Peartree Hill Solar Farm

Outline Construction Traffic Management Plan

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Contents

1 Introduction

1.1 Introduction and purpose

1.1.1 Peartree Hill Solar Farm (hereafter referred to as the 'Proposed Development') comprises the construction, operation (including maintenance) and decommissioning of a solar photovoltaic (PV) electricity generating and storage facility with an export capacity of up to 320 megawatts (MW) and associated infrastructure, as described within **Environmental Statement (ES) Volume 1, Chapter 3: Proposed Development Description [EN010157/APP/6.1]** and **Schedule 1** of the **Draft Development Consent Order (DCO) [EN010157/APP/3.1]**.

1.1.2 The Proposed Development is located within the 'Order Limits', which constitute the maximum extent of land potentially required for the construction, operation (including maintenance) and decommissioning of the Proposed Development.

1.1.3 The Proposed Development encompasses an area of approximately 893 hectares (ha) within East Riding of Yorkshire (the 'Site') as shown on the **Location and Land Area Plan [EN010157/APP/2.1]**. The indicative layout of the Proposed Development during the construction phase is shown on **ES Volume 3, Figure 3.5: Indicative Construction Layout Plan [EN010157/APP/6.3]**. The proposed traffic management measures for the Proposed Development during construction are also shown on the **Traffic Measures Plan [EN010157/APP/2.9]**.

1.1.4 The Proposed Development consists of five areas of land (Land Areas B-F – there is no Land Area A), interconnecting underground cables between the Land Areas, a 132kV underground cable route to National Grid Creyke Beck Substation, and sections of highway land. These are shown in **ES Volume 3, Figure 1.2: Land Areas and Cable Routes Plan with Field Numbering System [EN010157/APP/6.3]**.

1.1.5 The purpose of the Outline CTMP is to focus on the management of construction traffic within the vicinity of the Proposed Development on the local road network (LRN) during the construction phase of the works, in order to minimise potential disruptions and implications on the wider transport network and effect on existing road users. The Outline CTMP provides mitigation for the traffic generated during the construction phase of the Proposed Development, including Heavy Goods Vehicles (HGVs), in order to limit the impact on existing users of the public highway network, and those located close to it. The Outline CTMP covers the principal construction activities set out in **ES Volume 2, Chapter 3: Proposed Development Description [EN010157/APP/6.1]**.

1.1.6 The Outline CTMP is intended to be an emerging document, such that modifications and necessary interventions can be made following further information and advice received from consultees. The Outline CTMP has been informed by extensive consultation with East Riding of Yorkshire Council as the local highway authority and engagement with National Highways as the highway authority for the Strategic Road Network (SRN) and Hull City Council as the adjacent highway authority whose roads will be potentially affected by construction traffic. Further details of this engagement can be found in **Section 14.3** of **ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]**.

1.1.7 The appointed Principal Contractor will be responsible for the delivery of the measures documented in the Construction Traffic Management Plan. As set out in **Schedule 2** of the **Draft DCO [EN010157/APP/3.1]**, the Applicant must consult with Hull City Council and National Highways on any Construction Traffic Management Plan and seek approval from East Riding of Yorkshire Council. Furthermore, Hull City Council will be kept informed of the Proposed Development as construction traffic will use their highway networks (this will also allow Hull City Council to keep the Port of Hull informed of likely trips where Hull Docks are used to import materials for the Proposed Development).

1.1.8 A separate **Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]**, which outlines how Public Rights of Way (PRoW) and other footpaths would be managed over the lifetime of the Proposed Development, has been prepared and submitted as part of the DCO Application. Therefore, PRoW and other footpaths are not covered by this Outline CTMP.

1.1.9 **ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]** and **ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]** have considered the impacts of traffic generated by the Proposed Development on the LRN in the vicinity of the Site during the construction phase. This has examined relevant junctions and connecting highway links primarily affected by construction related vehicular traffic, the latter being the primary consideration for the assessment of likely significant environmental effects.

1.1.10 The major roads which connect the Site to the wider road network are the A1035 and the A165. In addition to these major roads, there are minor roads which will be used to provide construction access to the Site. The minor roads which will connect the Site to the major roads are Meaux Lane, Carr Lane (Long Riston), Carr Lane (Arnold) and Black Tup Lane/Arnold Lane West. The highway network is described in detail in **ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]** and **ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]**.

2 Objectives and structure of the Outline CTMP

2.1 Introduction

2.1.1 The Outline CTMP summarises the specific transport impacts predicted to arise from the construction works and provides a framework for the management of construction traffic.

2.2 Objectives of the Outline CTMP

2.2.1 The key objectives of the Outline CTMP are to set a framework for the measures that would be developed in the Construction Traffic Management Plan to:

- Facilitate the safe and efficient movement of people and materials during the construction phase as far as reasonably practicable;
- Minimise freight and construction traffic, including HGVs and staff vehicles, during network peaks to reduce the impact on the highway network during the busy periods.
- Minimise the impact and disruption to the local communities.
- Set a framework for continued monitoring, review and subsequent development of the Construction Traffic Management Plan and mitigation measures over time.
- Limit the impacts on the SRN and the LRN; and
- Limit the impacts on the natural and built environment, such as air quality and heritage assets, where practicable.

2.3 Structure of the Outline CTMP

2.3.1 The Outline CTMP from Section 3 onwards is divided into the following sections:

- **Section 3: On-site construction activities** – components of the Site compounds, access and working areas.
- **Section 4: Construction traffic routing** – routing from the Strategic and Local Road Networks.
- **Section 5: Abnormal Invisible Loads** – routing, impacts and management of Abnormal Indivisible Loads (AIL)

- **Section 6: Management and mitigation measures** – proposed measures that will be adopted to minimise the construction impacts on the highway, users and local residents and businesses.
- **Section 7: Implementation Framework** – framework for implementing the proposed measures through a Construction Traffic Management Plan; and
- **Section 8: Monitoring, compliance and communication strategy** – monitoring and review process alongside the compliance and enforcement while adopting best practices.

2.3.2 An Outline Travel Plan has been prepared and is included in **Appendix A** of this Outline CTMP. The Outline Travel Plan promotes use of sustainable transport for worker travel to and from the Site with measures commensurate with the rural location of the Proposed Development. This forms part of the management measures of the Outline CTMP and will be monitored and communicated in line with **Section 8** of this Outline CTMP.

3 Construction activities and facilities

3.1 Programme

3.1.1 The construction process is expected to be split into phases over an anticipated 24-month period, between 2026 to 2028. The following indicative construction phasing has been assumed:

- Phase 1: Land Area B (months 1 to 4)
- Phase 2: Land Areas B & C (months 5 to 8)
- Phase 3: Land Areas C & D and commence grid connection cable route works (months 9 to 12)
- Phase 4: Land Areas D & E and continue grid connection cable route works (months 13 to 16)
- Phase 5: Land Areas E & F and continue grid connection cable route works (months 17 to 20)
- Phase 6: Land Area F and complete grid connection cable route works (months 21 to 24).

3.1.2 Each Land Area is anticipated to be constructed over an approximately 8-month period. The grid connection cable route works are anticipated to be constructed over a 10-month period. From an ES assessment perspective (**ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]**), it is assumed that two Land Areas are worked on simultaneously along with the grid connection cable route works to provide a worst case scenario for assessment purposes.

3.1.3 In so far as reasonably practicable, the construction activities for Land Areas D and E will be programmed to avoid the use of the existing access track (or such other access as may be created) at the A1035 / Field House Farm junction within the Field House Solar Farm construction phase.

3.2 Site compounds

3.2.1 During the construction phase, 19 construction compounds are proposed to be provided on-site at different locations within the Order Limits. These compounds will be temporary and comprise 7 main compounds and up to 12 satellite compounds. The locations of these main construction compounds are summarised in **Table 3.1** and their locations illustrated in **Appendix B** of this document. Construction compounds and field numbers (corresponding to Table 3-1, below) are also presented **in ES Volume 3, Figure 3.4: Indicative Environmental Masterplan [EN010157/APP/6.3]**.

