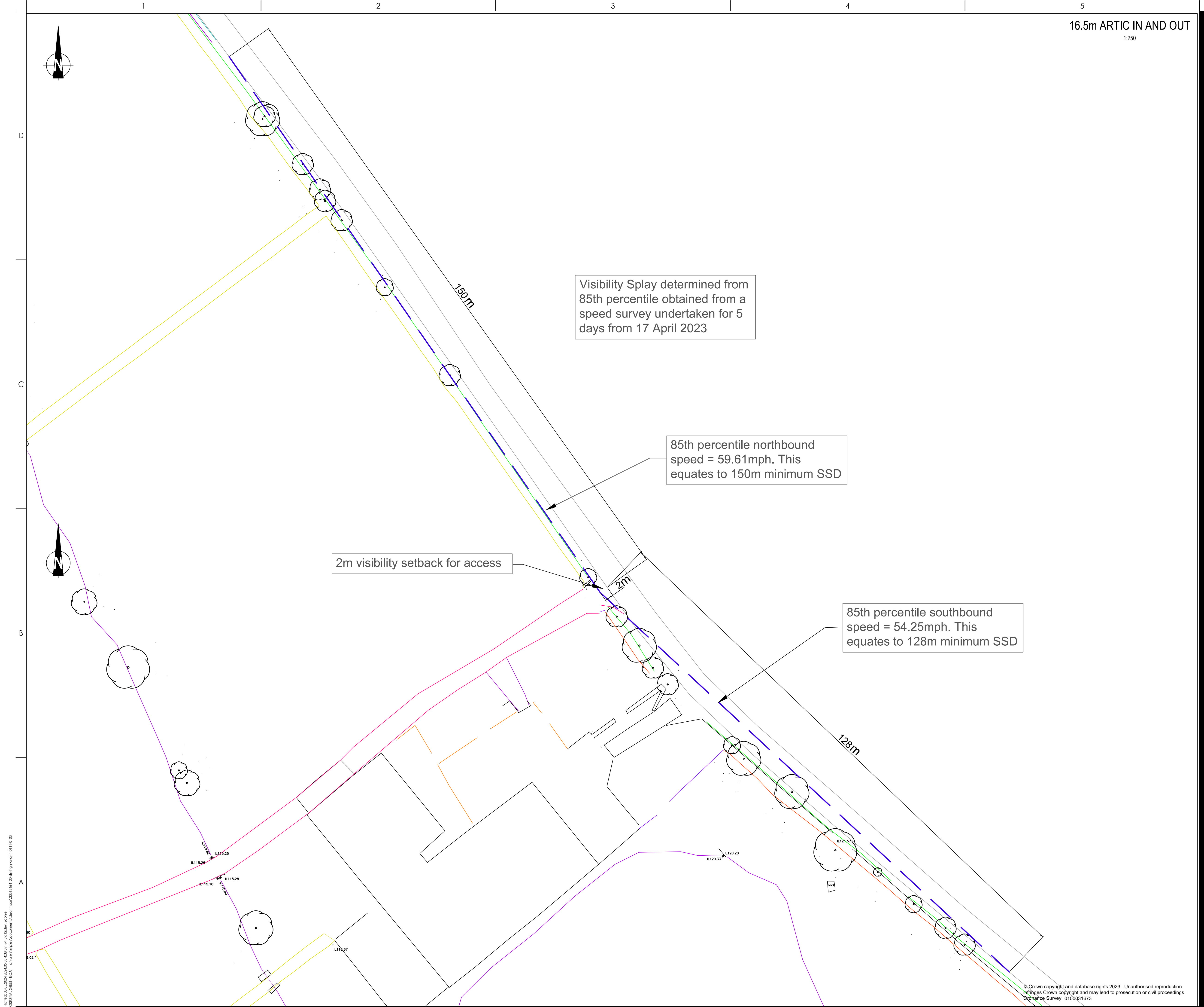
Client/Project
FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 4
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|---|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0106 |

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16.5m ARTIC IN AND OUT
1:250



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- NOTES: **S0 - WORK IN PROGRESS**
1. SITE STOPPING DISTANCE (SSD) IS CALCULATED FROM THE
AVERAGE DAILY 85TH PERCENTILE VEHICLE SPEED AND
ASSUMES A 2 SECOND REACTION TIME AND DECELERATION
RATE OF 0.375g

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DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER

SWEPT PATH ANALYSIS

Title
VISIBILITY SPLAY -DRAFT
ACCESS 3
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|---|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0107 |

Project: 03.05.2024 09:04:03.03 43859 Pw by: sriley, Scheme
03.05.2024 09:04:03.03 43859 Pw by: sriley, Scheme

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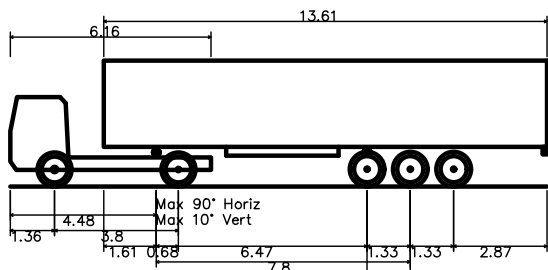


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S0 - WORK IN PROGRESS



FTA Design Articulated Vehicle (2016)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.270m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock-to-Lock time 3.70s
Curb to Curb Turning Radius 6.600m

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PROGRESS
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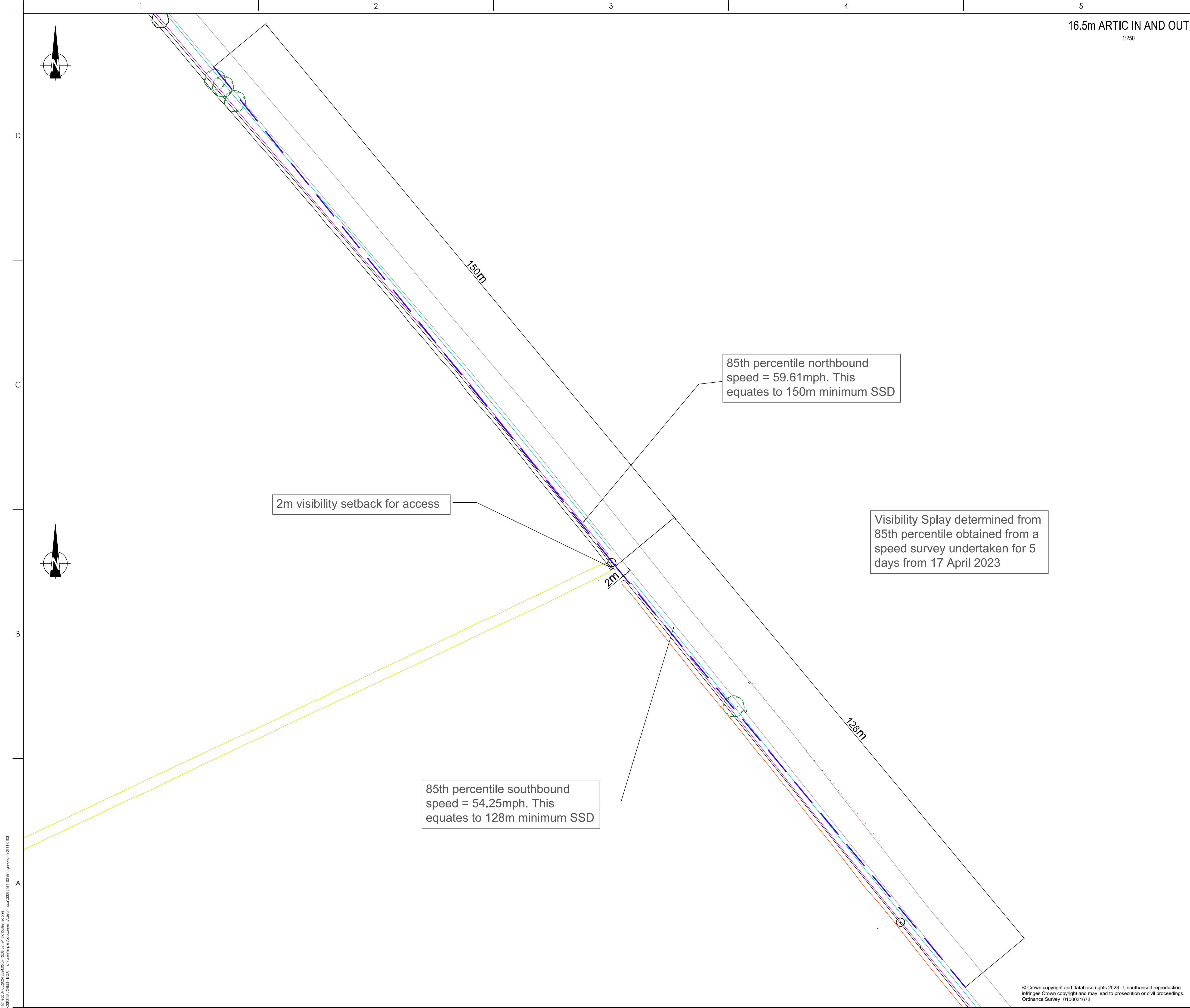
Client/Project
FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 3
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|---|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0108 |

