POWER FOR GOOD

Steeple Renewables Project

Appendix 13.2 - Outline Construction Traffic Management Plan

Environmental Statement – Volume 2

April 2025
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Outline Construction Traffic Management Plan

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1. Introduction

1.1. This Outline Construction Traffic Management Plan (OCTMP) has been prepared by Pegasus Group on behalf of Steeple Solar Farm Limited (the applicant), in order to support a forthcoming Development Consent Order (DCO) application for the Steeple Renewables Project, on land at Sturton le Steeple, Nottinghamshire.

1.2. The proposals comprise of the construction of a solar photovoltaic (PV) scheme, designated a 'Nationally Significant Infrastructure Project' (NSIP), with a generating capacity of more than 50MW with associated infrastructure and equipment.

1.3. The Proposed Development comprises two parcels of land in the vicinity of the villages and hamlets of Sturton le Steeple, North Leverton with Habblesthorpe, North Wheatley, and Fenton. It is approximately five kilometres to the southwest of Gainsborough and nine kilometres to the northeast of Retford. The 'Order Limits' drawing **(EN010163/APP/2.4)** illustrates the site's location.

1.4. The site is located within the administrative authorities of Bassetlaw District Council (BDC) who act as the Local Planning Authority (LPA). The Proposed Development is located within the local highway authority (LHA) boundary of Nottinghamshire County Council (NCC). The proposed construction traffic routing (defined later in this report) also passes through the Doncaster Council (DC) LHA boundary, and the strategic road network (SRN) which is owned and operated by National Highways (NH).

1.5. The Site Location Plan is provided in **Appendix A – Site Location Plan**.

1.6. Scoping discussions with the local and strategic highway authorities have been undertaken, with responses to scoping from NCC and NH provided in **Appendix B**. These discussions have indicated that the following transport documents should be included to support the DCO submission:

- Outline Construction Traffic Management Plan (OCTMP)
- Transport Assessment

1.7. Scoping discussions with the local and strategic highway authorities have indicated that the following matters should be included in the OCTMP to support the DCO submission:

- Proposed vehicle routing (outlined in Chapter 3)
- Proposed site access arrangements (outlined in Chapter 4)
- Construction vehicle movements (outlined in Chapter 5)
- Construction period mitigation measures (outlined in Chapter 6)
- Public Right of Way (PRoW) Management Plan (provided in Chapter 7)
- Workforce Travel Plan (TP) (provided in Chapter 8)
- Abnormal Indivisible Load (AIL) Plan (provided in Chapter 9)
- Construction Method Statement (CMS) – Cable Routing (provided in Chapter 10)

- Decommissioning Traffic Management Plan (DTMP) (referred to in Chapter 6)

1.8. In addition to the OCTMP, a separate Transport Assessment has also been provided to support the DCO application which includes information regarding the proposed access arrangements, traffic distribution methodology, the operational phase transport matters and forecast traffic impact on the local highway network.

1.9. Furthermore, as this is an EIA scheme, a chapter relating to Transport and Access will be provided within the Environment Statement document.

1.10. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.11. Submission and approval of the final OCTMP will be secured by DCO requirement.

1.12. The appointed contractors will be provided with a copy of the final OCTMP and will adhere to it as part of the DCO consent. The OCTMP will form part of the information provided as part of the construction on-site induction processes. The contact details of the contractor, including a 24-hour emergency contact number, and those of the highway department at NCC will be exchanged before commencement of the works on the site.

2. Site Context

Site Location and Description

2.1. The development site comprises two parcels of land in the vicinity of the villages and hamlets of Sturton le Steeple, North Leverton with Habblesthorpe, North Wheatley, and Fenton. It is approximately five kilometres to the southwest of Gainsborough and nine kilometres to the northeast of Retford. The site largely comprises existing agricultural fields. The site location is illustrated in the 'Order Limits' drawing **(EN010163/APP/2.4)**.

2.2. The Proposed Development comprises the following:

i. The first land parcel (the 'western parcel') is located on the western side of the Proposed Development and to the west of Sturton le Steeple. It is northwest of North Leverton with Habblesthorpe, and southeast of North Wheatley and comprises largely existing agricultural land and associated buildings.

ii. The second land parcel (the 'eastern parcel') is located on the eastern side of the Proposed Development and to the east of Sturton le Steeple. It includes the area surrounding Fenton and comprises largely existing agricultural land and associated buildings.

2.3. The access strategy of the proposed development incorporates the limitations of the local highway network (e.g. where there are height, width and weight restrictions (some of which are environmental restrictions), and locations of PROWs). In light of the restrictions on the highway network surrounding the site, the proposed construction traffic routing set out below has been scoped and agreed with NCC, DC and NH.

2.4. The proposed construction route was noted by DC in discussion to accord with the both the West Burton power station's Battery Energy Storage System scheme (Bassetlaw District Council's Planning Application Reference: 22/01713/FUL) and the Bumble Bee solar farm and battery storage scheme's (Bassetlaw District Council's planning application Reference: 22/00358/FUL) approved construction routing. This highlights this route as previously having been utilised for HGV traffic and thereby suitable for the purposes of our proposed construction traffic.

2.5. The delivery trips during construction phase will arrive/depart the site using the route A1(M) J34 (Blyth interchange), A614/638, A631, A620 (detailed further below) and travel south to the two main site accesses for the western and eastern parcel. Within each parcel there will be a Primary Compound (two Primary Compounds in total). In addition to the Primary Compounds, there will be one Secondary Construction Compound located within the Eastern Parcel and two further Secondary Construction Compounds are located within the Western Parcel.

2.6. The construction timescales are anticipated to be over a 24-month period between 2027 and 2029. The construction site is likely to be operational six days a week (Monday to Saturday).

Existing Highway Network

2.7. The proposed construction routing for the project has been designed to utilise the most appropriate and strategic routes to minimise potential impacts on the strategic and local

road network. The following section provides an overview of the roads forming the proposed construction traffic route to the two main site accesses.

Strategic Road Network

A1(M)

2.8. Construction traffic will access the site via the A1(M) Junction 34 Blyth Interchange, which forms part of the Strategic Road Network (SRN). The A1(M) provides a high-capacity route for vehicular traffic, facilitating efficient connections to regional and national destinations.

2.9. Within the vicinity of the Blyth interchange, the A1(M) forms a dual carriageway motorway lying in a northwest to southeast alignment. The motorway consists of two lanes per carriageway, with each lane measuring circa 3.65m in width. The carriageways are separated by a central reservation approximately four metres wide. Slip roads provide access to the Blyth Interchange roundabout which in turn provides access onto Bawtry Road (A614) routing north towards Bawtry.

Local Road Network

Bawtry Road (A614) / Great North Road (A638)

2.10. Bawtry Road (A614) in conjunction with a short section of Great North Road (A638) provide a route between the A1(M) Junction 34 Blyth Interchange *and Bawtry and lies in a northeast to southwest alignment.*

2.11. The Bawtry Road (A614) and Great North Road (A638) are single-carriageway roads with Bawtry Road measuring circa 7.3m in width and Great North Road measuring circa eight metres. Bawtry Road is subject to variable speed restrictions ranging from 30-40 mph within one kilometre of Blyth interchange and subject to 60mph speed restriction for the rest of the route. Both roads form part of the form part of the Major Road Network (MRN).

A631

2.12. The A631 provides a connection between the A620 at Beckingham, with the A368 at Bawtry via a signalised junction, around 13.3 kilometres to the west. It is a predominantly single carriageway route, with two short extents (total 1.7 kilometres) of dual carriageway. In the vicinity of Bawtry, it serves several dwellings and commercial units. It is predominantly subject to a 50mph speed limit, which reduces to 30mph through built-up areas such as Everton. Footways of varying width are provided in brief extents in the vicinity of the built-up areas.

A620 (Gainsborough Road / Saundby Road)

2.13. The A620 provides a connection between the A631 in the north (in the vicinity of Beckingham), with Sturton Road / Gainsborough Road to the south in the vicinity of the hamlet of Bole. It is a single carriageway route which is predominantly unlit and is subject to a 40mph speed limit from the A631 junction to the approach to the roundabout junction with Sturton Road, where it increases to 50mph. The carriageway measures around six metres in width.

2.14. The A620 serves a small number of residential dwellings and small-scale business / industrial estates. A footway is generally provided on the eastern side of the carriageway, with extents of this also providing for shared cycle use.

Sturton Road / Gainsborough Road

2.15. Sturton Road / Gainsborough Road provides a connection between the A620 in the north, with Station Road / Wheatley Road in the south via a priority junction arrangement. It is a single carriageway road measuring around 6.5 metres in width and is subject to a 50mph speed limit for the majority of its extent, reducing to a 30mph speed limit on the approach to Sturton le Steeple, around 220 metres to the north of the junction with Station Road / Wheatley Road. The route is unlit, and footways are generally not provided. It serves the primary access and egress for the West Burton power station to the north of Sturton le Steeple.

2.16. Sturton Road / Gainsborough Road already accommodates HGV movements associated with the West Burton power station. The carriageway is subject to a restriction for vehicles weighing 18 tonnes or less except for access, commencing around 275 metres to the north of the junction with Station Road / Wheatley Road.

Station Road / Wheatley Road

2.17. Station Road / Wheatley Road is a single carriageway route which is lit and subject to a 30mph speed limit within the built-up extent of Sturton le Steeple, increasing to around 40mph around 185 metres to the west of the junction with Sturton Road / Gainsborough Road. The carriageway measures around six metres in width and a footway measuring around 1.5 metres wide is provided on the north side of the carriageway. Station Road / Wheatley Road serves a small number of residential dwellings and is subject to the 18-tonne weight restriction (except for access) which commenced on Sturton Road / Gainsborough Road.

Environmental Weight Restriction Order (EWR)

2.18. There is an existing environmental weight restriction (EWR) order in place in Sturton le Steeple restricting heavy goods vehicles to a maximum of 18-tonnes.

2.19. A plan illustrating the extent of the EWR, as well highlighting exempt roads such as Gainsborough Road, is provided at **Appendix C**

2.20. However, in an email on 21st February 2025, the Traffic Regulation Order records team at Nottinghamshire County Council confirmed that the Environmental Weight Restriction Order (EWR) for the Sturton le Steeple area has exceptions for:

a) For Delivery to sites within the Zone; and

b) For Construction Works within the Zone.

2.21. This is because the purpose of the weight restriction is primarily to restrict large vehicles unnecessarily cutting through villages on inappropriate routes, as opposed to being as a result of any structures or similar.

3. Construction Traffic Routing Strategy

Delivery Routing

3.1. It has been agreed with that construction vehicle routing will comprise the following:

i. A1(M) Blyth Interchange - forms part of the Strategic Road Network (SRN).

ii. Vehicles will route eastwards along the A614 and A638 towards Bawtry.

iii. Traffic will turn right onto the A631 Bawtry Road, heading east towards Beckingham.

iv. At the Beckingham Roundabout (Station Road/A631/Bar Road/A620) traffic will head south along the A620 Bar Road.

v. Traffic will head southbound onto Gainsborough Road, Saundby Road and Sturton Road.

vi. Delivery traffic will then divide based on which land parcel and Primary Compound they are assigned to deliver to, as outlined below.

Eastern Parcel

3.2. For traffic routing to the Eastern Parcel, the Quarry access will be used to access the Primary Compound in the Eastern Parcel (referred to as Primary Compound A). This requires a left turn from Gainsborough Road, located approximately 330m north of the Gainsborough Road / Station Road junction.

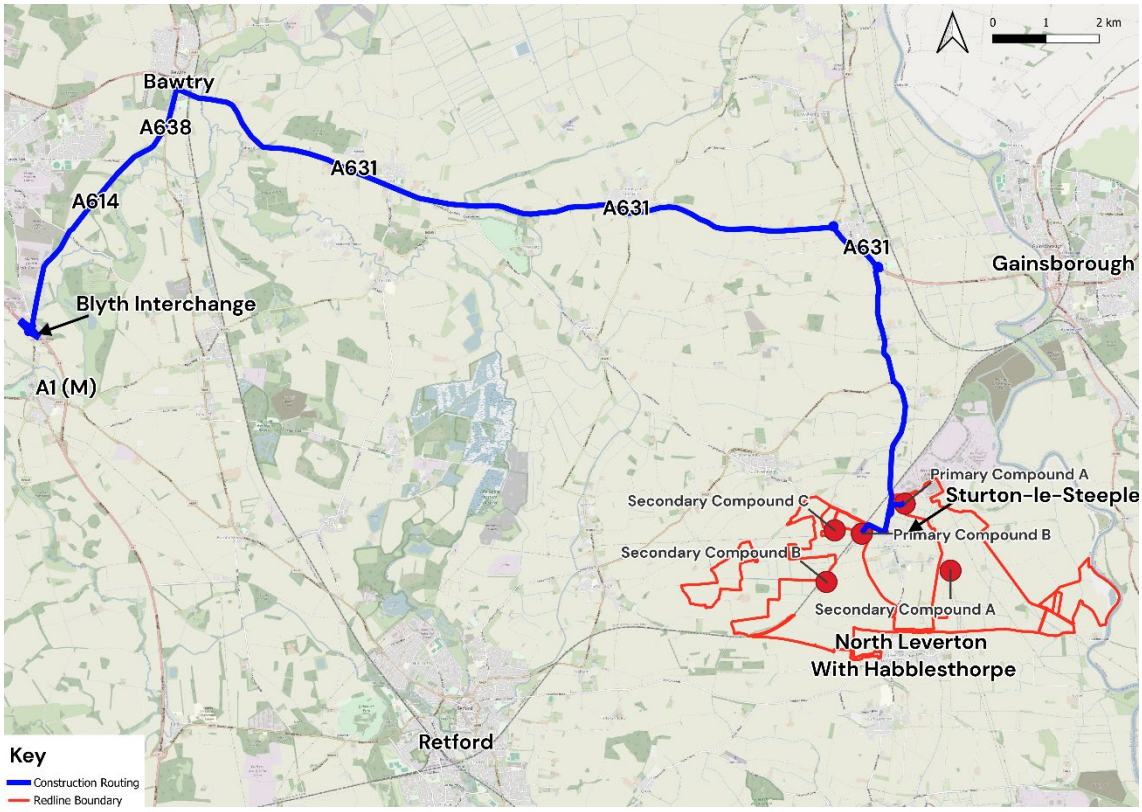
Western Parcel

3.3. For traffic routing to the Western Parcel, the Station Road access will be used to access the Primary Compound in the Western Parcel (referred to as Primary Compound B). This requires a right turn at the Gainsborough Road / Station Road junction to head westbound on Station Road, followed by a left turn off Station Road located approximately 200m into the Western Parcel access.

3.4. Vehicles leaving the site will use the same route but in reverse.

3.5. The proposed construction routing is illustrated below in **Plate 4.1**, with a full plan provided in **Appendix D**.

Plate 4.1 – Construction routing from Strategic Road Network (A1) to the site



Source: Open Street Maps

3.6. During pre-application scoping discussions with Nottinghamshire County Council, Doncaster Council and National Highways, this construction traffic route was agreed as suitable in principle for deliveries.

3.7. NCC Highways and the Traffic Regulation Order (TRO) team have also confirmed that the proposed construction routing would be appropriate with reference to the New Roads and Street Works Act (NRSWA) which indicates that the routeing is suitable for access for construction purposes.

3.8. Delivery drivers will be informed of the route prior to arriving at and / or departing from the site.

3.9. The construction traffic routeing is considered to be the best available route for the site. This OCTMP outlines a range of measures that sufficiently mitigate the forecast traffic impact on the route. It should also be noted that any construction traffic impacts are temporary in nature. During construction, the LPA/LHA have indicated during scoping discussions a wish to reserve the right to request the applicant review the routing strategy and explore other permitted/alternative routes if it can be evidenced there are issues with the proposed route. If this were to occur, the LPA and the applicant would meet and agree on any alternative route (if required).

Construction Workforce Traffic Routing

3.10. The distribution of the workforce traffic accessing the site during the 24-month construction period will comprise a combination of local workforce and temporary non-local workforce.

3.11. Non-local workforce will likely to be staying in local accommodation (e.g. hotels, hostels etc), whereby the location of these will be determined by the appointed Contractor. Locally based workforce will likely to be arriving from key residential areas in the local area.

3.12. The vehicle traffic distribution of the workforce is based on Census data for the location of usual residence and place of work by method of travel to work in ward Bassettlaw 002 (MSOA level). Broadly, the data indicates that around 44% of the workforce are anticipated to travel locally from within Bassetlaw, 17% from Lindsey, 11% from Lincoln/Lincolnshire, and 6% from Doncaster. The remaining 22% would be travelling from other areas within the region and nationally.

3.13. The workforce is anticipated to access the site through mini-bus, van and car sharing at the beginning of the working day and depart the site at the end of the working day, minimising personal vehicle use where possible. Furthermore, where possible, at the start and finish times of shift patterns will be staggered and will be outside of peak network hours.

3.14. It is proposed that all workforce movements will follow the restricted construction traffic routing, avoiding Sturton le Steeple, North Leverton, and Fenton villages. Workers will join the designated routes based on their place of origin and only approach the site from the north only. The restricted routing will be enforced by a DCO requirement.

3.15. Key origin destinations for local and non-local workforce (based on the census data, as a proxy) include Bassetlaw (including Retford), Lindsay (Gainsborough), Lincoln and Lincolnshire, Doncaster. Routing for these likely key destinations are set out below.

<u>Bassetlaw (including Retford)</u>

3.16. Vehicle trips from Bassetlaw, including Retford, will route via Retford Road, A620 and Gainsborough Road, A620 to reach the Gainsborough Road / Saundby Road / Sturton Road Roundabout, whereby Sturton Road will be followed south to approach the Primary Site Compounds.

<u>Lindsey (Gainsborough) and Lincoln/Lincolnshire</u>

3.17. The vehicle trips from Lindsey (Gainsborough) and Lincoln/Lincolnshire are anticipated to route towards the site via the Beckingham Roundabout (Roundabout junction with Station Road forming the northern arm, the A631 forming the eastern and western arms and Bar Road, A620 forming the southern arm), approaching from the east of the roundabout and heading south along the A620, Sturton Road and Gainsborough Road to reach the Primary Site Compounds.

<u>Doncaster</u>

3.18. The vehicle trips from Doncaster are anticipated to route towards the site via the Beckingham Roundabout but instead approaching from the west of the roundabout to head south along the A620, Sturton Road and Gainsborough Road to arrive at the Primary Site Compounds.

4. Site Access Arrangements

Construction Access Points

4.1. Construction access points are proposed for the eastern and western land parcels. The access strategy is based on the vehicles accessing the following destinations within the overall site:

i. Primary Construction Compounds (x2)

ii. Secondary Construction Compounds (x3)

iii. Individual fields

4.2. Access details for each of the access are outlined below in turn.

4.3. During pre-application discussions, NCC advised that the submission of general arrangement drawings for the site access points, passing bays, road widening, and emergency accesses, which should be annotated with the following:

i. visibility splays

ii. widths

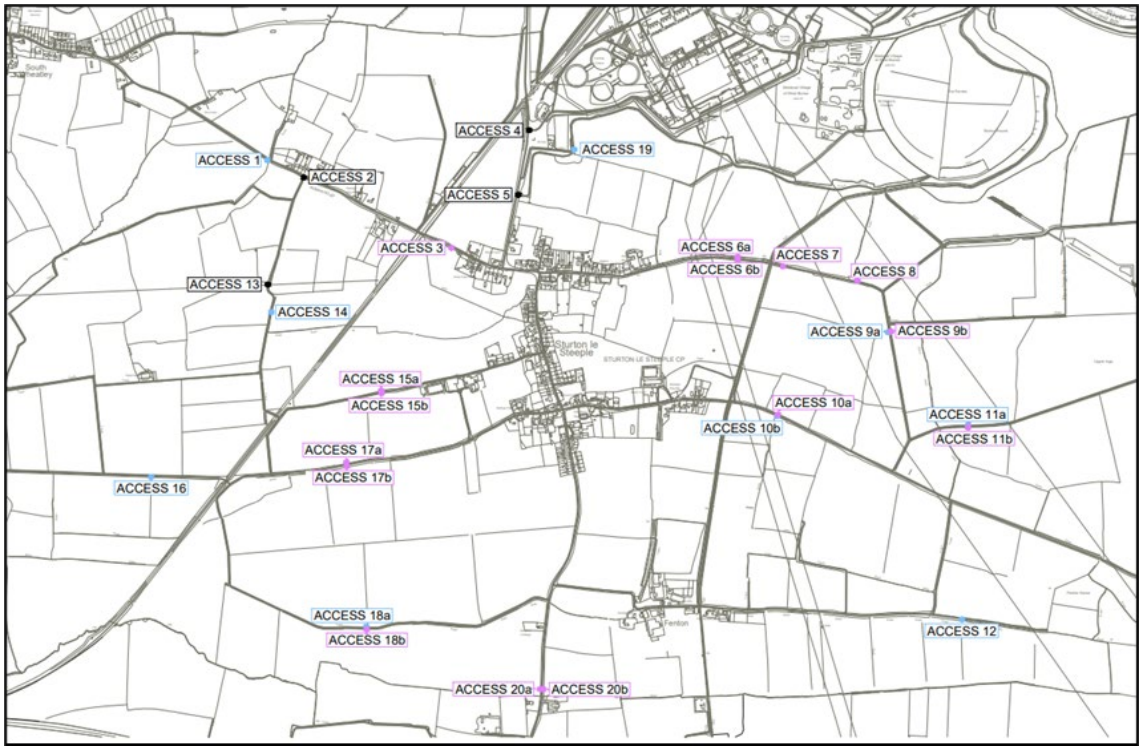
iii. dimensions

iv. vegetation clearance

4.4. Site access drawings, including visibility splays (Drawing Ref: 04954-RES-ACC-DR-PE-004), are provided in **Appendix E.** There are twenty site accesses proposed in total. **Plate 4.1** below provides an overview of the site access locations.

4.5. The accompanying Swept Path Analysis (SPA) drawings (Drawing Ref: 04954-RES-ACC-DR-PE-005) are provided in **Appendix F.** Each access is described below in turn.