Table 3-1 Location of main construction compounds

Field number	Location	Construction activities from compound
B6	East of A165 White Cross Road	Works in Land Area B5 and B6.
B8	West of Carr Lane (Long Riston)	Works in Land Area B2, B3, B4 and B8.
C3	West of Carr Lane (Arnold)	Works in Land Area C1-C9.
D7	East of Meaux Lane	Works in Land Area B1, B7, D1, D2, D3, D4, D5, D6 and D7.
D11	West of Meaux Lane in Land Area D	Works in Land Area D8-D18
E8	West of Meaux Lane in Land Area E	Works in Land Area E and grid connection cable route works.
F10	East of Meaux Road	Works in Land Area F.

3.2.2 The main construction compounds are each expected to each provide approximately 20 car parking spaces, two minibus parking spaces, secure and covered cycle storage, wheel washing facilities, staff registration and toilets. Site offices will be erected, and parking provided for construction workers and onward minibus transport from car parks remote from the Site. Parking numbers have been determined by the number of staff car sharing based on three workers per vehicle in order to avoid overspill parking onto local roads and internal access tracks used for vehicle routing.

3.2.3 The location of main compounds and satellite compounds within the Site will be confirmed once a Principal Contractor is appointed and included in the Construction Traffic Management Plan.

3.2.4 Main and satellite compounds will also provide space for storage of equipment and materials. The details of which will be finalised through discussions with the Principal Contractor, once appointed and included in the Construction Traffic Management Plan.

3.2.5 The use of construction compounds described is within specific parameters outlined within the **ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]** at this stage and will be confirmed by the Principal Contractor and included in the Construction Traffic Management Plan.

3.3 Site access

3.3.1 Each of the compounds listed in **Table 3.1** above has been selected as a main construction compound for staff to access due to their proximity to the proposed

Site accesses. These compounds ensure that each Land Area is served, and they have been assessed for their specific access arrangements individually. In addition to the local road network, wherever possible, internal access roads on the site will be used to minimise the impact of the Proposed Development on the LRN in terms of safety and capacity.

3.3.2 The Site will be accessed via the major roads nearby - the A165, A1035 and A1079 - as well as minor roads, Meaux Lane, Meaux Road, Arnold Lane West, Black Tup Lane and Carr Lane (Long Riston) which are maintained by the local highway authority, East Riding of Yorkshire Council. The nearest SRN links which may be utilised by the Proposed Development's construction traffic are sections of the A63 in Hull (for Port of Hull delivery arrivals), and the M62 to the west. Accesses are shown in **ES Volume 3, Figure 3.5: Indicative Construction Layout Plan [EN010157/APP/6.3]**.

3.3.3 During the construction of the Site accesses, appropriate traffic management measures will be required to control traffic movements through the area of works although most of the works will be undertaken off the highway. Identified traffic management measures will be secured via the DCO as a requirement as outlined in the **Streets, Rights of Way and Access Plans [EN010157/APP/2.3]** and **Traffic Measures Plan [EN010157/APP/2.9]**. Where possible, works will be undertaken outwith the public highway to maintain full traffic operation.

3.3.4 Internal access tracks within the Site will follow the alignment of existing agricultural tracks, where practicable, limiting the requirement for new crossings of drainage ditches, disturbance to soils or habitat removal. The internal access tracks would typically be constructed of permeable materials such as gravel or crushed concrete. Internal access tracks would have a width of up to 4.5m. Internal access tracks will utilise protective membranes to protect tree root protection areas and archaeological remains, where required.

3.3.5 Internal access tracks will cross PRoW which run through the Site. Control measures to ensure that these can remain open to the public will be put in place through the delivery of an **Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]**.

3.3.6 Where internal access tracks intersect with the access tracks for Field House Solar Farm, a priority arrangement will be implemented with priority given to vehicles using the Field House Solar Farm tracks. Give way signs will be installed at the intersection to make drivers aware.

Wheel wash facilities

3.3.7 The construction compounds will be constructed on hard standing areas and working areas will be connected by a network of internal access tracks as

described above. Therefore, there are minimal works involving earthworks or the need for road-based vehicles to cross unsurfaced areas such that it is unlikely that significant amounts of mud and other detritus will be picked up on the wheels of vehicles leaving the Site. However, each construction compound will have wheel washing facilities for all vehicles provided as a precaution.

Road crossings

3.3.8 The Proposed Development will require the installation of underground cables to connect the solar PV development to the two on-site substations. The cables will be buried and will cross the LRN in a number of locations.

3.3.9 Open-cut trenching methods will be used for the majority of the cable routes within the Site. However, specialist trenchless techniques (such as Horizontal Directional Drilling (HDD)) will used for crossings of higher standard and busier roads such as the A165 and A1079 and Meaux Lane / Meaux Road, subject to agreement with East Riding of Yorkshire Council as the local highway authority. If necessary, open-cut trenching methods will adopt appropriate traffic management measures to control traffic movements through the area of works to facilitate off peak single lane closures, which will be undertaken in accordance with the **Traffic Measures Plan [EN010157/APP/2.9]** and **Streets, Rights of Way and Access Plans [EN010157/APP/2.3]**.

3.3.10 If HDD is used, cables will typically cross the carriageway at 90 degrees (perpendicular) to the alignment of the road and will require a working area either side to facilitate the works, minimising disruption to road users.

Deliveries

3.3.11 Key assumptions in relation to the delivery of general construction materials and plant and the solar infrastructure associated with the Proposed Development are as follows:

- Solar PV modules and associated electrical equipment will be brought in by road to the relevant main construction compound as containerised goods, anticipated to arrive via a port (most likely Hull).
- Substation and battery storage components will arrive at the main construction compounds by road, again anticipated to arrive via a port.
- Aggregate will be required to establish construction compounds and internal access tracks, which will be brought in by road from local quarries and storage facilities, the location of which are unknown at this stage but will be sourced from local suppliers, where reasonably practicable.

- The vast majority of deliveries are to be distributed across the working days, between 09:00 and 16:00 in order to remain outside the main morning and evening peak periods. However, notwithstanding the above, there will be a short period during the construction phase on each Land Area of approximately 2 weeks in duration when it will be necessary for approximately 10 daily HGV trips (20 HGV two-way movements) to travel to and from the Site which may occur during the AM peak period (between 07:15 and -08:15).
- A variety of plant will be required at the main construction compounds such as tipper lorry and excavators.

3.3.12 Materials, equipment and plant will be delivered to the main construction compounds, each providing loading and unloading areas adequate to accommodate multiple HGVs. Sufficient space will be provided to ensure vehicles can enter, turn and exit in forward gear.

3.3.13 Plant and materials will be stored within the construction compound areas, which will be securely fenced and monitored with CCTV.

3.3.14 The Principal Contractor will coordinate deliveries and collections associated with the Site to optimise the frequency of deliveries, reduce congestion and make efficient use of delivery vehicles (such as minimising 'empty running'). Vehicles will be checked upon arrival and directed to appropriate waiting and unloading / loading areas.

3.3.15 Visitors will be directed to main construction compounds and be checked in and out by site personnel. Visitor parking will be available within each construction compound.

Construction hours

3.3.16 Construction working hours on site would be from 07:00 to 19:00 Monday to Friday and 07:00 to 12:00 on Saturday. No working will be permitted on Sundays or Bank Holidays unless necessary and agreed with East Riding of Yorkshire Council. No deliveries shall be accepted after 18:00.

3.3.17 Working days will be one 12-hour shift (07:00-19:00), with employees typically travelling to and from the Site during the hour either side of these times (i.e. between 06:00 and 07:00, and 19:00 and 20:00). Where works are to be undertaken outside the core working hours, they will comply with the restrictions pursuant to the consenting process.

4 Construction traffic routing

4.1 Routing strategy

4.1.1 Route options have been appraised in detail to establish the preferred route to the main construction compounds/Land Areas for construction traffic, including staff/HGVs/plant. With the exception of locally sourced materials, most HGVs are expected to travel from the SRN onto the LRN to reach the Site. The routing appraisal has prioritised the A road network where possible to make HGV access and egress as straightforward as possible.