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NOTES: S0 - WORK IN PROGRESS

1. SITE STOPPING DISTANCE (SSD) IS CALCULATED FROM THE
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ASSUMES A 2 SECOND REACTION TIME AND DECELERATION
RATE OF 0.375g

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FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER

SWEPT PATH ANALYSIS

Title

VISIBILITY SPLAY -DRAFT
ACCESS 6
16.5m ARTIC
SHEET 1 of 1

Project No.

33313464100

Scale

1:250

Revision

02

Drawing No.

33313464100-STN-HGN-XX-DR-H-0109

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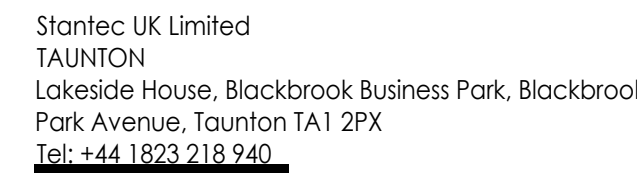
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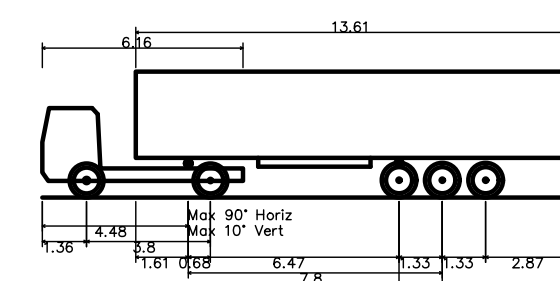
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SO - WORK IN PROGRESS



| | |
|---------------------------------------|---------|
| FTA Design Articulated Vehicle (2016) | |
| Overall Length | 16.480m |
| Overall Width | 2.550m |
| Overall Body Height | 3.870m |
| Min Body Ground Clearance | 0.515m |
| Max Track Width | 2.470m |
| Lock-to-lock time | 3.00s |
| Curb to Curb Turning Radius | 6.600m |

WORK IN PROGRESS

| | | | |
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FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER

SWEPT PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 6
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|--|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0110 |



| | | | |
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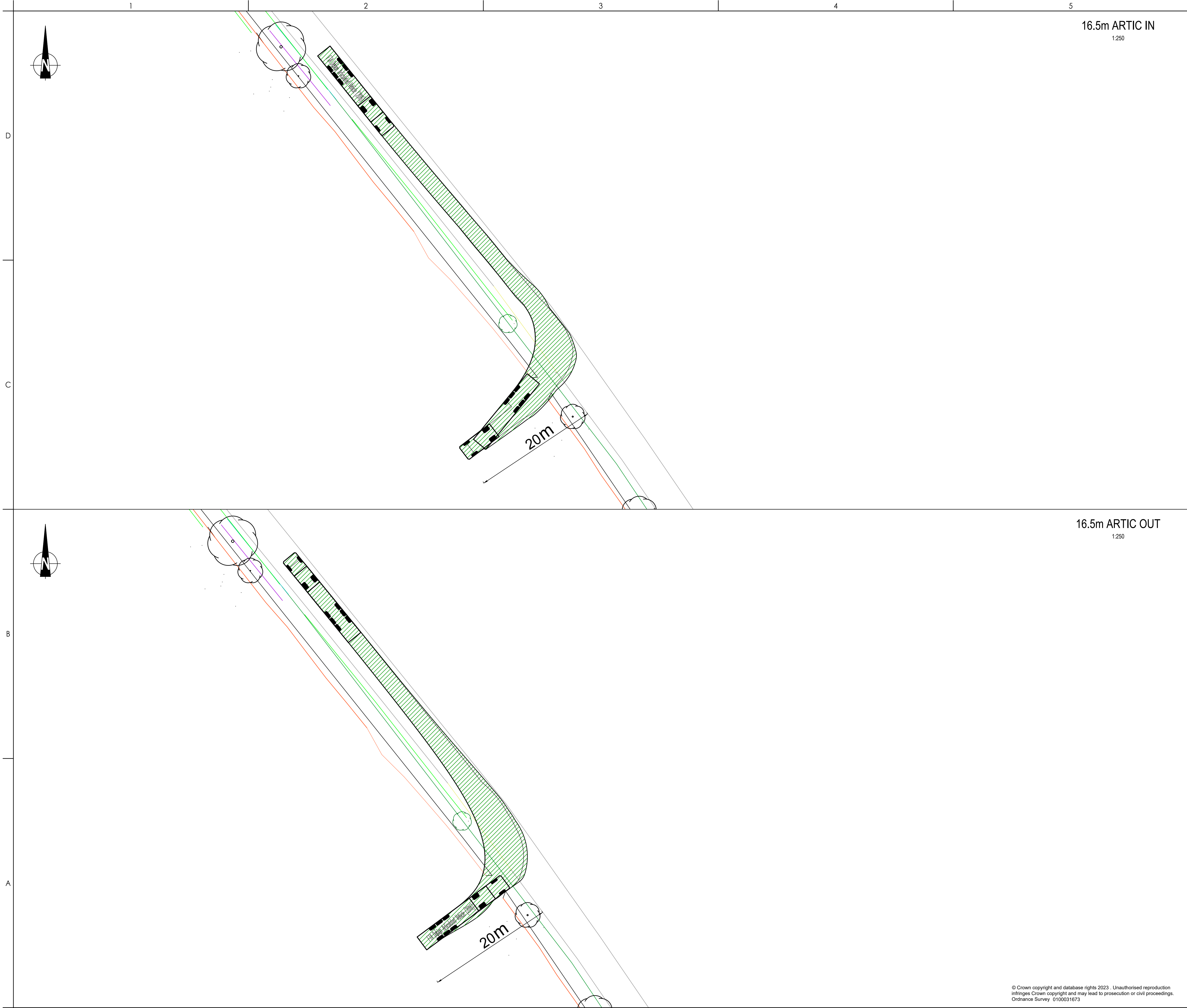
DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEEP PATH ANALYSIS