Plate 4.1 – Extract of Site Access Locations Drawing



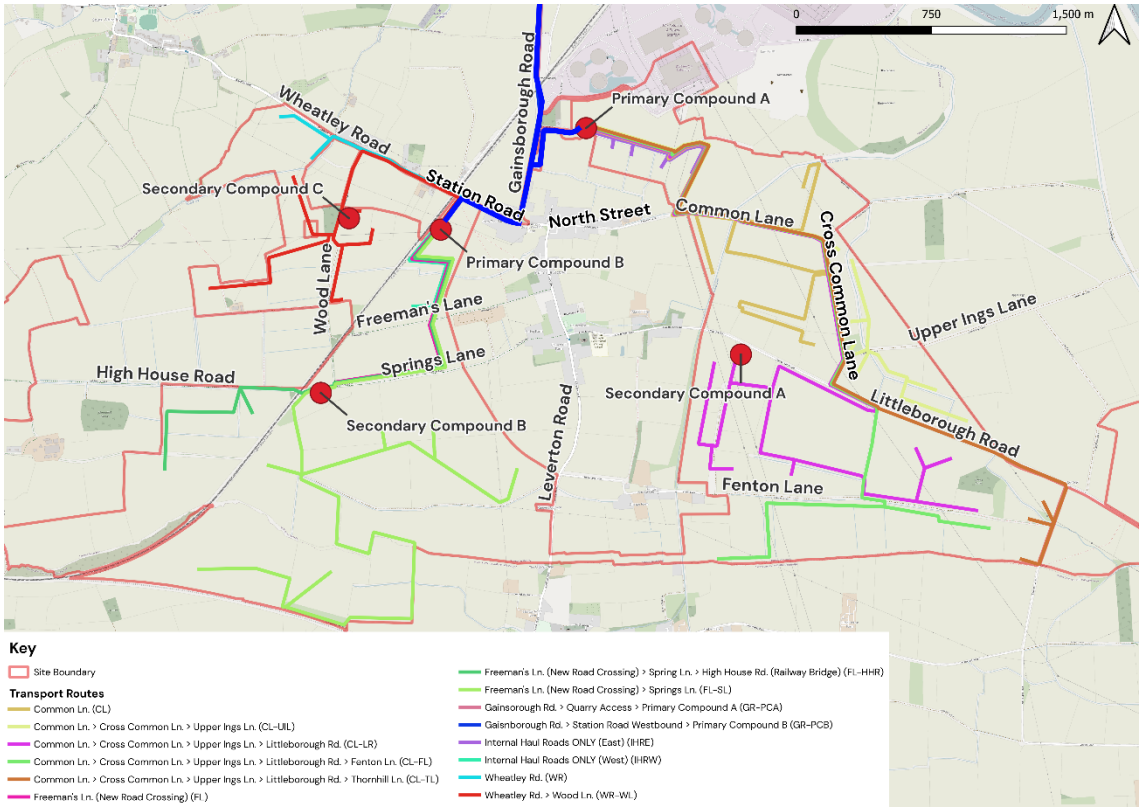
Source: RES Site Access Locations (Drawing Reference: 04954-RES-ACC-DR-PE-004 09.05.2025 REV1)

4.6. All site access points and/or crossovers—whether connecting to the adopted public highway or Public Rights of Way (including footpaths, bridleways, and byways, both restricted and unrestricted)—have been designed in accordance with Nottinghamshire Design Guide, appropriately reflecting the low traffic volumes associated with the construction phase and operational phase, low vehicle speeds (site speed limit of 10mph), and the temporary nature of construction activity (forecast as approximately 24 months).

Primary Construction Compound Accesses

4.7. Access to the Primary Construction Compounds (Primary Compound A and Primary Compound B) will be provided as detailed below and as illustrated on **Plate 4.2**, with the full plan provided in **Appendix G.**

Plate 4.2 – Compounds and Haul Routes Location Plan



Primary Compound A

4.8. The access to Primary Compound A is located off Gainsborough Road, just south of the West Burton Power Station site, and utilises the existing quarry access road. It is located approximately 340 metres to the north of the Gainsborough Road / Station Road junction.

4.9. Access to Primary Compound A is provided via Access 5, which is an existing three-arm priority junction located on Gainsborough Road. This forms the access to the Sturton le Steeple Quarry, previously consented under NCC (Planning Application Ref: 1/16/00354/CDM), and currently in use for HGV access. From Access 5, vehicles will route internally to Access 19, a modified field access located on the unnamed track leading to the Quarry site.

4.10. Visibility splays of 2.4 x 215 metres can be achieved in both directions at Access 5, to the nearside kerb on Gainsborough Road, which is commensurate with a design speed of 60mph, in line with Nottinghamshire County Council (NCC) Design Guide visibility requirements.

4.11. Given the existing and approved nature of this access for HGV usage associated with the quarry, no changes are proposed to the arrangement of Access 5. Swept Path Analysis (SPA) tracking demonstrates that this access is suitable for the ingress and egress of a range of large construction vehicles, including 16.5m articulated HGVs, Mobile Cranes, and 120MVA Grid Transformer vehicles. Mitigation works may be required at the central island to facilitate these movements.

4.12. For some larger vehicles such as the Mobile Crane and 120MVA Grid Transformer, minor overrunning of the central island may be required. The client is committed to reinstating the

central island to its original condition post-construction. This commitment will be supported by a pre- and post-construction dilapidation survey, as outlined in **Section 6**.

4.13. Visibility splays of 2.4 x 70 metres to the nearside kerb have been shown to be achievable at Access 19, commensurate with a design speed of 30mph, and in accordance with the NCC Design Guide and DMRB visibility requirements.

4.14. Primary Compound A will facilitate the decanting and distribution of loads to Secondary Compound A and individual fields within the Eastern Parcel via internal haul routes.

Primary Compound B

4.15. The access to Primary Compound B is provided via Access 3, which is a proposed three-arm priority junction located on Station Road, to the west of Sturton le Steeple village. The proposed access replaces an existing field entrance, which is located approximately 320m west of the Gainsborough Road / Station Road junction.

4.16. Visibility splays of 2.4 x 70 metres to the east and 2.4 x 120 metres to the west can be achieved at Access 3 to the nearside kerb, which are commensurate with design speeds of 30mph and 40mph respectively, in accordance with the Nottinghamshire County Council (NCC) Design Guide and DMRB visibility requirements.

4.17. The proposed junction geometry at Access 3 includes a 14-metre radius on the western side, a 10-metre radius on the eastern side, and a junction width of 6.9 metres. This design has been informed by Swept Path Analysis (SPA), which demonstrates that a 16.5m articulated vehicle can safely ingress and egress the access without overrunning.

4.18. Some vegetation trimming or removal will be required to achieve the visibility splays, and the extent of these works has been clearly illustrated on the relevant access drawing.

4.19. Primary Compound B will decant and distribute loads to Secondary Compounds B and C and individual fields within the Western Parcel through internal haul routes.

Secondary Construction Compound Accesses

4.20. There are three Secondary Construction Compound accesses within the construction site layout. Access to the Secondary Construction Compounds (Secondary Compound A, Secondary Compound B and Secondary Compound C) will be provided as outlined below.

Secondary Compound A

4.21. Secondary Compound A is located within the Eastern Parcel and will serve as a sub-distribution hub within the construction strategy. All construction traffic travelling from Primary Compound A will be decanted at Secondary Compound A before being transferred to individual fields within the Eastern Parcel via internal haul routes.

4.22. The compound is accessed via an internal haul route that connects to Littleborough Road through Site Access 10, which consists of two linked access points—Access 10A , a new access, and Access 10B, a modification to an existing farm access. These create a four-arm crossroads arrangement across Littleborough Road. It is important to note that construction vehicles will only cross over at this point and there will be no turning movements into or out of either 10A or 10B from the public highway, significantly reducing interaction with general road users.

4.23. Visibility splays of 2.4 x 70 metres can be achieved in both directions at the crossover, in line with a 30mph design speed and compliant with the NCC Design Guide and DMRB standards.

4.24. The proposed junction geometry has been informed by vehicle tracking. For Site Access 10A, the proposed junction radii are six metres (west) and eight metres (east) with a junction width of 4 metres. For Site Access 10B, the junction radii are 12 metres (west) and eight metres (east) , also with a junction width of four metres.

4.25. Where visibility splays or access designs intersect with the existing hedgerow , vegetation will be trimmed or removed as necessary to achieve the required sightlines. These works are clearly annotated on the relevant access drawings.

Secondary Compound B

4.26. Secondary Compound B is located within the south-western section of the Western Parcel and will support construction activity in this area.

4.27. The compound is accessed via Access 17 , a newly formed four-arm priority crossroads junction on Springs Lane . The compound itself is situated to the south of Springs Lane and is connected to the Access 17 junction via an internal haul route.

4.28. Access 17 consists of two purpose-designed access points—Access 17A and Access 17B — which function together to form a controlled crossover arrangement.

4.29. Visibility splays of 2.4 x 70 metres can be achieved in both directions from Access 17 to the nearside kerb, which is in accordance with a design speed of 30mph and complies with the NCC Design Guide and DMRB requirements.

4.30. The proposed junction radii for Site Access 17A are 15 metres on the western side and six metres on the eastern side, with a junction width of 4.2 metres. For Access 17B, radii of eight metres on both sides are proposed, with a junction width of four metres.

4.31. The geometry of Access 17 has been informed by Swept Path Analysis (SPA) tracking for a 16.5m articulated HGV, which demonstrates that vehicles can safely ingress and egress the compound via Springs Lane through the access points provided, without wheel overrunning.

4.32. Where the access proposals or visibility splays intersect with the existing hedgerows, vegetation removal will be undertaken as required to preserve safe lines of sight. These works are clearly identified on the relevant site access drawings.

Secondary Compound C

4.33. Secondary Compound C is located within the north-western section of the Western Parcel and provides access to surrounding fields for construction activities in this area.

4.34. Access to the compound is provided via Access 13, a three-arm priority junction with Wood Lane, located south of Access 2. The junction forms a field access and has been designed to accommodate construction vehicle movements.

4.35. Visibility splays of 2.4 x 37 metres can be achieved from Access 13 to the nearside kerb, which is commensurate with a design speed of 25mph, in line with NCC Design Guide/DMRB visibility standards.

4.36. The proposed junction radii at Access 13 are 13 metres on the northern side and 11 metres on the southern side, with a junction width of four metres. This layout has been informed by Swept Path Analysis (SPA) tracking for a 16.5m articulated HGV and demonstrates that vehicles can safely ingress and egress the access from the north without any wheel overrunning.

4.37. Secondary Compound C is connected to the wider site network via an internal haul route and will primarily be accessed by construction traffic routed through Primary Compound B.

4.38. All deliveries to Secondary Compound C will be from Primary Compound B. Deliveries will be decanted and transferred from Primary Compound B before being distributed between Secondary Compounds B and C and the Eastern Parcel fields.

Dedicated Haul Routes

4.39. To transport the delivery goods throughout the site, dedicated haul routes have been proposed. This section outlines the designated haul routes to be used for construction traffic during the project.

4.40. The haul routes have been planned to minimise disruption to the local community and ensure safe and efficient transport of materials and equipment. The haul routes primarily utilise internal routes within the site boundary, with specific access points to connect to public highway when necessary. The principle of using haul routes to minimise disruption during the construction phase on the local highway network was welcomed by NCC.

4.41. Information provided by the applicant confirms that a total of 15 haul routes will be required to move materials, components, plant / equipment and construction workers to and throughout the site to enable the construction of the Steeple Renewables Project.

4.42. These haul routes are identified in **Table 4.1** below and are shown in context to the scheme at **Plate 4.2**. A unique identifier has been assigned to each haul route for brevity, using the origin and destination points.

Plate 4.2 – Compounds and Haul Routes Location Plan

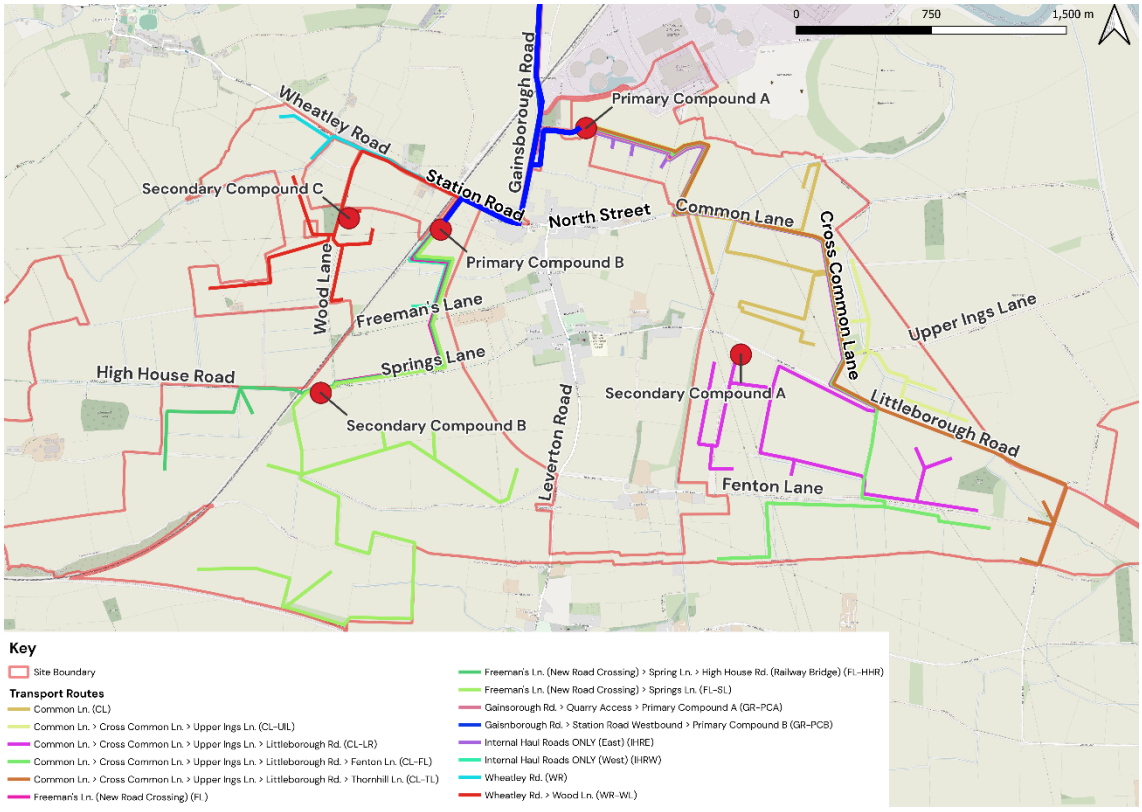


Table 4.1 – Internal Haul Routes Summary

Haul Route Name	Haul Route Reference	Land Parcel (Western / Eastern)
Gainsborough Road - Station Road Westbound - Primary Compound B	GR-PCB	Western Parcel
Internal Haul Road (West)	IHRW	Western Parcel
Wheatley Road	WR	Western Parcel
Wheatley Road - Wood Lane	WR-WL	Western Parcel
Freeman's Lane (New Road Crossing)	FL	Western Parcel
Freeman's Lane (New Road Crossing) - Springs Lane - High House Road (Railway Bridge)	FL-HHR	Western Parcel
Freeman's Lane - Springs Lane	FL-SL	Western Parcel
Gainsborough Road - Quarry Access > Primary Compound A	GR-PCA	Eastern Parcel
Internal Haul Road (East)	IHRE	Eastern Parcel
Common Lane	CL	Eastern Parcel
Common Lane - Cross Common Lane - Upper Ings Lane	CL-UIL	Eastern Parcel
Common Lane - Cross Common Lane - Upper Ings Lane - Littleborough Road	CL-LR	Eastern Parcel
Common Lane - Cross Common Lane - Upper Ings Lane - Littleborough Road - Fenton Lane	CL-FL	Eastern Parcel
Common Lane - Cross Common Lane - Upper Ings Lane - Littleborough Road - Thornhill Lane	CL-TL	Eastern Parcel

4.43. For a number of the crossings between fields, the section of the route between fields in which delivery / workforce vehicles need to rejoin the highway have been designated as Public Rights of Way (PRoWs). Through discussions with NCC's PRoW Officers, it has been determined that these routes are already used by farm vehicles for access and therefore appropriate for use with sufficient mitigation undertaken.

4.44. Therefore, a Public Right of Way Management Plan has included at **Section 8** to assess any potential impacts of the dedicated haul routes on the PRoWs and ensure that sufficient mitigation is put in place to minimise the impacts, as necessary.

Operational Access Points

4.45. Operational vehicle access points are indicated on the Site Layout provided at **Appendix A** and include access to the Eastern and Western Land parcels via Primary Construction Compounds accesses (Primary Compound A – Quary Access and Primary Compound B – Station Road Access). These two accesses will be retained for use during the Operational Phase of the development (lifetime duration of 40 years).

Emergency Access Points

4.46. An emergency secondary access to the BESS compound is provided off Common Lane for fire tender vehicles. Fire tender access to the solar site isn't considered, as DC coupling isn't proposed.

Decommissioning Access Points

4.47. The Decommissioning phase of the proposed development will consider the potential Construction accesses listed above. This will be considered further in the Decommissioning Traffic Management Plan, prior to decommissioning.

4.48. Traffic during the decommissioning phase is currently proposed to egress the site using the inverse of the route(s) set out above but will be agreed in advance of the decommissioning phase following the 40-year lifetime of the proposed solar farm.

Streetworks Permits

4.49. NCC, as a highway authority, operate and manage the local road network including any temporary construction works. The Traffic Management Act (2004) established the Council's regulatory duty to manage this network, and Part 3 of the Act allows for a Council to operate a permit scheme via a legal Order to deliver this duty.

4.50. Alterations to the access points and the highway are required to be submitted and approved by NCC Streetworks team prior to the construction. Permits are required to be in accordance with *The Nottinghamshire County Council Permit Scheme Order 2020*. Costs and timescales for the permit application are available on NCC website.

4.51. Further information is available from NCC website: www.nottinghamshire.gov.uk/transport/licences-permits/streetworks-permit-scheme-consultation or through email: streetworks@viaem.co.uk.

Road Safety Audits (RSA)

4.52. As discussed during pre-application scoping discussions, NCC require that a Road Safety Audit be undertaken at the following locations (and indicated on the access plans provided in **Appendix C**):

1) Access 1 – Wheatley Road
2) Access 3 – Station Road
3) Accesses 6a and 6b – Common Lane (crossroads)
4) Access 7 - Common Lane
5) Access 8 – Common Lane
6) Accesses 10a and 10b – Littleborough Road

4.53. A Stage 1/2 road safety audit (RSA1/2) will be carried out at the proposed primary accesses prior to works being carried out in the public highway. The Detailed Design of such works will also be submitted to the LHA Streetworks team for approval. A Designers Response will be also provided further to the audit to inform the final design of the access points.

5. Construction Vehicle Movements

5.1. Vehicle movements associated with the Steeple Renewables Solar Project has been provided by the applicant. The worksheet setting out the vehicle movements associated with the construction programme is available in **Appendix H.**

5.2. The vehicle movement numbers in the worksheets provided by the applicant provide a monthly programme for the construction of the development and has been used in the analysis for the peak and off-peak vehicle trip analysis accessing the sites and are set out below.

5.3. The construction period is anticipated to comprise the following:

i. 24 months construction programme (2027 – 2029)

ii. Six day working week (Monday to Saturday)

iii. 10 hour working day (e.g. 8am to 6pm) weekdays

iv. On Saturdays, the working day will finish at approximately 1:30pm

Construction Phase

5.4. The construction phase includes the preparation of the site, site access junction improvements, haul route construction, erection of security fencing, assembly and erection of the PV strings, installation of the inverters, transformers and energy storage units, extension of the substation and grid connection. Site clearance following construction will also take place during the final construction stage.

5.5. The number and type of vehicles anticipated to access the site during the construction phase are set out below along with the vehicle trips associated with the construction phase associated with deliveries and workforce trips.

<u>Deliveries</u>

5.6. HGVs will bring equipment and materials onto the site, and this will be strictly managed to ensure that vehicle movements are controlled and kept to a minimum.

5.7. Deliveries associated with the construction phase will arrive to / depart from the site outside of network peak hours where possible. Vehicles will operate on a 'Call Ahead' management system and if needed vehicles will be advised to wait at the existing HGV waiting area at the Blyth Services located off A1(M) Junction 24, until after the peak hour traffic has eased and will then progress to use the local road network to access the site.

5.8. The deliveries to the site have been assumed at this stage to include the following:

i. 810,000 PV modules

ii. 120,000 piles for the support structure

iii. 2,000,000 linear meters of mounting frame

iv. 107 Inverters

v. 107 Medium Voltage (MV) Transformers

vi. 2,625 Direct Current (DC) String Combiner Boxes

vii. 6,495 Cable Drums

viii. 13,711 m^3 of sand for cable protection

ix. 40,564 m^3 of gravel for Access Tracks, inverter hard standing and site compounds

x. 451 Geotextile Rolls

xi. 60,000 metres of fencing

xii. 45 gates

xiii. 3 Storage and Compound Areas

xiv. 1 Substation

xv. 75 Welfare Units

5.9. The delivery of the above components will lead to the following delivery trips over the 24-month construction period, as summarised below:

i. 1,496 PV module deliveries

ii. 3,218 piles and mounting frames deliveries

iii. 242 Power Conversion System Deliveries

iv. 134 cable and earthing deliveries

v. 6,084 civil works material deliveries including sand, gravel, geo-textile, concrete and steel

vi. 192 vehicles transporting fences, gates, CCTV and other smaller deliveries

vii. 200 construction plant equipment deliveries (100 delivery trips at the start of the construction period and 100 removal trips at the end of the construction period)

viii. 150 Welfare Units vehicle trips (75 delivery trips at the start of the construction period and 75 removal trips at the end of the construction period)

ix. 314 High Voltage (HV) Substation Deliveries

x. 857 deliveries associated with the BESS

5.10. Deliveries will be transported on a combination of the following vehicles:

i. 16.5 metres Artic 40ft Container Lorry

ii. 16.5 metre Artic Curtain Side Lorry

iii. 20 tonne Tipper Lorry

iv. 12 metres rigid flatbed lorry

v. 6 cubic metre concrete lorry

vi. 16.5 metre Low loader lorry

5.11. An average of 21 deliveries will access the site daily during typical periods of construction. This is based on an average of 537 deliveries trips per month, which based on a 4.3-week month and a 6-day working week which leads to 21 deliveries (42 two-way delivery trips) per day. This would therefore be an average of two deliveries (four two-way trips) per hour based on a 10-hour construction working day. During some months this will be less, and in some months this will be more.

5.12. The deliveries can be categorised into the types of loads including 'Partitionable Loads' and 'Non-Partitionable Loads'.

5.13. Partitionable Loads will arrive at Primary Compounds A and B by HGV and then the HGV will exit the site after unloading. The load is then transported through the site (to Secondary Compounds and individual fields) as a 'Split Load' on smaller vehicles. Partitionable loads are always split onto two smaller vehicles (e.g. onto tractor and trailer).

5.14. Non-Partitionable Loads will access the site into Primary Compounds A and B and will access the site through the designated internal haul routes to its destination. Non-partitionable loads will consist of loads that cannot be separated such as concrete for example.

Abnormal Indivisible Loads (AIL)

5.15. A small number of abnormal indivisible loads over the 24-month construction period (approximately five and 10 vehicles) will be required to transfer heavier equipment such as transformers. These will be classed as 'heavy' loads and will be transported on 16.5m articulated vehicles. Further information is provided in **Chapter 9.**

Construction Workers

5.16. The workforce trips to the site are anticipated to access the site utilising mini-buses, vans, and cars at the beginning of the working day and depart the site at the end of the working day. Where possible, at the start and finish times of shift patterns will be staggered and will be outside of peak network hours.

5.17. The workforce will comprise both local and non-local workforce. The location of where local and non-local workforce will travel from is unknown at this stage as it will depend on the appointed contractor. Therefore, based on the information available, this OCTMP has made some assumptions in order to provide a suitable forecast of workforce trips for the trip analysis.

5.18. Non-local workforce will stay at local accommodation (hotels, hostels etc) and will be transported to the site by minibuses to minimise the impact on the local highway network. Local workforce which comprises local residents will travel from the local residential areas.

As outlined in **Chapter 3**, Census Travel to Work Data has been used as a proxy in which to assign the workforce traffic for both local and non-local workforces.

5.19. It should be noted that all workforce movements will follow the restricted construction traffic routing, avoiding Sturton le Steeple, North Leverton, and Fenton villages. Workers will join the designated routes based on their place of origin and only approach the site from the north only. The restricted routing will be enforced by a DCO requirement.

5.20. An average of 68 workers (local and non-local workforce) will be on site daily during typical periods of construction (an average of 1,750 worker trips per month, which based on a 4.3 week month and a 6 day working week leads to 68 worker trips per day). During some months this will be less, and in some months this will be more.

5.21. As set out in **Section 3**, the Primary Construction Compounds A and B will be provided within the Eastern parcel and the Western land parcels. The Compounds will include car parking for contractors, ensuring that all parking associated with the construction is contained on site.

5.22. The use of minibuses will be secured via a requirement of the DCO to comply with this OCTMP. This will minimise the number of single occupancy vehicle trips by construction workers.