4.1.2 The LRN has been considered carefully to minimise disruption to other highway users, local residents and businesses, where possible. This includes avoiding large built-up areas and sensitive locations, while minimising impacts on collision hotspots. This is achieved through the principles of prioritising the use of the SRN and A roads then lower standard roads sequentially.

4.1.3 The Site is to be accessed via the A-roads nearby -the A165 and A1035 - which are maintained by the local highway authority, East Riding of Yorkshire Council, and do not form part of the SRN.

4.1.4 Notwithstanding the above, due to the rural location of the Site it is necessary to use multiple minor roads to provide access the Site. These are Meaux Lane, Meaux Road, Arnold Lane West, Black Tup Lane, Carr Lane (Long Riston) and Carr Lane (Arnold).

4.1.5 Additionally, the construction of the grid connection cable route will briefly require other minor roads Park Lane (Cottingham) and Long Lane (Woodmansey) as well as the A1174 Hull Road. Albeit this will only require a small number of daily HGVs and light goods vehicles (LGVs) during a short period of time to bring in apparatus to undertake the grid connection cable route works. The small number of HGVs using this route will join Park Lane and Long Lane from Northgate (Cottingham), B1233 and A164.

4.1.6 The Applicant will explore the use of an alternative access which is planned to be created off the A1079 and is associated with the construction of the Wanlass Beck substation as an alternative to the proposed access on Park Lane, should the access off the A1079 have been constructed and made operational, at an appropriate time to avoid disruption or delay to the construction programme of the Proposed Development and subject to all necessary agreements and rights being able to be obtained to use the access. In the event that the Applicant is in a position to utilise the alternative access off the A1079, it would no longer seek use of Park Lane.

4.1.7 The HGV routing includes restrictions on routes; it is proposed that HGVs will access Meaux Lane from the North via the A1035 (despite the 7.5t Weight Restriction) as they are accessing the Site. HGVs will not access the Site from the South through Wawne village. HGVs will be restricted to left turn movements only at the farm access off the A1035.

4.1.8 A plan showing the proposed LGV and HGV primary access routes to the Site is provided in **Appendix C**.

4.1.9 All HGV construction traffic must adhere to the final routing strategy in the Construction Traffic Management Plan approved pursuant to the DCO, and contractors will be provided with the routings and timing they must use which will be ensured by making an obligation of the contractors appointment. As part of the Construction Traffic Management Plan control and monitoring measures, deviation from the approved routes (except in exceptional circumstances such as the closure for some reason – roadworks, road traffic accident etc - of the construction traffic route stipulated to a contractor) will result in enforcement procedures and penalties through the contracts between the Principal Contractor and relevant subcontractor or supplier. The mitigation, monitoring and enforcement are discussed in **Section 8** of the Outline CTMP.

4.2 Temporary signage

4.2.1 Although all accesses to the Site have been designed to meet current highway standards and in consultation with East Riding of Yorkshire Council, it will also be beneficial to install additional signage to raise awareness of turning traffic. Signage will be installed to implement the priority arrangement (see paragraph 3.3.6) at the intersections between internal access tracks and Field House Solar Farm access tracks. The signage type and location for each access will be agreed in advance with the highways authority and will comply with the Traffic Signs Regulations and General Directions (2016) **[Ref 10]** and its subsequent amendments. The signage and similar works would be undertaken in accordance with the **Traffic Measures Plan [EN010157/APP/2.9]**.

4.2.2 Advance routing signage may be considered appropriate for the Proposed Development to assist with compliance for HGV routing. As above, the signage type and location will be agreed in advance with the local highway authority, should this be considered necessary. All temporary signage and traffic management will be implemented by the Principal Contractor in accordance with the **Traffic Measures Plan [EN010157/APP/2.9]**.

5 Large loads

5.1.1 It is expected that the majority of construction vehicles accessing main compounds would be of standard size (HGVs and LGVs). However, two large loads are anticipated to be required to transport the two transformers to the two on-site substations in Land Areas C and E (Project Substation East and Project Substation West, respectively). The Large Loads will consist of a total of four vehicle movements during the construction phase, comprising one arrival and one departure to both on-site substations. The on-site substations are anticipated to be left in-situ subject to discussions with the Distribution Network Operator prior to decommissioning, so no further Large Loads are anticipated to be required to remove or replace the transformer during the operation (including maintenance) or decommissioning phases.

5.1.2 Project Substation East at Land Area C will be accessed via the A165 White Cross Road, Carr Lane (Long Riston) and along internal access tracks. The junction of A165 White Cross Road and Carr Lane is to be widened to accommodate a standard length articulated HGV. The proposed access arrangement has been assessed for the anticipated Large Load vehicle and the swept path assessment demonstrates that the proposed arrangement is sufficient for safe and efficient access and egress. The swept path assessment is included in **ES Volume 4, Appendix 14.5: Swept Path Analysis [EN010157/APP/6.4]**.

5.1.3 Project Substation West at Land Area E will be accessed via the A1035, Meaux Lane and along internal access tracks. Meaux Lane is proposed to be widened and passing places are provided at several locations in order to accommodate a standard length articulated HGV. A new access junction is proposed to facilitate HGV access to Land Area E via Land Area D on the west side of Meaux Lane. The route along Meaux Lane with the proposed highway mitigation has been assessed for the anticipated Large Load vehicle and the swept path assessment demonstrates that the proposed arrangement of Meaux Lane is sufficient for safe and efficient access and egress, although a road closure will be required due to the narrow width of Meaux Lane which would not enable another vehicle to pass the Large Load. East Riding of Yorkshire Council Highways has confirmed that a road closure of Meaux Lane would be acceptable in principle during the night-time. The swept path assessment is included in **ES Volume 4, Appendix 14.5: Swept Path Analysis [EN010157/APP/6.4]**.

5.1.4 For Large Load vehicles it is proposed that access via the farm access off the A1035 will also be provided as an option for access.

5.1.5 Whilst swept paths for the anticipated low-loader have been undertaken, subject to the large load movements taking place, the appointed specialist haulage

contractor will undertake a specialist survey of the section of Meaux Lane to be used by the large load movements to ensure the movements can be carried out.

5.1.6 It is assumed that other materials, equipment and items will be delivered to the Site by HGVs no larger than an articulated HGV (16.5m length).

5.1.7 All relevant approvals for Large Load movements will be sought from the relevant teams for the highway authority affected (East Riding of Yorkshire Council, Hull City Council, National Highways as necessary). In the case of National Highways the Abnormal Loads Team will be contacted and the Electronic Service Delivery for Abnormal Loads (ESDAL) System used.

6 Management and mitigation measures

6.1.1 The construction works will lead to a range of transport impacts each requiring a different scale of intervention, mitigation, monitoring and/or enforcement where appropriate. In this section, the proposed highways mitigation measures are outlined.

6.1 Highway network

6.1.1 As is outlined in **ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]**, an assessment of the highway network has been undertaken to determine appropriate HGV access routes and, where necessary, provide mitigation. The major roads which connect the Site to the wider road network are the A1035 and the A165. This has included site visits, swept path assessments and visibility measurements and production of Access Assessments to consider and comment on the various site access options.

6.1.2 The A1035 runs from the Killingwoldgraves Roundabout (A1079 / A1174 / A1035 / Killingwoldgraves Lane) west of Beverley to the junction with Market Place in Hornsea. It is predominantly a single carriageway road. However, it is a dual carriageway for the section between the White Cross Roundabout and the Leven Roundabout. To the west of the White Cross Roundabout it is subject to a 50mph speed limit which is increased to the national speed limit to the east of the roundabout.

6.1.3 The A165 runs from the signal-controlled junction with the A64 in Scarborough to the signal-controlled junction with the A1079 in Kingston upon Hull. It is a single carriageway road to the south of the White Cross Roundabout and becomes a dual carriageway north eastbound as it merges with the A1035. It is subject to the national speed limit, except for when it passes through residential areas such as Skirlaugh and Hull where it is reduced to 30mph and Coniston and Bridlington where it is reduced to 40mph.

6.1.4 The minor roads which will connect the Land Areas to the main roads are Meaux Lane/Meaux Road, Beverley Road and Black Tup Lane/Arnold Lane West.

