Great North Road Solar and Biodiversity Park

Environmental Statement

Volume 4 – Technical Appendices

Technical Appendix A5.2 – Outline Construction Traffic Management Plan

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Contents

A5.2.1 INTRODUCTION

1 Elements Green Trent Ltd (''the Applicant'') is bringing forward a Development Consent Order (DCO) application for the proposed development of the Great North Road (GNR) Solar and Biodiversity Park (''the Development'').

2 The Development is a proposed solar photovoltaic (PV) electricity generating facility which lies within the district of Newark and Sherwood and the county of Nottinghamshire.

3 This document is the outline Construction Traffic Management Plan (outline CTMP), which has been prepared by SYSTRA Ltd on behalf of the Applicant.

A5.2.1.1 THE DEVELOPMENT

4 The Development would be located to the northwest of Newark, in the Newark and Sherwood district of Nottinghamshire, East Midlands. The Development would be within an area bound by the Order Limits. The Order Limits are to the west of the A1, north of the A617, east of Eakring, and south of Egmanton, to the north and northwest of Staythorpe.

5 The Development is described by ES Chapter 5, Development Description, [EN010162/APP/6.2.5], and briefly summarised here. The Development essentially consists of discrete land parcels proposed to be occupied by solar PV panels and associated infrastructure (Work no. 1), connected by cable route areas (Work no. 2). Up to 4 intermediate substations (Work no. 4) will be spaced around the solar areas, and a Battery Energy Storage System (BESS; Work no. 5a) and 400 kV Compound (Work no. 5b) will collate the electrical energy and step up the voltage before cabling it to the National Grid Staythorpe Substation (Work no. 6), possibly via the Consented Staythorpe BESS (Work no. 7). Road works (Work no. 8; access) will be undertaken, principally to create passing places and create or upgrade access points. Other areas within the Order Limits are identified for mitigation/enhancement (Work no. 3). The Work Areas are shown on ES Figure 5.1 [EN010162/APP/6.3.5.1] and a summary of mitigation/enhancement measures is shown on ES Figure 5.2 [EN010162/APP/6.3.5.2].

A5.2.1.2 PURPOSE

6 This outline CTMP (oCTMP) provides a framework for the management of construction vehicle movements to and from the Development within the Study Area set out in ES Chapter 14, Traffic and Transport [EN010162/APP/6.2.14], to ensure that the construction phase can be undertaken in a safe and efficient manner and that disruption to the local highway network is managed and minimised.

7 This is a document that will be updated prior to construction to reflect any considerations made during the DCO process, and to add detail that arises from the post-determination procurement and the appointment of a contractor.

8 A Detailed CTMP, which accords with this oCTMP, will be developed based on the detailed design. It will then be submitted to Nottinghamshire County

Council, as local highway authority, in consultation with National Highways prior to construction commencing. The provision of a Detailed CTMP is secured by DCO Requirement 14.

9 The oCTMP has the following objectives:

- Minimise the number of heavy goods vehicles (HGVs) and other vehicles on the local road network that are associated with the construction of the Development;
- Ensure the safe movement of equipment, material and construction workers;
- Minimise the effects of construction traffic on the local community;
- Set out measures to be adhered to by all associated with the construction of the Development; and
- Ensure the continued monitoring, review and subsequent improvement of the CTMP and mitigation measures.

10 It will be the responsibility of the Applicant to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction and movement activities.

11 This oCTMP should be read in conjunction with ES Chapter 14, Traffic and Transport [EN010162/APP/6.2.14] and Technical Appendices TA A14.1: Transport Statement [EN010162/APP/6.4.14.1] and TA A14.2: Outline Travel Plan [EN010162/APP/6.4.14.2].

A5.2.1.3 CTMP STRUCTURE

12 This oCTMP is structured as follows:

- Section 2 summarises the construction activities, compounds and internal routes and construction programme;
- Section 3 summarises the construction vehicle trip generation;
- Section 4 summarises the site access arrangements and technical approval process for site accesses and highway improvements;
- Section 5 summarises the prescribed HGV routing;
- Section 6 summarises HGV management measures;
- Section 7 summarises construction worker management measures;
- Section 8 summarises the management measures for AILs; and
- Section 9 summarises compliance, enforcement and review of the CTMP.

A5.2.2 CONSTRUCTION WORKS

13 This section provides an overview of the proposed construction works associated with the Development along with the construction programme.

A5.2.2.1 CONSTRUCTION ACTIVITIES

14 Construction activities are provided in detail in ES Chapter 5, Development Description [EN010162/APP/6.2.5]. The construction activities undertaken at the construction phase of the Development will include preparation of the land within the Order Limits and construction of the Development.

15 Preparation of the land within the Order Limits will include activities such as the delivery of construction materials, plant and equipment, and the erecting of fencing. Required access points will be constructed and temporary compounds will also be created, along with establishing the internal tracks (both upgrading existing and new).

16 Construction of the Development will include the delivery of components, construction of the substation compound and the erection and mounting of the PV solar modules, along with the installation of cables, etc. Vegetation management works will also be undertaken.

A5.2.2.2 CONSTRUCTION COMPOUNDS

17 Construction compounds will accommodate storage, parking, offices and welfare facilities. The primary aim of the on-site infrastructure is to ensure that all requirements are dealt with internally to the site to limit any potential impacts on the external highway network.

18 The provision of the construction compounds will ensure that there will be no parking by contractors, visitors or delivery vehicles on the local highway network and visitors will be advised of the parking arrangements in advance of travelling to the Site. The Site Managers will monitor that parking is taking place in the designated area on a regular basis.

A5.2.2.3 INTERNAL ROUTING

19 Internal construction haul roads will be used to facilitate movement between fields and minimise traffic impact on the local highway network. These internal construction haul roads will link from the site access locations outlined in Section 4 of this oCTMP. The layout of the internal haul roads will be defined by the contractor to meet construction needs.

20 The Development will include internal access roads / tracks, allowing for the movement of construction materials and maintenance vehicles when the Development is operational. The internal access roads will be completed during the initial stages of construction.

21 Appropriate turning areas will be provided within the compounds and in the vicinity of the internal access road to ensure that all vehicles access and egress each site in a forward gear.

22 Wheel cleaning facilities will be provided at the end of each access road, ahead of the egress onto the local highway network to reduce the instances of mud and debris from being deposited onto the road network. A road sweeper will also be provided for surrounding local roads along the

designated route to alleviate any residual debris generated during the construction phase, as required. Further HGV management measures are included in Section 6 of this oCTMP as well as the Construction Environmental Management Plan [EN010162/APP/6.4.5.3].

A5.2.2.4 CONSTRUCTION PROGRAMME

23 The construction of the Development is anticipated to take approximately 24 months and is shown in Table A5.2.1. The five phases presented in Table A5.2.1 are spatial phases but not necessarily temporal, with Phases 1 and 3 assumed to be concurrent, and then Phases 2, 4 and 5 being concurrent. This is equivalent, therefore, to two temporal phases with two or three construction teams operating concurrently.

Table A5.2.1. Indicative Construction Programme

Construction Activity		Month																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase One	Site access points																								
	Roads and tracks																								
	Construction compounds																								
	Fencing and CCTV																								
	Solar PV poles, modules, inverters and transformers																								
	Cabling																								
	Intermediate substation																								
	BESS/400 kV compound																								
	Connection to the transmission network at the existing National Grid Staythorpe Substation																								
	Mitigation/enhancement planting																								
Phase Two	Site access points																								
	Roads and tracks																								
	Construction compounds																								
	Fencing and CCTV																								
	Solar PV poles, modules, inverters and transformers																								
	Cabling																								
	Intermediate substation																								
	Mitigation/enhancement planting																								
Phase Three	Site access points																								
	Roads and tracks																								
	Construction compounds																								
	Fencing and CCTV																								
	Solar PV poles, modules, inverters and transformers																								
	Cabling																								
	Intermediate substation																								
	Mitigation/enhancement planting																								
Phase Four	Site access points																								
	Roads and tracks																								
	Construction compounds																								
	Fencing and CCTV																								
	Solar PV poles, modules, inverters and transformers																								
	Cabling																								
	Intermediate substation																								
	Mitigation/enhancement planting																								
Phase Five	Battery installation																								

A5.2.3 SITE ACCESS ARRANGEMENTS

24 This section summarises the proposed site access arrangements and technical approval process.

A5.2.3.1 SITE ACCESSES

25 This section summarises the accesses that will be used during the construction phase of the Development. An overview of the site access locations can be seen in Figure A5.2.1 presenting the location of the existing (to be upgraded) and new accesses proposed. Access drawings are included within Appendix D of the Transport Assessment [EN010162/APP/6.4.14.1]. These will all be subject to detailed design, Road Safety Audit and technical approval process before construction, as set out later in this section.

26 The site accesses have been separated into three categories, these being:

- Primary Access – these accesses form the main access into the site from the public highway. They will typically serve a site compound area. They have been designed to accommodate the turning movements of HGVs based on the HGV routing.
- Secondary Access – the function of these accesses is to supplement the primary access and will typically facilitate cross-over movements of the public highway between land parcels of solar development on either side. They have typically been designed to accommodate the turning movements of cars and LGVs and for HGVs only cross-over movements; and
- Abnormal Indivisible Load (AIL) Access – in addition to their function of performing as a primary access, an over-run provision is included to accommodate the turning movement of the AIL vehicle transporting the cable drum to site. AIL movements will be undertaken under appropriate supervision/traffic management measures.

27 A total of 19 primary access locations are proposed, of which 12 are existing access locations, many of which will require upgrading to ensure they have appropriate visibility, geometry and surfacing, and these are identified in Table A5.2.2 and Table A5.2.3. There are 7 new access locations proposed to operate as a primary access, which have been located to best suit the Development needs (including serving the internal routing of HGVs), visibility and minimise environmental / ecological impact, i.e., reduce the need to remove hedgerow, trees and general vegetation.

28 A total of 24 secondary access locations are proposed, of which 12 are existing field access locations, and 12 new accesses are to be created. The secondary access locations are typically paired directly opposite (or as close to opposite, as possible) each other or paired opposite a primary access.

29 All access locations will be retained for use during the operational and decommissioning phases.

30 A summary of each of the primary and secondary accesses is presented in Table A5.2.2 and Table A5.2.3 respectively, which sets out a brief rationale for their location and whether they are existing/upgraded, or new.