Peak vehicle movements

5.23. During the 24-month construction period there are two peak periods, one for construction delivery traffic and one for construction workforce traffic, indicated below:

i. Delivery Peak - Month 7 – a total of 4,332 vehicle trips (approximately 1,970 delivery vehicle trips and 2,363 construction worker trips over the monthly period); and

ii. Construction Worker Peak - Month 22 – a total of 4,511 vehicle trips (approximately 48 delivery vehicle trips and 4,463 construction worker trips over the monthly period).

5.24. The summary of the delivery and workforce trips are provided in **Table 5.1** and **Table 5.2** below.

Table 5.1 – Delivery One-way Trips Summary for Peak Monthly Traffic

Delivery Trips Summary	Month 7 – Peak Delivery Month	Month 22 – Peak Construction Worker Month	Average Month During Construction
Monthly Delivery Trips	1,970	48	537
Weekly Delivery Trips (based on an average of 4.3-week month)	458	11	125

Average Daily Delivery Trips (based on a 6-day working week)	76	2	21
Average Hourly Delivery Trips based on a 10-hour working day	8	0	2

Table 5.2 – Workforce One-way Trips Summary for Peak Monthly Traffic

Workforce Trips Summary	Month 7 – Peak Delivery Month	Month 22 – Peak Construction Worker Month	Average Month During Construction
Monthly Workforce Trips	2,363	4,463	1,750
Weekly Workforce Trips (based on an average of 4.3-week month)	549	1,038	407
Average Daily Workforce Trips (based on a 6-day working week)	92	173	68
Average Hourly Workforce Trips based on a 10-hour working day	9	17	7

5.25. As shown in **Table 5.1** and **Table 5.2** above, the anticipated development trips for an average weekday based on the anticipated 4.3 weeks per month, and a 6-day working week with a 10-hour working day.

5.26. For month 7, the delivery peak month, this would result in there being 76 average daily one-way delivery trips and 92 average daily one-way workforce trips. This would result in 153 two-way average daily delivery trips and 183 two-way average daily workforce trips.

5.27. For month 22, the workforce peak month, it is anticipated there will be two average daily one-way delivery trips and 173 average daily one-way workforce trips. This would equate to four two-way average daily delivery trips and 346 two-way average daily workforce trips. .

5.28. It should be noted that workforce trips are anticipated to be tidal in nature, arriving in the morning and departing in the evening, this will be scheduled, where possible, to not overlap with the network peak hours.

5.29. Assuming 14-seater minibuses are used, there is forecast that the daily workforce trip numbers during the construction programme would be as follows:

- Month 7 - based on a 14-seater minibus, 92 workers would require seven minibuses on a daily basis (92/14), which would total to 28 two-way trips.
- Month 22 - based on a 14-seater minibus, 173 workers would require 12 minibuses on a daily basis (173/14), which would total to 24 two-way trips
- Average Month - based on a 14-seater minibus, 68 workers would require five minibuses on a daily basis (68/14), which would total to 10 two-way trips
- The number of car trips to the site will be minimised to those senior staff such as project managers and the Health and Safety Executive.

Operational Phase

5.30. Operational vehicle trips are indicated in the Transport Assessment submitted with the DCO submission.

5.31. In summary, trips will be limited to around seven trips per day by engineers for maintenance typically by 7.5t van or 4x4 vehicles. Should large replacement parts be required, this may require an ad-hoc HGV delivery.

5.32. Whilst the contractor's compound will have been removed, space is provided within the site layout for parking and a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway.

Summary

5.33. The level of traffic during the construction phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

5.34. Minibuses and the restricted routing strategy will help to minimise the impact of the vehicle traffic on the strategic and local highway networks. Furthermore, the use of internal routes from the primary and secondary site compounds will minimise the usage of the local highway network, thereby minimising impact on the surrounding local highway network.

6. Mitigation Measures and Condition Survey

6.1. Whilst the scheme has already sought to minimise the impact on the local highway network through the use of internal haul routes, a minibus strategy for workforce transport, and a restricted routing strategy for construction traffic, a comprehensive set of mitigation measures will also be implemented to address any residual impacts.

6.2. The implementation of these measures will allow for construction activities to be regulated and further minimise their impact on the local highway network and surrounding community.

6.3. The mitigation measures will include the following:

- Ongoing monitoring and enforcement of the approved arrangements to ensure adherence to designated routes and site management protocols; and
- Measures to manage and coordinate construction traffic to minimise impact on local highways and residents; and

6.4. Measures to ensure safety and operational efficiency of the construction route.

6.5. A comprehensive package of mitigation measures will be implemented, where considered necessary, in order to minimise the impact of construction works on the local highway network. These are outlined below.

Pre-Application Scoping

6.6. From scoping discussions, Nottinghamshire County Council (NCC) have requested the following considerations regarding mitigation during the construction phase:

ii. Monitoring of approved arrangements during the construction phase, with provisions for marshalling and general site management to oversee operations.

iii. Ensuring all drivers of vehicles under the control of the applicant are made aware of the approved routing and access arrangements before journey commences to/from the site. Provision of appropriate temporary route signage.

iv. Clear disciplinary steps to be enforced in the event of a default by any vehicle operator.

v. Implementation of monitoring procedures for deliveries, including a rolling record of all daily vehicle movements to/from site.

vi. Installation of appropriate temporary route signage to limit vehicle movements on undesignated roads, with details approved by the Highway Authority (HA) in advance.

vii. Provision of welfare facilities for on-site workers, including hard-surfaced and drained car parking spaces, loading and unloading areas, turning areas, and dedicated material storage zones.

viii. Installation and retention of wheel cleaning facilities to prevent debris from contaminating the public highway.

ix. Inclusion of a contingency provision allowing the Local Planning Authority (LPA) and Highway Authority (HA) to request the applicant reviews the routing strategy and implements measures to use other permitted alternative routes, should problems arise.

x. Baseline dilapidation and highway condition surveys at all proposed access points, to ensure that any potential degradation resulting from construction activities is identified and appropriately rectified, with additional surveys conducted periodically throughout the construction phase and again upon completion.

xi. Implementation of timing restrictions on HGV and LGV movements, alongside provisions for minibuses to transport workforce members and reduce overall vehicle movements.

xii. Measures for the escorting and management of Abnormal Indivisible Loads (AILs).

xiii. Coordination of cable routing and proposals to optimise the sharing of routes/points of connection, minimising disruption caused by utility works.

xiv. A requirement for thorough cleaning of the public highway and associated road gullies within 500m of the primary site access(es) after construction and during decommissioning activities.

xv. Inclusion of a Decommissioning Traffic Management Plan (DTMP) will be secured under DCO requirement to ensure long-term compliance post-construction.

Responsibilities

6.7. The contractor that is appointed to carry out the development works will introduce measures to minimise the effect on the local highway network resulting from construction activities as necessary. These will be managed by the Project Manager and the Site Manager.

6.8. The Site Manager will assume responsibility for the operation of the site. The details of the Site Manager will be provided to NCC, the Local Highway Authority in advance of any works being carried out.

6.9. For the Workforce Travel Plan (discussed further in **Chapter 8**) the role of the Travel Plan Coordinator (TPC) is set out and they will engage with local residents throughout the construction phase, as needed.

Routing Restrictions

6.10. In order to minimise the effects of HGV traffic on the local highway network and surrounding villages the routing will be restricted.

6.11. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to site to ensure that vehicles follow the proposed route.

Management of Delivery Vehicles

6.12. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager. The Site Manager will oversee all on-site construction activities, ensuring adherence to the approved arrangements specified within the OCTMP. Routine monitoring of vehicle

movements and site operation procedures will be carried out to minimise disruptions to the highway network. Traffic marshals/banksmen will be positioned at key locations where required to manage vehicle arrivals, departures, and unloading activities, ensuring compliance with designated site access routes.

6.13. A rolling record of daily vehicle movements to/from the site will be maintained. This data will allow site managers to track deliveries, monitor congestion risks, and ensure compliance with NCC's construction traffic restrictions.

6.14. All vehicle drivers operating under the control of the applicant will receive comprehensive briefings on the approved site access routes, delivery protocols, and safety requirements before commencing work, including being provided a copy of this OCTMP document, to ensure that driver awareness of the construction traffic route is maintained throughout the construction phase.

6.15. A structured disciplinary procedure will be enforced to ensure strict adherence to agreed routing and site management arrangements. Any vehicle operators found to be in breach of the approved protocols will face progressive penalties, ranging from formal warnings to suspension of site access rights, depending on the severity and recurrence of non-compliance.

6.16. Suitable communication will also be established between the vehicle drivers and the Site Manager to further manage the vehicles.

6.17. The delivery schedule will take into consideration any peak vehicle movements associated with the construction of nearby schemes using the same construction routing.

Parking

6.18. There will be a compound area for contractors set up on-site, including appropriate parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visits and that they should not park outside of designated parking provisions.

Fencing

6.19. The site will be secured at all times with appropriate security fencing and gates, in the interests of public health and safety. A typical palisade fence detail is provided in the 'Fence Detail' drawing **(EN010163/APP/2.19)**.

Air and Noise Quality

6.20. There will be a requirement for engines to be switched off when not in use throughout the site.

Dust and Dirt

6.21. There will be spraying of internal areas as and when conditions dictate to prevent dust accumulation.

6.22. Wheel washing facilities will be provided to reduce the spread of mud and dirt onto the local highway network. All construction vehicles will therefore have to exit through the wheel wash areas.

6.23. Vehicles carrying any loads that have a risk of shedding materials in transit will be sheeted as appropriate.

Temporary Signage

6.24. Temporary route signage and advisory notices will be installed at all key approach routes to guide construction traffic along designated routes, restricting movements on undesignated road.

6.25. Construction traffic signage will be provided at the construction site access points and at the Gainsborough Road/Station Road junction.

6.26. Directional routing signage will be provided to the site from the A631.

6.27. Construction signage will be placed at strategic locations along the route for vehicles approaching from the north, in accordance with The Traffic Signs Manual: Chapter 8 (2020). All signs installed as part of the construction phase will be temporary and placed outside of visibility splays. Construction signage could include a combination of the follow typical examples:

- Sign Ref: 7301 – 'Works Access' at the site accesses; and



Example signage – Temporary Construction Traffic Signage - P7301 from DfT Traffic Signs Manual Chapter 8 part 3

- Sign Ref: 7305 – 'Works Traffic' directional signage along



Example signage- Temporary Construction Traffic Signage - P7305 from DfT Traffic Signs Manual Chapter 8 part 3

6.28. Further to the construction signage, Public Information Signage will also be installed within the nearby vicinity of the site, to include emergency contact details and complaint procedures. These public information signs will be retained throughout the scheme, ensuring residents have access to key project details.

Site Compound Facilities

6.29. On-site Primary Construction Compounds A and B will be implemented at the start of the construction period and will include:

- On-site welfare facilities;
- Hard-surfaced and drained parking areas, ;

- Turning areas for the largest vehicle anticipated to access the areas of the site;
- Material storage spaces will be provided for all construction personnel and vehicles; and
- Wheel cleaning stations at site exits to prevent debris transmission onto the highway network.

6.30. A typical temporary construction compound layout has been provided in the 'Construction Compound' drawing **(EN010163/APP/2.22)**.

Condition Surveys

6.31. Baseline dilapidation and highway condition surveys will be undertaken at all proposed access points adjacent to the site.

6.32. Baseline highway condition surveys will be undertaken before works begin.

6.33. Additional surveys will be conducted periodically throughout the construction phase, and again upon completion of the construction.

6.34. As required by NCC, the applicant will clean the public highway and clear road gullies within 500m of site access points after construction.

6.35. The condition surveys will ensure that any potential degradation resulting from construction activities is identified and appropriately rectified, thereby further minimising the impact of the scheme on the PRoW network and ensuring routes are restored to their pre-construction condition. This will be undertaken in coordination with NCC Highways.

Cable Routing Coordination

6.36. Cable works will be planned in cooperation with relevant providers to reduce disruption and share excavations where feasible.

Decommissioning Traffic Management Plan (DTMP)

6.37. A Decommissioning Traffic Management Plan (DTMP) will be secured under DCO requirement ensuring minimal traffic disruption during site removal works.

7. Public Right of Way Management Plan

7.1. This Public Right of Way (PRoW) Management Plan has been developed in order to identify where the proposed haul routes to and through the proposed development site cross or abut PRoW routes, and therefore where mitigation and careful management is required to minimise the potential for conflict between construction vehicles, private vehicles, and non-motorised users (NMU).

7.2. For reference, definitions of PRoW and their classifications are set out below.

- Public Right of Way (PRoW) is defined by Bassetlaw District council (BDC, the LPA) as being a route in which "*anyone may pass or re-pass along a right of way at any time. They provide a route into the countryside and around towns*"[1]. Nottinghamshire County Council (NCC, the LHA) set out four types of PRoW path[2], which are set out below:
    - Footpaths (FP) – This type of PRoW can only be used by walkers and is marked with yellow arrows
    - Bridleways (BW) – This type of PRoW can be used by walkers, horse riders and cyclists and is marked with blue arrows
    - Restricted byways (RB) - This type of PRoW is marked with blue arrows and can be used by walkers, horse riders, cyclists and horse and cart users. Cars and motorcycles are not allowed.
    - Byways or Byway open to all traffic (BOAT) - This type of PRoW is marked with red arrows and can be used by all users, including walkers, horse riders, cyclists, car users, motorcyclists and horse and cart users.

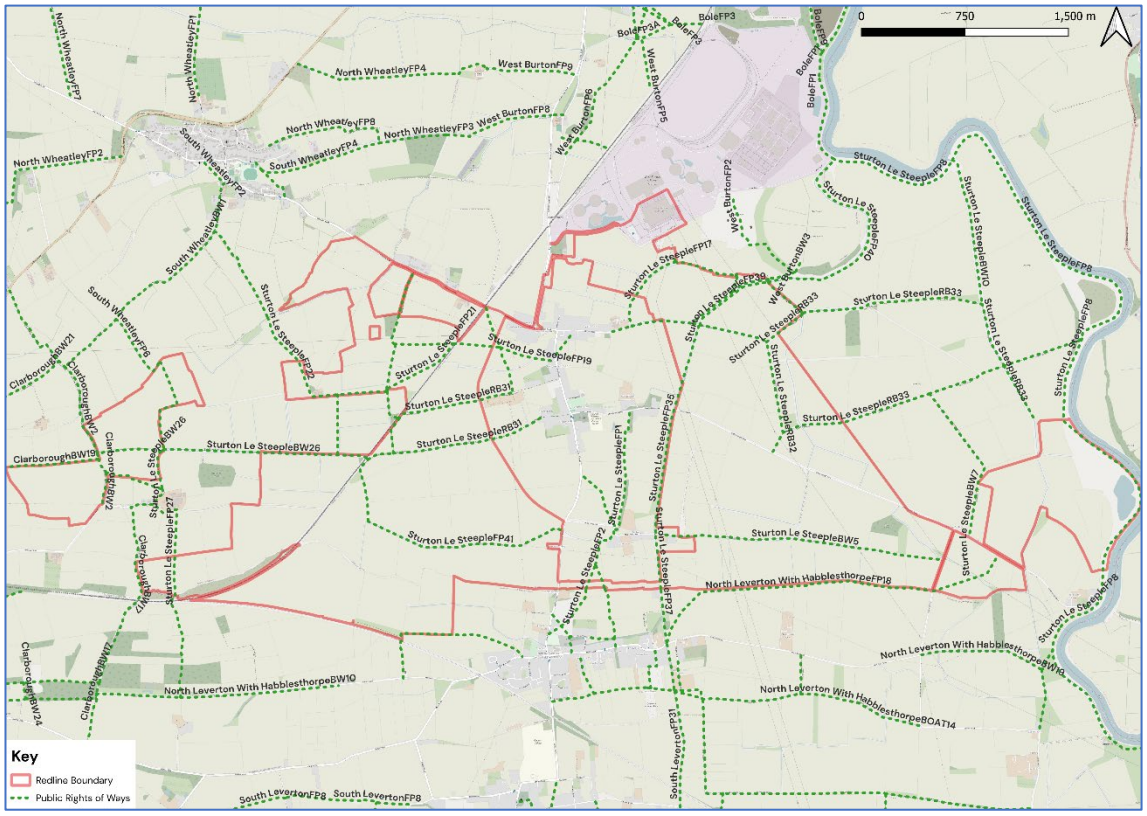
PRoW Routes

7.3. During the Operational Phase, all PRoW Routes will be retained within the proposed layout for the 40 year lifetime of the scheme. Two permissive paths are also proposed to enhance connectivity.

7.4. The PRoW routes affected by the proposed Scheme, during the Construction Phase, are outlined as shown in **Plate 7.1** with the full plan being shown at **Appendix I**. The PRoWs that are considered to be affected by Haul Routes are listed in **Table 7.1**.

[1] Bassetlaw District Council – Public Rights of Way (May 2024)
[2] Nottinghamshire County Council – Rights of Way (Public Paths)

Plate 7.1 – PRoW within the vicinity of the site



Source: Open Street Map

Table 7.1 – PRoW Routes Affected by Haul Routes

PRoW Reference	Type of PRoW	Parcel (Western / Eastern)
Sturton le Steeple FP22	Footpath	Western Parcel
Sturton le Steeple RB30	Restricted Byway	Western Parcel
Sturton le Steeple FP21	Footpath	Western Parcel
Sturton le Steeple FP19	Footpath	Western Parcel
Sturton le Steeple RB31	Restricted Byway	Western Parcel
Sturton le Steeple BW25	Bridleway	Western Parcel
Sturton le Steeple FP41	Footpath	Western Parcel
North Leverton with Habblesthorpe FP24	Footpath	Western Parcel
Sturton le Steeple FP20	Footpath	Western Parcel
Sturton le Steeple FP17	Footpath	Eastern Parcel
Sturton le Steeple RB32	Restricted Byway	Eastern Parcel
Sturton le Steeple FP38	Footpath	Eastern Parcel
Sturton le Steeple FP39	Footpath	Eastern Parcel
Sturton le Steeple RB33	Restricted Byway	Eastern Parcel
Sturton le Steeple BW5	Bridleway	Eastern Parcel

7.5. Initial engagement has been undertaken with Public Rights of Way Officers at Nottinghamshire County Council (NCC) to understand the nature and extent of activity along the local PROW network. Through these discussions, it has been identified that the

surrounding public rights of way are used primarily for informal recreational purposes, including village walking loops and some local dog walking and leisure use. While the evidence of use is not considered substantial at this stage, the routes are active to a degree and therefore warrant further consideration.

7.6. Given the timescales of the DCO submission, it has been agreed with NCC that the recording of baseline non-motorised user activity will be undertaken following submission of the DCO and reported within a supplementary technical note (TN).

7.7. This approach will enable a proportionate and informed assessment, based on recorded data, of any construction-related impacts on the existing usage of the PROW network. Where necessary, appropriate mitigation will be identified as part of that exercise.

7.8. The baseline data will be gathered through CCTV surveys undertaken by an independent surveyor and will include assessment of the number, type, and direction of non-motorised user movements along each public right of way.

7.9. It is also noted that some of the byways and restricted byways in the area are currently used by motorised vehicles, either as permitted users or as part of agreed access arrangements, therefore will be suitable for decanted trip vehicles and some HGV movements, where required.

Forecast Impact

7.10. The potential impact on each of the PRoW routes identified above is set out in a tabular form at **Tables 7.2** and **7.3 below**, for the western and eastern land parcels respectively. This quantifies the number and type of construction vehicle movements anticipated to impact on each PRoW route. At this stage, the number of NMU using each of these routes is unknown and therefore it has been assumed that all routes will be in use, therefore requiring mitigation works.

Table 7.2 – Anticipated average numbers of daily construction vehicles utilising PRoW (Western Parcel)

PRoW Route	PRoW Type	Haul Route Affecting PRoW	Haul Route Interaction with PRoW	Average Daily Cons. Vehicles		
				NPL[3]	T&T[4]	Light[5]
Sturton le Steeple FP22	Footpath	WR-WL	Crossing	2	0	0
Sturton le Steeple RB30	Restricted Byway	WR-WL	Shared route	2	0	0
Sturton le Steeple FP21	Footpath	WR-WL	Crossing	2	0	0
Sturton le Steeple FP19	Footpath	WR-WL	Crossing	2	0	0
		FL-SL		2	8	3
		FL-HHR		0	2	1
		FL		0	1	1
		IHRW		0	0	0
Sturton le Steeple RB31	Restricted Byway	WR-WL	Crossing	2	0	0
		FL-HHR		0	2	1
		FL		0	1	1
Sturton le Steeple BW25	Bridleway	FL-SL	Shared route	2	8	3
		FL-HHR		0	2	1
Sturton le Steeple BW26	Bridleway	FL-HHR	Shared route	0	2	1
Sturton le Steeple FP41	Footpath	FL-SL	Crossing	2	8	3
North Leverton with Habblesthorpe FP24	Footpath	FL-SL	Shared route	2	8	3
Sturton le Steeple FP20	Footpath	WR-WL	Crossing	2	0	0
		WR		0	1	0
		GR-PCB		6	16	42

NB: Vehicle numbers are given as One-Way Trips

[3] Non-partitionable loads
[4] Tractors and 20ft trailers
[5] Passenger cars, vans etc.

Table 7.3 – Forecast Impact on PRoW Routes During Construction Phase (Eastern Parcel)

PRoW Route	PRoW Type	Haul Route Affecting PRoW	Haul Route Interaction with PRoW	Average Daily Cons. Vehicles		
				NPL[6]	T&T[7]	Light[8]
Sturton le Steeple FP17	Footpath	CL-UIL	Crossing and shared route	0	2	1
		CL-TL	Crossing	0	0	0
		CL-FL		0	1	1
		CL-LR		1	3	2
		CL		1	3	2
		IHRE	Crossing and shared route	0	0	0
Sturton le Steeple RB32	Restricted Byway	CL-UIL	Crossing and shared route	0	2	1
		CL-TL		0	0	0
		CL-FL		0	1	1
		CL-LR		1	3	2
Sturton le Steeple FP39	Footpath	CL	Shared route	1	3	2
Sturton le Steeple RB33	Restricted Byway	CL-UIL	Shared route	0	2	1
Sturton le Steeple BW5	Bridleway	CL-FL	Shared route	0	1	1

NB: Vehicle numbers are given as One-Way Trips

Mitigation

7.11. In consultation with NCC's Public Rights of Way (PRoW) team, a series of mitigation measures have been agreed to ensure the continued safe operation of PRoWs during the construction phase. These measures are designed to minimise conflict between construction activity and non-motorised users (NMUs), such as pedestrians, cyclists, and equestrians, while maintaining access wherever possible.

7.12. All construction vehicles will give way to PRoW users, and a strict speed limit of 10mph will be enforced on haul routes. Clear and appropriately positioned signage will be provided at either end of PRoW routes affected by construction. These signs will inform users of ongoing works, include emergency contact details for the Site Manager, and specify the expected duration and nature of any impacts. Additional signage will also be placed on haul routes to alert on-site workers to the presence of PRoWs and the need for caution.

7.13. Further physical measures may include the installation of refuge areas for NMUs, helping users safely pause to allow construction vehicles to pass, along with the use of temporary fencing or visibility improvements at crossing points. During periods of high activity or when

[6] Non-partitionable loads
[7] Tractors and 20ft trailers
[8] Passenger cars, vans etc.

large deliveries are scheduled, site operatives may be deployed as marshals or banksmen at sensitive locations to assist with safe crossings.

7.14. As part of the agreed management measures, the condition of Public Rights of Way (PRoWs) within the vicinity of crossing points, or along any sections where construction vehicles will travel over or along them, will be subject to a highway condition survey both prior to and following construction works. This will ensure that any potential degradation resulting from construction activities is identified and appropriately rectified, thereby further minimising the impact of the scheme on the PRoW network and ensuring routes are restored to their pre-construction condition.

7.15. Information regarding PRoW routes and specific site protocols will be incorporated into all on-site worker inductions to ensure awareness and compliance with PRoW safety requirements.