6.1.5 Meaux Lane (Meaux Road south of Holderness Drain) runs from a right-turn ghost island priority junction with the A1035, adjacent to Routh approximately 2.5km west of the White Cross Roundabout. It is restricted to vehicles under 7.5 tonnes (Except for Access). It is subject to a 40mph speed limit, with sections of Meaux Road which have in place existing ‘advisory speeds’ of 30mph, and is not street lit. It is a single carriageway publicly maintained road with an approximate

width of 5.0m. The road has several bends along its route with limited visibility around the bends.

6.1.6 It is proposed to introduce a temporary speed limit reduction on Meaux Lane within the Order Limits which will require a temporary Traffic Regulation Order, this will include the extent of the existing 40mph speed limit. **Traffic Measures Plans [EN010157/APP/2.9]** show the extent of the order. It is proposed that the speed reduction will be in place prior to the commencement of the construction phase and will be removed prior to the commencement of the operation (including maintenance) phase.

6.1.7 It is proposed to prohibit right-turning HGVs at the farm access off the A1035, therefore HGVs will be restricted to entering and exiting at the junction by turning left only. This approach was suggested by East Riding of Yorkshire Council as a preferred option for this access. LGVs are proposed to be unrestricted to avoid imposing the measure on other users of the private farm access track. **Traffic Measures Plans [EN010157/APP/2.9]** show the extent of the measure. It is proposed that measure will be in place prior to the commencement of the construction phase and will be removed prior to the commencement of the operation (including maintenance) phase.

6.1.8 Construction traffic accessing the Site via Park Lane will be restricted and managed in order to ensure that there is no construction traffic along Northgate and Harland Way during the pick-up and drop-off times for primary schools and secondary schools in Cottingham. The times will be confirmed with local schools, accounting for potential school hours changes and will be set out in the Construction Traffic Management Plan. Based on the current school year, it is anticipated that the restricted times will be Monday to Friday 07:30 to 09:00 and 15:00 to 16:30.

Proposed highway improvements

6.1.9 The Proposed Development includes several passing places, carriageway widening on bends and a temporary speed reduction along Meaux Lane / Meaux Road as well as provision of new access junctions into the Site. Additionally, minor junction improvements are proposed on the accesses to the Site at farm access off the A1035, A1174 Hull Road, Long Lane and Black Tup Lane/Carr Lane (Arnold). During the construction of these improvements, appropriate traffic management measures will be required to control traffic movements through the area of works to facilitate off peak single lane closures, which will be secured within the DCO and within **Traffic Measures Plan [EN010157/APP/2.9]** and **Streets, Rights of Way and Access Plans [EN010157/APP/2.3]**. The proposed highway works are set out in **Access & Highway Mitigation Plans – ES Volume 4, Chapter 14, Appendix 7 [EN010157/APP/6.2]**.

6.1.10 Black Tup Lane/Arnold Lane West is a single track publicly maintained road which has a width of between 4.5m and 5.5m. It runs in a southern alignment from its right-turn ghost island priority junction with the A165 White Cross Road to the junction with Woodhouse Lane where it continues as Ings Lane. It is subject to a 30mph speed limit and there are no restrictions in place. It is a generally straight road with some bends and there are some passing places along the route, however there is evidence of vehicle wheels tracking over the verge where the width of the road has not been sufficient for two vehicles to pass.

6.1.11 The DCO Application proposes passing places along Arnold Lane West as well as improvements to the access on Black Tup Lane to Carr Lane (Arnold). During the construction of these improvements, appropriate traffic management measures will be required to control traffic movements through the area of works to facilitate off peak single lane closures, which will be secured pursuant to the DCO and **Traffic Measures Plan [EN010157/APP/2.9]** and **Streets, Rights of Way and Access Plans [EN010157/APP/2.3]**.

6.1.12 Access for all existing private properties will be preserved during construction at all times.

6.2 Compounds

6.2.1 The Construction Traffic Management Plan will provide specific information for main and satellite construction compounds. This will include preparation and submission of a construction compound layout plan, indicating the access point to/from the public highway, security fencing, health and safety signage, internal layout and parking.

6.2.2 The Site will be managed by the Principal Contractor during construction so that vehicles and pedestrians using site routes can move around safely. It is important to note that staff will be transported to the satellite compounds from the main compound locations.

6.2.3 Additional control measures, such as use of bankspersons[1] who will be responsible to manage vehicle manoeuvres and gates, will be in place. Internal speed limits will be restricted to a maximum 10mph within the Site, as outlined within the **Traffic Measures Plan [EN010157/APP/2.9]**.

[1] bankspeople are operatives trained to direct vehicle movement on or around a site. They are sometimes called traffic marshals

6.3 Highway condition survey

6.3.1 The Principal Contractor will be responsible for undertaking a dilapidation survey of the road network being used by HGVs (survey extent to be first agreed with East Riding of Yorkshire Council). The A165, A1035 and A1079 are already key routes for HGV transport and therefore the survey will encompass the sections of Carr Lane (Arnold), Carr Lane (Long Riston), Meaux Road, Meaux Lane, Black Tup Lane, and Arnold Lane West that are illustrated on **ES Volume 3, Figure 14.1: Study Area for Transport and Access [EN010157/APP/6.3]** and the extents of which will be agreed with East Riding of Yorkshire Council as the local highway authority. The dilapidation survey will also include sections of the private access track off the A1035 which is used for construction access and for Field House Farm agricultural vehicles. The specific extents of the dilapidation survey not on the public highway would be set out in the Construction Traffic Management Plan.

6.3.2 Dilapidation Surveys will be completed before construction activities commence in order to record any existing damage to kerbs, carriageway surface and street furniture etc. Preventative works may be required before commencement of construction to ensure that these roads are in a suitable condition to accommodate construction traffic.

6.3.3 Further conditions surveys will be undertaken at a frequency of at least every 12 months and upon completion of construction activities to identify any change in the condition of highway infrastructure. Should any additional damage be reasonably attributed to the construction activities associated with the Proposed Development, remedial repairs will be undertaken to return the infrastructure to the same condition as before the Proposed Development to the reasonable satisfaction of East Riding of Yorkshire Council as the local highway authority.

6.4 Delivery management system

6.4.1 A Delivery Management System will be implemented to control bookings of HGV deliveries from the start of the construction period. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance of HGV routing and to ensure HGV movements to/from the Site adhere to their stipulated arrival / departure window.

6.4.2 In addition, adequate space will be made available along the proposed access road within the Site to ensure no queuing back onto the surrounding road network occurs. HGVs entering the Site will be prioritised over exiting vehicles. Where appropriate, vehicles will be held back in appropriate locations within the Site (such as in passing places on internal access tracks) to enable an HGV to enter

the Site safely and therefore to not cause delay on the public highway network. This applies without limitation at the A1035 / Field House Farm junction.

6.4.3 In addition to the above, the following measures are proposed to manage vehicles on Site:

- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Impose and signpost a maximum speed limit of 10 miles per hour on surfaced and 10 miles per hour on unsurfaced internal access tracks and work areas within the Site.

6.5 Construction worker travel

6.5.1 Construction workers are already anticipated to travel in groups, as is common practice for construction projects, to reduce single occupancy vehicle traffic. This reduces the volume of traffic along routes to the main construction compounds.

6.5.2 Shuttle bus services will be provided in order to transport staff to and from the Site, as well as around the Site from the relevant compound to wherever they are working on a particular day. In the case of staff being bused to the Site from off-site locations; these may include town centre car parks or public transport terminals. Each shuttle bus is anticipated to transport 14 workers per vehicle, the number of vehicles deployed for staff shuttling will align with the number of workers on site at that time (as the number of staff will vary throughout the construction phase dependent on construction activities). It is anticipated that shuttle buses will accommodate 50% of staff and the remaining 50% will travel to work by car or van share. Details of these would be identified in the Construction Traffic Management Plan.

6.5.3 Parking spaces on-site will be limited, as such car and van sharing will be mandated and liaison with staff will be undertaken to arrange for workers to car/van share with at least 3 workers per vehicle.