Title

VISIBILITY SPLAY -DRAFT
ACCESS 7
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|--|
| Project No. 33313464100 | Scale 1:250 |
| Revision 02 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0111 |

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Original: 1:250
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16.5m ARTIC IN
1:250

16.5m ARTIC OUT
1:250

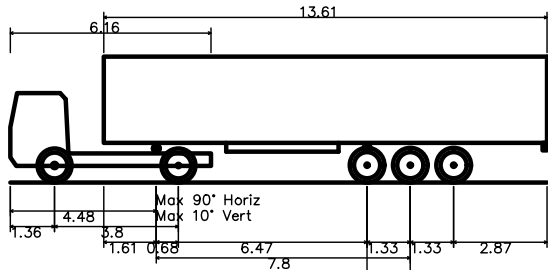


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FTA Design Articulated Vehicle (2016)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.270m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock-to-Lock time 3.00s
Curb to Curb Turning Radius 6.600m

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DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 7
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|---|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0112 |

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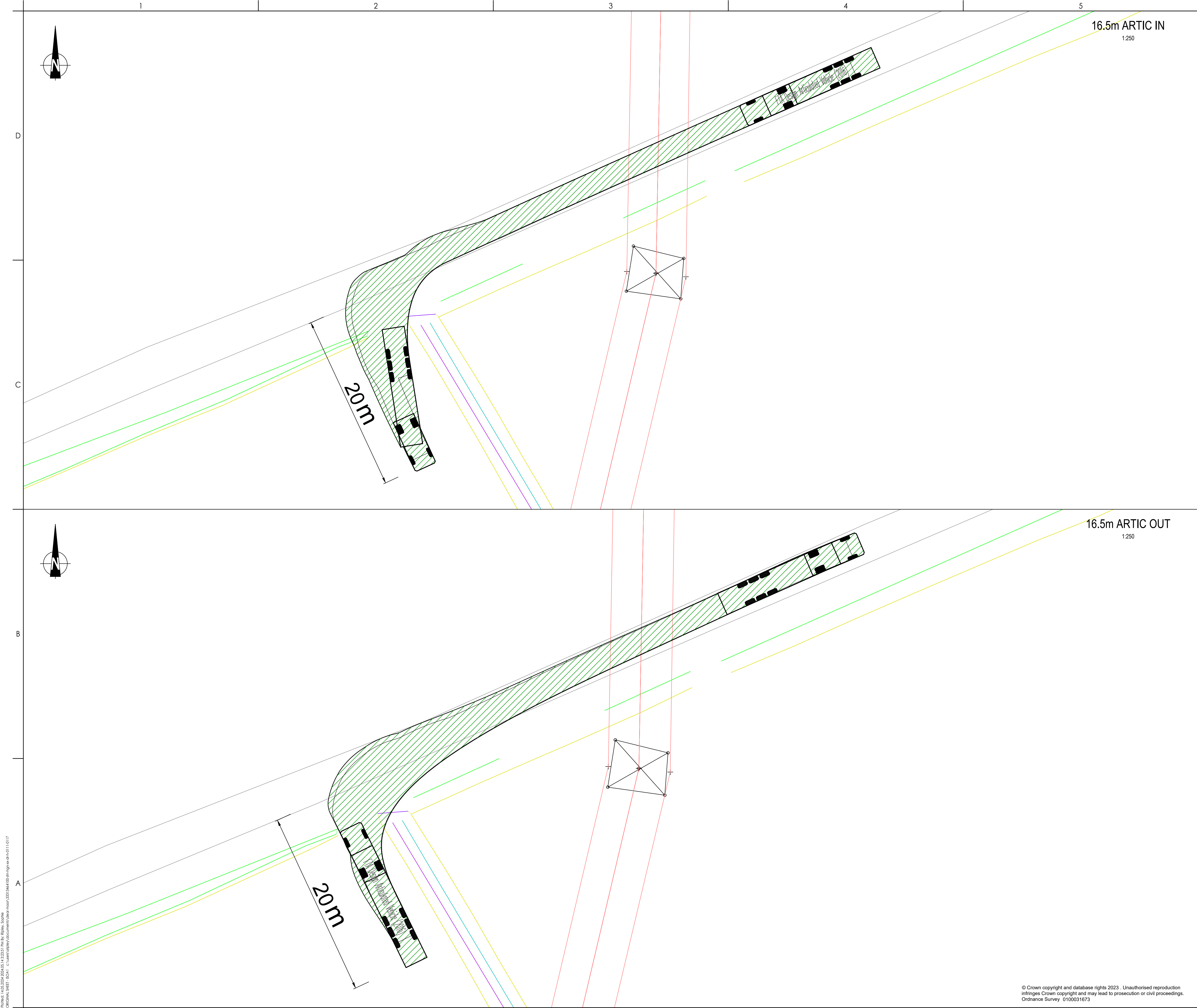
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Dean Moor
Solar Farm

| | |
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| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0113 |



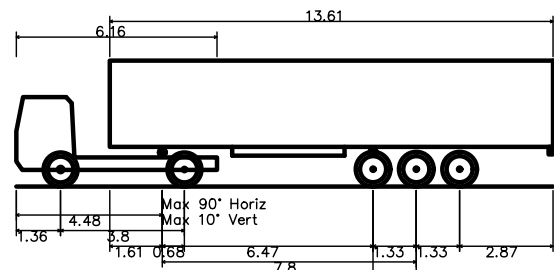


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FTA Design Articulated Vehicle (2016)
Overall Length 16.48m
Overall Width 2.55m
Overall Body Height 3.27m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock-to-Lock time 3.70s
Curb to Curb Turning Radius 6.600m