7.16. These mitigation measures will be subject to ongoing review throughout the construction phase, taking into account up-to-date survey data and continued engagement with NCC's PRoW team to adapt as necessary and maintain a safe working and public access environment. The anticipated interaction between construction activities and individual PRoW routes within or adjacent to the site has been set out below. It should be noted that extent of likely impact primarily relates to haul route crossings, shared alignments with construction access, or points at which NMUs and construction vehicles may come into proximity. Based on current design and routing, the following PRoW routes are affected.

Western Parcel

Sturton le Steeple FP22 – Footpath

7.17. A crossing point is proposed between the haul route and the footpath, with **Table 7.2** establishing around two construction vehicles per day (four two-way trips) will be required to cross over the Sturton le Steeple FP22 footpath when using the WR-WL route, potentially affecting NMUs on the PRoW

7.18. Anticipated vehicle movements are low. Mitigation may include clear signage and priority for pedestrians, supported by banksmen during peak vehicle movements.

Sturton le Steeple RB30 – Restricted Byway

7.19. The haul route will follow the byway alignment for a short distance. Daily construction vehicle activity is expected to be low. Separation measures may be required, such as fencing.

Sturton le Steeple FP21 – Footpath

7.20. This footpath is crossed by a low-frequency haul route, with **Table 7.2** confirming that around two construction vehicles per day will be required to cross over the Sturton le Steeple FP21 footpath when using the WR-WL route, potentially affecting NMUs on the PRoW.

7.21. Standard crossing mitigation such as signage, visibility management, and speed control will likely be sufficient for this crossing.

Sturton le Steeple FP19 – Footpath

7.22. This route is crossed at a location of relatively higher vehicle flows, with **Table 7.2** setting out that around 20 construction vehicles per day will be required to cross over the Sturton le Steeple FP19 footpath at the single crossing point, potentially affecting NMUs on the PRoW.

7.23. Formal signage and fencing will therefore likely be required at this location and, where appropriate, could be managed and co-ordinated by a Banksman.

Sturton le Steeple RB31 – Restricted Byway

7.24. This restricted byway is crossed by the haul routes at two locations, with circa seven one-construction vehicles using this route per day (14 two-way trips). Appropriate signage should therefore be introduced at the crossing locations and with visibility improvements made where necessary.

Sturton le Steeple BW25 – Bridleway

7.25. Two haul routes, FL-SL and FL-HHR, are expected to travel along this Bridleway with FL-HHR utilising a length of circa 190m of the Bridleway to route from the Wood Lane / Spring Lane junction to the High House Road junction, and the FL-SL haul route routing from the Wood Lane / Spring Lane junction and continuing for up to circa 660m to arrive at various field accesses. **Table 7.2** sets out an expected 16 construction vehicle and workforce trips per day (32 two-way vehicle movements) between the two haul routes.

7.26. As the bridleway alignment coincides with the haul route, appropriate signage will be implemented to indicate crossing points, with refuge areas also be providing to allow for NMUs to wait for oncoming vehicles to pass before continuing along the bridleway.

Sturton le Steeple BW26 – Bridleway

7.27. Construction vehicles are set route along BW26 for circa 350m from the Spring Lane / High House Road junction, which passed through a narrow railway bridge. Additional to signage, timed usage or passing places may be required and at peak times a banksmen may be required to co-ordinate movements.

Sturton le Steeple FP41 – Footpath

7.28. Field access is taken from the most western extent of the FP41 footpath for a single haul route, with **Table 7.2** setting out 13 daily construction vehicles using the accesses per day (26 two-way trips). As access is provided to three different fields at this point, it is considered that appropriate signage should be sufficient to indicate to both NMU users and Construction traffic as to the location of the access and potential for conflicting movements.

North Leverton with Habblesthorpe FP24 – Footpath

7.29. This route is used by a haul route over a short section. It is likely that signage will be sufficient at this location for the 13 daily construction vehicles using the accesses per day (26 two-way trips) set out in **Table 7.2.**

Sturton le Steeple FP20 – Footpath

7.30. This footpath forms a crossing with the route into Primary Site Compound B Crossings and therefore is expected to be heavily trafficked. With this in mind a banksman is high likely to be implemented at this location, with appropriate signage put in place to inform drivers and pedestrians of the crossing.

Eastern Parcel

Sturton le Steeple FP17 – Footpath

7.31. This footpath forms a crossing with multiple haul routes departing from Primary Site Compound A, resulting in circa 17 construction vehicle per day (34 two-way trips) requiring to cross FP17. This crossing is highly likely to be support by a banksman, with appropriate signage put in place to inform drivers and pedestrians of the crossing and visibility improvements as and where needed.

Sturton le Steeple RB32 – Restricted Byway

7.32. Multiple haul routes are expected to route along RB32 which extends along Common Lane and Cross Common Lane. The daily construction vehicles using this route are expected to be 11 vehicles as per **Table 7.3** (22 two-way trips). Appropriate signage will be put in place at the crossing points, with refuge areas implemented where required.

Sturton le Steeple FP39 – Footpath

7.33. As mentioned, multiple haul routes are expected to route along Common Lane, which FP39 joins onto at its southern extent. At this crossing point, appropriate signage will be implemented to ensure both driver and NMU awareness.

Sturton le Steeple RB33 – Restricted Byway

7.34. As mentioned, multiple haul routes are expected to route along Common Lane and Cross Common Lane, of which RB33 forms a junction with both at two locations, one at the Common Lane / Cross Common Lane / Cowpasture Lane junction, and again at the Cross Common Lane / Upper Ings Lane junction. Therefore, at these crossing point, it is deemed suitable for appropriate signage to be implemented to ensure both driver and NMU awareness.

Sturton le Steeple BW5 – Bridleway

7.35. This bridleway for a crossing with a single haul route with Table 7.3 setting out an anticipated two vehicles per day using the crossing (four two-way trips). It is deemed suitable for appropriate signage to be put in place for drivers and NMU of the Bridleway to inform awareness of the crossing point.

8. Construction Worker Travel Plan

8.1. A Construction Worker Travel Plan (CWTP) is a management tool that provides a strategy which coordinates a package of measures and initiatives to support sustainable travel modes and reduces the need to travel by single occupancy vehicle for construction staff to access the construction site.

8.2. During pre-application discussions NCC requested that a CWTP for the construction workforce should be provided for the construction phase to minimise the number of single occupancy vehicle trips on the highway network.

8.3. It was recognised that due to the rural location of the site and the short-term nature of the construction phase (24 months) that the travel plan should be developed with this in mind and prepared accordingly. Therefore, the following considerations have been included whilst developing this CWTP:

i. The accessibility of the site for different modes of transport.

ii. The availability of public transport.

iii. The potential for walking and cycling.

iv. The distance between the site and residential areas.

8.4. The Travel Plan aims to encourage sustainable transport options for construction workers, while ensuring safe and efficient traffic flow on the local highway network.

8.5. The key objectives of the CWTP are to:

i. Reduce reliance on private cars.

ii. Encourage sustainable modes of transport, such as public transport, cycling, walking, and carpooling.

iii. Improve traffic flow and reduce congestion around the construction site and the local highway network.

iv. Contribute to a more sustainable development.

8.6. The benefits of the CWTP include:

i. Reduced traffic congestion.

ii. Lower carbon emissions.

iii. Improved air quality.

iv. Enhanced safety for all road users.

v. Contributes to a sustainable development.

8.7. This CWTP describes the arrangements pertaining to the proposed workforce movements to and from the site and, further to this introduction section, sets out the following:

i. A review of the accessibility of the site including a description of local existing facilities and amenities

ii. Travel Plan Measures and Initiatives

iii. Arrangements relating to management of the CWTP

8.8. The applicant will fund and implement the CWTP for the duration of the 24 month construction period.

8.9. The appointed contractors will be provided with a copy of the final CWTP and will adhere to it as part of the DCO consent. The CWTP will form part of the information provided as part of the construction on-site induction processes.

Site Accessibility

8.10. This section considers the existing walking, cycling and public transport provision and infrastructure in the vicinity of the proposed development site. In line with current best practice the accessibility of the site has been considered using the following hierarchical approach:

i. Walking

ii. Cycling

iii. Public transport

8.11. Given the rural location of the Site it is considered that walking and cycling access to the site is by nature of the proposed development fairly limited. The Site is, however, accessible by public transport and opportunities are available for car sharing and mini-bus use for road users to reduce travel by single occupancy vehicles.

Walking

8.12. Footways are provided along Gainsborough Road and Station Road, which can be used to access nearby bus stops.

8.13. Multiple Public Rights of Way (PRoWs) traverse the site and the surrounding area. Those directly routing in an around the site are outlined in **Table 7.1**. It should be noted that overall pack of documents submitted as part of the planning application, a Public Right of Way Management Plan is provided at **Chapter 7** which sets out which routes will be affected by the proposed haul routes.

Cycling

8.14. There are no dedicated cycle routes near the site and as the site is located rurally there is not anticipated to be a high level of cycling to access the site. The carriageways on the local highway network appear to only be suitable for use by confident cyclists.

Public Transport

8.15. The nearest bus stop is located in Sturton le Steeple on Station Road, which is served by Stagecoach bus services 95 and 595.

95 Bus Service

8.16. This bus service routes between Gainsborough Bus Station and Retford Oaks Academy with a service every 2-3 hours and a bus stop on either side of the carriageway for both eastbound and westbound travel. The first bus arrives at the eastbound bus stop at 07:56, the last bus departs from the westbound bus stop at 18:15.

595 Bus Service

8.17. The 595 bus service routes a single AM and PM service per school day to serve the Queen Elizabeth High School, located in Gainsborough. As part of the route, the bus stops at Retford Bus Station which facilitates onward travel to other destinations nearby. The bus service arrives adjacent to Station Road at 07:52 and returns in the PM at 16:20.

8.18. It is noted that Retford bus station is located circa one kilometre from the Retford railway station, which based on guidance provided by the institution of Highways & Transportation in their Providing for Journeys on Foot [9] document, is an acceptable distance for commuting (Table 3.2).

8.19. There are two railway stations in Gainsborough including:

i. Gainsborough Lea Road Railway Station – located around 8.9 kilometres from the site which is just under a half an hour cycle time.

ii. Gainsborough Central Railway Station - located around 9.5 kilometres from the site which is around a half an hour cycle time.

8.20. Cycle storage is available at both stations and at Gainsborough Lea Road Railway station there is also a taxi rank available.

8.21. Gainsborough Central Station provides rail access from Sheffield to Lincoln and is operated by Northern Trains. There is a regular hourly service to Sheffield on weekdays and Saturdays. This service terminates eastbound at Cleethorpes.

8.22. Gainsborough Lea Road Railway Station is served by Northern Trains and East Midlands Railway. There is an hourly service between Lincoln and Leeds via Retford and Sheffield. There is also a service between Doncaster and Peterborough where there are five trains per day between Doncaster and Peterborough via Lincoln and Sleaford.

Roles and Responsibilities / Travel Plan Management

8.23. The applicant's responsibilities will be as follows:

i. Ensuring that contracts with all contractors contain a requirement to comply with the CWTP.

ii. To appoint a Travel Plan Coordinator (TPC) to deliver the CWTP prior to the construction work starting on site.

[9] IHT – Guidelines for Providing for Journeys on Foot (2000)

8.24. The TPC responsibilities are proposed to be as follows:

i. Liaising with Site Management to ensure that workers are aware of the CWTP.

ii. Communicating between relevant parties and stakeholders (i.e. contractors, local authorities/Councils, National Highways and members of the public, public transport operators), as necessary.

iii. Acting as the key point of contact for construction workers in relation to travel to/from the site.

iv. Reviewing car and cycle parking provision.

v. Reviewing success of initiatives/measures and implementing additional initiatives/measures, if required.

vi. Being a point of contact for any suggestions to improve the way construction workers travel to/from the site.

8.25. The Contractor responsibilities are proposed to be as follows:

i. Managing how workers travel to and from the Site.

ii. Encouraging compliance to the CWTP and promoting the use of sustainable transport measures included within the CWTP.

iii. Organising workforce crew minibuses to transport workers to and from the Site, where appropriate.

Travel Plan Measures and Initiatives

8.26. To encourage sustainable travel behaviour by construction staff during construction, it is important that an appropriate package of measures is introduced. Due to the rural location of the site and the nature of the development proposals whereby workers will be working in shift patterns, the TP has been developed by understanding the needs of the development in the sustainable travel context and focuses on the efficient transport of workers.

8.27. The package of measures will aim to minimise the level of construction worker traffic, and wherever possible, minimise the impact and disruption of the remaining traffic on the local road network.

Construction Worker Vehicle Routing

8.28. Construction workers will use A-roads to get to Site as much as possible, to reduce impacts on the local residential areas and surrounding villages. All workforce traffic will follow the restricted construction traffic routing, avoiding Sturton le Steeple, North Leverton, and Fenton villages.

8.29. Workers will join the designated routes based on their place of origin and only approach the Site from the north. The restricted routing will be enforced by a DCO requirement.

Parking

8.30. Limiting the number of parking spaces available on-site ensures that the vehicles are controlled. Car parking spaces will be available for management and visitors and for vans which may carry equipment/tools required by specialist engineers for example. Notwithstanding this, vehicles will not be permitted to park on the local highway, including roadside verges.

8.31. A small number of cycle parking spaces will be provided within the Primary Site Compounds, as requested by NCC, however as mentioned previously it is not anticipated for there to be a high level of cycling to access the site.

8.32. The applicant will determine the number of car and cycle parking spaces provided in the Primary Compounds and the Contractors will provide minibuses for transporting workforce.

Minibus

8.33. Contractors will provide minibuses for transporting workers from key points of construction worker origin to the Site. Non-local workforce will be housed locally in accommodation such as hotels/hostels and will be picked up from key collection points with reference to the accommodation locations. Minibus routes will also be set up to collect the local workforce that live locally, which will likely be from central pick-up points. This will operate in a tidal manner coinciding with the start and end of the working day.

8.34. In emergencies, the TPC would provide a guaranteed lift home for car sharers, such as by means of taxi. The provision would be extended for emergency situations or for staff that cycle to the Site.

Public Transport

8.35. Information about the local public passenger transport network (Bus and Rail), including routes and destinations, frequencies and locations of nearest bus stops/rail stations, shall be provided by TPC to workers as part of the site induction packs.

8.36. Where practicable, a minibus service will be arranged routeing between the Railway Stations and the site to allow for public transport to form part of the overall commuting journey for the overall work trips.

Car Sharing

8.37. Car sharing has financial and social benefits. It is expected that some of the workers, if not based locally, will be away from home for a specific length of time, and could welcome the companionship of other colleagues.

8.38. The TPC will assist works in finding suitable car sharing partners/groups.

Monitoring and Evaluation

8.39. Monitoring and evaluation will take place regularly to review the effectiveness of the CWTP and make adjustments as needed.

8.40. Regular surveys (every three months) will be undertaken to assess workforce travel patterns. A workforce travel report will be submitted to the project management team

following each survey. Based on the findings, and through continued liaison with NCC, the Construction Worker Travel Plan (CWTP) will be updated as necessary to ensure that travel to and from the Site continues to have minimal impact on the local highway network.

9. Abnormal Indivisible Loads (AIL) Plan

9.1. An abnormal indivisible load (AIL) is a load that is too big or heavy to be transported on a standard vehicle whereby it cannot be divided into smaller loads without risking damage or incurring excessive costs.

9.2. An AIL is defined as a vehicle carrying a load that that has any of the following:

i. a weight of more than 44,000kg

ii. an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle

iii. a width of more than 2.9 metres

iv. a rigid length of more than 18.65 metres

v. Other measurements may apply if deliveries are being transported from abroad.

9.3. There will be the requirement for a small number of Abnormal Indivisible Loads (AIL) including around five to 10 AIL throughout the construction phase. AILs delivering to the site are likely to comprise loads which exceed the AIL weight limit and are still able to be transported on a 16.5m HGV.

9.4. The AILs will be routing through road networks owned and managed by National Highways, Doncaster Council, and Nottinghamshire County Council. It is anticipated that all AIL will use the delivery route outlined in this OCTMP, however each AIL movement will be reviewed on a case-by-case basis to ensure minimal disruption to the local highway network.

9.5. Notification of the AIL taking place and the intended routing will be undertaken with the three relevant highway authorities as follows:

i. Nottinghamshire County Council email: abnormalloads@viaem.co.uk

ii. National Highways email: abnormal.loads@nationalhighways.co.uk

iii. Doncaster Council email: abnormal_loads@doncaster.gov.uk

9.6. It will also be necessary for the haulier to contact South Yorkshire Police and Nottinghamshire Police Abnormal loads officers:

i. Nottinghamshire Police AIL website: https://www.nottinghamshire.police.uk/tua/tell-us-about/avl/v2/what-is-abnormal-load/how-to-notify-abnormal-load/

ii. South Yorkshire Police AIL website: https://www.southyorkshire.police.uk/tua/tell-us-about/avl/v2/what-is-abnormal-load/how-to-notify-abnormal-load/

9.7. Further information on the three highway authorities' procedures for transporting AILs on the road network are available as follows:

iii. Nottinghamshire County Council's website: https://www.nottinghamshire.gov.uk/transport/lorries/abnormal-loads

iv. Doncaster Council website: https://www.doncaster.gov.uk/services/transport-streets-parking/abnormal-loads

v. National Highways: https://nationalhighways.co.uk/road-safety/abnormal-loads-and-the-esdal-system/

9.8. As indicated on the National Highways, Doncaster Council, and South Yorkshire Police's websites, the appointed haulier transporting any AIL associated with Steeple Renewables Project will follow regulations and notify highway authorities, police and bridge authorities, as appropriate, using the Electronic Service Delivery for Abnormal Loads (ESDAL) system (information available at: www.esdal.com and/or esdalenquiries@nationalhighways.co.uk). This system makes the process easier for hauliers, structure owners, highway authorities and the police to have the relevant information for:

i. The routing to ensure it is suitable for the AIL;

ii. Obtain full details of the organisations and authorities prior to delivery taking place;

iii. notify the police, highways and bridge authorities of the timescales for AIL movements on the road network;

iv. the haulier can submit their notifications on the system;

v. the hauliers are able to get advance notice of any possible route problems; and

vi. the system can save vehicle details and routes for future use.

9.9. The highway authorities will also advise on the following:

i. Restricted height/widths of any bridges or other structures;

ii. Restricted highway network such as known pinch-points along the route;

iii. Restricted weight on the routes; and

iv. Recommendations on how to minimise delays for other vehicles.

9.10. It is anticipated that any loads in excess of 150 tonnes will be moved by Special Orders, which will be made separately for each load. Movements up to 300 tonnes (which may be undertaken for transformer, for example) can be moved with agreement on the route, as above, which will be required between the authorities and the haulier.

10. Outline Construction Traffic Method Statement

10.1. The development proposals for the Scheme comprise the laying of an underground cable between the substation to the proposed West Burton Substation. Further to this, an internal cable corridor will be established to convey cales from each inverter to the proposed substation. The current internal cable corridor routing being considered runs within the eastern parcel, crossing Leverton Road and the southern section of the Western Parcel.

10.2. This Chapter sets out the following:

i. Typical daily traffic movements.

ii. The location and layout of construction compounds; and

iii. The need for any temporary off-site mitigation including traffic management.

iv. Proposed Cable Route

Point of Connection Cable Routing

10.3. It is proposed that an underground cable be installed to connect the development site substation with the West Burton Substation, thereby establishing the grid connection. The route is expected to run northward from the development substation into land owned by West Burton Power Station.

10.4. At this stage, it is anticipated that the entire cable route will remain within the internal boundaries of the site, allowing the use of a conventional trench and duct installation method. As a result, minimal to no impact to the operation of public highways is expected. There will be some horizonal directional drilling (HDD) when required, for example for crossing utilities and the quarry access.

10.5. The exact cable route will be determined at a later stage. The exact location of the cable route within carriageway and verges will be identified by the contractor who will produce a cable route feasibility report prior to commencement.

Internal Cable Corridor Routing

10.6. Further to the Point of Connection Cable Routing, an internal cable corridor will be established to conveys cables from each inverter to the internal development substation.

10.7. The final routing, installation methodology, and traffic management measures will be confirmed by the appointed contractor in a future cable route feasibility report.

10.8. The internal cable corridor route is expected to remain largely within the site boundary, with road crossings currently anticipated to be required at Leverton Road, Littleborough Road, and Common Lane. Horizontal directional drilling (HDD) is anticipated at Leverton Road to minimise disruption to road users and ensure the road remains open, while traditional trench and duct installation is likely to be used for the remainder of the route. Temporary traffic management measures are expected to be sufficient at Littleborough Road and Common Lane due to their lower traffic volumes.

10.9. Construction access will primarily be via internal haul roads, with materials, plant, and contractor vehicles managed within on-site construction compounds.

Construction Period

10.10. From experience elsewhere, a single construction team has the potential to complete approximately 100 metres of install per day when all factors are favourable. It is anticipated that two teams will be deployed working from either end of the route with around 200 metres of cable to be installed per day (subject to no engineering difficulties or solid ground). The timescale for the construction of both the point of connection cable route and the internal cable corridor will be provided at a later stage.

10.11. Core working hours are currently anticipated to be between the hours of 0800 to 1800 Monday to Friday with shorter working hours on a Saturday.

Proposed Construction Compounds (Cable Route)

10.12. All cable route materials and plant will be stored within the dedicated primary and secondary construction compounds located within the wider Site. A designated area will be allocated for the storage of materials, machinery, and vehicles when not in use. Where possible, plant and materials will be delivered to the Site in the early stages and kept within the Site for the duration of the works.

10.13. All contractor vehicles (i.e. car, minibus, van) will park within the construction compounds in a designated parking area, available for both visitors and site operatives. Signage will be erected advising / designating where parking is available.

10.14. Where possible, plant and materials will be delivered to the compound in suitable sized loads to ensure vehicles have sufficient turning areas within the confines of the site layout. A banksman will assist any delivery vehicles in turning / entering / exiting the access points.

Forecast Traffic Impact

10.15. It is anticipated that the construction of the cable route will be associated with the following vehicles and machinery:

i. 21t Excavator - digging trench.

ii. 9t+ Dumper - transporting sand / CBS.

iii. 12t Excavator - backfilling trench.

iv. 1x 8t Excavator at sand storage.

v. Rammax Trench compactor.

vi. Cable drum trailer – unspooling of cable drums

vii. Tractor – cable drum trailer towing

viii. 500l Towable Fuel bowser; and

ix. pick-up truck / off road vehicle for staff.

10.16. For the heavy and slow plant such as excavators, these would be brought to the Site at the start of the project and stored overnight within a temporary fenced area at the Point of Work for cable construction. Light plant, fuel and staff vehicles would return to the cable route construction compound on a daily basis.

10.17. It is expected that there will typically only be around five vehicles moving along the cable construction corridor between the Primary Compounds and the cable route construction compound per day (around ten two-way movements). This could be higher or lower at times depending on the stage of construction.

10.18. There will also be a small number of construction movements associated with smaller vehicles such as the transport of construction workers and sub-contractors, within the site boundary. This is assumed to be one minibus arriving and departing each day (noting that there is anticipated to be a maximum of ten staff working on the cable route). These numbers have been included in the overall construction worker traffic numbers provided earlier in this OCTMP.

10.19. Based on the above, it is estimated that there could be around 12 daily vehicle movements associated with the cable route in total. All these movements are likely to cross Common Lane (going to/from the Primary Compound A to the cable route compound). These will all be contained within the site boundary using internal haul routes. A small number of movements could require the crossing of Leverton Road.

10.20. The construction phase will be temporary in nature, and with the traffic management and mitigation measures outlined below, the impact on the local highway network is expected to be minimal and well-managed.