Table A5.2.2: Primary Access Locations

Access ID	Location	Description	AIL Access	HGV turning movements	OS Co-ordinates
PA1	A617 – 100 m east of Main Road junction	An **existing** hard surfaced field access to be upgraded and used to access BESS site.	Yes	All movements	E 475468 N 355278
PA2	Private access off Caunton Road – approx. mid-length of road	An **existing** hard surfaced site access of the public road onto private access and then into field via new access to the south.	No	Existing Access: Left in / Right out New Access: Right in / Left out	E 473475 N 358082
PA3	Caunton Road – approx. mid-length of road	A **new** site access to be formed at location of gap in hedgerow to gain access to land to the west.	Yes	Right turn in / Left turn out	E 473506 N 358220
PA4	Maplebeck Road – 2 km west of A616 junction	An **existing** hard surfaced field access to be upgraded to gain access to land to the south.	Yes	Left in / Right out	E 472107 N 360342
PA5	Newark Road – 590 m east of Sandy Lane Public Footpath	A **new** site access to be formed to gain access land to the south.	Yes	Left in / Right out. Straight over	E 468665 N 362284
PA6	Newark Road – 920 m east of Sandy Lane Public Footpath	A **new** site access to be formed to gain access to land to the south.	No	Left in / Right out. Straight over	E 468338 N 362327
PA7	A616 – 1.08 km south-east of Kersall Road	An **existing** hard surfaced field access to be upgraded to gain access to land to the west.	Yes	Left in / Right out. Straight over	E 472495 N 361941

Access ID	Location	Description	AIL Access	HGV turning movements	OS Co-ordinates
PA8	A616 – 1.03 km south-east of Kersall Road	An **existing** hard surfaced field access to be upgraded to gain access to land to the east.	No	Right in / Left out. Straight over	E 472492 N 472492
PA9	Kersall Road - 185 m north-east of A616 junction	A **new** site access to be formed to gain access to land to the south.	No	Right in / Left out. Straight over	E 472065 N 362948
PA10	Kersall Road - 375 m south of Ossington Road junction	An **existing** soft standing field access to be upgraded to gain access to land to the west.	Yes	Left in / Right out	E 472504 N 364182
PA11	Ossington Road - 500 m north of Main Street junction	A **new** site access to be formed across grassed soft verge to gain access to land to the west.	No	Right in / Left out	E 475563 N 365613
PA12	Moorhouse Road – 150 m south of Hagg Lane.	An **existing** hard surfaced field access to be upgraded to gain access to land to the east.	No	Left in / Right out	E 475159 N 367694
PA13	Ossington Lane – 250 m west of Brimblebeck Lane.	An **existing** field access to be upgraded to gain access to land to the west and onwards.	No	Straight over only	E 477894 N 365941
PA14	Ossington Road – 1.95 km west of Carlton Lane	A **new** site access to be formed to gain access to land to the north.	No	Right in / Left out	E 477232 N 364700
PA15	Ossington Road – 1.4 km west of Carlton Lane	An **existing** hard surfaced access track to be upgraded to gain access to land to the south	Yes	Left in / Right out. Straight over	E 477763 N 364450
PA16	Ossington Road – 1.35 km west of Carlton Lane	A **new** site access to be formed to gain access to land to the north.	No	Right in / Left out. Straight over	E 477764 N 477764

Access ID	Location	Description	AIL Access	HGV turning movements	OS Co-ordinates
PA17	Carlton Lane – 300 m south of Ossington Road junction.	A **new** site access to be formed to gain access to land to the west.	No	Right in / Left out. Straight over	E 479094 N 363948
PA18	Staythorpe Road – 395 m east of Pingley Lane	An **existing** hard surfaced access to be used in its current form to gain access to the cable route to the north.	Yes	All Movements	E 475774 N 354043
PA19	Staythorpe Road – 190 m east of Pingley Lane	An **existing** field access to be used with localised removal or hedgerow.	No	Left in / Right out	E 475584 N 353966

Table A5.2.3: Secondary Access Locations (not for use by HGVs to turn onto or off the public highway)

Access ID	Location	Description	HGV movements	OS Co-ordinates
SA1	Private drive to Muskham Woodhouse Farm	**New** access to be formed on either side of private drive.	Straight over only	E 475469 N 357533
SA2 & SA3	Approx. 1 km northwest of Broadgate Lane junction	An **existing** field access to the north to be upgrade and a **new** access to the south.	Staggered straight over only	E 474221 N 357184
SA4 & SA5	Approx. 680 m south of The Hollows, Maplebeck	A pair of **existing** field accesses to be used.	Straight over only	E 470678 N 360235
SA6 & SA7	Private drive to Becks Farm	**New** accesses to be formed on either side of private drive.	Straight over only	E 470398 N 361040
SA8	Newark Road – 720 m east of Sandy Lane Public Footpath	A **new** access to be formed to gain access land to the north.	Straight over only	E 468671 N 362291

Access ID	Location	Description	HGV movements	OS Co-ordinates
SA9	Newark Road – 590 m east of Sandy Lane Public Footpath	A **new** access to be formed to gain access to land to the north.	Straight over only	E 468339 N 362337
SA10 & SA11	Norwell Woodhouse – 330 m north of A616 junction	A pair of **existing** field access to be upgraded.	Straight over only	E 472805 N 362031
SA12	Kersall Road - 240 m north-east of A616 junction	A **new** access to be formed to gain access to land to the north.	Straight over only	E 472100 N 362984
SA13 & SA14	Kersall Road – 120 m south of Norwell Woodhouse junction	A **new** access to be formed to north and an **existing** field access to be upgraded.	Straight over only	E 472506 N 363852
SA15 & SA16	Kersall Road - 275 m south of Ossington Road junction	**New** accesses to be formed on either side of the road.	Straight over only	E 472441 N 364268
SA17 & SA18	At junction of Ossington Road and Loverose Way	A pair of **existing** field accesses to be used.	Straight over only	E 474006 N 364521
SA19	Access to Ossington Airfield from Ossington Road	An **existing** hardstanding access into the Ossington Airfield	All movements	E 474676 N 364837
SA20 & SA21	Ossington Road – 1.3 km north of Main Street junction	A pair of **new** accesses to be formed on either side of the road.	Left out / Right in. Straight over	E 475568 N 365962
SA22	Carlton Lane – 300 m south of Ossington Road junction.	An **existing** field access to the east of the road to be upgraded.	Straight over only	E 479108 N 363943
SA23 & SA24	Approx. 730 m west of Carlton Road	A pair of **existing** field access to be upgraded.	SA23 Left in / Right out	E 477879 N 363178

Access ID	Location	Description	HGV movements	OS Co-ordinates
			SA24 Right in / Left out	

31 It should be noted that the existing access track into the Ossington Airfield at SA19 will not be used by HGV traffic, except for the limited use for AILs associated with the delivery of cable drums.

A5.2.3.2 TECHNICAL APPROVAL

32 The implementation of the access junction works and any associated mitigation works on the public highway network required to allow access for the Abnormal Indivisible Loads (AIL) and HGV deliveries will be subject to a technical approval process.

33 Prior to any construction works being undertaken within the limits of the adopted highway, the detailed design of these works must be submitted to the local highway authority for approval. The detailed design of these works is secured by this Outline CTMP and will be submitted to the NCC for approval. Each technical approval submission to NCC may include one or more of the access junction works, and must be approved before the relevant work is brought into use.

34 The detailed design for the access junction works will include:

- Construction methodology;
- Details of the traffic management requirements;
- Drawings and design specifications setting out the works and any service / utility works that may need to be accommodated. The designs will be informed by additional surveys including topographical surveys and speed survey data;
- A statement confirming how the design meets the Construction, (Design & Management) Regulations, or their equivalent at the point of submission;
- Management measures associated with the maintenance of visibility splays during the construction stage;
- Details of the proposed contractor, including their insurance provisions;
- Combined Stage 1 and 2 Road Safety Audits (RSAs); and
- Details of any necessary road signage and road markings.

A5.2.3.3 MANAGEMENT OF CONSTRUCTION ACCESSES

35 The site access drawings included in Appendix D of the Transport Assessment [EN010162/APP/6.4.14.1] set out the achievable visibility splays for vehicles turning out of the site accesses onto the public highway and achievable sight stopping distances (SSDs) for vehicles on the public highway approaching the site access.

36 The site access drawings also set out where vegetation trimming / coppicing of hedges to 600mm may be required during the construction phase to provide visibility and SSD in accordance with design standards.

37 Temporary speed limit reductions in the vicinity of accesses may also be required to reduce the extent of vegetation trimming / coppicing.

38 In addition, to the Development wide management measures set out in this oCTMP, the following management measures are proposed at some of the site accesses to manage construction traffic:

- Access PA05 and PA06, SA08 – localised temporary 40mph speed limit and advanced warning signs on the approach to the construction access;

- Access PA10, SA15, SA17, SA18, SA20, SA21, SA23, SA24 – banksmen to manage HGVs crossing between accesses;
- Access PA13, PA15, SA01, SA02, SA03, SA11 - Outline Recreational Management Plan addresses matters of interaction with public right of way (PRoW) users;

39 Further management measures may need to be provided at these and other accesses in agreement with the local highway authority as part of the detailed CTMP.

40 The Development wide measures to manage construction traffic into/out of the construction site accesses are included in Section 6 of this oCTMP.

A5.2.4 CONSTRUCTION VEHICLE TRIP GENERATION

41 This section of the outline CTMP sets out the trip generation associated with the construction phase of the Development.

A5.2.4.1 CONSTRUCTION HGV TRIPS

42 The construction of the Development is anticipated to take approximately 24 months. The associated traffic flows and 'worst case' will vary over that time as different elements and phases of the Development are constructed, possibly simultaneously, or at least with a degree of overlap.

43 It should be noted that although 5 phases are presented in the outline construction programme in Table A5.2.4, this is a spatial separation, but not necessarily temporal, with phases 1 and 3 being concurrent and 2, 4 and 5 being concurrent. This is equivalent, therefore, to two temporal phases with two or three construction teams operating concurrently.