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FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEEP PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 2
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|---|
| Project No. 33313464100 | Scale 1:250 |
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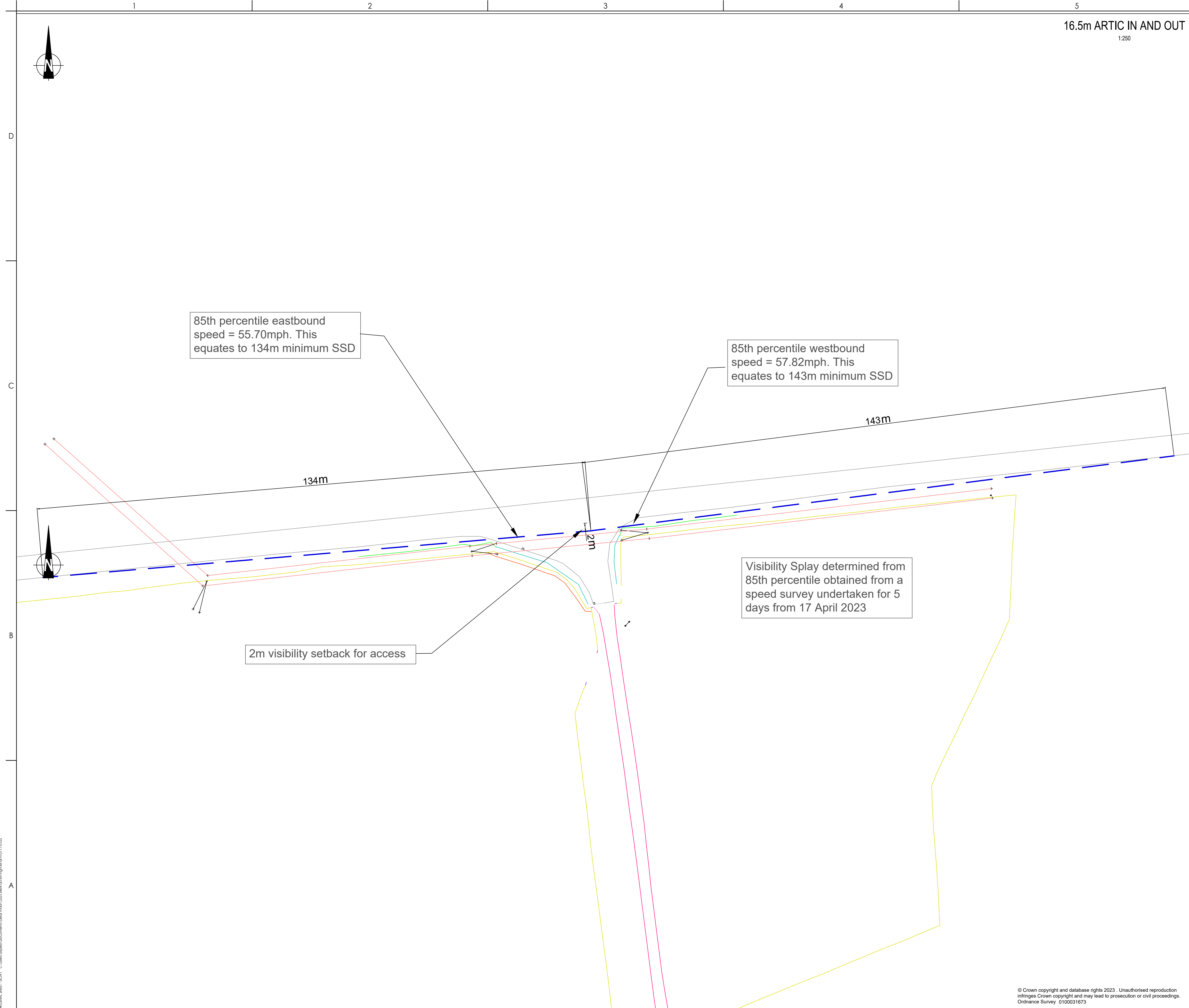
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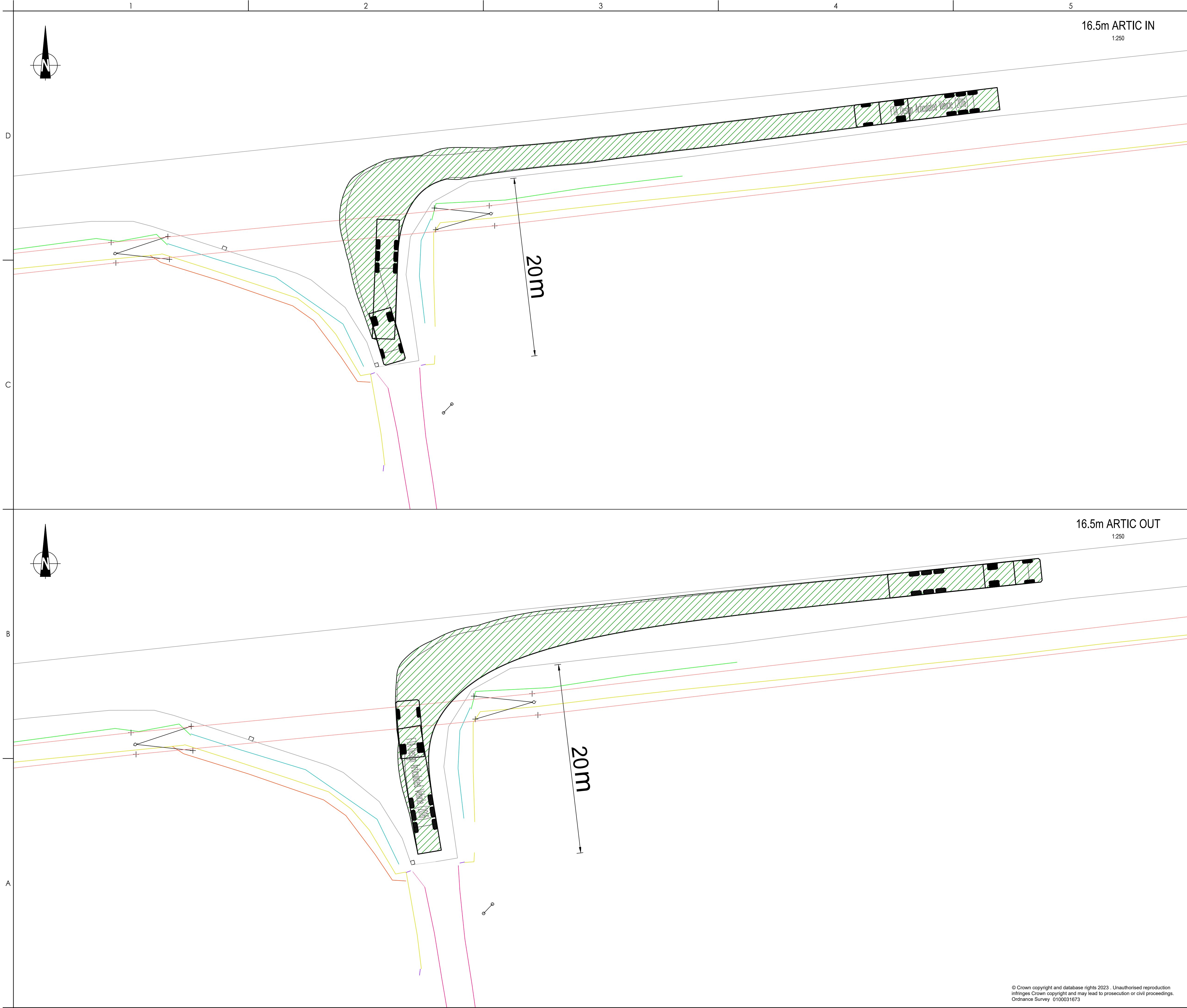
Dean Moor
Solar Farm

Title
VISIBILITY SPLAY -DRAFT
ACCESS 1
16.5m ARTIC
SHEET 1 of 1

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Project: 14052024/2024/05.14.521144 PW by: Stantec, Scope: SWEPT PATH ANALYSIS
Drawing: 33313464100-STN-HGN-XX-DR-H-0117