Proposed Traffic Management and Mitigation Measures

Traffic Management

10.21. The cable run will be constructed outside of the peak construction periods for the proposed solar scheme where practicable, minimising the potential for conflicts and impacts on the highway network.

10.22. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network.

10.23. There will be appropriate signing, lighting and guarding of the temporary works as per the Code of Practice "Safety at Street Works and Road Works" and Chapter 8 of the Traffic Signs Manual 1991, as required by Section 65 of the New Roads and Street Works Act, 1991.

10.24. Detailed traffic management layouts, site specific risk assessments and method statements would be produced and agreed with NCC for all traffic management and highways related construction activities. The precise nature and locations of signage would be agreed with the highway authorities and will remain in place for the duration of the construction period of the cable route.

10.25. The following traffic management measures could be implemented along the cable route where it affects the adopted highway, depending on the nature of the carriageway within

which the works are taking place, and whether the cable will be laid within the carriageway or the verge.

Give and Take:

10.26. On roads along the route where the speed limit is 30mph or less, a give and take arrangement will be implemented whereby traffic gives way to oncoming vehicles past the works. This will be implemented where Haul Routes cross a lightly trafficked section of highway, as appropriate.

Stop/Go boards:

10.27. On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), Stop/Go boards shall be used to manage the flow of traffic past the cable works. Use of Stop/Go boards would be restricted to daylight hours.

10.28. Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used.

Temporary Traffic Signals:

10.29. Two way and / or multi-phase traffic signals will be considered where Stop/Go and Give and Take methods cannot be implemented.

10.30. Pedestrian access to properties within the affected road/s will be maintained at all times.

10.31. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8.

Public Rights of Way Management

10.32. The cable route is proposed to have some impact on PRoWs within the site boundary and along Gainsborough Road, Station Road and Wheatley Road. At this stage, the impacts are considered to largely be on four PRoW routes. These are: Sturton le Steeple FP17, RB32, FP38, and BW5.

10.33. During works to construct the cable route, the PRoW routes will be managed in accordance with the mitigation measures and controls set out in the PRoW Management Plan contained at **Chapter 7**.

Banksmen

10.34. Where required, banksmen will be sited at either end of construction areas to control traffic associated with the Scheme on the highway. Banksmen will communicate between vehicles / site management via Citizens Band (CB) radio (to be agreed between the contractor and Highway Officers). This will ensure traffic is controlled in a 'one way only' fashion in the vicinity of construction areas.

Disposal of Waste

10.35. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation and codes of practice including, but not limited to the Waste Duty of Care Code of Practice[10].

Compliance Inspections

10.36. NCC will meet with the contractor at regular intervals to ensure that the highway is reinstated according to standards. Inspections will take place during the works. The precise details will be confirmed in due course. However, this is expected to be six months following reinstatement, and within three months of the guarantee period (likely to be up to 3 years). The guarantee period defines the length of time that the applicant / contractor must return to bring the road surface back to normal if any defects occur.

[10] Waste duty of care code of practice (Nov 2018) – UK Government Statutory Guidance

11. Summary and Conclusion

Summary

11.1. This Outline Construction Traffic Management Plan (OCTMP) provides a comprehensive strategy for managing construction traffic associated with the Steeple Renewables Project.

11.2. It sets out the approach and methodology to minimise the impact of the proposed construction activities on the local highway network, the surrounding communities, and non-motorised users. The document outlines a policy-compliant framework that aligns with national and local transport objectives and was developed through consideration of legislative requirements and best practice guidance.

11.3. The plan details the nature and scale of the project, including key infrastructure components and the anticipated construction timeline, ensuring that traffic and access planning reflects the operational demands of the site. Access and routing strategies have been carefully planned, utilising designated entry points, internal haul roads, and an approved routing procedure to avoid unnecessary impacts on the local highway network.

11.4. A projected delivery schedule quantifies expected vehicle movements, with activities staged to manage peak loads and avoid local traffic congestion, including the use of a 'Call Ahead' system and off-site vehicle holding areas.

11.5. Measures to protect Public Rights of Way (PRoWs) are integral and include clear signage, low speed limits, crossing controls, and temporary diversions, all designed to support safe shared use during construction works. Additionally, mitigation measures have been identified to reduce potential impacts, including driver induction protocols, marshals at sensitive crossings, visibility improvements, and infrastructure adjustments where necessary.

11.6. The plan includes proposals for regular maintenance and highway condition monitoring to mitigate against potential deterioration caused by site activities. Cable route construction will also be coordinated to avoid overlap with other utilities and minimise highway disruption.

11.7. Finally, whilst this plan predominantly covers the construction phase, it confirms that a dedicated Decommissioning Traffic Management Plan will be developed at the appropriate stage to ensure similar best practice is applied during site removal.

Conclusion

11.8. In conclusion, this Outline Construction Traffic Management Plan reflects a robust and balanced approach to managing construction-related transport for the Steeple Renewables Project. The measures embedded throughout the plan aim to reduce disruption, safeguard public access routes, and maintain safety across all aspects of the construction programme.

11.9. The integration of controlled site access, detailed traffic forecasting, approved restricted construction routing, and targeted mitigation measures ensures that impacts on the public highway, local communities, and PRoW users are minimised wherever possible.

11.10. The plan's focus on pre-emptive coordination with stakeholders, clear communication through signage, low-speed operation, and regular site monitoring highlights the project's commitment to safety, responsiveness and adaptability.

11.11. Moreover, as agreed with Nottinghamshire County Council (NCC), surveys of the local highway network and Public Rights of Way (PRoWs) will be undertaken following the Development Consent Order (DCO) submission. The outcomes of these surveys will be presented in an addendum document and used to inform the implementation of appropriate, location-specific mitigation measures. This commitment ensures that the management approach remains evidence-based, proportionate, and responsive throughout the construction period.

11.12. Overall, the strategy outlined supports the efficient delivery of the project while upholding community access, highway integrity, and environmental responsibility. By adhering to the principles contained within this OCTMP, it is considered that the project team is well positioned to deliver a successful and low-impact construction phase in alignment with planning and regulatory expectations.

APPENDIX A – SITE LOCATION PLAN

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KEY:

- ORDER LIMITS (*OUTSIDE OF LINE DENOTES BOUNDARY*)
- EXISTING ACCESS TRACK TO BE UPGRADED WHERE REQUIRED
- PROPOSED ACCESS TRACK
- EXISTING WATERCOURSE CROSSING TO BE UPGRADED WHERE REQUIRED
- PROPOSED WATERCOURSE CROSSING
- PROPOSED PEDESTRIAN WATERCOURSE CROSSING
- SOLAR PV ARRAY
- INVERTER SUBSTATION
- HARDSTAND
- SUBSTATION COMPOUND
- BESS COMPOUND
- PROPOSED ATTENUATION BASIN
- INDICATIVE CABLE CORRIDOR (50m WIDE)
- PERIMETER FENCE LINE
- EXISTING HEDGEROW GAP USED FOR PROJECT ACCESS
- PUBLIC RIGHT OF WAY (DEFINITIVE MAP)
- PROPOSED PERMISSIVE PATH
- SITE ENTRANCE VISIBILITY SPLAY

SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7

SITE LOCATION - NOT TO SCALE

OVERVIEW
SHEET 1 OF 7

0	FG				First Issue
ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES

PURPOSE: PERMITTING	COORDINATES: OSGB 1936
SCALE: 1:10,000 @ A0	DATUM: N/A
LAYOUT DWG: N/A	SHEET NO: N/A
PROJECT TITLE: STEEPLE SOLAR FARM	
DRAWING TITLE: FIGURE 2 INFRASTRUCTURE LAYOUT ENLARGEMENT	
RES DRAWING NUMBER: 04954-RES-LAY-DR-PT-004	REV: 0

DRAFT 7.12.25

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SITE LOCATION - NOT TO SCALE

SHEET 2 OF 7

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
0	FG				First Issue

PURPOSE	PERMITTING
COORDINATES	OSGB 1936
SCALE	1:2,500 @ A0
DATUM	N/A
LAYOUT DWG	N/A
SHEET NO.	N/A
PROJECT TITLE	STEEPLE SOLAR FARM
DRAWING TITLE	FIGURE 2.1 INFRASTRUCTURE LAYOUT ENLARGEMENT
RES DRAWING NUMBER	04954-RES-LAY-DR-PT-004
REV	0

DRAFT 17.12.25

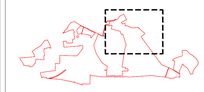
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SITE LOCATION - NOT TO SCALE

SHEET 3 OF 7

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
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PURPOSE: PERMITTING
COORDINATES: OSGB 1936
SCALE: 1:2,500 @ A0
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LAYOUT DWG: N/A
SHEET NO.: N/A
PROJECT TITLE: STEEPLE SOLAR FARM
DRAWING TITLE: FIGURE 3 INFRASTRUCTURE LAYOUT ENLARGEMENT
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REV: 0

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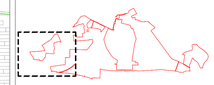
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SITE LOCATION - NOT TO SCALE

SHEET 4 OF 7

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
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PURPOSE: PERMITTING

COORDINATES: OSGB 1936

SCALE: 1:2,500 @ A0

DATE: N/A

LAYOUT DWG: N/A

SHEET NO.: N/A

PROJECT TITLE: STEEPLE SOLAR FARM

DRAWING TITLE: FIGURE 5 INFRASTRUCTURE LAYOUT ENLARGEMENT

RES DRAWING NO.: 04954-RES-LAY-DR-PT-004

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SITE LOCATION - NOT TO SCALE

SHEET 5 OF 7

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0	FG				First Issue

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SCALE	1:2,500 @ A0
DATUM	N/A
LAYOUT DWG	N/A
SHEET NO.	N/A
PROJECT TITLE	STEEPLE SOLAR FARM
DRAWING TITLE	FIGURE 5 INFRASTRUCTURE LAYOUT ENLARGEMENT
RES DRAWING NUMBER	04954-RES-LAY-DR-PT-004
REV	0

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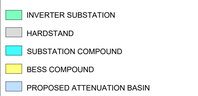
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SHEET 6 OF 7

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SCALE: 1:2,500 @ A0

DATUM: N/A

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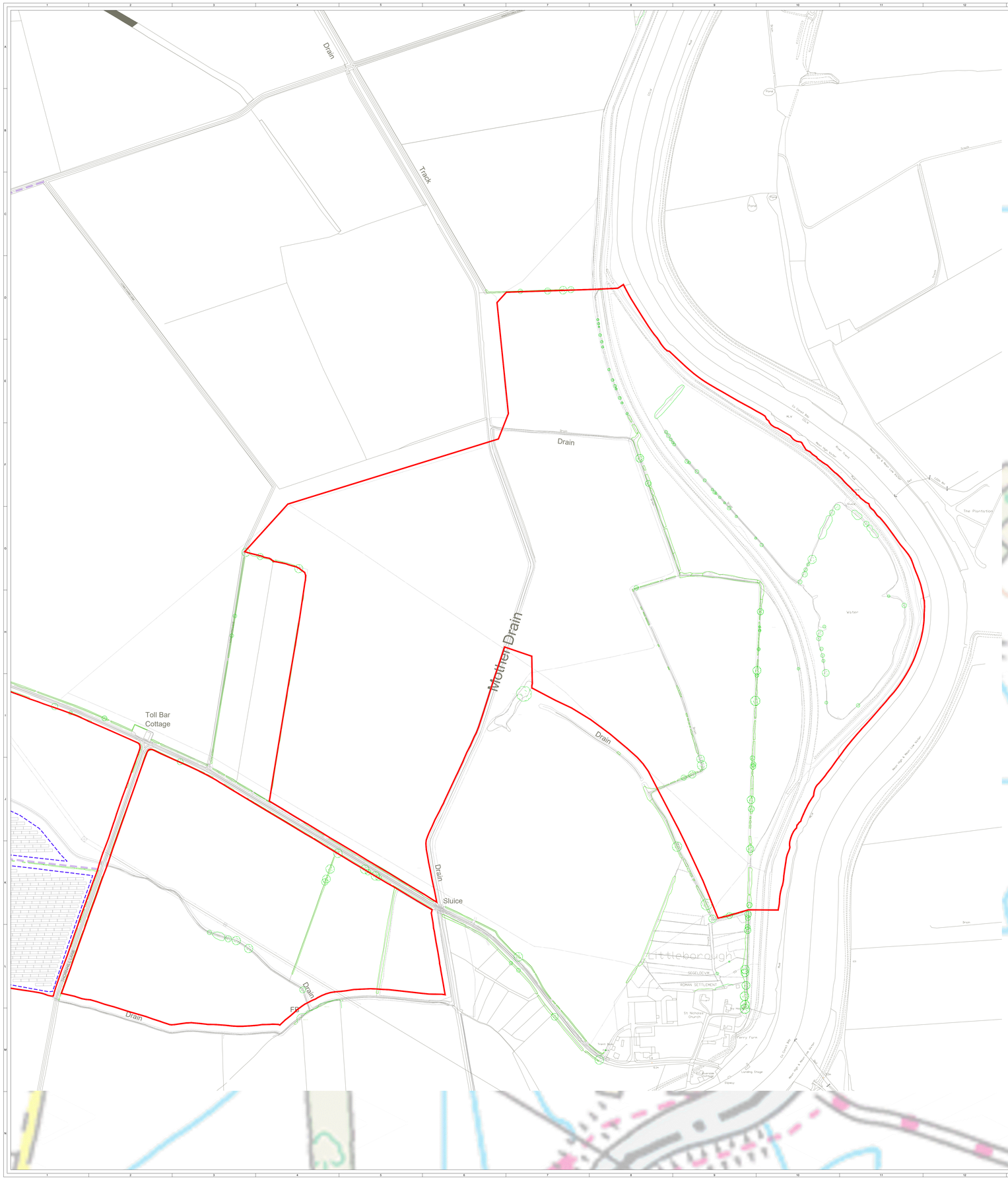
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SITE LOCATION - NOT TO SCALE

SHEET 7 OF 7

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LAYOUT DWG: N/A
DRAWING NO: N/A
PROJECT TITLE: STEEPLE SOLAR FARM
DRAWING TITLE: FIGURE 5 INFRASTRUCTURE LAYOUT ENLARGEMENT
RES DRAWING NUMBER: 04954-RES-LAY-DR-PT-004
REV: 0

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APPENDIX B – NCC AND NH SCOPING RESPONSES

This matter is being dealt with by:
[redacted]
Ref:
T [redacted]
E [redacted]@nottscc.gov.uk
W nottinghamshire.gov.uk

Nottinghamshire County Council

Sent via email to:

SteepleRenewables@planninginspectorate.gov.uk
info@steeplerenewablesproject.co.uk

3rd March 2025

Dear Sir/Madam,

Steeples Solar Farm

The County Council is a host authority under Section 42-43 of the Planning Act 2008 and has several statutory responsibilities and areas of expertise that are of relevance in the assessment of nationally strategic planning applications. These include Minerals and Waste Planning, Highways and Public Rights of Way, Archaeology and Cultural Heritage, Flood Risk Management and Public Health.

This letter provides feedback on the content of the Preliminary Environmental Information Report (PEIR) and the draft Development Consider Order (DCO) in relation to the above issues and any other relevant matters. The County Council defers to the District Council on any other issues.

Transport

NCC consider the overall approach, assessment methodology and scope of work for the transport, traffic and access SCOPE appears to be appropriate in principle to support these early stages of the DCO.

Furthermore, the Highway Authority is comfortable with the proposed HGV and Workers routing arrangement using mainly Strategic Road Network (SRN) and Main Route Network (MRN), A1(M) J34, via the A614, A631, A620 with the last part on Station Rd and Wheatley Rd within the environmental weight limit area. This should be acceptable to use on a temporary basis, as it is understood that deliveries to a construction site will be exempt. Contact Bernie McGuckin (Team Manager - Enabling works) [redacted]@viaem.co.uk for confirmation.

Notwithstanding this, the proposed assessments appear to be on the appropriate lines, there a few minor issues that require some further clarification. However, it is accepted that provision of further data and details throughout this iterative process may explain these:

Chapter 13 of the PEIR

Para 13.7.20 – it is not clear where the 2 way AADT Primary trips for Traffic & Workforce have been derived from/assigned and distributed to establish the increase in traffic flows? Is this just high level estimates?

ATC 2 appears to have greatest flow increase of circa 30%
2024 2-way AADT 387 (387/10hrs operation = 20 in/out per hr) and 50 HGV's increase to 496 (496/10 = 25 in/out per hr) and 89 HGV's – what is the split between workers & deliveries?
13.10.2 Cumulative impacts to be considered 20/00117/FUL Solar Farm & Aggregate Industrial quarry nearby 46/11/0002/R. All manner of development at West Burton PS – (STEP – BESS etc) This needs LPA case officer input to confirm consented development

TS Note 13 Feb 25

2.2 - 24 month period between 2027-29. Over this time period traffic flows will increase due to growth & new housing delivered – does the projected background growth need applying to the base-line recorded traffic flows to represent conditions during the peak construction years

2.11 - Vehicle traffic distribution for workforce based on CENSUS ward BASS 002 (MSOA) 44% within BASS 17% Lindsey, 11% Lincolnshire, 6% Doncaster then 21% national regions (should this be 22%). Is there any available data from other delivered/implemented DCO's to justify?

4.6 Agree with the proposal to provide:

- Construction Traffic Management Plan
- Transport Statement/Assessment - RSA
- Public Right of Way Management Plan
- Workforce Travel Plan – (will this be effective as area is remote and largely rural - so all trips will likely be by vehicle?)
- Construction Method Statement - cable routing
- Abnormal Indivisible Load Management Plan
- Decommissioning Traffic Management Plan

6.2 (5) Based on a 10 hour working day, this would lead to an average of 3 trips per hour where is this figure of 3 has derived from?

6.4 (7) RSA HD 19/15 updated to GG119

Suggestion for CTMP for network management during construction link to PRoW Management Plan. Contact [redacted]@viaem.co.uk about specific minor highways

Other considerations to be included:

- Monitoring of the approved arrangements during the construction of the development. Marshall and general site management
- Ensuring that all drivers of vehicles under the control of the applicant are made aware of the approved arrangements.
- The disciplinary steps that will be exercised in the event of a default.
- Monitoring of deliveries – rolling record of all daily vehicle movements to/from site.
- Appropriate temporary route signage and arrangements to limit movements on undesignated roads. These details are to be approved by the HA and erected advising drivers of the vehicle routes agreed. Temporary activities in the highway | Nottinghamshire County Council
- Provision of welfare facilities, hard surfaced & drained car parking spaces, loading and unloading areas, turning and dedicated material storage within the site. Provision of dedicated car parking spaces fitted with an EV fast charging point (minimum specification - 7w Mode 3 with Type 2 connector, 230v AC 32 Amp single phase dedicated supply).
- Wheel cleaning facilities and their use/retention.
- Details of dedicated haul routes through the fields.
- The applicant should include a contingency paragraph in the CTMP which would allow for the LPA-HA to request the applicant/operator reviews the routing strategy and implements measures to use other permitted alternative/routes to be agreed with the LPA, if problems are being experienced.
- Base line dilapidation/highway condition surveys around all proposed access points. With subsequent surveys throughout and upon completion.
- 12 Nr. site accesses/passing bays/road widening/emergency accesses GA's to be provided, visibility, widths, dimensions, vegetation clearance, VPA etc to be annotated on plan and any calculations to justify provided visibility envelopes. Note any ditches/watercourses to be culverted recommend liaison/communication with NCC LLFA flood.team@nottscc.gov.uk
- Hard surfacing and drainage of site accesses minimum 20m's into site for 16.5 m long HGV's

- Emergency contact details – public information signs to be erected in appropriate positions throughout the scheme for public awareness, complaints procedures and health & safety reasons.
- There should be frequent communication/liaison about programme, TTRO, street works, partial or full closures and temporary activities in the highway with NCC's Highway Services Partner VIA EM Ltd streetworks@viaem.co.uk
- HGV & LGV timing restrictions – Mini buses for workforce to reduce vehicle movements
- Escorts and management of AIL's
- Cable routing & proposals to coordinate & share cabling routes/points of connection to minimise disruption
- After the construction and during the decommissioning works the HA will expect the applicant to thoroughly clean the public highway and any road gullies for 500m either side the primary site access(es). This obligation needs to be added to the CTMP.
- Decommissioning TMP/planning condition.

Minerals and Waste

The adopted Nottinghamshire Minerals Local Plan (adopted March 2021) alongside the Nottinghamshire and Nottingham Replacement Waste Local Plan, Part 1: Waste Core Strategy (adopted December 2013) and the saved, non-replaced policies of the Waste Local Plan (adopted 2002), form part of the development plan for the proposal area.

The above Plans though are missing from Chapter 5 – Planning Policy, Volume 1, with Table 5.1 only referencing the Bassetlaw Local Plan and Sturton Ward Neighbourhood Plan. There are key policies within both the Minerals Local Plan and the Waste Core Strategy that are relevant and should be considered by the promoter, with details of these policies provided below in the relevant section. The County Council is also jointly working with Nottingham City Council on a new Waste Local Plan which will, once adopted, replace both the saved policies of the Waste Local Plan and the Waste Core Strategy. The new Waste Local Plan is currently undergoing examination, with hearing sessions held in October 2024 and the Councils now consulting on main modifications to the Plan. The Plan is therefore at an advanced stage and should be given weight as a material consideration. As detailed in the Local Development Scheme (January 2025), it is anticipated that the Plan will be adopted in July 2025.



Our ref: NH/25/09624
Your ref: N/A

Re: Steeple Renewables Project

Via email: info@steeplerenewablesproject.co.uk

[redacted]
Assistant Spatial Planner
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Tel: [redacted]

24 February 2025

Dear Sir or Madam,

Proposed Steeple Renewables Project- Consultation on proposed application for development consent Section 42 of the Planning Act 2008

Thank you for providing National Highways with the opportunity to respond on the proposal for a new solar farm with associated battery storage and supporting infrastructure. The proposed project is located within the administrative boundary of Bassetlaw District Council and Nottinghamshire County Council.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to this consultation, our principal interest is in safeguarding the A1(M) Junction 34, A1 Upper Morton and A1 Markham Moor junctions, all approximately 15-20km travelling distance from the site.

In responding to sustainable development consultations, we have regard to DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development ('the Circular'). This sets out how interactions with the Strategic Road Network should be considered in the making of local plans and development management proposals. In addition to the Circular, the response set out below is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies.

Development Proposal

The proposed development relates to the construction, operation, maintenance and decommissioning of a solar photovoltaic ("PV") farm with an electricity generation capacity of around 400 megawatts ('MW') and a Battery Energy Storage System ('BESS') of around 200 megawatts ('MW').

The proposed solar and battery storage development is in the vicinity of the villages of Sturton-le-Steeple, North Leverton with Habblesthorpe, approximately 6km to the east of Retford, Nottinghamshire.

The proposal is classed as a Nationally Significant Infrastructure Project (NSIP) because of the amount of electricity it would generate (over 50MW). This means planning consent must be sought under a Development Consent Order (DCO) approved by the Planning Inspectorate.

This is the first statutory consultation for Steeples Renewables Project. National Highways were previously consulted on the EIA Scoping and responded on 09 May 2024.

National Highways' Considerations

We have reviewed the January 2025 Preliminary Environmental Information Report (PEIR) chapters. Upon review we make the following comments:

Site Access

It is noted that the site will not be accessed directly from the SRN and is located far enough from the SRN that there should be no physical impacts to our network.

Access to the various site access points/ gates will be via the local road network. Consequently, we have no comments regarding site access.

Boundary

The development proposal does not share a common boundary with the SRN owned and operated by National Highways.

However, we acknowledge that the exact route for the cable infrastructure to provide a connection to the existing substation at the West Burton Power Station site is still being determined. We require the applicant to highlight any sections of the cable route that cross or are in the vicinity of the SRN for our review.