44 Table A5.2.4 summarises the peak two-way daily HGV movements.

Table A5.2.4: Peak 2-Way HGV movements per day

Access ID	Number of 2-Way Total HGV movements per day
PA1	40
PA2	44
PA3	9
PA4	61
PA5	11
PA6	9
PA7	15
PA8	6
PA9	6
PA10	14
PA11	12
PA12	23
PA13	38
PA14	10
PA15	12
PA16	11
PA17	36
PA18	20
PA19	20

A5.2.4.2 CONSTRUCTION WORKER TRIPS

45 There are expected to be 500 construction workers per construction phase. When forecasting construction worker trips, it has been assumed that 30% will travel via shuttle bus and a car share ratio of 1.3 has been used for non-shuttle bus users. Notwithstanding this, there is an aspiration to achieve an even greater sustainable mode share than that assessed through the implementation of a Construction Worker Travel Plan, which is summarised in Section 7 of this oCTMP.

A5.2.4.3 TOTAL CONSTRUCTION TRIPS

46 The detailed calculations of traffic generation are set out within the Transport Statement (TA A14.1 [EN010162/APP/6.4.14.1]). Table A5.2.5 provides the construction programme populated with a summary of the forecast traffic generation over each month and phase (HGV, LGV and car/van). As can be seen each phase has a 'worst case' period month when traffic levels are expected to peak, each occurring on different parts of the network relevant to their phase in the programme.

Table A5.2.5. Construction Phase Traffic

Construction Activity		Month																						
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase One	Site access points	8	8	8																					
	Roads and tracks		328	164	55																				
	Construction compounds			324	486																				
	Fencing and CCTV				14	27	41	42	42	42	41	27	14												
	Solar PV poles, modules, inverters and transformers				50	100	152	155	155	155	152	100	50												
	Cabling				28	56	85	87	87	87	85	56	28												
	Intermediate substation								20	20	20	20	20											20	20
	BESS/400 kV compound								211	211	211	211	211	5	5	5	5	5	5	5	5	25	25	25	25
	Connection to the transmission network at the existing National Grid Staythorpe Substation																							10	10
	Mitigation/enhancement planting				2	2	2	2	2	2	2	2	2											2	2
Phase Two	Site access points													20	20	20									
	Roads and tracks														364	182	61								
	Construction compounds															540	810								
	Fencing and CCTV																15	30	46	47	47	47	46	30	15
	Solar PV poles, modules, inverters and transformers																55	111	168	172	172	172	168	111	55
	Cabling																31	62	95	96	96	96	95	62	31
	Intermediate substation																				20	20	20	20	20
	Mitigation/enhancement planting																2	2	2	2	2	2	2	2	2
Phase Three	Site access points	15	15	15																					
	Roads and tracks		334	167	56																				
	Construction compounds			324	486																				
	Fencing and CCTV				14	28	42	43	43	43	42	28	14												
	Solar PV poles, modules, inverters and transformers				51	102	155	158	158	158	155	102	51												
	Cabling				29	57	87	88	88	88	87	57	29												
	Intermediate substation								20	20	20	20	20											20	20
	Mitigation/enhancement planting				2	2	2	2	2	2	2	2	2											2	2
Phase Four	Site access points													23	23	23									
	Roads and tracks														616	308	103								
	Construction compounds															864	1296								
	Fencing and CCTV																26	51	78	79	79	79	78	51	26
	Solar PV poles, modules, inverters and transformers																94	188	285	291	291	291	285	188	94
	Cabling																31	62	95	96	96	96	95	62	31
	Intermediate substation																				20	20	20	20	20
	Mitigation/enhancement planting																2	2	2	2	2	2	2	2	2
Phase Five	Battery installation													5	5	5	5	5	10	10	10	10	10		
		23	685	1002	**1272**	374	566	578	829	829	817	625	441	53	1033	1947	**2536**	519	786	801	841	861	846	629	376

A5.2.4.4 TIMINGS OF CONSTRUCTION VEHICLE MOVEMENTS

47 Core working hours are to be between 07.30 and 18.00, Monday to Friday, and 08.00 and 13.00 on a Saturday (unless in exceptional circumstances where the need arises to protect plant, personnel or the environment). In addition to this, a start-up and close-down period of up to an hour before and after the core working hours is proposed, which does not include the operation of plant or machinery likely to cause a disturbance.

48 Deliveries by HGV will be coordinated through a booking system to avoid travel during the network peak hours, where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30 where possible. Additionally, to avoid unnecessary interaction with school users, deliveries utilising large vehicles will be timed as such that they do not arrive between 08:00 – 09:30 and 14:30 – 15:30 if they pass schools; large delivery vehicles will also not be allowed to leave the site during these time periods.

49 Construction worker shifts will be scheduled so that workers are not travelling during the network peak hours of 08:00-09:00 and 17:00-18:00. Therefore, there should be limited or no construction vehicle movements during these periods.

A5.2.5 HGV ROUTING

50 This section summarises the prescribed HGV routes, proposed passing places on the HGV routes, signage for the HGV routes and HGV routing during an incident on an HGV route.

A5.2.5.1 HGV ROUTES

51 This section provides details of the HGV routes to each access of the Development during the construction phase.

52 Drivers will be made aware of the routes to each access in advance of driving to the Development. The selected routes are considered the most appropriate for each access point.

53 Routing to the Development for HGVs will be strictly in accordance with permitted routes outlined on Figure A5.2.1. This routing for HGVs will be a contractual obligation of the appointed contractor who will be responsible for its enforcement. Any HGV confirmed as routing via any other arrangement will be the subject of an escalated warning system before more contractual action is taken.

54 A summary of the construction vehicle routing to the primary accesses from the A1 are described in Table A5.2.6.

Table A5.2.6: Routes to Primary Access Locations

Access ID	Description
PA1	A46 – A617 Kelham Road
PA2	A46 – A616 Great North Road – A616 Ollerton Road – Caunton Road
PA3	A46 – A616 Great North Road – A616 Ollerton Road – Caunton Road
PA4	A46 – A616 Great North Road – A616 Ollerton Road – Maplebeck Road
PA5	A46 – A616 Great North Road – A616 Ollerton Road – Maplebeck Road / Newark Road
PA6	A46 – A616 Great North Road – A616 Ollerton Road – Maplebeck Road / Newark Road
PA7	A46 – A616 Great North Road – A616 Ollerton Road
PA8	A46 – A616 Great North Road – A616 Ollerton Road
PA9	A46 – A616 Great North Road – A616 Ollerton Road - Kersall Road
PA10	A46 – A616 Great North Road – A616 Ollerton Road - Kersall Road
PA11	B1164 – Ollerton Lane – Internal Access Track – Ossington Road
PA12	B1164 – Weston Road – Moorhouse Road
PA13	B1164 – Ollerton Lane
PA14	Ossington Road

Access ID	Description
PA15	Ossington Road
PA16	Ossington Road
PA17	Ossington Road – Carlton Lane
PA18	A46 – A617 – Staythorpe Road
PA19	A46 – A617 – Staythorpe Road

A5.2.5.2 PASSING PLACES

55 The HGV routes are mostly good standard single carriageway roads with widths considered suitable to accommodate HGV movements. The routes generally benefit from typically straight alignments and good forward visibility.

56 To facilitate the continued use of two-way traffic flows on the HGV routes, passing places are to be constructed on the roads identified as being of insufficient width to comfortably accommodate these movements in their current form.

57 It is however noted that large vehicles do currently use these routes, including slow moving agricultural vehicles and as such, are currently self-managed. A consequence of these instances however, is vehicle over-run of the adjacent soft verges in some places (this has been confirmed in site visit observations and from public consultation feedback).

58 Passing places are proposed at 27 locations within the Order Limits, which are shown on Figure A5.2.3 and summarised in Table A5.2.7.

Table A5.2.7: Passing Place Commentary

Passing Place ID	Description / Justification
1	Caunton Road – from the north, the majority of the road is adequate but narrows as it approaches the site access locations.
2 to 16	Maplebeck Road / Newark Road – HGVs are noted to already use this route, but a number of passing places are proposed to ease two-way flows when an increased number of HGVs will be present during the construction phase.
17 to 20 (*)	Moorhouse Road – to facilitate the passing of vehicles when an increase in HGV traffic due to the construction phase.
21 to 24	Weston Road – to facilitate the passing of vehicles when an increase in HGV traffic due to the construction phase.
25 to 28	Ossington Lane - to facilitate the passing of vehicles when an increase in HGV traffic due to the construction phase.
29	Ossington Road - from the east, the majority of the road is adequate but narrows as it approaches the site access location.

Passing Place ID	Description / Justification
30	Carlton Lane – to mitigate the risk of two vehicles passing on the section between the site accesses and Ossington Road.
(*) Passing place IDs along this section do not run consecutively due to design iterations adding and removing places, and the original references retained for continuity between versions.	

A5.2.5.3 SIGNAGE FOR HGV ROUTES

59 Temporary road signage will be implemented along the designated HGV routes to direct HGVs travelling to the Development. The signs will be located at key points along the route, including junctions. Signage will also be used to advise construction traffic of a route that is not permitted, and these will be deployed at appropriate locations, to be agreed with the Local Highway Authority. Where signage is necessary on the Strategic Road Network, agreement with National Highways would be sought.

60 All temporary construction signage will be compliant with Chapter 8 of the Traffic Signs Manual[1] where applicable. The following points will be considered when locating signage:

- The position of the sign in relation to the highway;
- Possible distraction to drivers; and
- The proximity to junctions and roundabouts.

A5.2.5.4 ROAD NETWORK INCIDENTS

61 It is acknowledged that from time to time, unscheduled abnormal events may occur on the road network on the HGV routes being used for the construction phase. Examples of such abnormal events could include a collision or unplanned maintenance on the A1 resulting in a diversion onto the construction routes, or part of the route being submerged and unpassable due to flooding.

62 In the instance of these events, HGV construction traffic will be held on site and HGV deliveries on route will be notified by radio/mobile phone and instructed to pause until such time that normal traffic conditions have resumed, unless already on the local road network approaching the access.

63 HGV construction traffic will not use roads on a diversion that differ from the permitted construction routes – i.e. that pass through villages on minor roads.

[1] Traffic Signs Manual, Chapter 8. Traffic Measures and Signs for Road Works and Temporary Situations, Part 1: Design. Available at https://assets.publishing.service.gov.uk/media/5a74adeaed915d7ab83b5ab2/traffic-signs-manual-chapter-08-part-01.pdf

A5.2.6 HGV MANAGEMENT MEASURES

64 This section summarises the HGV management measures for the construction phase at each access in addition to the standard other measures included in this document. These are set out in Table A5.2.8 below.