6.6 Locally sourced materials

6.6.1 A large proportion of the materials required to construct the Proposed Development will comprise the Solar PV modules, frames and electrical equipment, the majority of which are currently manufactured abroad and imported. However, a large volume of aggregate will be required during construction.

6.6.2 The Site is located within a reasonable distance of quarries that offer suitable aggregate. While it is not possible at this stage to identify a supply from a specific

quarry, it is likely that aggregate will be transported from local sources although this will depend on price which will be assessed nearer the time. The shorter distance for transportation of aggregate will assist in minimising impacts from vehicle emissions on air quality, noise and climate.

6.7 Incident management

6.7.1 In the event of an incident along the identified delivery routes, arrangements will be implemented to minimise disruption to other road users and construction activities. This encompasses immediate issues, such as a road traffic collision where delivery vehicles are likely to already be on the highway network.

6.7.2 In such an event, once the Principal Contractor is aware of the incident and its location, suppliers will be contacted to inform them and request that their drivers act accordingly. This would include returning vehicles to their origin point or appropriate holding area, for example a roadside service area, to minimise the risk of vehicles adding to congestion. If vehicles are already local to the construction compound, they may be requested to be held at the compound if their exit route is blocked.

6.7.3 Contractors will monitor such incidents and if any closure is anticipated to be lengthy, alternative routes will be considered on a temporary basis. Emergency routes will be agreed with the local highways authority as part of the Construction Traffic Management Plan with the principle of using the highest classified roads first, for example routing along the A1035 if A165 is closed and vice versa, to minimise the risk of causing congestion on minor roads.

6.8 Alternative management solutions

6.8.1 During the course of the anticipated two-year construction period, it is reasonable to expect that other matters could arise, either as a direct result of the Proposed Development or from external influences. These could include, for example, roadworks or other major developments requiring high volumes of construction traffic along routes being used in respect of the Proposed Development.

6.8.2 The Principal Contractor will liaise with the local highways authority and, if necessary, other parties to address such matters. This could require the need for alternative routing to avoid third party road closures or changes to the logistics strategy across the Site, for example. The compounds and accesses are designed with sufficient space to accommodate changes, including holding areas. The details of such solutions will be dependent on the matters arising and therefore will be agreed with the local highways authority at the appropriate time.

7 Implementation framework

7.1.1 Whilst the Outline CTMP provides a framework for the management of the construction traffic and the impacts, a Construction Traffic Management Plan will be prepared to be substantially in accordance with this Outline CTMP for approval pursuant to a DCO requirement and subsequently implemented throughout the duration of the works by the Principal Contractor.

7.1.2 Temporary traffic management works will be required to comply with the provisions of the Traffic Signs Manual: Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009) **[Ref 11]**. Traffic signs will comply with the Traffic Signs Regulations and General Directions 2016 **[Ref 10]** and its subsequent amendments.

7.1.3 The overall management and implementation of the Construction Traffic Management Plan will be the responsibility of the Applicant. A Transport Co-ordinator will be appointed by the Applicant to implement, manage and develop the Construction Traffic Management Plan.

7.1.4 The coordinator will liaise as appropriate with local transport and traffic groups, parish councils, local planning authorities, local highway authorities and National Highways.

7.1.5 The exact members of the Traffic Management Working Group, the Terms of Reference, frequency of meeting and its full remit will be agreed included in the Construction Traffic Management Plan.

7.1.6 The Construction Traffic Management Plan will include details of the following, as appropriate:

- Measures to provide for the safety of traffic, the public and construction staff during traffic management works and temporary traffic control measures.
- Measures to ensure that the maintenance and condition of the public highway is monitored so that any deterioration can be reasonably remedied following the construction period. Measures also to include that PRoWs (and temporary diversions if required) are maintained throughout the construction period.
- Procedures to be followed for the temporary closure or diversion of roads or accesses; including details of required notice periods.
- Existing pedestrian, equestrian and cyclist routes, including whether the routes are used by one or more of these groups of road users.

- Measures to be implemented to minimise construction traffic impacts and to ensure no overspill staff parking outside the identified parking areas.
- Details of parking arrangements for site staff and site visitors.
- Design and layout of temporary and permanent vehicular accesses to the Site.
- Permitted access routes for construction traffic.
- Monitoring requirements in relation to the plan.
- A programme of traffic management measures to be implemented and details of traffic management proposals for the works on or adjacent to public roads.
- Details of phasing of works.
- Drawings showing traffic management layouts, signing and apparatus to be implemented, including proposed routes for pedestrians, equestrians and cyclists.
- Timing of operations.
- A list of roads which may be used by construction traffic in the vicinity of the Site including any restrictions to construction traffic on these routes.
- Procedures to be followed for the left turn only restriction for HGVs at the farm access off the A1035, including details of appropriate routing to comply with the restriction.
- Confirmation of the use of the new access from A1079 or Park Lane.
- The name and contact details of the Principal Contractor's traffic safety and control officer and information and instructions for members of the public regarding ways to raise specific transport related complaints or request information.
- A register of applications for consents associated with temporary traffic management measures and other required consents through the Highways Act and Traffic Management Act etc;
- Layout plans of any off-site highways mitigation such as the passing places which would be used by construction traffic as well as other road users; and
- Layout plans of the compounds which will comprise:
    - Vehicular Access/egress arrangements including visibility splays onto the public highway.

- Turning movements within the site especially for articulated HGVs where appropriate so that vehicles enter and leave the site in forward gear.
- Internal parking arrangements for staff and visitors.
- Storage of materials and waste on site; and
- Pedestrian/circulation routes within the compound.

8 Monitoring, compliance and communication strategy

8.1.1 The Principal Contractor will ensure that all contractor and sub-contractor vehicles arriving at Site comply with all applicable safety measures and legal requirements. Industry best-practice (such as relevant safety accreditation, for example), will be adopted to support the construction phase of the Proposed Development.

8.1.2 The Principal Contractor will monitor noise, dust and emissions, traffic management schemes, traffic levels on roads and Site accesses and public highways immediately adjacent to Site access points to maintain their effectiveness and condition throughout the works and to provide for the safety of traffic, the public and construction staff during traffic management works. The Principal Contractor will provide information regarding any delays to traffic due to construction works.

8.1 Construction Traffic Management Plan management

8.1.1 In accordance with Construction (Design & Management) Regulations 2015 **[Ref 12]**, a detailed strategy for managing health and safety will be developed by the appointed Principal Contractor.

8.1.2 Management of the Construction Traffic Management Plan process will be achieved through the identification of a suitable person as the Construction Traffic Management Plan co-ordinator. The Construction Traffic Management Plan co-ordinator will be responsible for managing compliance with the Construction Traffic Management Plan. They will be appointed prior to the commencement of the construction works and will act as the main contact for the Construction Traffic Management Plan, with responsibility for ensuring all measures are implemented, monitoring of the effects of implementation, and taking remedial actions where they are required and addressing issues raised by third parties.

8.1.3 The Construction Traffic Management Plan co-ordinator will ensure that all construction suppliers and contractors are fully aware and compliant with the requirements within the Construction Traffic Management Plan, such as mandated vehicle routing arrangements and delivery times.

8.2 Monitoring

8.2.1 To establish the success of the Construction Traffic Management Plan, an effective monitoring and review process must be in place. Monitoring will ensure that that there is compliance with the Construction Traffic Management Plan, and it will assess the effectiveness of the measures and provide the opportunity for review.

8.2.2 Monitoring and review of the measures in the Outline CTMP will be carried out at an appropriate frequency, to be agreed with the local highway authority. The review will identify failures to comply with the Outline CTMP and detail actions and responsibilities to ensure ongoing compliance.

8.2.3 The monitoring of the Construction Traffic Management Plan is important for the following reasons:

- It will demonstrate to the local planning authority and local highway authority the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the Construction Traffic Management Plan.
- It demonstrates the commitment of the Principal Contractor and of other resources.
- It helps to identify any deficiencies within the Construction Traffic Management Plan, including any measures that could be more effective and what adjustments could reasonably be made; and
- The data can be shared with any other stakeholders as well as inform the local authority of logistics patterns and common issues.