We welcome continued engagement to understand how the cable routing will interact with National Highways' assets. National Highways can then advise further on the necessary technical approval processes which may be required to be conducted by Steeple Renewable Project to ensure our assets will not be compromised.

Traffic and Transport

Based on our review of Chapter 13: Transport and Access in Volume 1 of the PEIR dated January 2025, prepared by Pegasus Group on behalf on the applicant, our traffic-related comments are summarized as follows:

Construction Traffic Flow

We acknowledge the production of a Technical Note: Development Trips Source: Civil Design - Construction Traffic & Workforce Profiles for Steeple Solar (Ref: 04954-8516404) by RES dated 10 September 2024. We require this Technical Note to be provided to National Highways for review to ensure the assumptions and methodologies regarding construction traffic generation are thoroughly evaluated.

We note the construction traffic route proposed in Figure 13.1 for the PEIR, route to A1M Junction 34. We require the applicant to provide an evidence-based estimate of the traffic flow accessing the SRN during the construction phases, categorised by workforce and delivery trips, and broken down by time periods for our review.

Transport Statement and CTMP

We acknowledge that a Transport Statement and an outline Construction Traffic Management Plan (CTMP) will be prepared in due course. National Highways should be consulted to ensure all relevant considerations are addressed.

We are aware that the traffic generated during the operation of the development will have minimal impacts on the SRN. Yet, we recommend the applicant clearly states the anticipated traffic during the operational stage in the Transport Statement for our reference.

The outline CTMP should cover the anticipated construction traffic flow during AM and PM peak hours in the month when the maximum construction traffic volume is expected. Junction capacity assessments at SRN junction(s) along the construction routes during AM and PM peak hours may also be required, depending on the level of traffic demands, which shall be determined through further consultation.

Abnormal Loads

The need for any Abnormal Loads and identified routes are not specified at this stage. We look forward to receiving the routing of any required abnormal loads within the transport assessment.

Arrangements for transporting abnormal loads via National Highways network can be made by contacting abnormal.loads@nationalhighways.co.uk

Legal Protective Provisions

National Highways has a standard set of protective provisions which we require to be secured on the face of the DCO. We encourage Steeple Renewables Project to engage early with us on these and to any changes to these protective provisions should be agreed within a Side Agreement with National Highways.

If contact has not yet been made, National Highways legal team can be contacted via LegalServicesInbox@nationalhighways.co.uk .

In summary, we welcome the consultation on the proposed Steeple Renewables Project, and we look forward to working with you to fully understand the likely traffic impacts associated with the construction phase of the proposal.

We hope this is useful in the progression of the DCO application.

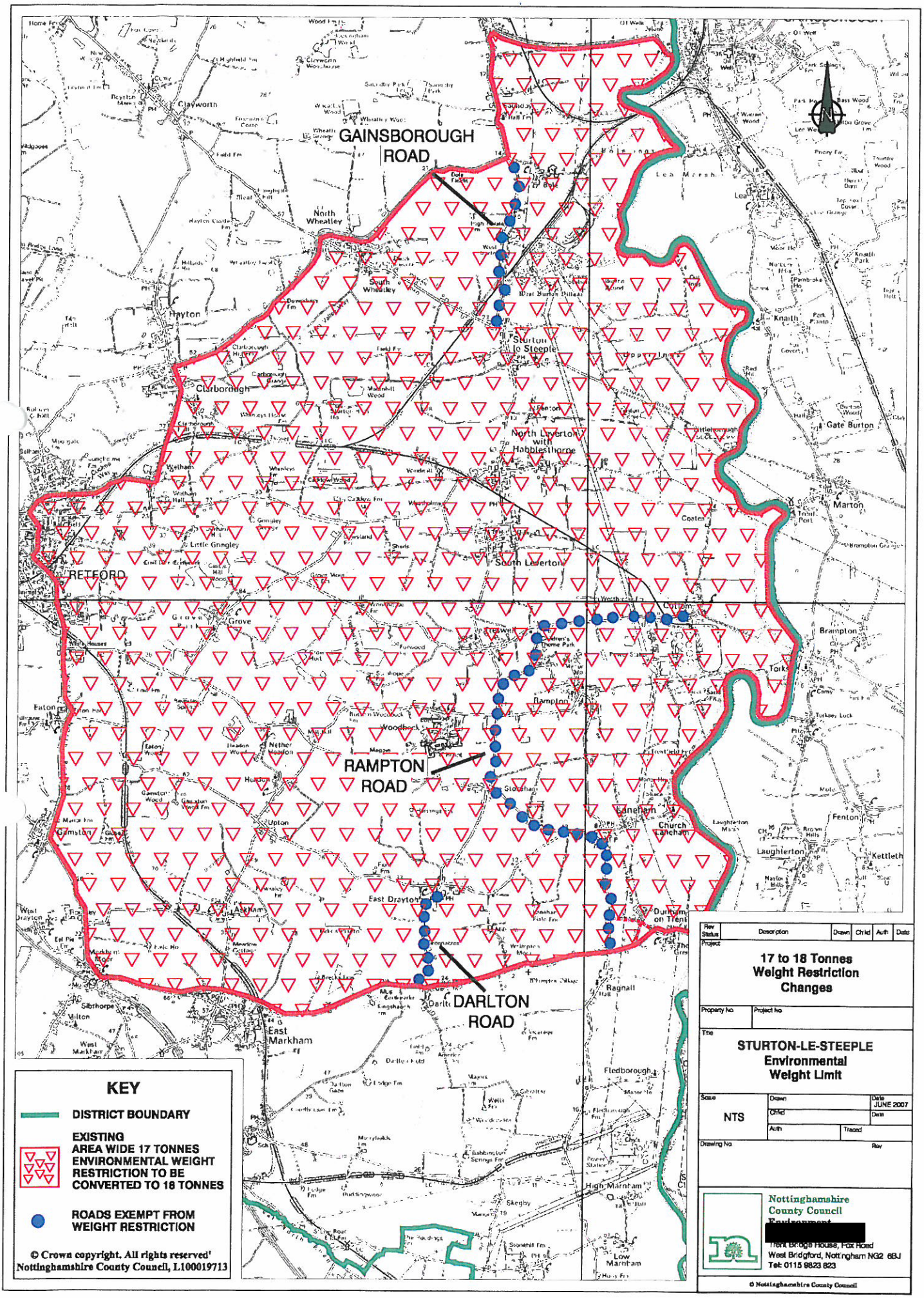
If I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely,



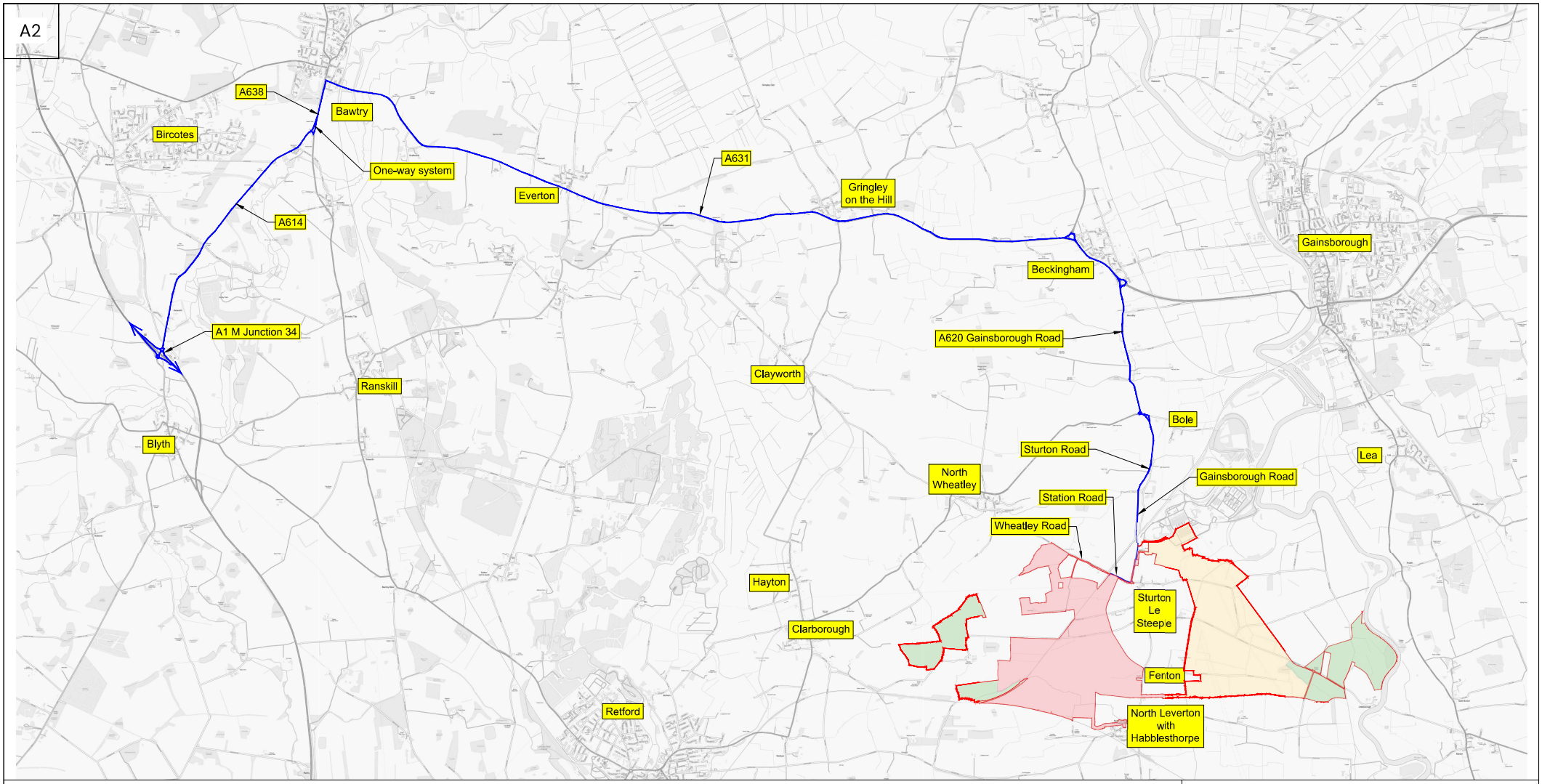
Midlands Operations Directorate
Email: brittany.grosvenor@nationalhighways.co.uk

APPENDIX C – ENVIRONMENTAL WEIGHT RESTRICTION PLAN


GAINSBOROUGH ROAD
RAMPTON ROAD
DARLTON ROAD
RETFORD
Clayworth
North Wheatley
South Wheatley
Hayton
Sturton le Steeple
Clarborough
North Leverton with Habblesthorpe
South Leverton
Gate Burton
Marton
Grove
Brampton
Eaton
Rampton
Woodbeck
Upton
Gamston
East Drayton
Laneham
Church Laneham
Laughterton
Fenton
Kettleth
Ragnall
Fledborough
East Markham
Sibthorpe
Milton
West Markham
High Marnham
Low Marnham
Skegby
Knaith
Torksey
Dunham on Trent
KEY
DISTRICT BOUNDARY
EXISTING AREA WIDE 17 TONNES ENVIRONMENTAL WEIGHT RESTRICTION TO BE CONVERTED TO 18 TONNES
ROADS EXEMPT FROM WEIGHT RESTRICTION
© Crown copyright. All rights reserved' Nottinghamshire County Council, L100019713
Rev Status
Description
Drawn
Chkd
Auth
Date
Project
17 to 18 Tonnes Weight Restriction Changes
Property No.
Project No.
Title
STURTON-LE-STEEPLE Environmental Weight Limit
Scale
NTS
Drawn
Date
JUNE 2007
Chkd
Date
Auth
Traced
Drawing No.
Rev
Nottinghamshire County Council
[redacted]
Trent Bridge House, Fox Road
West Bridgford, Nottingham NG2 6BJ
Tel: 0115 9823 823
© Nottinghamshire County Council

APPENDIX D – CONSTRUCTION ROUTING PLAN

A2



Key:

- Approximate Proposed Development Boundary
- Construction Traffic Route
- Western Land Parcel
- Eastern Land Parcel
- Bio Diversity Mitigation Land Use

N

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
A	21/11/2024	RED LINE UPDATED, ANNOTATIONS ADDED	JAN/CB	-

PROPOSED DEVELOPMENT LOCATION AND ROUTING PLAN

STEEPLE SOLAR FARM, STURTON LE STEEPLE

CLIENT: RES LIMITED

STATUS: INDICATIVE

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
10/10/2024	NTS	LT/CB	KE

JOB No:	DRAWING No:	REVISION No:
P22-1144	FIGURE 13.1	A

PEGASUS GROUP

\\SO1\1Data\Projects\CREN\CSSTEM\SSO 2023 - P22-XXXX\P22-1144_STEEPLE SOLAR (LEEDS PROJECT)\05 PG Work\06 Drawings\05 TROS Figures\P22-1144_Figure13_LS_F and Route_Rev A.dwg©

APPENDIX E – SITE ACCESS DRAWINGS

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ACCESS 1
ACCESS 2
ACCESS 3
ACCESS 4
ACCESS 5
ACCESS 6a
ACCESS 6b
ACCESS 7
ACCESS 8
ACCESS 9a
ACCESS 9b
ACCESS 10a
ACCESS 10b
ACCESS 11a
ACCESS 11b
ACCESS 12
ACCESS 13
ACCESS 14
ACCESS 15a
ACCESS 15b
ACCESS 16
ACCESS 17a
ACCESS 17b
ACCESS 18a
ACCESS 18b
ACCESS 19
ACCESS 20a
ACCESS 20b

South Wheatley
Sturton le Steeple
STURTON LE STEEPLE CP
Fenton
Oswald Beck
Catchwater Drain
New Hige Drain
River Trent
ROMAN ROAD
Medieval Village of West Burton (site of)
The Ferries
Burton Round
Upper Ings
Fenton Gorse

0 100 200 400 600 800 1000m

SCALE 1:10,000

ACCESS LIST

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2	WHEATLEY ROAD / WOOD LANE	JUNCTION	NO
3	STATION ROAD	NEW APERTURE	NO
4	GAINSBOROUGH ROAD / ROSE STREET	JUNCTION	NO
5	GAINSBOROUGH ROAD / UNNAMED ROAD	JUNCTION	NO
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6b		NEW APERTURE	YES
7	COMMON LANE	NEW APERTURE	YES
8	COMMON LANE	NEW APERTURE	YES
9a	CROSS COMMON LANE	NEW APERTURE	YES
9b		EXISTING GATED	YES
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10b		EXISTING GATED	NO
11a	UPPER INGS LANE	EXISTING GAP	YES
11b		NEW APERTURE	YES
12	FENTON LANE	EXISTING GAP	YES
13	WOOD LANE / UNNAMED TRACK	JUNCTION	YES
14	WOOD LANE	NEW APERTURE	YES
15a	FREEMAN'S LANE	NEW APERTURE	YES
15b		NEW APERTURE	YES
16	HIGH HOUSE ROAD	EXISTING GAP	YES
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17b		NEW ENTRANCE	YES
18a	DOG HOLES LANE	EXISTING GAP	YES
18b		NEW APERTURE	YES
19	UNNAMED TRACK	EXISTING GATED	NO
20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

OVERVIEW
SHEET 1 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:10,000 @ A2	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
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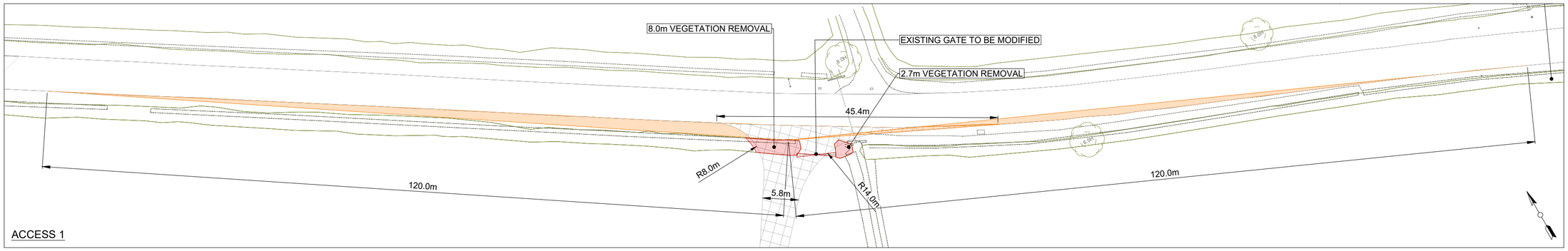
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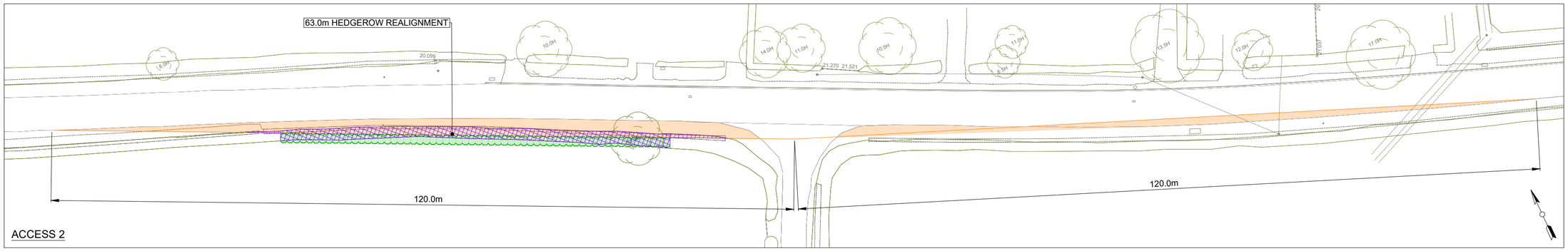
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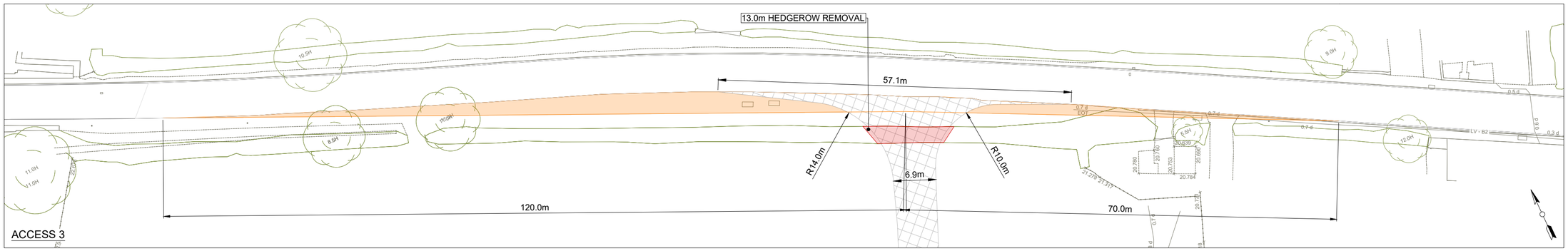
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- PROPOSED VEGETATION REALIGNMENT



ACCESS 1



ACCESS 2



ACCESS 3

KEY:

- PROPOSED ACCESS TRACK
- ACCESS VISIBILITY SPLAY

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6b		NEW APERTURE	YES
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9b		EXISTING GATED	YES
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11b		NEW APERTURE	YES
12	FENTON LANE	EXISTING GAP	YES
13	WOOD LANE / UNNAMED TRACK	JUNCTION	YES
14	WOOD LANE	NEW APERTURE	YES
15a	FREEMAN'S LANE	NEW APERTURE	YES
15b		NEW APERTURE	YES
16	HIGH HOUSE ROAD	EXISTING GAP	YES
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17b		NEW ENTRANCE	YES
18a	DOG HOLES LANE	EXISTING GAP	YES
18b		NEW APERTURE	YES
19	UNNAMED TRACK	EXISTING GATED	NO
20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

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1. VEGETATION WITHIN ACCESS VISIBILITY SPLAYS MAY NEED TO BE CLEARED TO ACHIEVE VISIBILITY

SHEET 2 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	CC	2025-05-09	First Issue

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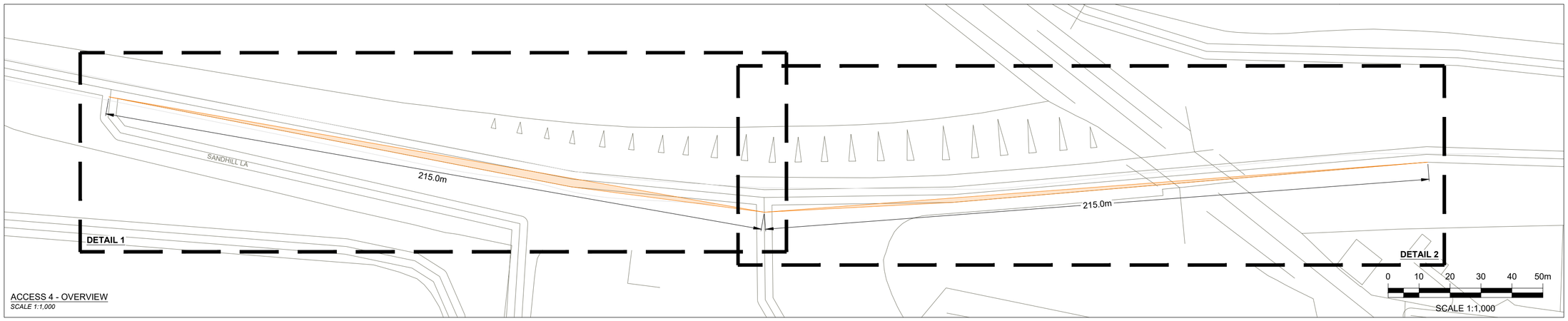
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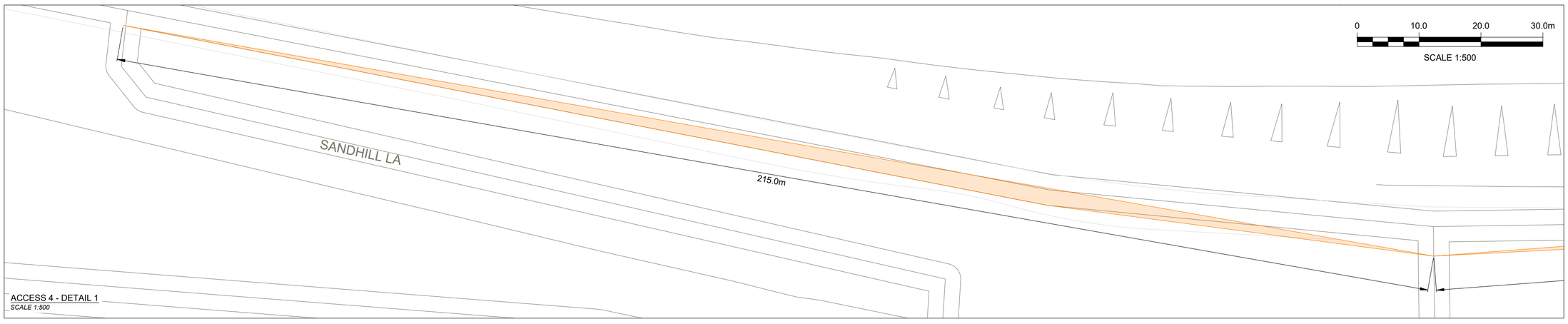
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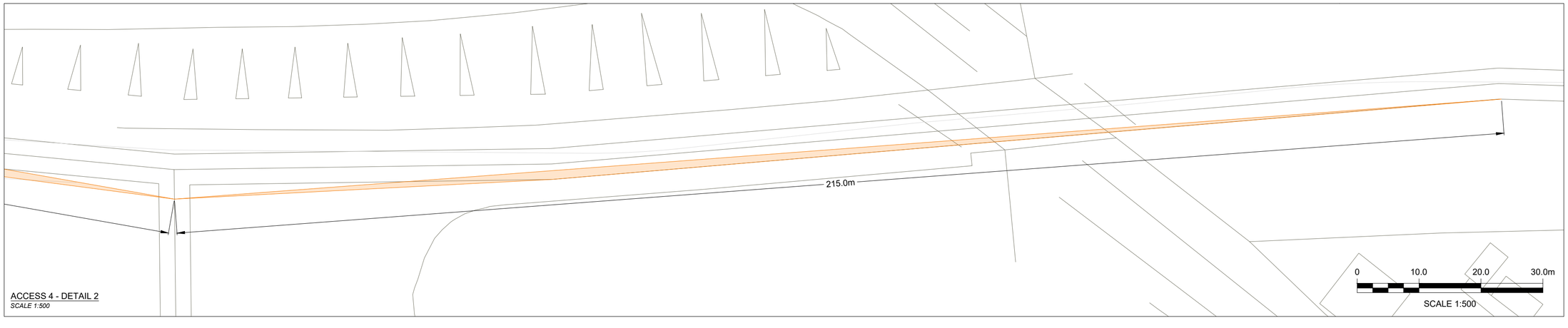
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SCALE 1:500