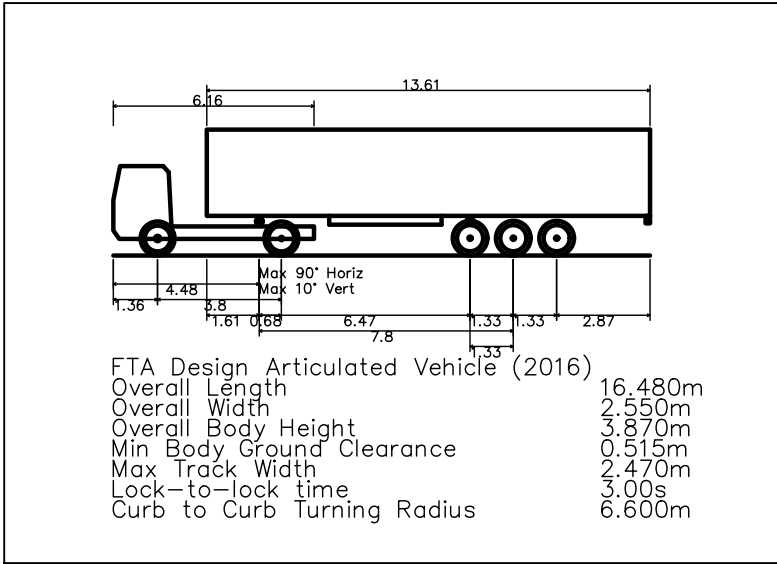


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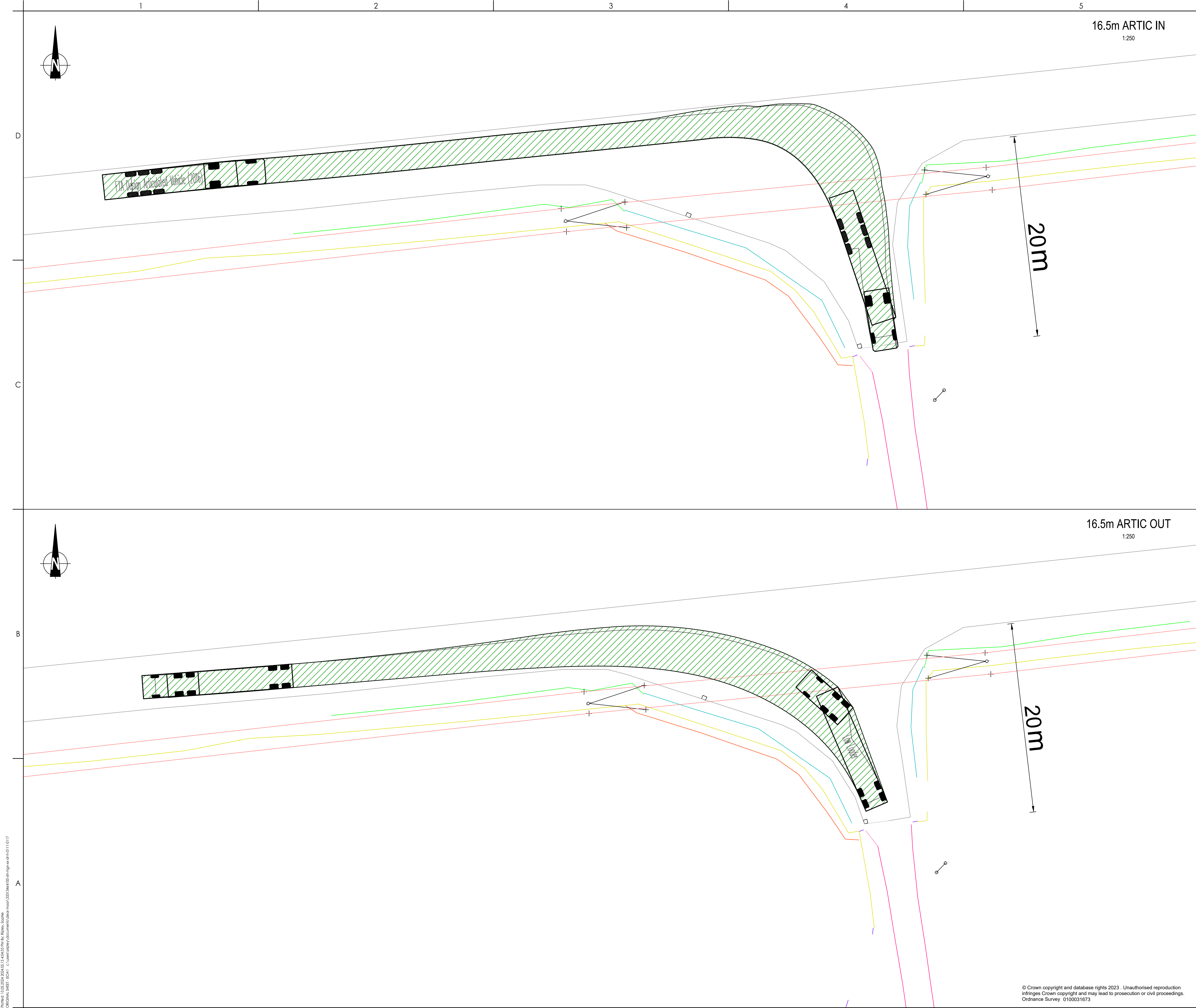
Client/Project
FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 1
16.5m ARTIC
SHEET 1 of 2

| | |
|----------------------------|---|
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| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0116 |

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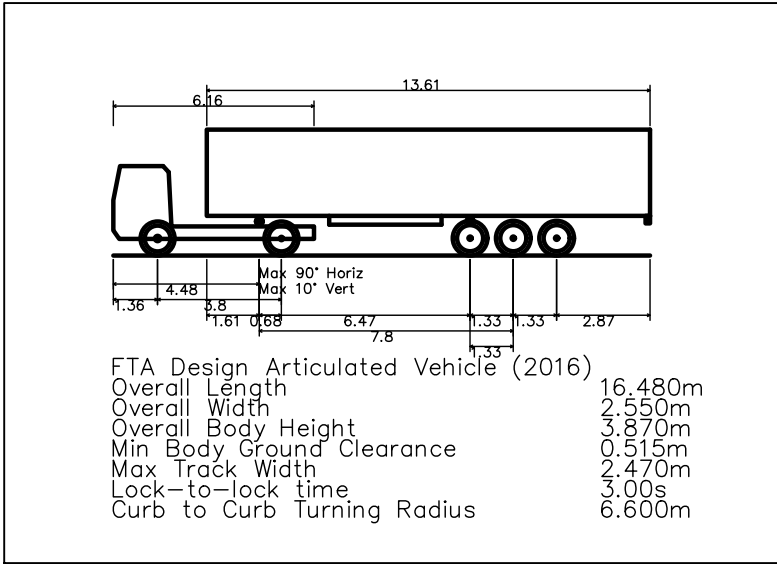


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FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 1
16.5m ARTIC
SHEET 2 of 2