Table A5.2.8: Additional Construction Phase Measures

Access ID	Description
PA1	None
PA2	None
PA3	None
PA4	None
PA5	Localised temporary speed reduction to 40mph on this section. Advanced warning signs on westbound approach.
PA6	Localised temporary speed reduction to 40mph on this section (in conjunction with PA05) would reduce vegetation trimming requirement.
PA7	None
PA8	None
PA9	None
PA10	Banksman to ensure no vehicle waiting to cross at SA15 when vehicles exiting site.
PA11	None
PA12	None
PA13	Enhanced signage to warn of works access and turning. Banksman deployed for HGV arrivals. Outline Recreational Management Plan addresses matters of interaction with PROW users, measures include temporary closures and diversions or local management by the Principal Contractor.
PA14	None
PA15	Outline Recreational Management Plan addresses matters of interaction with PROW users, measures include temporary closures and diversions or local management by the Principal Contractor.
PA16	None
PA17	None
PA18	None
PA19	To avoid hedgerow management to achieve forward SSD, use banksman when use required. Same measures as Staythorpe BESS application regarding bus stop - to be suspended temporarily.

Access ID	Description
SA01	Outline Recreational Management Plan addresses matters of interaction with PROW users, measures include temporary closures and diversions or local management by the Principal Contractor.
SA02	Outline Recreational Management Plan addresses matters of interaction with PROW users, measures include temporary closures and diversions or local management by the Principal Contractor.
SA03	Outline Recreational Management Plan addresses matters of interaction with PROW users, measures include temporary closures and diversions or local management by the Principal Contractor.
SA04	Notices within site approach to advise caution of possible members of public within lay-by.
SA05	Notices within site approach to advise caution of possible members of public within lay-by.
SA06	None
SA07	None
SA08	Localised speed reduction to 40mph on this section. Advanced warning signs on westbound approach.. Movements into and out of this access to be undertaken under the supervision of a banksman positioned at PA05.
SA09	Localised speed reduction to 40mph on this section. Movements into and out of this access to be undertaken under the supervision of a banksman positioned at PA06.
SA10	None
SA11	Outline Recreational Management Plan addresses matters of interaction with PROW users, measures include temporary closures and diversions or local management by the Principal Contractor.
SA12	None
SA13	None
SA14	None
SA15	Banksman to ensure no vehicle waiting to exit PA10.
SA16	Banksman to ensure no vehicle waiting to exit PA10.
SA17	Banksmen to supervise cross-over to SA18.
SA18	Banksman to supervise cross-over to SA17.
SA19	None. No HGV use.
SA20	All movements in/out to be with banksman.
SA21	All movements in/out to be with banksman and co-ordinated with SA20 and PA11 as applicable.
SA22	None

Access ID	Description
SA23	Banksman to co-ordinate movements between SA23 and SA24.
SA24	Banksman to co-ordinate movements between SA23 and SA24.

A5.2.6.1 DELIVERY MANAGEMENT SYSTEMPROCEDURE FOR THE ARRIVAL AND DEPARTURE OF HGVS

65 All HGVs will enter and exit from the site accesses in forward gear.

66 The general procedure for vehicles arriving and departing a primary access will be:

- Drivers to be notified of scheduled arrival time ahead of delivery and which access/route to use;
- When a delivery vehicle is due, site staff will ensure that the site access point is clear to accept their arrival;
- All operatives will communicate with each other, as necessary;
- If required, banksmen will assist HGVs to manoeuvre from the public highway into the accesses but will not direct general traffic; and
- Before drivers depart, the Site Manager will be notified and if required, a banksmen will be deployed to the relevant site access;

67 The general procedure for vehicles arriving and departing a secondary access will be:

- On arrival at the primary access, drivers will be notified of the internal route to the appropriate secondary access;
- When a road crossing is due, a banksmen will be mobilised to ensure crossing movements can be done safely;
- The driver will be informed that the crossing movement is ready, and it is appropriate to undertake the movement;
- All operatives will communicate with each other as necessary; and
- A banksmen will assist HGVs to manoeuvre from the public highway into the accesses but will not direct general traffic.

68 AIL movements to the secondary access at Ossington will be undertaken in accordance with the arrangements outlined in Section 8 of this oCTMP.

A5.2.6.2 TRAFFIC MANAGEMENT

69 Temporary traffic management measures are proposed for the following elements of the Development:

- Where required, during the construction of the accesses; and
- Where required, during the operation of some of the Site access during the construction phase to manage construction traffic accessing / egressing the site access.

70 Temporary traffic management will be in accordance with Chapter 8 Traffic Signs Manual – Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009).

71 Temporary traffic management would be agreed with the relevant highway authority and could include, but is not limited to:

- Warning signs on the approaches to accesses warning drivers of construction access ahead;
- Temporary reduction of speed limit in the vicinity of an access where visibility is not achievable within the design standards for the observed 85th percentile speeds once vegetation management has been undertaken;
- Temporary traffic signals and lane closures; and
- A 'Temporary Obstruction 15 (TO15)', which would enable general traffic to be stopped on the public highway for up to 15 minutes to allow construction traffic to safely access / egress an access. This may be required for the delivery of AILs.

A5.2.6.3 SIGNAGE

72 Signs to direct HGVs associated with the Development will be installed along the HGV routes.

73 Advanced warning signage will be erected to advise general traffic of the presence of construction traffic during the construction phase, with a particular focus on areas where HGV turning movements are expected into/out of site accesses.

74 The signage strategy will be agreed with the relevant highway authority and set out within the Detailed CTMP.

75 Any temporary signage on the designated HGV routes will be inspected daily to ensure they are kept in a well-maintained condition and located in safe and appropriate locations.

A5.2.6.4 HGV DELIVERY HOURS

76 Construction deliveries by HGV will be coordinated to arrive/depart between 09:30-16:30 to avoid the network peak hours of 08:00-09:00 and 17:00-18:00. Restrictions on HGV deliveries will also be in place during school drop-off times and other sensitive periods.

A5.2.6.5 WHEEL WASH FACILITY

77 A wheel washing facility or wheel cleaning facility will be provided at each access. This will be located at the end of each access road, ahead of the egress onto the local highway network.

78 A visual inspection of vehicles will be undertaken by site st aff before they depart a primary access to ensure that they are not carrying any residual debris onto the highway.

79 If required, a road sweeper will be provided for the areas surrounding each access to remove any residual debris generated during the construction phase, as required.

A5.2.6.6 ROAD CONDITION SURVEY

80 A pre-commencement condition survey of the routes to each site access will be undertaken to identify any defects in the road surface that require remedial measures prior to works commencing. This will include remedial measures to defects such as potholes, with particular focus on those located

close to residential properties to minimise the impact from noise and vibration.

81 Prior to HGVs using the routes, a road condition survey will be carried out on the local highway network via video before the construction of a particular phase starting on site. The extent of the survey will be agreed with the local highway authority prior to commencement to establish the baseline condition of the road. It will identify any areas where general maintenance works are required prior to works commencing.

82 A road condition survey will again be undertaken at an interim period of the construction activities of a particular phase, to ensure that any defects occurring during the early stages of construction are not left unrectified until the end of construction. The scheduling of this interim survey will be agreed with the local highway authority.

83 Once construction is complete, a post-construction condition survey will be undertaken to identify any additional defects that can reasonably be attributable to construction activities of the Development. Any identified highways defects resulting from construction activities will be made-good to the satisfaction of the local highway authority.

A5.2.6.7 PUBLIC RIGHTS OF WAY AND VULNERABLE USERS

84 A Recreational Route Management Plan (RRMP) will be implemented during the construction, operational and decommissioning phases of the Development. An outline RRMP is included in the ES as TA A18.1 [EN010162/APP/6.4.18.1]. The RRMP will be submitted to Newark and Sherwood District Council for approval in advance of construction. This will be secured by DCO Requirement. This includes measures for where a vehicle track intersects with a PRoW.

85 Access to dwellings and farms will be maintained during the construction phase of the Development.

A5.2.6.8 NOISE REDUCTION AND AIR QUALITY

86 When vehicles are inactive for prolonged periods, vehicle engines will be required to be switched off.

87 Vehicles carrying material off-site will be sheeted to prevent the spread of dust.

88 In dry conditions, areas near to the site accesses will be sprayed with water to prevent the spread of dust.

A5.2.6.9 SITE SECURITY

89 The compounds will always be secured via a perimeter fence or temporary fencing. Closed Circuit Television (CCTV) will be operational within the construction compound.

A5.2.7 CONSTRUCTION WORKER MANAGEMENT MEASURES

90 This section summarises the measures to be implemented to manage and reduce construction worker vehicle trips and their impact on the highway network.

A5.2.7.1 SHIFT PATTERN

91 The core working hours are Monday to Friday 07:30-18:00 and between 08:00 and 13:00 on Saturdays. Construction worker shifts will be scheduled so that workers are not travelling during the network peak hours of 08:00-09:00 and 17:00-18:00. Therefore, there should be limited or no construction vehicle movements during these periods.

A5.2.7.2 SHUTTLE BUSES

92 Measures are proposed to minimise the number of construction workers travelling by car or van, including the provision of shuttle buses to transport construction workers to and from the Development.

93 Once the worker locations are known, the pick up locations will be confirmed and agreed with the local highway authority as part of the detailed CTMP. The feasibility of a shuttle service from Newark Northgate train station and Newark Castle train station will also be examined.

94 The shuttle service(s) will be adaptable, operating according to the necessary working patterns, staff shifts, and the demands of each construction phase. The shuttle bus services will operate outside peak hours, thus avoiding any impact on the highway network near the Order Limits.

95 Shuttle buses are standard practice for solar farm schemes. The shuttle bus services are required due to:

- Not all construction workers having access to a vehicle. Some workers may not own a vehicle or hold a licence to drive and therefore require an alternative means to access the workplace.
- The relatively rural location of the Development is such that direct access by public transport is limited. A shuttle bus service will help address this.
- The need to minimise the effect of the Development on the highway network. Each shuttle bus will transport multiple workers and therefore reduce the number of car/van trips made by workers for their journey to/from work.

96 It would not be appropriate to construct vehicle parking areas within each construction compound at a scale which would allow for all workers to travel to the Development by private vehicles such as cars or vans.

A5.2.7.3 CAR SHARING

97 Construction workers who drive to a construction compound will be encouraged to car share where possible and this tends to occur on major construction projects without intervention. An assumption of 1.3 construction workers per car / van has been made to provide a robust assessment but the aspiration is to achieve a higher average car / van occupancy level.