ACCESS 4 - DETAIL 2
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8	COMMON LANE	NEW APERTURE	YES
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18b		NEW APERTURE	YES
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SHEET 2 OF 9

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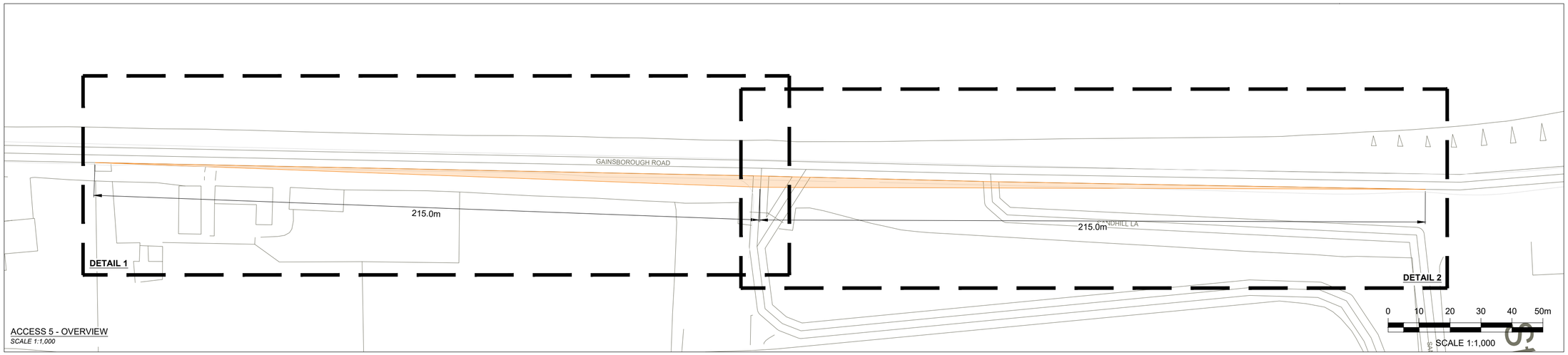
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STEEPLE RENEWABLES PROJECT
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DRAWING TITLE
SITE ENTRANCES
VISIBILITY SPLAY

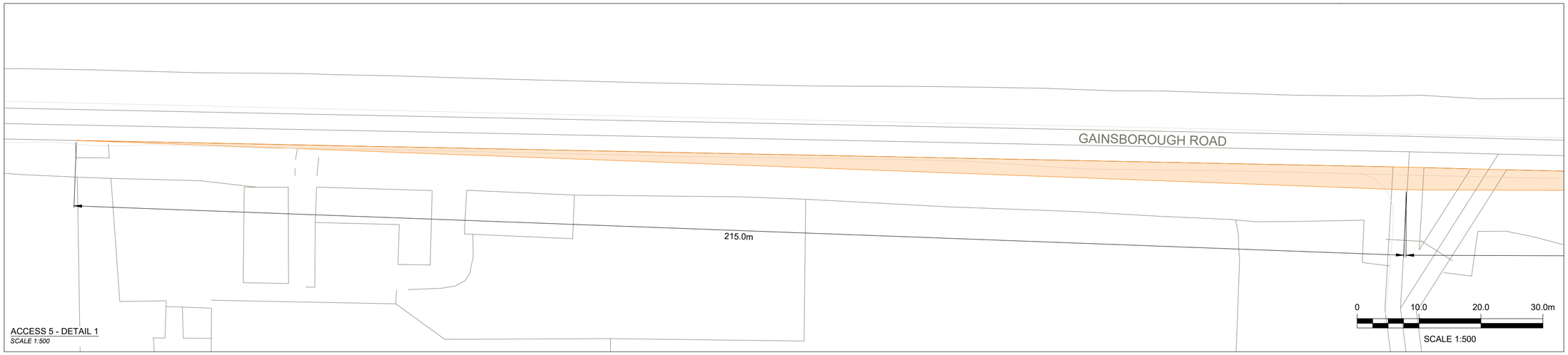
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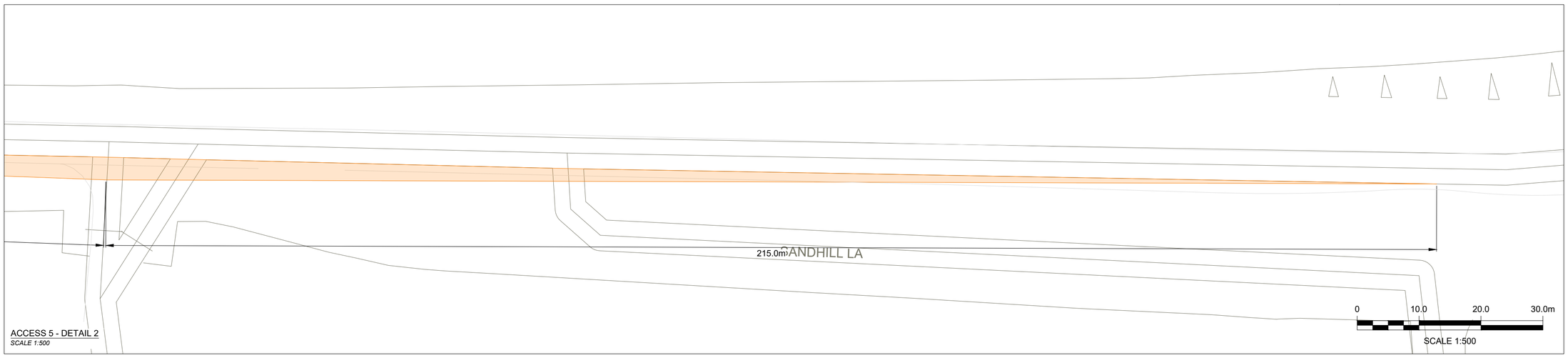
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ACCESS 5 - DETAIL 1
SCALE 1:500



ACCESS 5 - DETAIL 2
SCALE 1:500

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ACCESS VISIBILITY SPLAY

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20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

NOTES:

1. VEGETATION WITHIN ACCESS VISIBILITY SPLAYS MAY NEED TO BE CLEARED TO ACHIEVE VISIBILITY

SHEET 3 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
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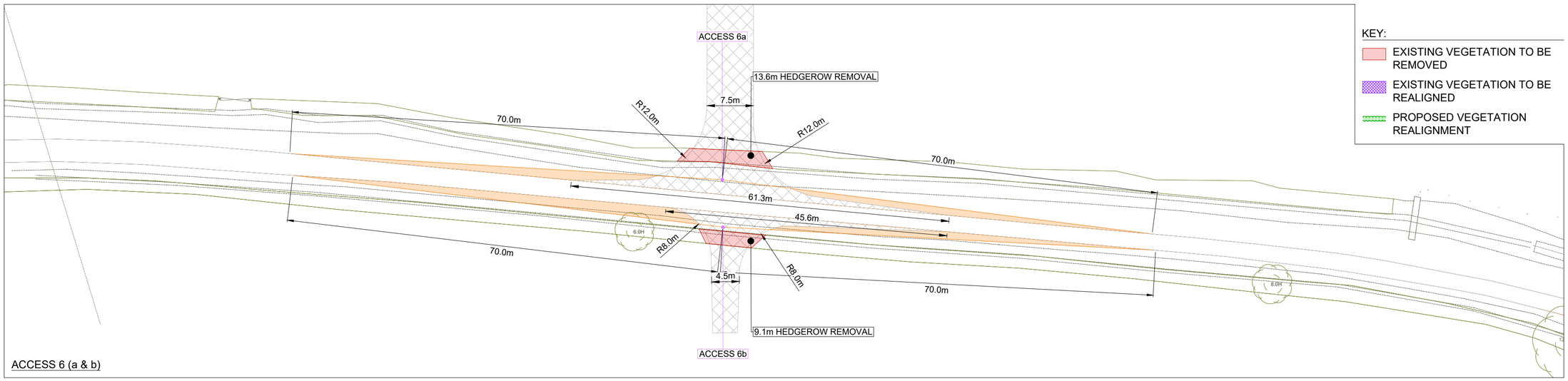
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STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VISIBILITY SPLAY

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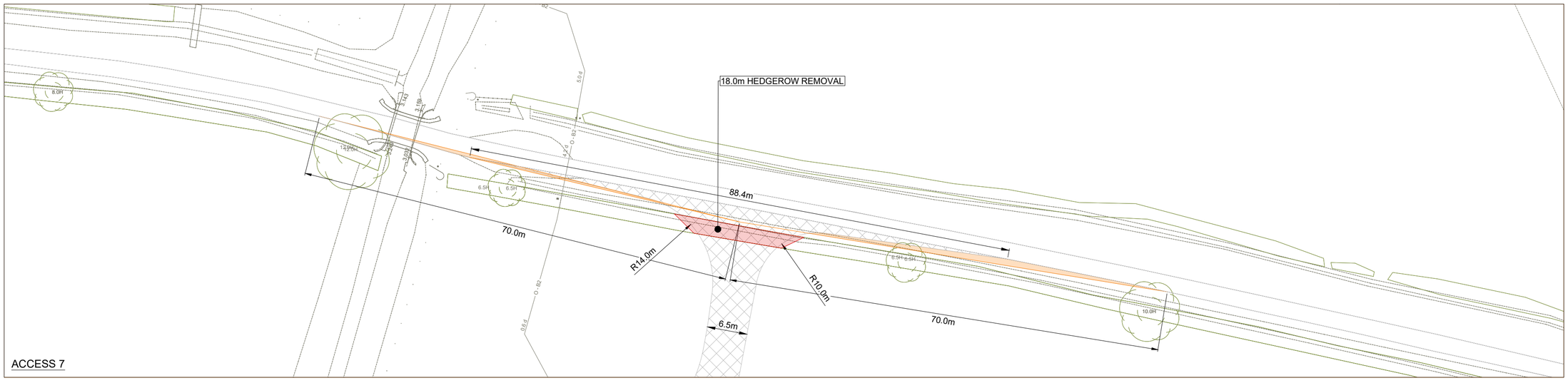
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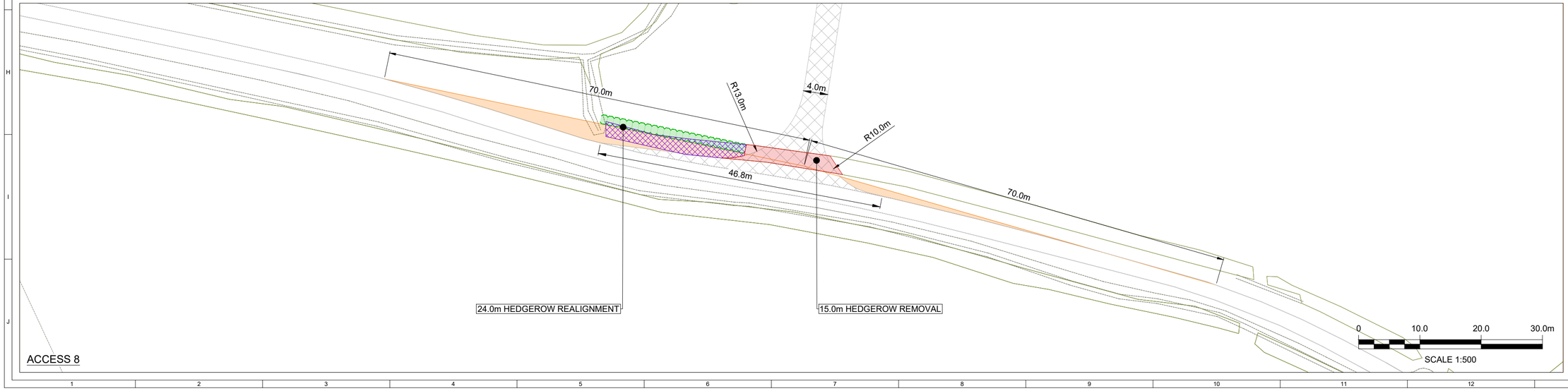
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- EXISTING VEGETATION TO BE REALIGNED
- PROPOSED VEGETATION REALIGNMENT



ACCESS 7



ACCESS 8

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19	UNNAMED TRACK	EXISTING GATED	NO
20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

NOTES:

1. VEGETATION WITHIN ACCESS VISIBILITY SPLAYS MAY NEED TO BE CLEARED TO ACHIEVE VISIBILITY

SHEET 4 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	CC	2025-05-09	First Issue

PURPOSE: OTHER
COORDINATES: OSGB 1936
SCALE: 1:500 @ A2
DATUM: N/A
LAYOUT DRAWING: N/A
T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

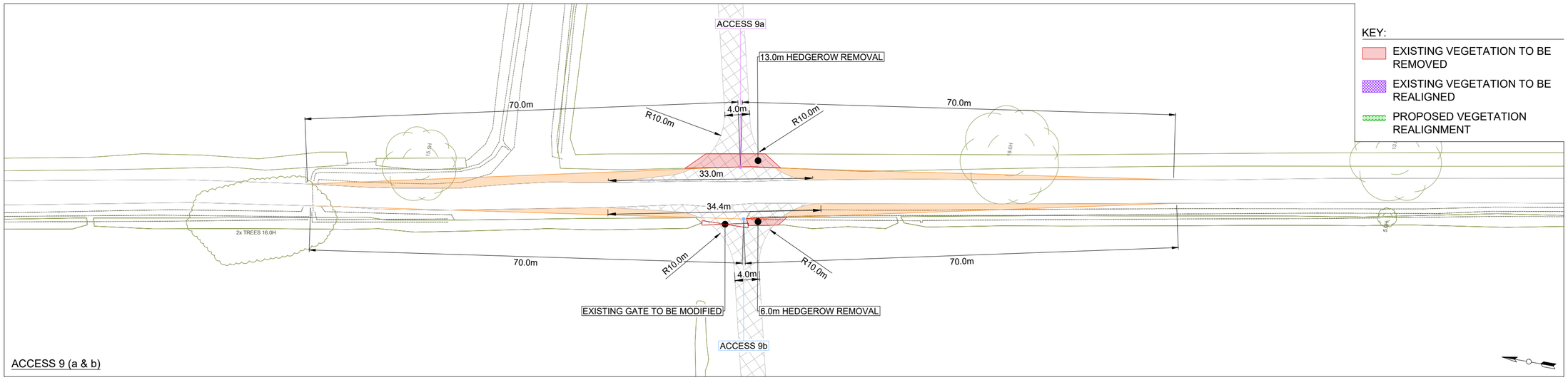
DRAWING TITLE
SITE ENTRANCES
VISIBILITY SPLAY

RES DRAWING NUMBER: 04954-RES-ACC-DR-PE-004
REV: 1

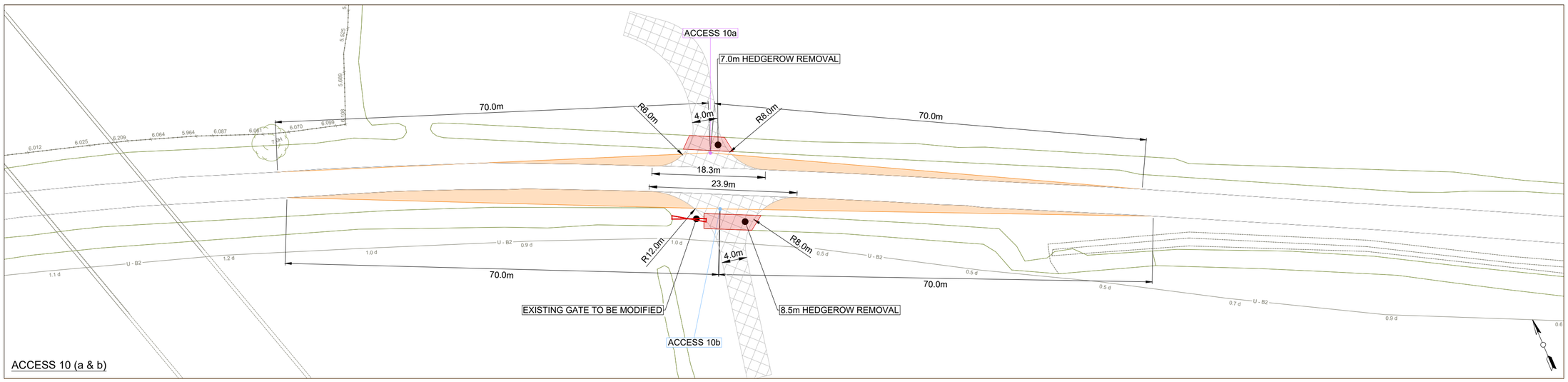
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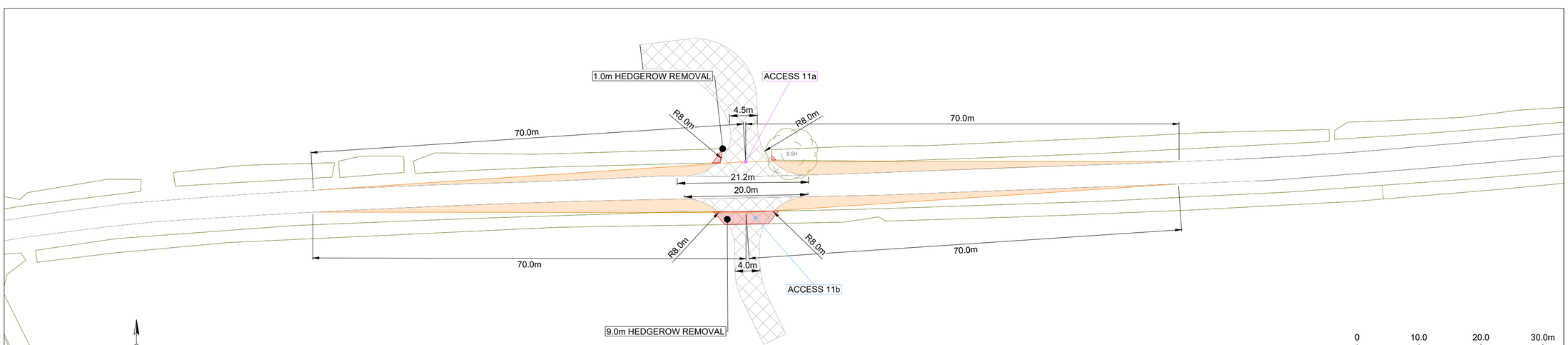
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2025 LICENCE NUMBER 0100031673.



ACCESS 9 (a & b)



ACCESS 10 (a & b)



ACCESS 11 (a & b)

KEY:

- PROPOSED ACCESS TRACK
- ACCESS VISIBILITY SPLAY

ACCESS LIST

ID	NAME	TYPOLOGY	PRoW
1	WHEATLEY ROAD	EXISTING GATED	NO
2	WHEATLEY ROAD / WOOD LANE	JUNCTION	NO
3	STATION ROAD	NEW APERTURE	NO
4	GAINSBOROUGH ROAD / ROSE STREET	JUNCTION	NO
5	GAINSBOROUGH ROAD / UNNAMED ROAD	JUNCTION	NO
6a	COMMON LANE	NEW APERTURE	YES
6b		NEW APERTURE	YES
7	COMMON LANE	NEW APERTURE	YES
8	COMMON LANE	NEW APERTURE	YES
9a	CROSS COMMON LANE	NEW APERTURE	YES
9b		EXISTING GATED	YES
10a	LITTLEBOROUGH ROAD	NEW APERTURE	NO
10b		EXISTING GATED	NO
11a	UPPER INGS LANE	EXISTING GAP	YES
11b		NEW APERTURE	YES
12	FENTON LANE	EXISTING GAP	YES
13	WOOD LANE / UNNAMED TRACK	JUNCTION	YES
14	WOOD LANE	NEW APERTURE	YES
15a	FREEMAN'S LANE	NEW APERTURE	YES
15b		NEW APERTURE	YES
16	HIGH HOUSE ROAD	EXISTING GAP	YES
17a	SPRINGS LANE	NEW APERTURE	YES
17b		NEW ENTRANCE	YES
18a	DOG HOLES LANE	EXISTING GAP	YES
18b		NEW APERTURE	YES
19	UNNAMED TRACK	EXISTING GATED	NO
20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

NOTES:

1. VEGETATION WITHIN ACCESS VISIBILITY SPLAYS MAY NEED TO BE CLEARED TO ACHIEVE VISIBILITY

SHEET 6 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @ A2	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VISIBILITY SPLAY

RES DRAWING NUMBER: 04954-RES-ACC-DR-PE-004
REV: 1

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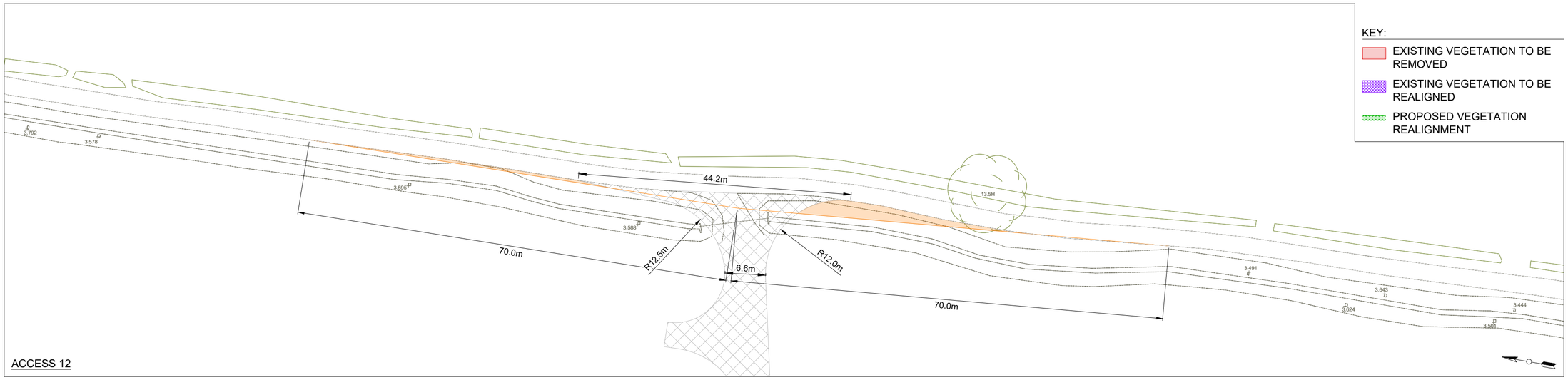
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2025 LICENCE NUMBER 0100031673.