Project No. 33313464100 Scale 1:250

Revision 01 Drawing No. 33313464100-STN-HGN-XX-DR-H-0117

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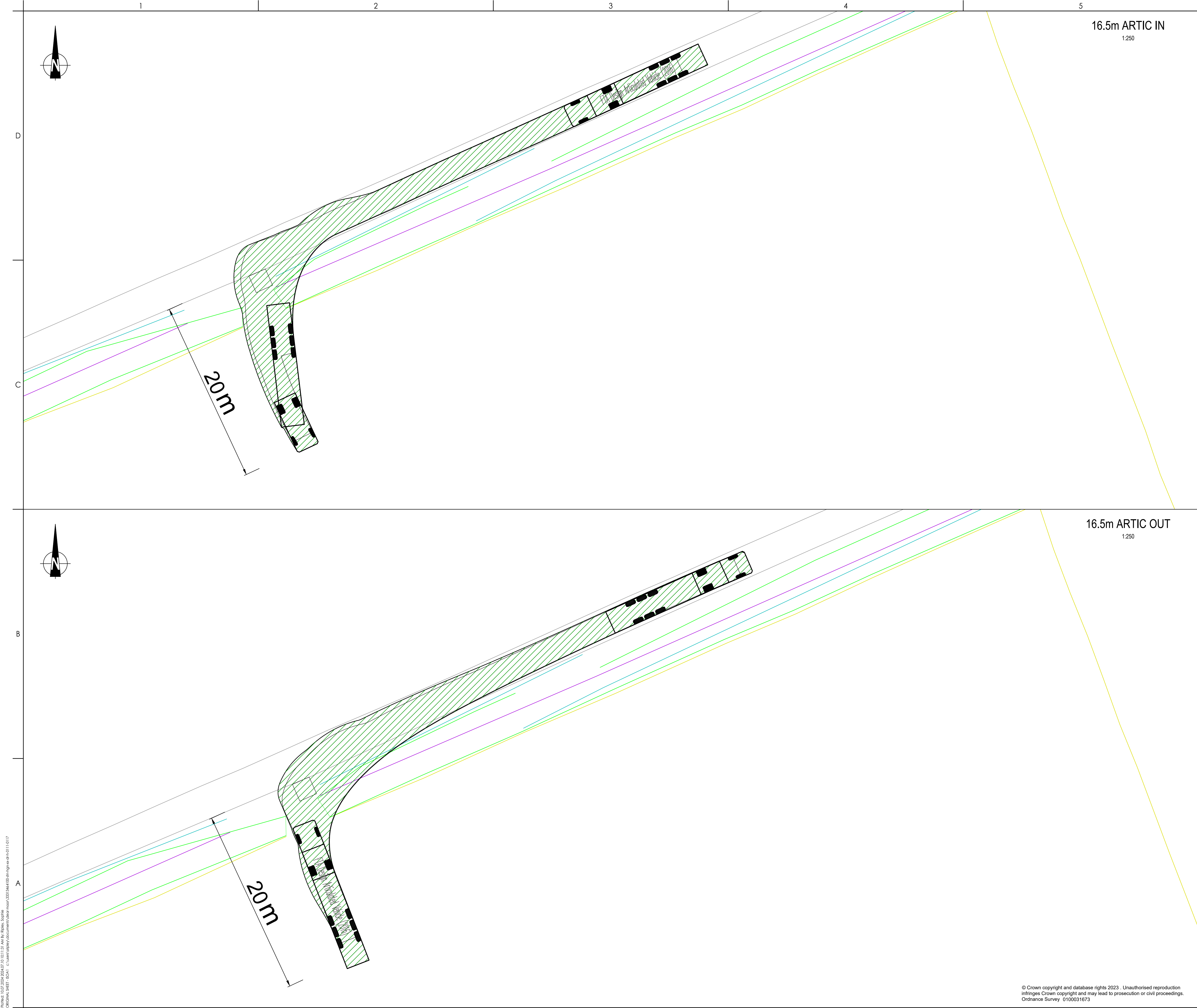
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The logo for Dean Moor Solar Farm features a stylized sun with rays above a solar panel array, which is connected by a line to a sheep. The text "Dean Moor" is written in a large, bold, sans-serif font, with "Solar Farm" in a smaller font below it.

Title
VISIBILITY SPLAY -DRAFT
ACCESS 8 BESS
16.5m ARTIC
SHEET 1 of 1

| | |
|----------------------------|--|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0118 |

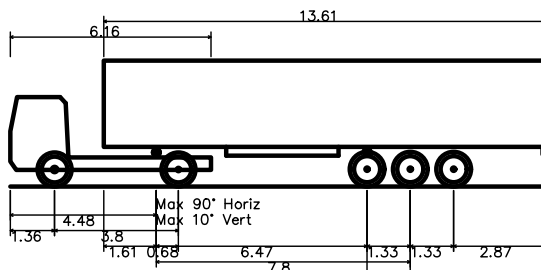


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presence of any existing sewers, services, plant or apparatus may affect their operations.

S0 - WORK IN PROGRESS



FTA Design Articulated Vehicle (2016)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.270m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock-to-Lock time 3.00s
Curb to Curb Turning Radius 6.600m

WORK IN
PROGRESS
Last Saved By: snpley, on 10.07.2024 at 9:37 AM

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|--------------------|------|-------|------------|
| P01 ORIGINAL ISSUE | SR | TH | 2024.07.10 |
| Issued/Revision | By | Appd | YYYY.MM.DD |
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Client/Project Logo



Client/Project
FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
SWEPT PATH ANALYSIS
ACCESS 8 BESS
16.5m ARTIC
SHEET 1 of 1

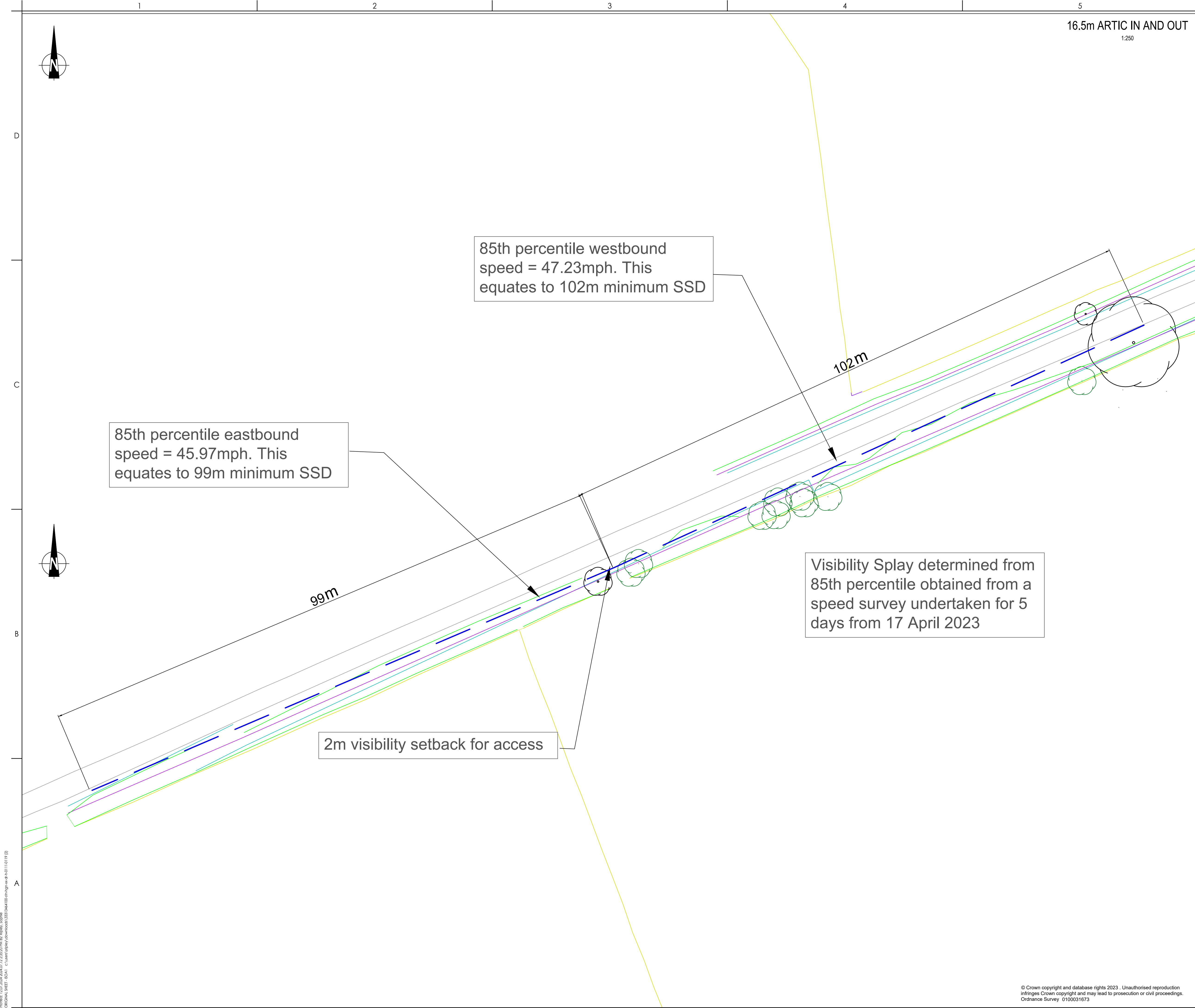
Project No.
33313464100

Scale
1:250

Revision
01

Drawing No.
33313464100-STN-HGN-XX-DR-H-0119

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16.5m ARTIC IN AND OUT
1:250