8.2.4 A range of data will be collected by the Principal Contractor to monitor key indicators of success, such as the number of breaches of vehicle routing and compliance with health and safety standards. Examples of the types of data collected are listed below

- Highway dilapidation and condition survey with regular reviews of condition of highway
- Record of any traffic incidents on site or on the public highway involving construction traffic

8.2.5 Arrival / Departure times to/from the site of all vehicles to ensure compliance with stipulated arrival/departure times such as the majority of HGVs arriving/departing between 09:00-16:00 (automatic number plate recognition (ANPR) or global positioning system (GPS) vehicle tracking could be utilised).

8.2.6 Any and all incidents of construction traffic being reported on routes other than those which have been stipulated that they must use to travel to/from the Site.

8.3 Enforcement

8.3.1 It will be the responsibility of East Riding of Yorkshire Council to verify compliance with the Construction Traffic Management Plan pursuant to the relevant DCO requirement.

8.3.2 Compliance with the Construction Traffic Management Plan is vital, ensuring that the objectives are met and impacts on others are minimised. Where non-compliance occurs, an effective enforcement process will be established, using best practice within the industry, prior to construction and set out in the Construction Traffic Management Plan.

8.3.3 Restrictions on vehicle routes and other restrictions, such as time periods for deliveries and the restriction to left turn only at the farm access off the A1035, will be recorded clearly on a map and communicated to all drivers, sub-contractors and suppliers as part of the contracting process. Any non-compliance of restrictions will be encouraged to be reported by local residents through a hotline number / email and will be raised with the appropriate Principal Contractor, sub-contractor or supplier. This can be enforced through their contractual arrangements with the Principal Contractor.

8.4 Communication

8.4.1 The Construction Traffic Management Plan co-ordinator will be responsible for communicating with relevant stakeholders about construction activities where they relate to traffic. This includes, but is not limited to, the local highway authority, local residents, PRoW users and businesses. The Construction Traffic Management Plan will be agreed with East Riding of Yorkshire Council as the local highway authority in advance of commencement of construction and any updates will be discussed and agreed through a working group with stakeholders.

8.4.2 Local residents and businesses will be informed in advance of any temporary road closures or roadworks that could potentially affect their journey times.

8.4.3 In terms of communication with site construction workers, information packs will be provided to all contractors once they have been confirmed/appointed. The information pack will form part of the agreement between the Applicant and the designated contractors. The information pack will include details of the following:

a. Code of Good Practice;

b. Details of the Transport Co-ordinator;

c. Delivery routing restrictions;

d. Worker routing;

e. Emergency procedures;

f. Non-compliance guidance; and

g. Complaint procedures

9 References

- **Ref. 1**: National Policy Statement for Energy (EN-1) (2024). Available online: https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1
- **Ref. 2**: National Policy Statement for Renewable Energy Infrastructure (EN-3) (2024). Available online: https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3
- **Ref. 3**: National Policy Statement for Electricity Networks Infrastructure (EN-5) (2023). Available online: https://www.gov.uk/government/publications/national-policy-statement-for-electricity-networks-infrastructure-en-5
- **Ref. 4**: East Riding of Yorkshire Council (2016) East Riding Local Plan 2012-2029. Available online: https://www.eastriding.gov.uk/planning-permission-and-building-control/planning-policy-and-the-local-plan/east-riding-local-plan/
- **Ref. 10**: Traffic Signs Regulations and General Directions (TSRGD) (2016). Available at: tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf
- **Ref. 11**: Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009). Available at: Traffic signs manual chapter 8 part 1 road works and temporary situations: designs (publishing.service.gov.uk)
- **Ref. 12**: The Construction (Design and Management) Regulations 2015. Available at: Construction - Construction Design and Management Regulations 2015 (hse.gov.uk)

APPENDIX A OUTLINE TRAVEL PLAN

Peartree Hill Solar Farm

Outline Construction Traffic Management Plan

Appendix A: Outline Travel Plan

Planning Act 2008

Infrastructure Planning

(Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(q)

Application Document Ref: EN010157/APP/7.7

February 2025

Prepared by RSK on behalf of RWE Renewables UK Solar and Storage LTD

Contents

1 Introduction

1.1 Purpose of this document

1.1.1 This Outline Travel Plan has been prepared on behalf of the Applicant and forms **Appendix A** of the **Outline Construction Traffic Management Plan (Outline CTMP) [EN010157/APP/7.7]**.

1.1.2 This Outline Travel Plan is also intended to be read in conjunction with **ES Volume 2**, **Chapter 14: Transport and Access [EN010157/APP/6.2]** and **ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]**.

1.1.3 In accordance with the requirements in **Schedule 2** to the **Draft Development Consent Order (DCO) [EN010157/APP/3.1]**, no part of the Proposed Development is to be commenced until a Construction Traffic Management Plan has been submitted to and approved by the relevant stakeholders. This Outline Travel Plan forms part of the **Outline CTMP [EN010157/APP/7.7]**. The Travel Plan will form part of the Construction Traffic Management Plan and must be substantially in accordance with this Outline Travel Plan and construction-related travel to and from the Proposed Development must be carried out in accordance with the Travel Plan that has been approved for the Proposed Development.

1.2 The need for and benefits of a travel plan

1.2.1 A travel plan is an important tool for achieving sustainable access to a development. It provides a strategy to deliver sustainable transport objectives.

1.2.2 Travel plans can result in a wide variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues, including:

- Reducing traffic congestion;
- Cutting carbon emissions and their contribution to climate change; and
- Improving local air quality.

1.2.3 This Outline Travel Plan sets out the approach to address travel by construction workers to, from and across the Site and methods for reducing single-occupancy private car trips by construction workers. As well as helping to address the issues above, it will also assist in reducing the level of construction traffic using the roads surrounding the Site.

2 Objectives

2.1.1 This Outline Travel Plan presents clear objectives to be achieved, based on key goals for the Proposed Development. This section outlines the objectives to support local and national policy and a summary of the baseline travel habits that may be expected for staff of the Proposed Development.

2.2 Aims and objectives

2.2.1 The aim of the Outline Travel Plan is to provide measures and information, as well as support initiatives that will facilitate a range of realistic and achievable alternative modes of travel to reduce the number of single vehicle occupancy trips.

2.2.2 The key objectives of this Outline Travel Plan are identified as follows:

- Reduce single occupancy car journeys to / from the Site;
- Minimise the impact and frequency of car travel, thus reducing pollution and congestion in the area; and
- Minimise the need for parking.

Targets

2.2.3 The setting of measurable targets is essential to support achieving the objectives of the Outline Travel Plan. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). East Riding of Yorkshire Council will be consulted to agree suitable targets.

2.2.4 Targets are measurable using indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the Outline Travel Plan without necessarily having a linked target.

2.2.5 This Outline Travel Plan sets targets to reduce single occupancy vehicles and minimise the impact and frequency of vehicle travel. Construction workers will be liaised with to ensure that measures are adhered to.

2.2.6 Currently, the details regarding the location of where staff will be situated/accommodated are not confirmed. Therefore, it is difficult to set location-specific targets. However, the key focus of this plan is to encourage car sharing where appropriate. Initial targets will be set out within the Travel Plan to align with the aim of reducing single occupancy car journeys to and from the Site.

3 Policy context

3.1.1 This Outline Travel Plan has been prepared within reference and consideration to the following policy and guidance material:

- Overarching National Policy Statement for Energy (NPS EN-1) (2023) (designated in January 2024)
- National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) (2023) (designated in 2024)
- National Planning Policy Framework (2024)
- IEMA Guidelines: Environmental Assessment of Traffic and Movements (2023)
- East Riding of Yorkshire Council's Local Transport Plan (2021-2039)
- East Riding of Yorkshire Carbon and Energy Management Strategy (2021-2025)

4 Existing transport network

4.1 Public transport

4.1.1 There are several villages and main roads which are served by buses in the vicinity of the Site. There are bus stops near to the Site in Brandesburton, Leven, Routh, Tickton, Long Riston, Arnold, Skirlaugh and Wawne.

4.1.2 These stops are serviced by bus numbers 10, 24, 25, 99, 242 and 243. These services are summarised in Section 4.12 of **ES Volume 4**, **Appendix 14.2: Transport Assessment [EN010157/APP/6.4]**.