98 The benefits of car sharing will be promoted to encourage multi-occupancy vehicle use, such as reduced fuel costs and ease of parking with guaranteed spaces for those car-sharing within the compounds.

A5.2.7.4 WORKER PARKING

99 Adequate parking will be provided for both staff and visitors at all compound locations within the Order Limits. Advisory signs will be erected to inform contractors and visitors that parking is not permitted on-street. Contractors and visitors will be advised that dedicated parking facilities will be provided on-site in advance of visiting and that they should not park on the public highway.

100 Inspections of the roads in the vicinity of the Site accesses will be undertaken on a daily basis to ensure that workers are not parking on the public highway. Where a worker's vehicle is proven to be parking on the public highway, a "Just and Fair" culture in managing disciplinary proceedings will be adopted. The approach will prioritise corrective action and education before punitive measures.

A5.2.7.5 CONSTRUCTION WORKER TRAVEL PLAN

101 An outline Travel Plan has been prepared [EN010162/APP/6.4.14.2] to support the DCO application and forms part of this outline CTMP. A detailed Travel Plan will be produced as part of the Detailed CTMP prior to the commencement of the of the construction phase, which is secured as a Requirement of the DCO.

A5.2.8 ABNORMAL INDIVISIBLE LOADS

102 This section summarises the AIL assessment of routes and accesses undertaken by an AIL specialist as well as AIL management measures.

A5.2.8.1 ABNORMAL INDIVISIBLE LOAD ACCESS

103 Transporting AILs to a development is a complex but essential task that requires precise planning and execution. AILs for the Development will include the transformers and cable drums.

104 To assist in the planning of AIL transportation, Wynns, a specialist AIL transportation specialist has been engaged from an early phase of the project. Wynns are well placed to provide specialist advice given their extensive experience, which includes other projects in the area that have used much of the same road network.

105 AIL assessments have been undertaken by Wynns for the transportation of AILs to the substation sites and proposed cable drum access points and laydown areas. A copy of these reports is included in Appendix G of the Transport Statement (ES TA A14.1) [EN010162/APP/6.4.14.1].

106 The Wynns reports advise that all of the proposed substation sites are feasible in terms of heavy load AIL requirements based on historical movement requirements at heavier weights in the area. The reports also outlined that, informed by a physical route survey, the preferred AIL access routes via the public highway network to the proposed site accesses are considered negotiable for cable drums.

107 The AILs will be delivered under Special Types General Order (STGO) Regulations and will be from the nearest known heavy loads routes (the A1, A617 and A616) which have been historically used for access to Staythorpe Power Station for much larger heavy electrical plant.

108 The review of the routes did not identify any specific structural restrictions and there are no weak structures (which cannot accommodate standard 44 tonne (t) Construction and Use traffic) on the preferred routes.

109 Figure A5.2.2 shows the Illustrative Design routes to the substation locations and cable drum access points.

A5.2.8.2 AIL MANAGEMENT MEASURES

110 Application for notification of AIL deliveries must be made by transport (haulage) operators, preferably through the Electronic Service Delivery for Abnormal Loads (ESDAL) system. If the ESDAL system is not used, the application for each AIL movement must be submitted in adequate time to allow consultation, planning and further notification.

111 The ESDAL system will notify the police, highway authorities and bridge authorities of the proposed AIL movement. Authorities will respond with objections, conditions, or consent through the portal.

112 A police escort is normally only required where road safety, traffic management or public safety cannot be maintained without a police escort. The police will be notified through the ESDAL notification system and will

review the route and assess risk. They will confirm in their response whether a police escort is required or not.

113 Where an AIL cannot pass safely along a route due to street furniture, the haulier must plan for the temporary removal of the affected street furniture in co-ordination with the relevant highway authority. The process undertaken for this is typically as follows:

- During a detailed route survey, street furniture requiring temporary removal is identified (e.g. signs, bollards, lighting columns, guardrails etc);
- The highway authority is notified well in advance of the AIL movement, providing details of the location and type of street furniture to be removed, estimated duration of removal, and the traffic management required during the temporary removal and reinstatement of the street furniture;
- The highway authority will review the safety implications and, if acceptable, approve the proposed temporary street furniture removal;
- All street furniture is required to be reinstated after the AIL movement and all costs of the AIL movement and associated works are borne by the undertaker.

A5.2.9 COMPLIANCE, ENFORCEMENT AND REVIEW

114 This section of the oCTMP provides a summary of the mechanisms that will be implemented to maximise compliance with the CTMP. It also sets out the mechanism for review of the detailed CTMP.

A5.2.9.1 MANAGEMENT

115 The overall management and implementation of the CTMP will be the responsibility of the Applicant. A Transport Co-ordinator will be appointed by the Applicant to implement and monitor the CTMP.

A5.2.9.2 COMMUNITY ENGAGEMENT

116 The details of an appropriate contact for the works will be provided to the local highway authority in advance of any work being carried out.

117 The contact details will also be provided on site boards and distributed to the local community to enable issues during the construction phase to be raised and appropriately addressed.

118 All residents and businesses in the vicinity of the Order Limits will be provided with relevant contact details so that any concerns around traffic management can be raised and addressed.

A5.2.9.3 COMPLIANCE AND ENFORCEMENT

119 Any unforeseen issues that arise in relation to construction vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

120 The monitoring of HGV movements to ensure their compliance to the CTMP will include:

- Banksman/CCTV will record the direction HGVs arrive from. Any that do not arrive from the direction adhering to the HGV routes will be recorded and any instances on non-compliance will be raised with the relevant contractor.
- The Delivery Management System will be used to monitor compliance with the delivery times.
- A telephone line will be set up for members of the public to report suspected breaches of the HGV routes which will be investigated and addressed with the relevant contractor.

121 Potential corrective actions include, but are not limited to:

- Improvements to the communication strategy;
- Replace HGV drivers if there are repeat instances of individual HGV drivers diverging from the HGV routes / delivery times;
- Suspend booking delivery slots to contractors that repeatedly breach the HGV routes / delivery times until corrective action is demonstrated; and
- Provision of additional signage on the HGV routes.

A5.2.9.4 MONITOR AND REVIEW

122 The CTMP will be monitored to ensure that contractors are complying with the management plan. This process will be led by the Transport Co-ordinator and a monitoring report prepared for every quarter of the construction phase.

123 The delivery management system will be used to monitor compliance with the HGV delivery times. CCTV / banksmen will be used to monitor compliance with the HGV routes (i.e. direction of arrival/departure from the site accesses). Information on construction worker mode share will be provided.

124 Any complaints received/issues raised by the local community and action taken will be recorded and included in the monitoring reports. Any non-compliance and corrective action will be included in the monitoring reports.

125 The monitoring reports will be shared with the local authority and the highway authorities.

126 The CTMP is a 'live' document and should there be a need to make any updates to the CTMP, these would be submitted to the local authority for approval, in consultation with the highway authorities. The local authority shall not be entitled to approve any amendments to the CTMP unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO.