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RATE OF 0.375g

WORK IN PROGRESS
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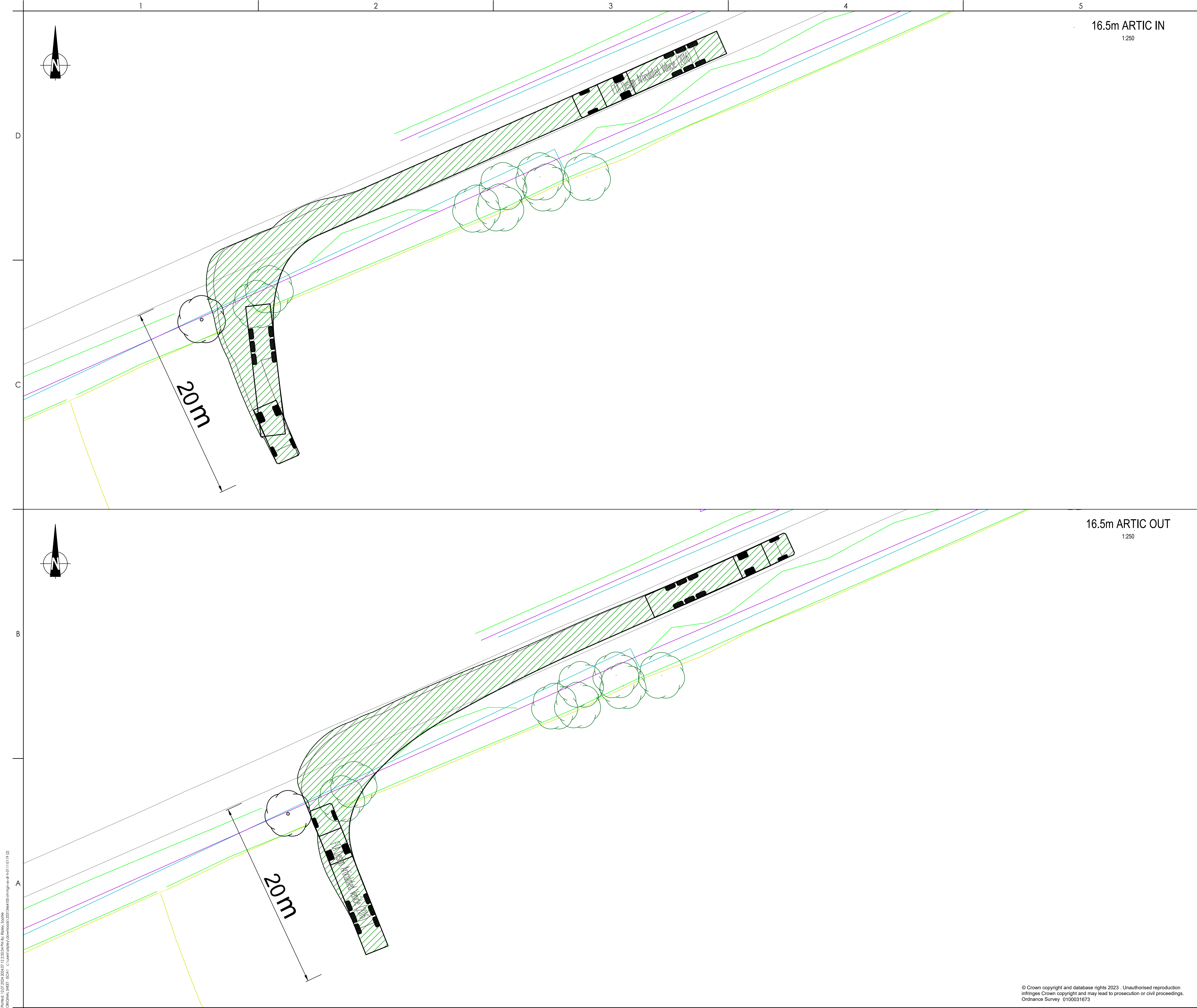


Client/Project
FVS DEAN MOOR LIMITED
DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEEP PATH ANALYSIS

Title
VISIBILITY SPLAY -DRAFT
ACCESS 9
16.5m ARTIC
SHEET 1 of 1

Project No. 33313464100 Scale 1:250
Revision 01 Drawing No. 33313464100-STN-HGN-XX-DR-H-0120

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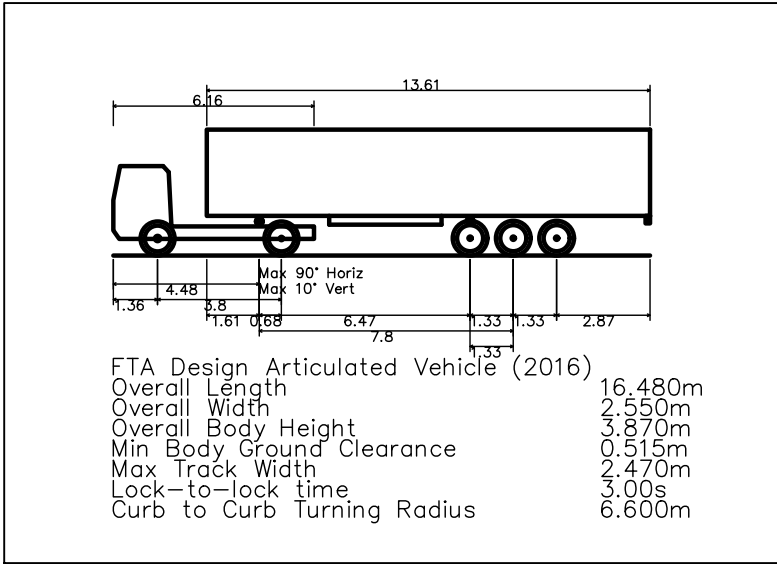


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FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER

SWEPT PATH ANALYSIS

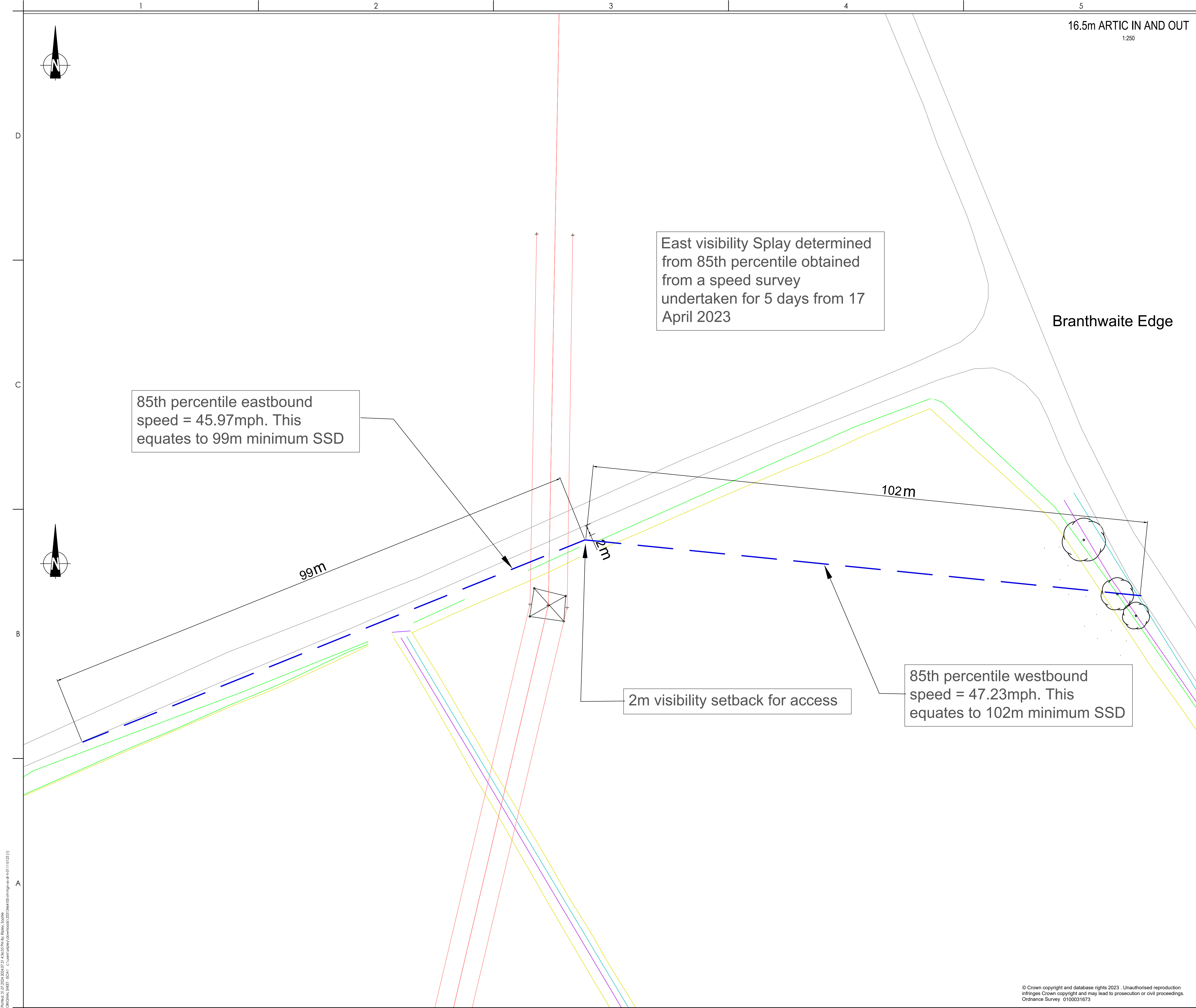
Title

SWEPT PATH ANALYSIS
ACCESS 9
16.5m ARTIC
SHEET 1 of 1

Project No. 33313464100 Scale 1:250

Revision 01 Drawing No. 33313464100-STN-HGN-XX-DR-H-0121

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RATE OF 0.375g

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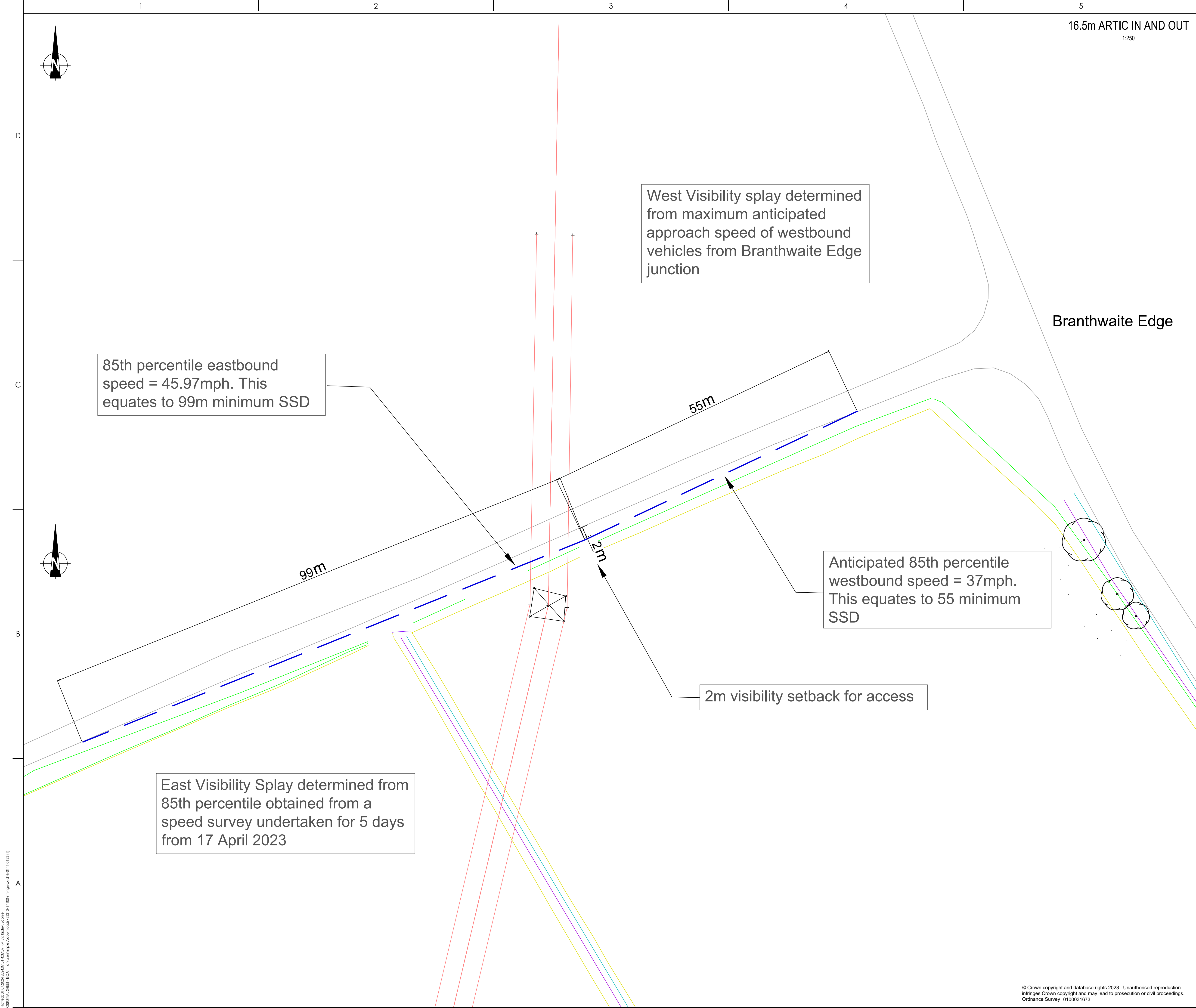


Client/Project
FVS DEAN MOOR LIMITED

DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
VISIBILITY SPLAY -DRAFT
ACCESS 10
16.5m ARTIC
SHEET 1 of 2

| | |
|----------------------------|---|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0122 |



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- NOTES: **S0 - WORK IN PROGRESS**
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 2. THE 85TH PERCENTILE VEHICLE SPEED FOR VEHICLES APPROACHING ACCESS 10 FROM THE EAST IS ASSUMED TO BE LOWER THAN THE SPEED SURVEY (LOCATED APPROXIMATELY 800M WEST OF ACCESS 10) DUE TO VEHICLES TURNING AT THE BRANTHWAITE EDGE JUNCTION.
 3. THE ABOVE MENTIONED VALUES TO CALCULATE THE SSD ARE BASED ON VALUES FROM THE MANUAL FOR STREETS DUE TO VEHICLE APPROACH SPEEDS ANTICIPATED TO BE LESS THAN 37MPH.

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DEAN MOOR SOLAR FARM
DEVELOPMENT CONSENT ORDER
SWEPT PATH ANALYSIS

Title
VISIBILITY SPLAY -DRAFT
ACCESS 10
16.5m ARTIC
SHEET 2 of 2

Project No.
33313464100

Scale
1:250

Revision
01

Drawing No.
33313464100-STN-HGN-XX-DR-H-0123



16.5m ARTIC OUT
1:250



| | |
|----------------------------|---|
| Project No. 33313464100 | Scale 1:250 |
| Revision 01 | Drawing No. 33313464100-STN-HGN-XX-DR-H-0124 |

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