4.1.3 The Site is in close proximity to three railway stations: Cottingham, Hull and Beverley. Further details of the services they provide can be found in Sections 4.14, 4.15 and 4.16 of **ES Volume 4**, **Appendix 14.2: Transport Assessment [EN010157/APP/6.4]**.

4.2 Pedestrian network

4.2.1 Whilst most of the roads serving the Site are minor, rural roads and do not have footways provided, there is a network of public rights of way (PRoW) in the vicinity of the Site. Whilst these could be used to access the Site by workers it is appreciated that this is only likely to be limited use given the isolated nature of some of these routes. The PRoW are largely used by recreational users (ramblers, cyclists and equestrians).

4.2.2 The complete list of PRoW which traverse the Proposed Development is presented in the **Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]**.

4.3 Cycle network

4.3.1 In addition to the bridleway TICKB05, the National Cycle Network (NCN) Route 164 runs from Grovehill Road in the east side of Beverley to Beverley Road to the south of Leven. The 164 route is a predominantly traffic-free route which runs parallel to the A1035 and therefore provides connections to several parts of the Site from Beverley, Tickton and Leven.

4.3.2 The NCN route 65 connects the Site to Hull and Hornsea, locally, and runs between Swine and Coniston villages where it intersects the A165. Further afield the route continues past Hull to Selby, York and terminates at Middlesbrough.

4.3.3 The NCN Route 1 (Dover to Tain) passes close to/through the Site of the National Grid Creyke Beck substation along Park Lane between Northgate in Cottingham and Long Lane in Beverley.

4.4 Staff travel to work

4.4.1 As the Proposed Development comprises a large area of primarily agricultural land, it is recognised that there will be limited opportunities for access by active travel or sustainable modes. The greatest opportunity for sustainable travel will be to promote car sharing and provide shuttle buses to all construction workers as this represents a realistic and practical way to reduce single occupancy vehicle movements.

4.4.2 The specialist nature of this type of development means that specific subcontractors may be sourced regionally and are therefore ideally suited to car sharing and shuttle buses as they will often travel in teams.

4.4.3 The Applicant will arrange for a sufficient number of 14-passenger shuttle buses to be provided to accommodate 50% of staff and move them to/from the relevant part of the Site under construction at any one time.

4.4.4 It will be pre-arranged with staff who are travelling by shuttle bus and where they will be picked up from / dropped off to, and this will be detailed once the Principal Contractor is appointed.

4.4.5 Car or van sharing will be mandated and liaison with staff will be undertaken to arrange for workers to car or van share. Each staff vehicle travelling to Site will include at least three staff. This will manage the number of vehicle trips to and from the Site and manage the use of car parking spaces on each construction compound.

5 Measures

5.1.1 The Outline Travel Plan is a tool that seeks to implement measures to promote and encourage sustainable travel. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the type of development.

5.1.2 Measures are proposed that address the objectives set out in this Outline Travel Plan. 'Management measures' enable a proactive approach to the delivery of the Outline Travel Plan and are linked intrinsically to the **Outline CTMP [EN010157/APP/7.7]**. 'Hard measures' involve the provision of facilities and/or a service area grouped as infrastructure. 'Soft measures' involve information, awareness and communicative measures.

5.2 Management measures

5.2.1 As a requirement of the Development Consent Order, the Principal Contractor will develop and implement the Construction Traffic Management Plan. The Travel Plan will form part of the Construction Traffic Management Plan and will be substantially in accordance with this Outline Travel Plan.

5.2.2 The Principal Contractor's role in respect of the Travel Plan will include, but not be limited to:

- Agreeing the Travel Plan measures in consultation with the applicant and East Riding of Yorkshire Council; and
- Appointing a Travel Plan Coordinator for the Proposed Development.

5.2.3 The role of the Travel Plan Coordinator, once appointed, will include, but is not limited to:

- Leading on the implementation of the agreed Travel Plan measures.
- Raising awareness of the Travel Plan and travel options available to construction staff, including the provision of resources in accessible formats, where required; and
- Carrying out monitoring of the utilisation of the construction compound parking provision, cycle parking and shuttle bus services.

5.3 Hard measures

Minibus transport

5.3.1 Construction workers will be instructed to travel to one of a number of off-site locations which will be identified once further details are known (such as the location of workers and hotels accommodating workers). Onward transport to the relevant working areas will be facilitated through the use of shuttle buses operated by the Principal Contractor.

5.3.2 It is anticipated that workers who live locally to the Site will be more likely to car or van share. Workers who live further afield, that will be temporarily accommodated in local hotels, will be more likely to travel to the Site by the shuttle bus service. Details of the identified locations will be included in the Travel Plan and Construction Traffic Management Plan.

Car or van sharing

5.3.3 Construction workers will be liaised with to ensure that car or van sharing is undertaken in order to minimise the number of vehicles parking on Site and to minimise the traffic impact of the Proposed Development.

5.3.4 The Travel Plan Coordinator will ensure that suitable arrangements for car or van sharing are arranged and suitable sharing partners are identified.

Cycle parking facilities

5.3.5 It is not anticipated that many, if any, staff will opt to cycle to the Site. However, cycle stands will be provided at the Site compounds to provide the opportunity for staff to choose to travel by bike. Details of cycle parking provision will be determined at the detailed design stage and identified in the Travel Plan.

Car parking

5.3.6 The dedicated car parks for construction staff are to be located at or adjacent to each of the main construction compounds.

5.4 Soft measures

Information measures

5.4.1 Travel information will be distributed electronically to all construction staff. The information will include:

- An introduction to the Travel Plan, highlighting the purpose and key measures being implemented as well as the contact details of the Travel Plan Coordinator.
- Instructions relating to car sharing as a condition for those working on the Site and travelling by car.
- A map showing the location of the Site / compounds in relation to the local area, highlighting the nearby public transport links and PRoW network within easy walking distance; and
- Bus timetables of local services and fare information.

5.4.2 The Principal Contractor will regularly review the information provided to ensure that staff are kept up to date with any changes, such as new bus and rail timetables, withdrawn or new services, or new contact details.

Encouraging public transport

5.4.3 The travel information will be kept up to date to reflect any changes to local bus services and keep staff updated with the latest timetables, travel routes and fares.

5.4.4 Although it is not anticipated that any staff will travel directly to the Site by public transport, given the lack of pedestrian infrastructure to connect the Site and bus stops or rail stations, some staff may travel to nearby stops or stations where they could be picked up by shuttle buses or other staff.

6 Monitoring and review

6.1.1 The parking provision will be monitored to ensure sufficient space is available to meet the needs of peak parking demand for cars and cycles. This will be critical to avoid overspill parking onto local roads and verges.

6.1.2 Monitoring will form part of the Construction Traffic Management Plan as part of wider management of construction traffic and further details will be available in the Construction Traffic Management Plan.

6.1.3 Should additional measures be necessary to accommodate the travel needs of staff, either travelling to/from the Site or internally to working areas, these will be reviewed as appropriate by the Applicant, Principal Contractor and Travel Plan Coordinator and discussed with East Riding of Yorkshire Council.

7 Action plan

7.1.1 The measures and initiatives summarised in this Outline Travel Plan will be implemented in order to target specific objectives of the Travel Plan within particular timescales.

7.1.2 The Principal Contractor will undertake the following actions:

- Agree Travel Plan measures in consultation with East Riding of Yorkshire Council;
- Appoint a Travel Plan Coordinator to manage the implementation of travel plan measures and monitoring;
- Prepare and distribute staff travel information in advance of construction commencing promoting alternative modes of transport and distributing instructions relating to staff car sharing;
- Monitor requirements for cycle parking spaces and associated facilities during mobilisation of Main Construction Compounds and throughout construction phase, as demand necessitates; and
- Monitor car parking demands to ensure compliance with car or van sharing measure.

7.1.3 These have been included in the action plan set out in **Table 1-2** along with who is responsible for each action. Further detail on timescales will be provided in the Travel Plan.