Solar & Biodiversity Park

- Order Limits
- All Traffic Routes
- Cable Access

Primary Access
- Existing
- New

Secondary Access
- Existing
- New

NW NE SW SE

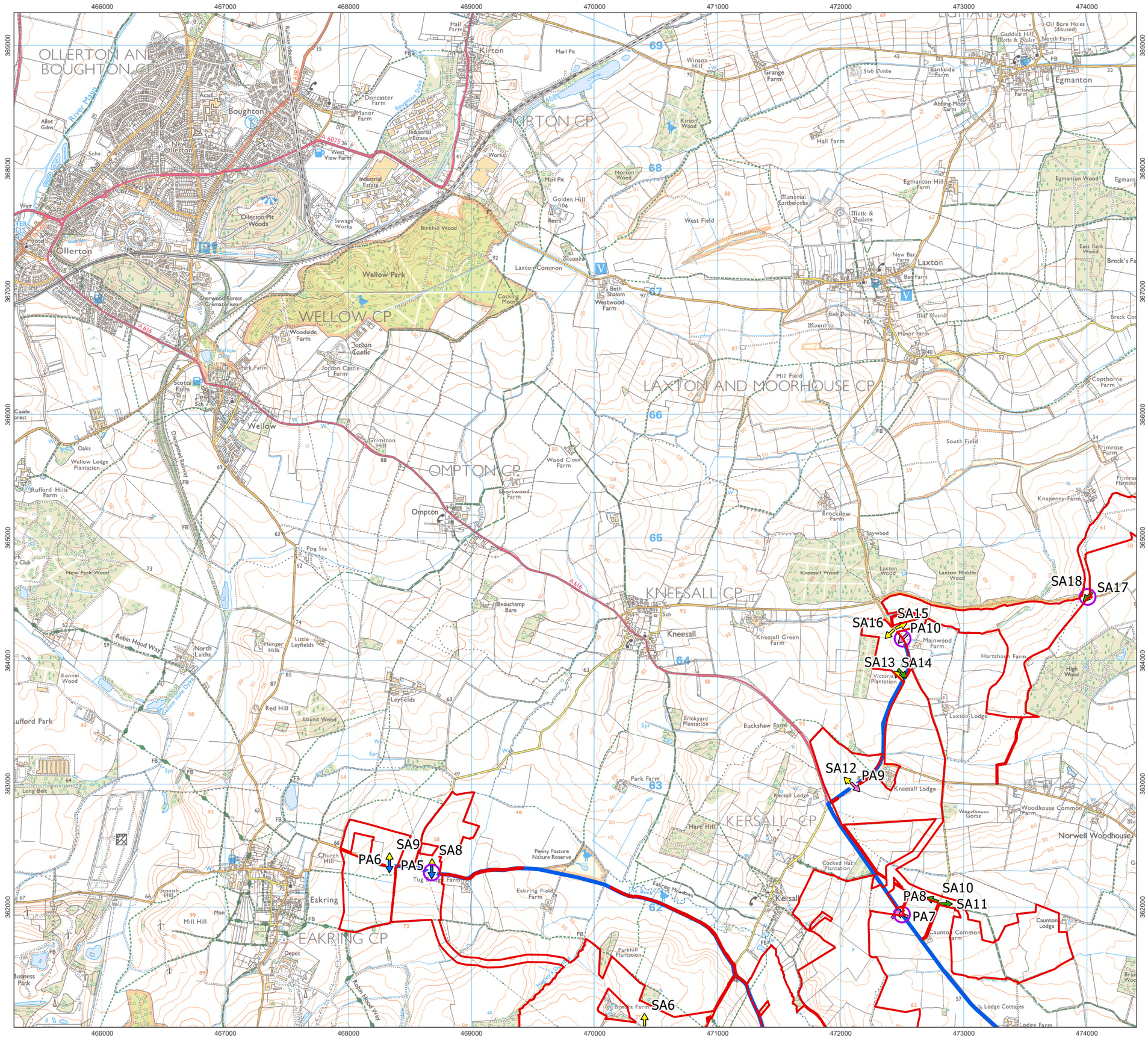
1:30,000 Scale @ A3

0 0.25 0.5 1 km

Ref: 026-ES-A5.2.1	Date: 20/06/2025

Site Access Locations
Figure A5.2.1NE

Great North Road Solar and Biodiversity Park
Environmental Statement



Solar & Biodiversity Park

- Order Limits
- All Traffic Routes
- Cable Access

Primary Access
- Existing
- New

Secondary Access
- Existing
- New

NW NE SW SE

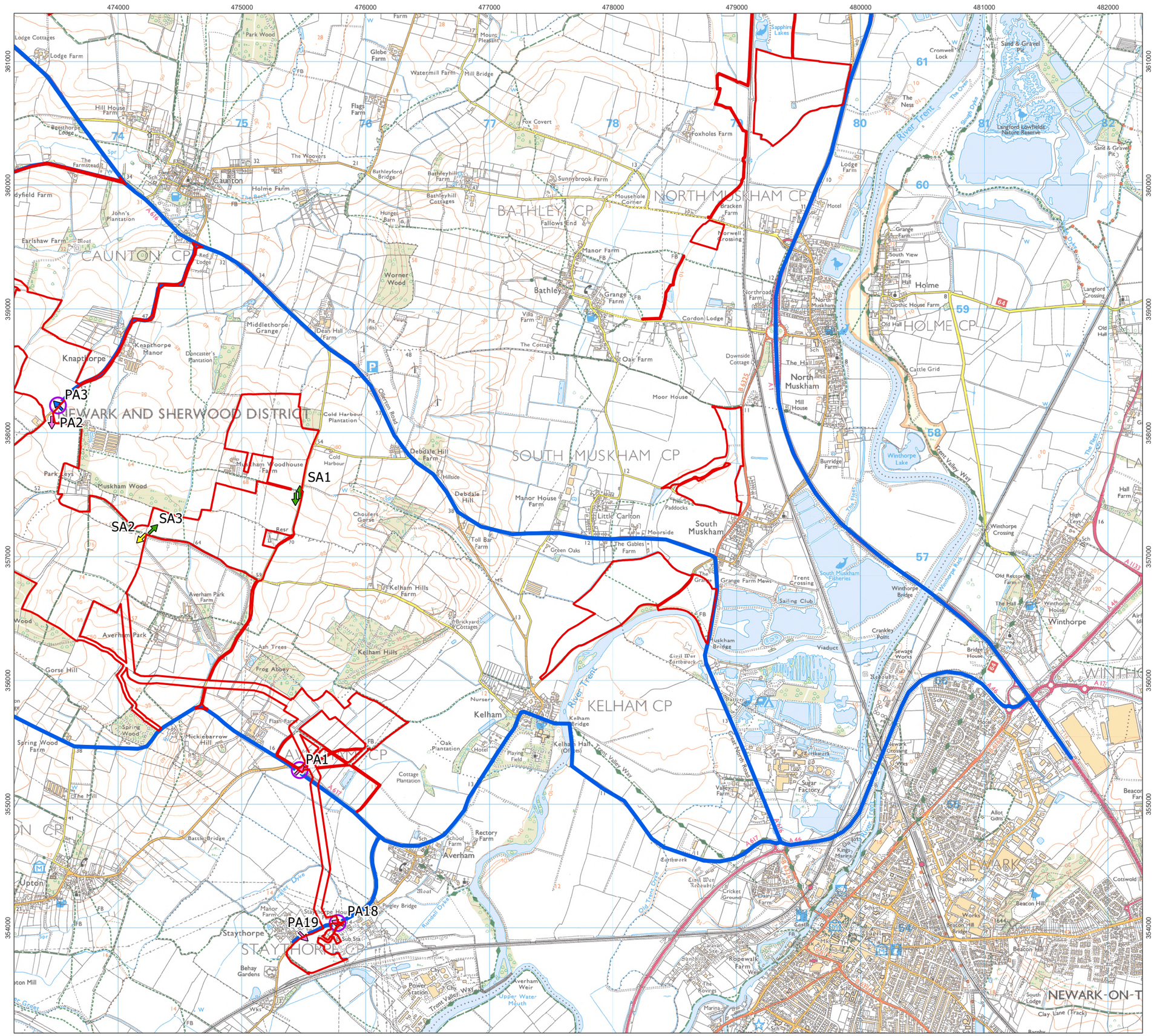
1:30,000 Scale @ A3

0 0.25 0.5 1 km

Ref: 026-ES-A5.2.1 | Date: 20/06/2025

Site Access Locations
Figure A5.2.1NW

Great North Road Solar and Biodiversity Park
Environmental Statement



Solar & Biodiversity Park

- Order Limits
- All Traffic Routes
- Cable Access

Primary Access
- Existing
- New

Secondary Access
- Existing
- New

NW NE SW SE

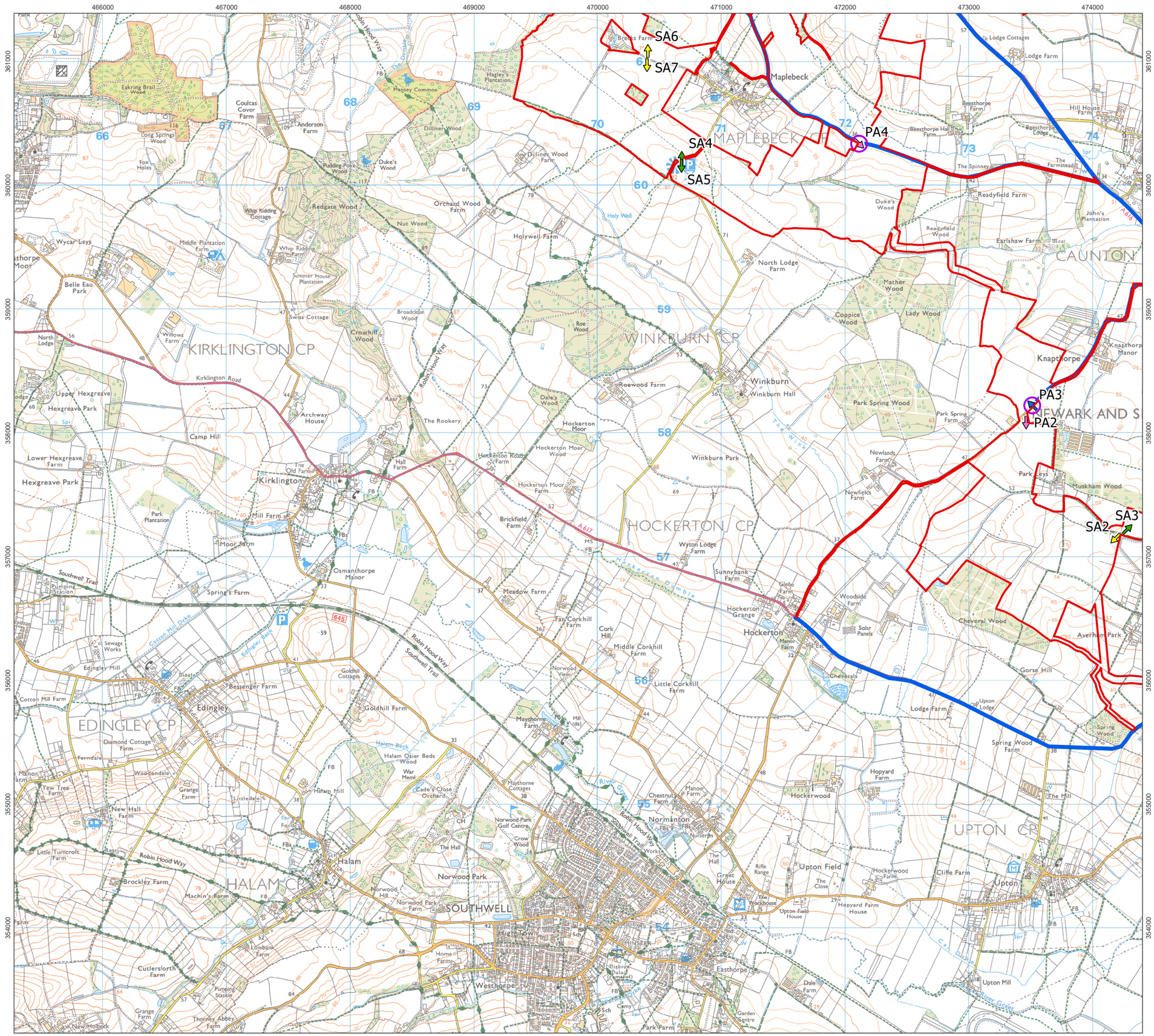
1:30,000 Scale @ A3

0 0.25 0.5 1 km