Table 1-2: Indicative action plan

Action	Responsibility
Prior to commencement	
Agree on Travel Plan Measures and Travel Information	Principal Contractor
Appoint a Travel Plan Coordinator	Principal Contractor
Arrange shuttle bus service and identify pick-up/drop-off locations	Principal Contractor
Upon commencement and throughout the duration of the Travel Plan	
Dissemination of the Travel Information to staff	Travel Plan Coordinator

Action	Responsibility
Provide instructions relating to car sharing	Travel Plan Coordinator
Undertake regular monitoring of parking provision	Travel Plan Coordinator

8 References

- Overarching National Policy Statement for Energy (EN-1) (2023). Available online: https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1
- National Policy Statement for Renewable Energy Infrastructure (EN-3) (2023). Available online: https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3
- National Planning Policy Framework (NPPF) (2024). Available online: National Planning Policy Framework - GOV.UK (www.gov.uk).
- IEMA Guidelines: Environmental Assessment of Traffic and Movements (2023). Available online: https://iema-stage.wearewattle.com/media/iggbg1ye/iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf
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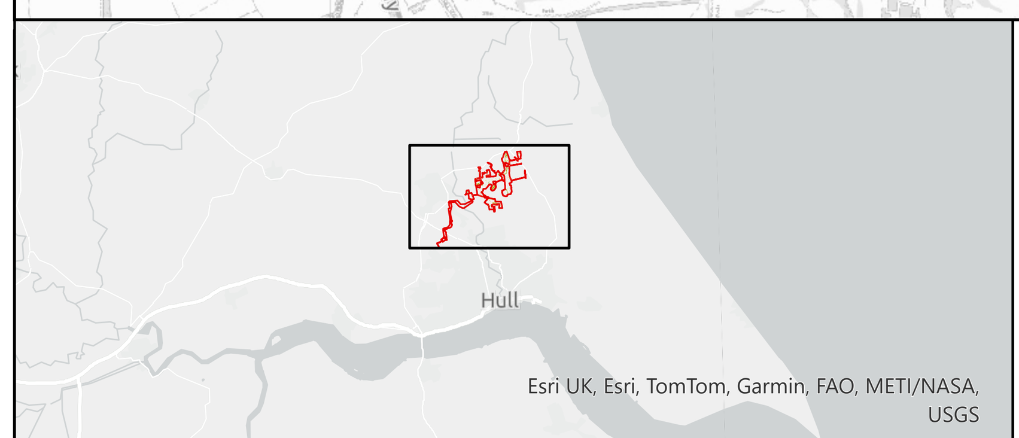
APPENDIX B MAIN CONSTRUCTION COMPOUND LOCATION PLAN



Key

- Order Limits
- Powerlines and Pylons
- Internal Access Tracks
- Main Compound
- Satellite Compound
- Cable Route Corridor
- Interconnecting Cabling Corridors between Land Areas:
  - Cable C-D
  - Cable B-B
  - Cable E-E
- Cable E-F
- Access Points
- Cable Route Access Points

Notes:

1. This drawing is for illustrative purposes only

Rev	Date	By	Chkd	Appd	Authd
P04	30/09/2025	NAM	EH	AD	MG

Client: RWE

Project Name: Peartree Hill Solar Farm

Drawing Title: Environmental Statement Volume 3, Figure 3.5: Indicative Construction Layout Plan

Scale at A1: 1:20,000

Coordinate System: British National Grid

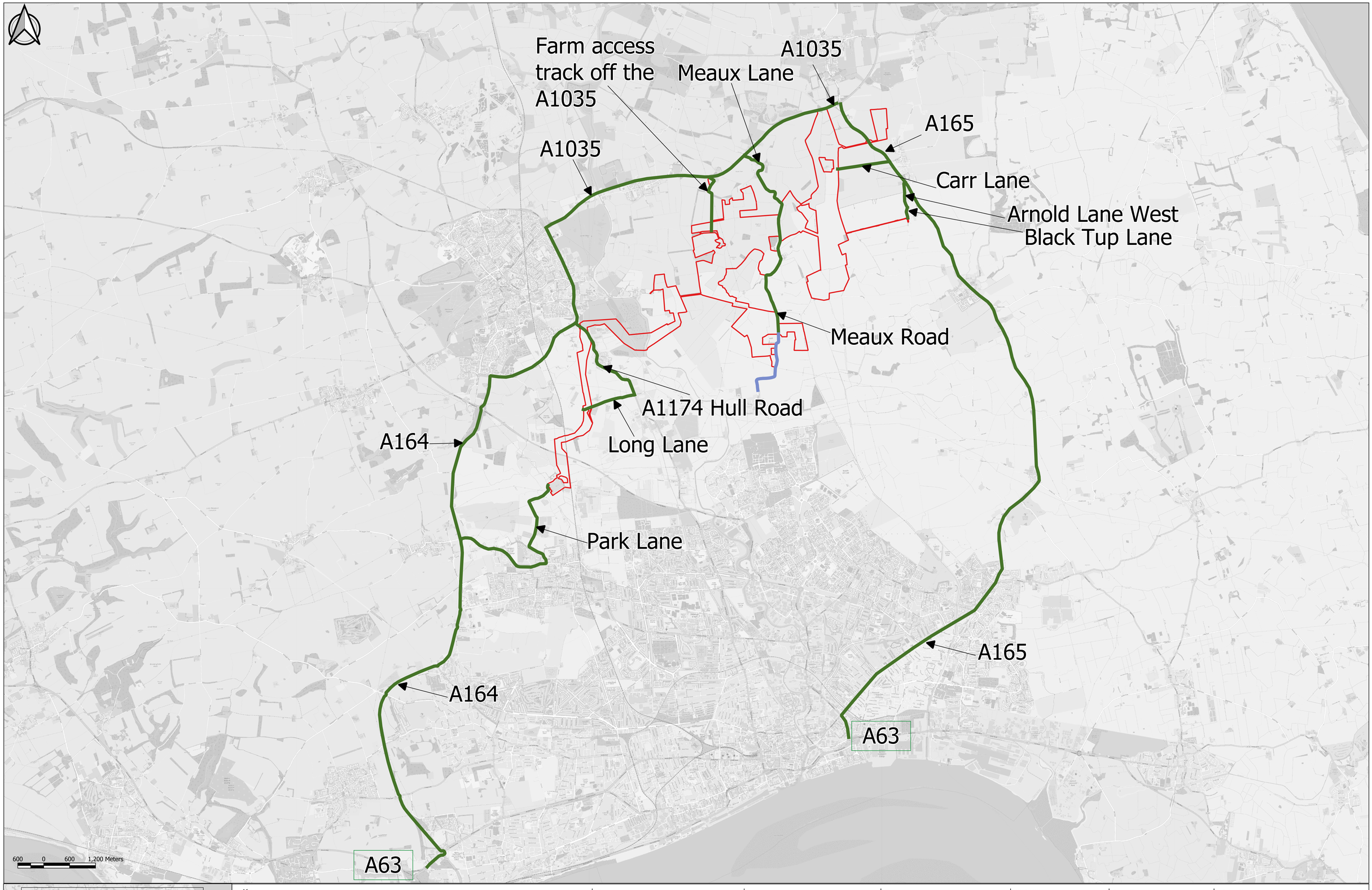
Status: DCO Application

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: 5(2)(a)

PINS Number: EN/010157/APP/6/3

Rev: P04

APPENDIX C PROPOSED TRAFFIC ROUTES FOR CONSTRUCTION TRAFFIC



Key

- Order Limits
- LGV / HGV Routing
- HGV & LGV
- LGV Only

Notes:

1. Figure 14-2 Revision P02 incorporates the following changes; the addition of the farm access track off the A1035 (Change 9).

App	Date	By	Chkd	Appd	Authd
P03	01/09/2025	CGQ	IW	BT	MG

Client: RWE

Designer: RSK

Project Name: Peartree Hill Solar Farm

Drawing Title: Environmental Statement Volume 3, Figure 14.2: Transport Routing and Existing Highway Network

Scale at A1: 1:40000

Coordinate System: British National Grid

Status: DCO Application

PINS Number: EN010157/APP/6.3

Rev: P03

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