Ref: 026-ES-A5.2.1	Date: 20/06/2025

Site Access Locations
Figure A5.2.1SE

Great North Road Solar and Biodiversity Park
Environmental Statement



Solar & Biodiversity Park

- Order Limits
- All Traffic Routes
- Cable Access

Primary Access
- Existing
- New

Secondary Access
- Existing
- New

NW NE SW SE

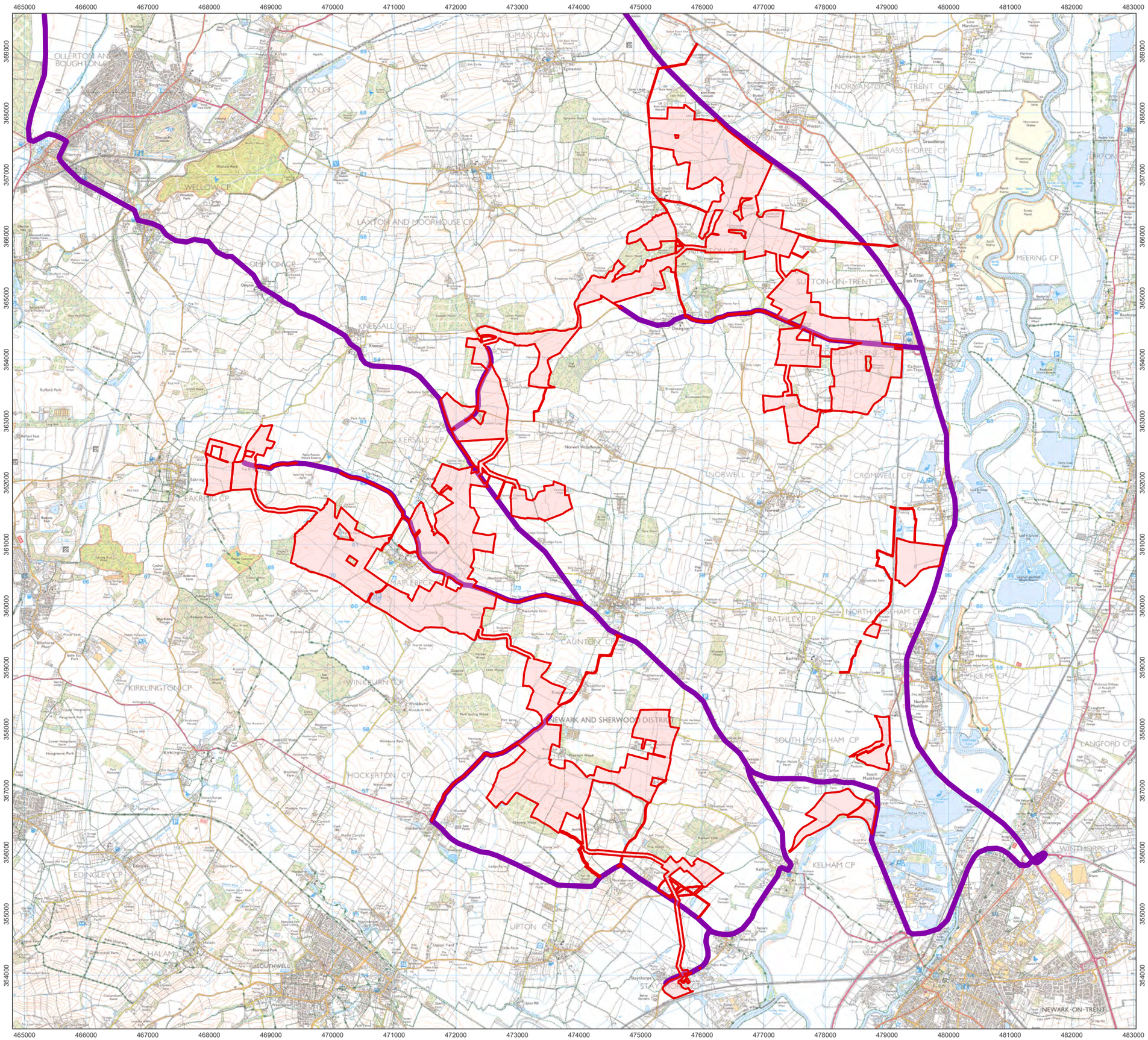
1:30,000 Scale @ A3

0 0.25 0.5 1 km

Ref: 026-ES-A5.2.1	Date: 20/06/2025

Site Access Locations
Figure A5.2.1SW

Great North Road Solar and Biodiversity Park
Environmental Statement



Solar & Biodiversity Park

- Order Limits
- Abnormal Load Routes

Note:
The full extent of the Abnormal Load Routes can be found within Part 9 of the Transport Statement (EN010162/APP/6.4.14.1)

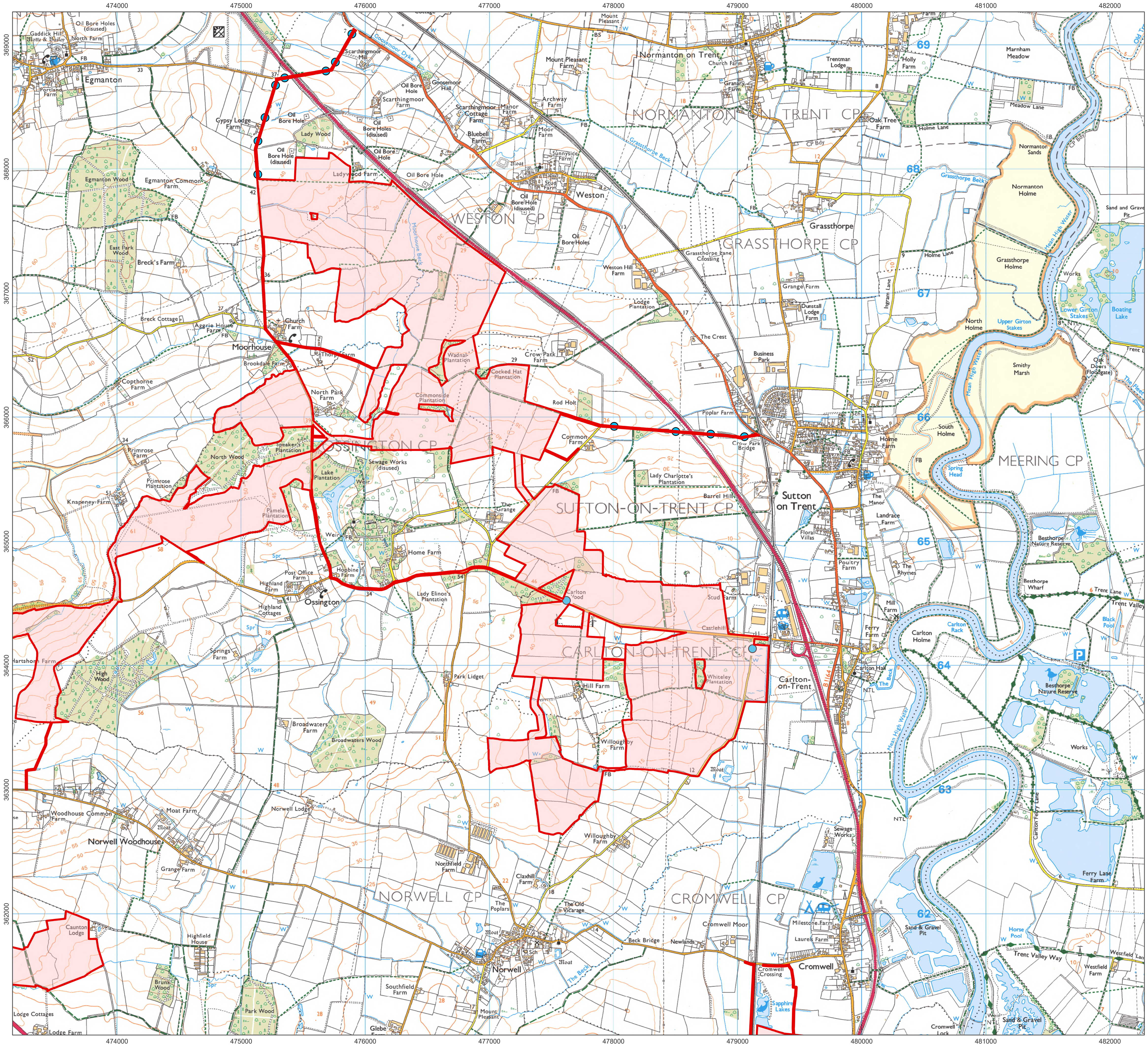
1:60,000 Scale @ A3

0 0.5 1 2 km

Ref: 026-ES-A14.1.12 Rev2	Date: 15/01/2026

Abnormal Load Routes
Figure A5.2.2

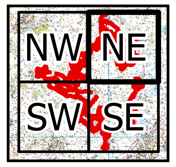
Great North Road Solar and Biodiversity Park
Environmental Statement



Solar & Biodiversity Park

🟥 Order Limits

● Passing Place Location



1:30,000 Scale @ A3

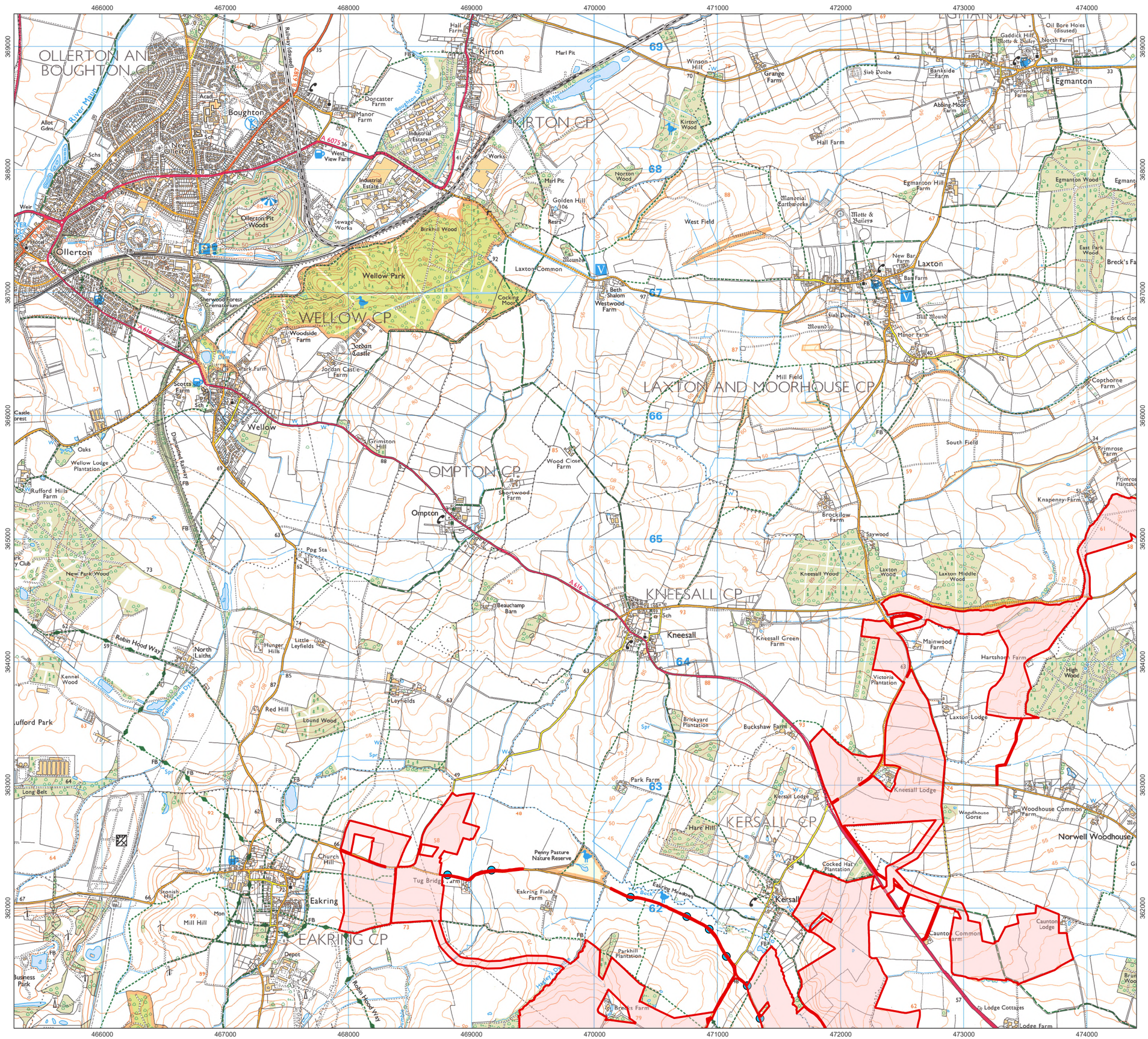
0 0.25 0.5 1 km

Ref: 026-ES-A5.2.3

Date: 20/06/2025

Passing Place Locations
Figure A5.2.3NE

Great North Road Solar and Biodiversity Park Environmental Statement



Solar & Biodiversity Park

Order Limits

Passing Place Location

NW NE SW SE

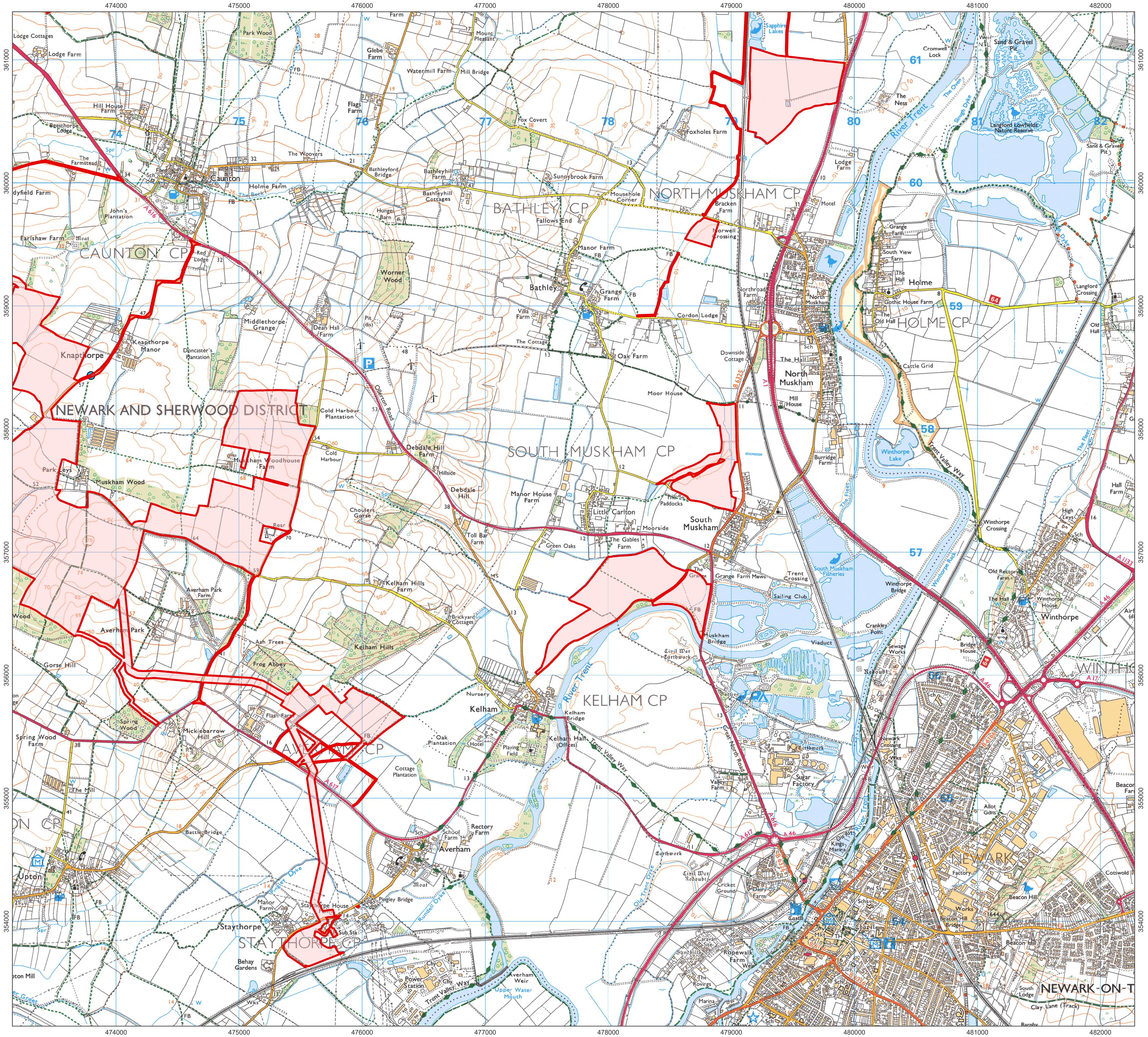
1:30,000 Scale @ A3

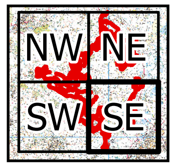
0 0.25 0.5 1 km

Ref: 026-ES-A5.2.3 | Date: 20/06/2025

Passing Place Locations
Figure A5.2.3 NW

Great North Road Solar and Biodiversity Park
Environmental Statement





Solar & Biodiversity Park

🟥 Order Limits

● Passing Place Location

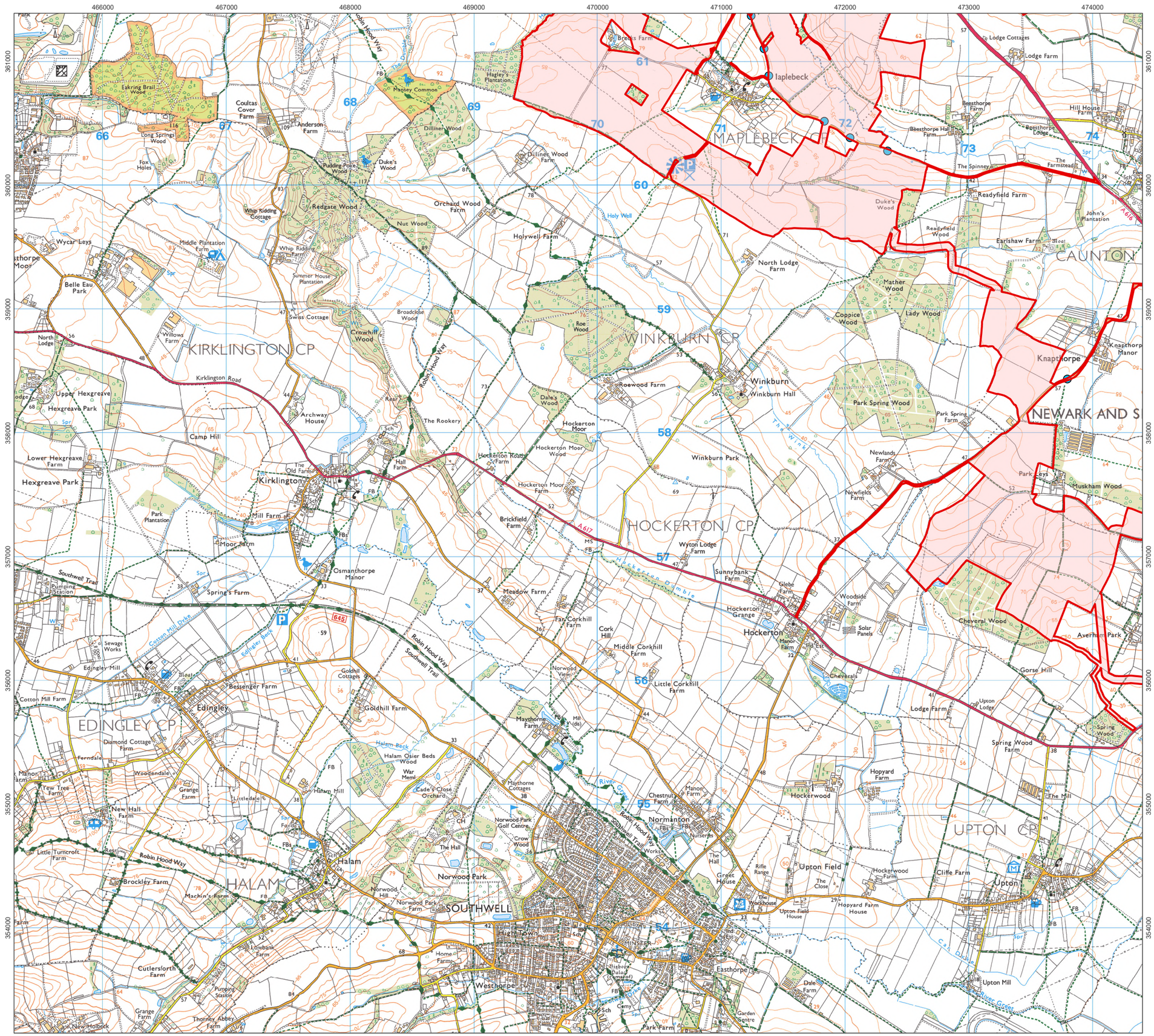
1:30,000 Scale @ A3

0 0.25 0.5 1 km

Ref: 026-ES-A5.2.3	Date: 20/06/2025

Passing Place Locations
Figure A5.2.3 SE

Great North Road Solar and Biodiversity Park Environmental Statement



Solar & Biodiversity Park

Order Limits

Passing Place Location

NW NE SW SE

1:30,000 Scale @ A3

0 0.25 0.5 1 km

Ref: 026-ES-A5.2.3	Date: 20/06/2025

Passing Place Locations
Figure A5.2.3 SW

Great North Road Solar and Biodiversity Park
Environmental Statement