KEY:

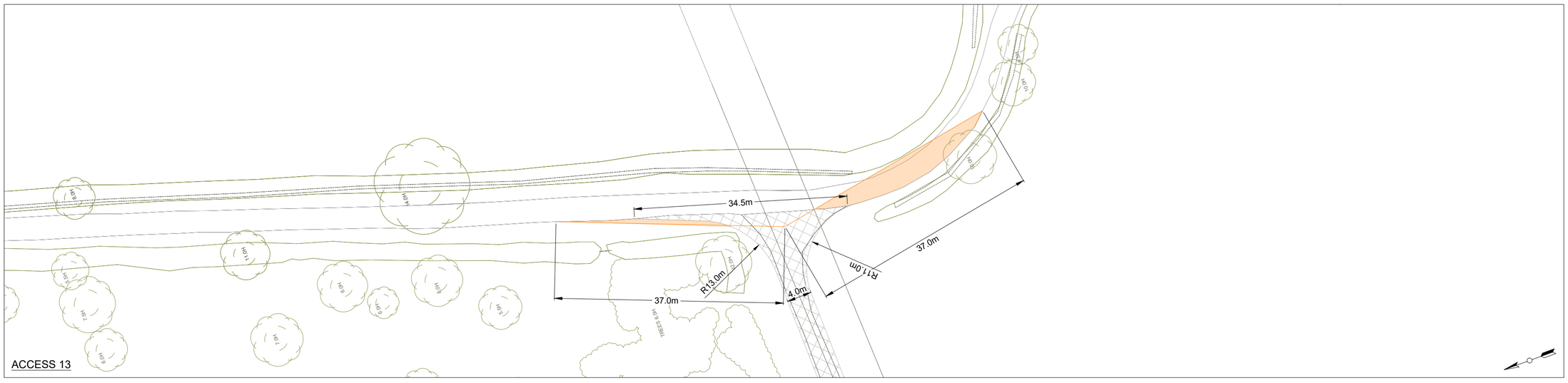
EXISTING VEGETATION TO BE REMOVED

EXISTING VEGETATION TO BE REALIGNED

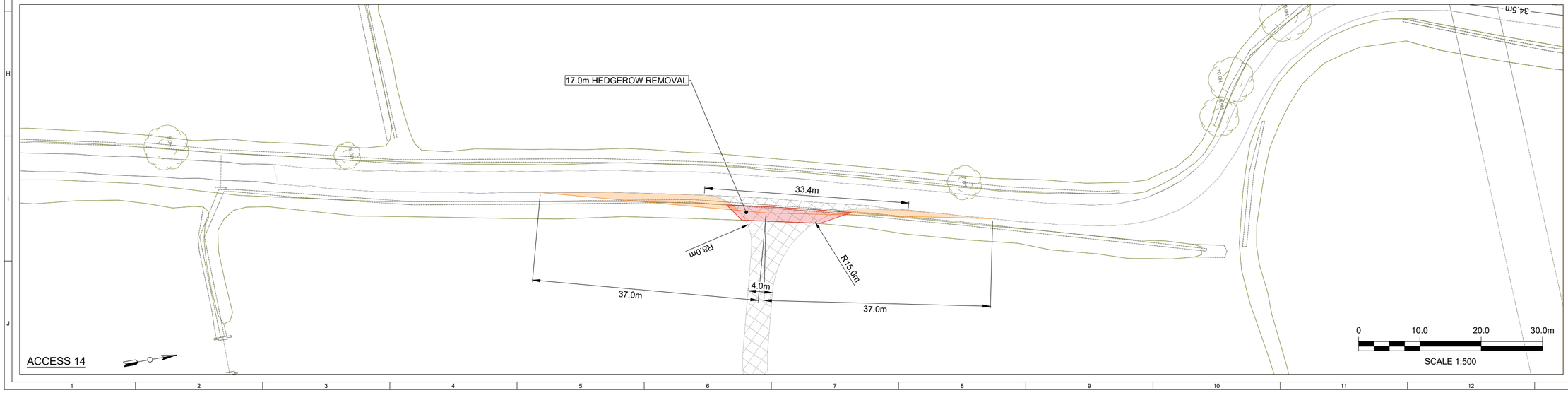
PROPOSED VEGETATION REALIGNMENT



ACCESS 12



ACCESS 13



ACCESS 14

0 10.0 20.0 30.0m

SCALE 1:500

KEY:

PROPOSED ACCESS TRACK

ACCESS VISIBILITY SPLAY

ACCESS LIST

ID	NAME	TYPOLOGY	PRoW
1	WHEATLEY ROAD	EXISTING GATED	NO
2	WHEATLEY ROAD / WOOD LANE	JUNCTION	NO
3	STATION ROAD	NEW APERTURE	NO
4	GAINSBOROUGH ROAD / ROSE STREET	JUNCTION	NO
5	GAINSBOROUGH ROAD / UNNAMED ROAD	JUNCTION	NO
6a	COMMON LANE	NEW APERTURE	YES
6b		NEW APERTURE	YES
7	COMMON LANE	NEW APERTURE	YES
8	COMMON LANE	NEW APERTURE	YES
9a	CROSS COMMON LANE	NEW APERTURE	YES
9b		EXISTING GATED	YES
10a	LITTLEBOROUGH ROAD	NEW APERTURE	NO
10b		EXISTING GATED	NO
11a	UPPER INGS LANE	EXISTING GAP	YES
11b		NEW APERTURE	YES
12	FENTON LANE	EXISTING GAP	YES
13	WOOD LANE / UNNAMED TRACK	JUNCTION	YES
14	WOOD LANE	NEW APERTURE	YES
15a	FREEMAN'S LANE	NEW APERTURE	YES
15b		NEW APERTURE	YES
16	HIGH HOUSE ROAD	EXISTING GAP	YES
17a	SPRINGS LANE	NEW APERTURE	YES
17b		NEW ENTRANCE	YES
18a	DOG HOLES LANE	EXISTING GAP	YES
18b		NEW APERTURE	YES
19	UNNAMED TRACK	EXISTING GATED	NO
20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

NOTES:

1. VEGETATION WITHIN ACCESS VISIBILITY SPLAYS MAY NEED TO BE CLEARED TO ACHIEVE VISIBILITY

SHEET 7 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @ A2	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

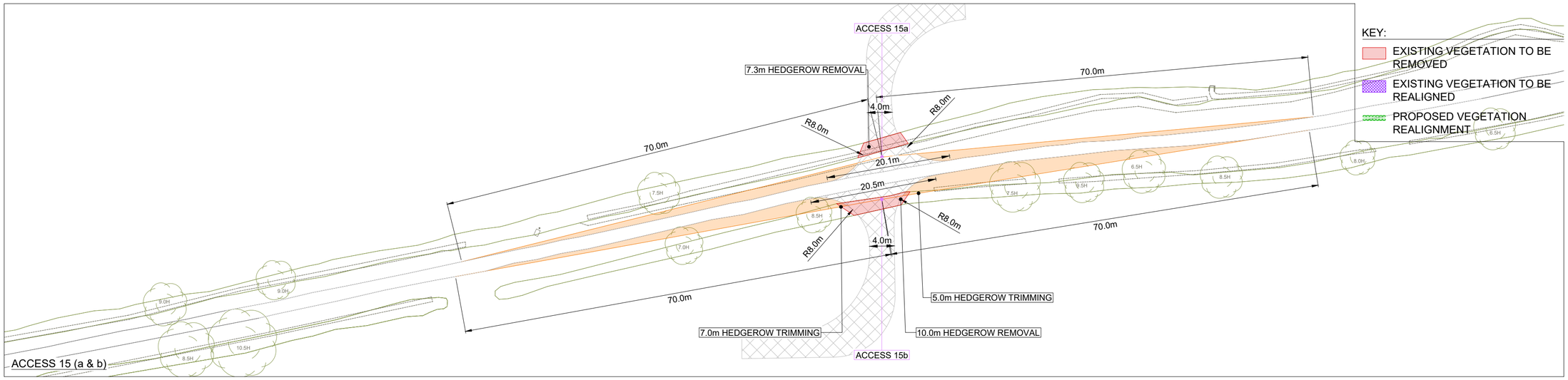
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

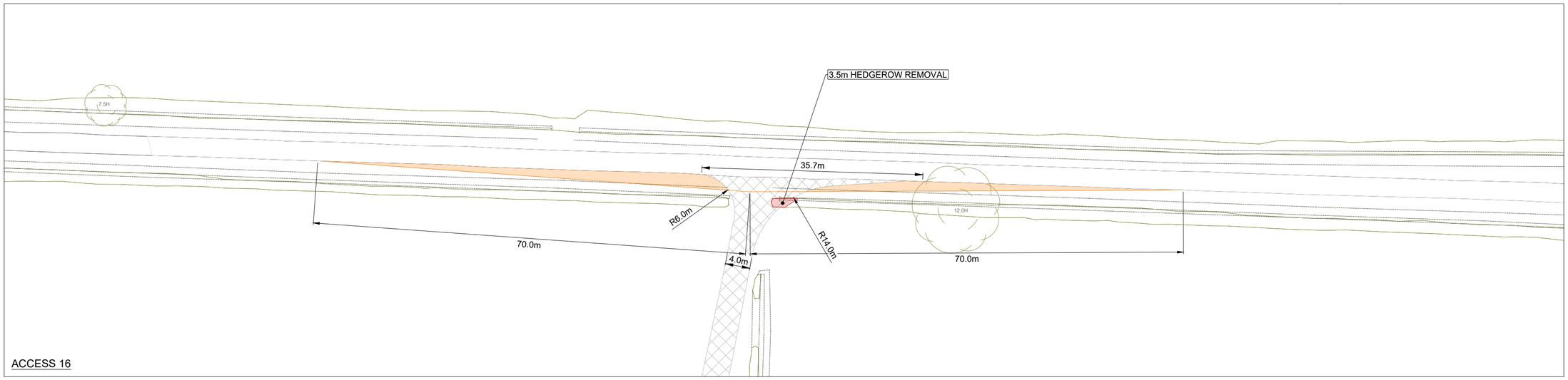
DRAWING TITLE
SITE ENTRANCES
VISIBILITY SPLAY

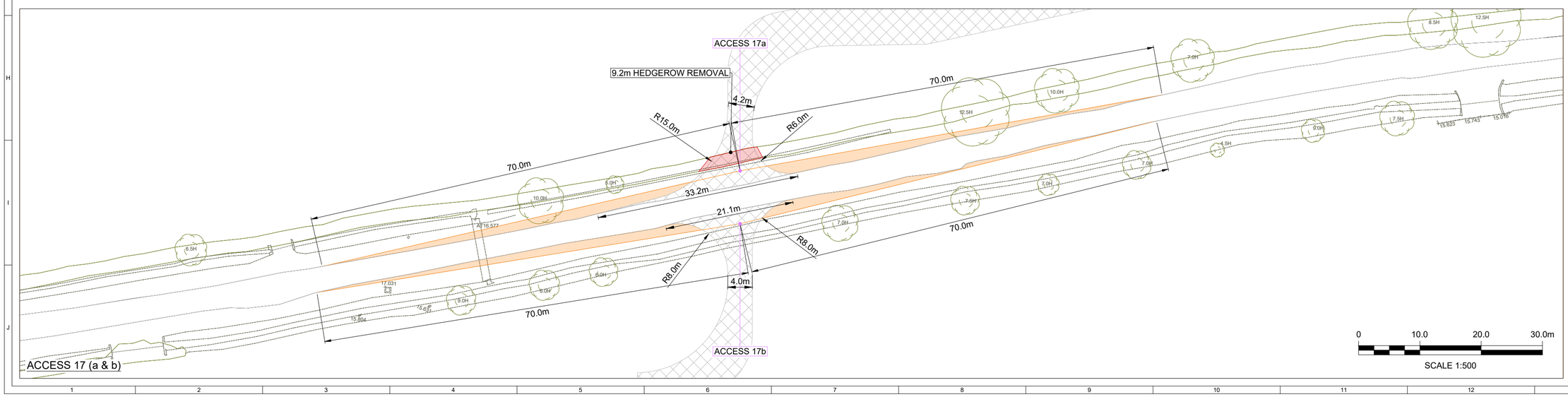
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KEY:

PROPOSED ACCESS TRACK

ACCESS VISIBILITY SPLAY

ACCESS LIST

ID	NAME	TYPOLOGY	PRoW
1	WHEATLEY ROAD	EXISTING GATED	NO
2	WHEATLEY ROAD / WOOD LANE	JUNCTION	NO
3	STATION ROAD	NEW APERTURE	NO
4	GAINSBOROUGH ROAD / ROSE STREET	JUNCTION	NO
5	GAINSBOROUGH ROAD / UNNAMED ROAD	JUNCTION	NO
6a	COMMON LANE	NEW APERTURE	YES
6b		NEW APERTURE	YES
7	COMMON LANE	NEW APERTURE	YES
8	COMMON LANE	NEW APERTURE	YES
9a	CROSS COMMON LANE	NEW APERTURE	YES
9b		EXISTING GATED	YES
10a	LITTLEBOROUGH ROAD	NEW APERTURE	NO
10b		EXISTING GATED	NO
11a	UPPER INGS LANE	EXISTING GAP	YES
11b		NEW APERTURE	YES
12	FENTON LANE	EXISTING GAP	YES
13	WOOD LANE / UNNAMED TRACK	JUNCTION	YES
14	WOOD LANE	NEW APERTURE	YES
15a	FREEMAN'S LANE	NEW APERTURE	YES
15b		NEW APERTURE	YES
16	HIGH HOUSE ROAD	EXISTING GAP	YES
17a	SPRINGS LANE	NEW APERTURE	YES
17b		NEW ENTRANCE	YES
18a	DOG HOLES LANE	EXISTING GAP	YES
18b		NEW APERTURE	YES
19	UNNAMED TRACK	EXISTING GATED	NO
20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

NOTES:

1. VEGETATION WITHIN ACCESS VISIBILITY SPLAYS MAY NEED TO BE CLEARED TO ACHIEVE VISIBILITY

SHEET 8 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @ A2	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

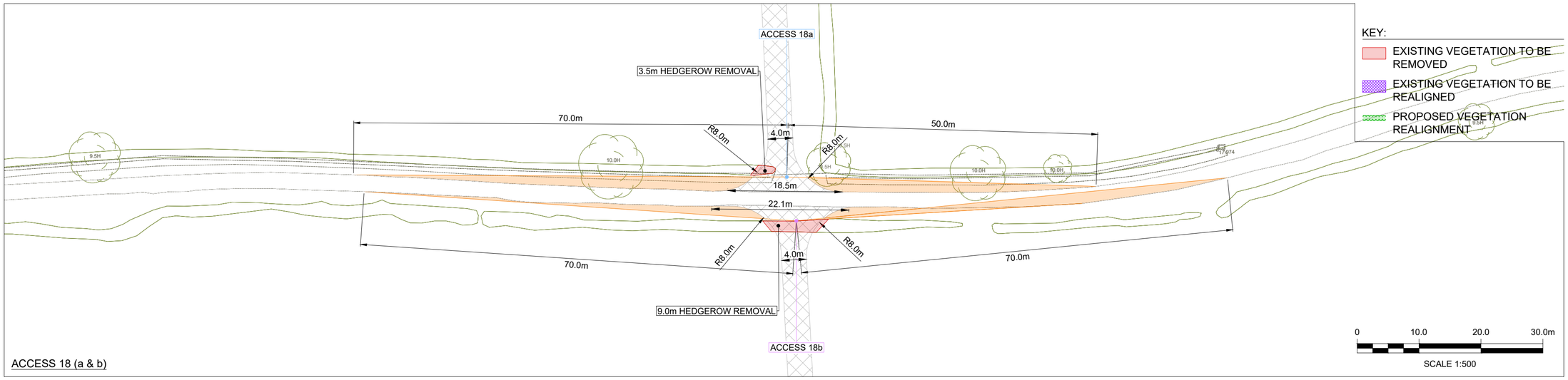
DRAWING TITLE
SITE ENTRANCES
VISIBILITY SPLAY

RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-004	1

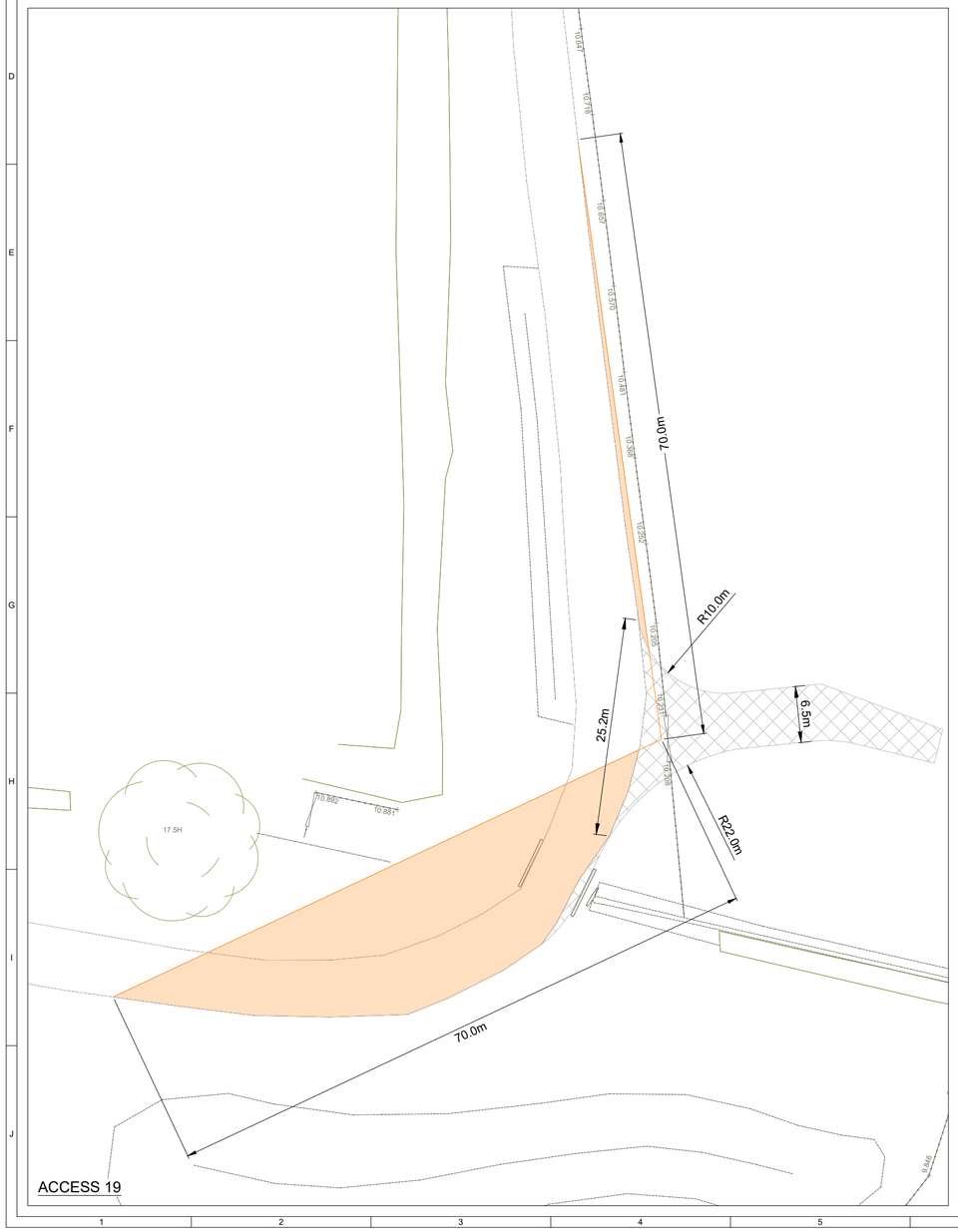
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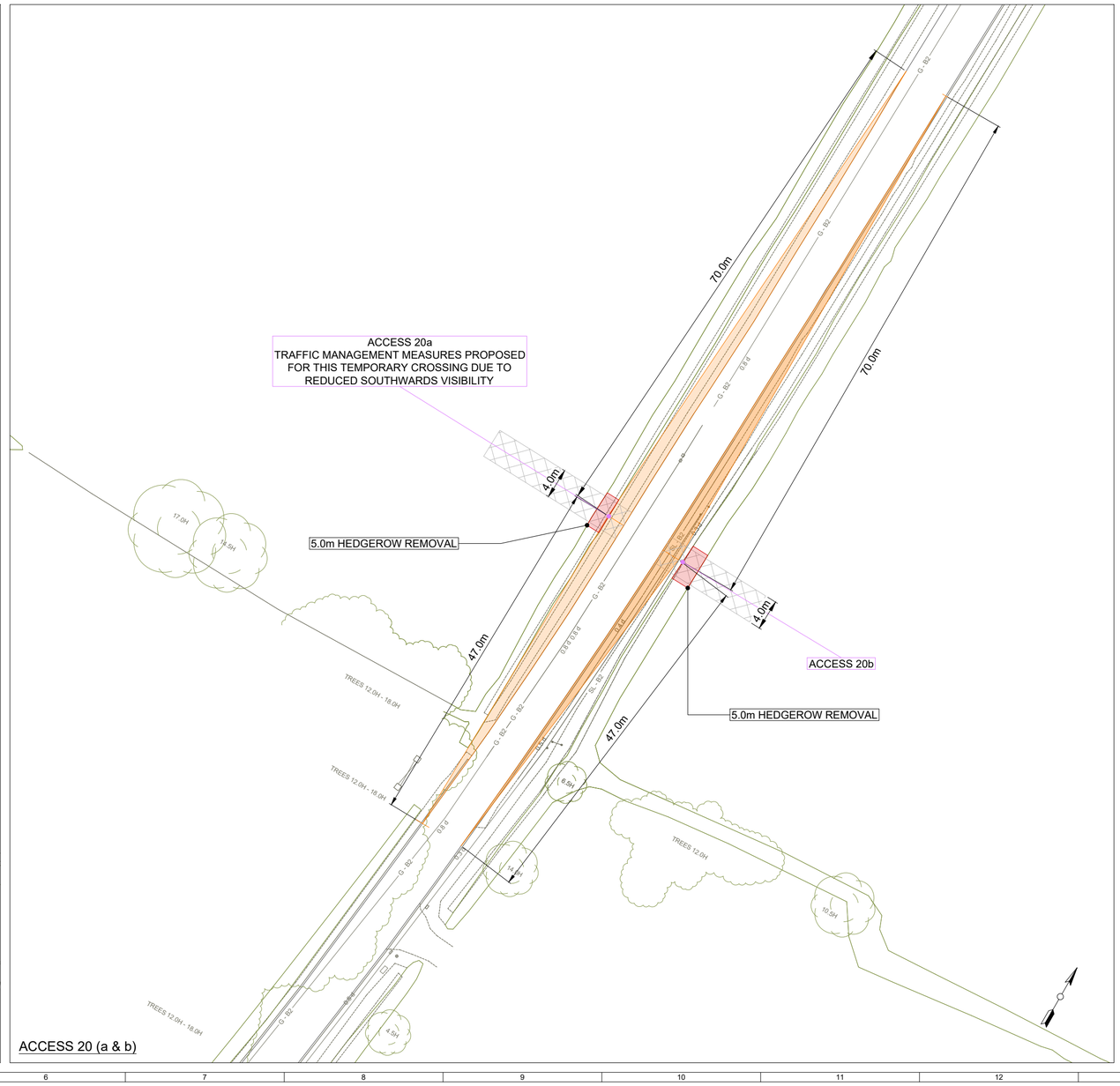
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ACCESS 18 (a & b)





KEY:

- PROPOSED ACCESS TRACK
- ACCESS VISIBILITY SPLAY

ACCESS LIST

ID	NAME	TYPOLOGY	PRoW
1	WHEATLEY ROAD	EXISTING GATED	NO
2	WHEATLEY ROAD / WOOD LANE	JUNCTION	NO
3	STATION ROAD	NEW APERTURE	NO
4	GAINSBOROUGH ROAD / ROSE STREET	JUNCTION	NO
5	GAINSBOROUGH ROAD / UNNAMED ROAD	JUNCTION	NO
6a	COMMON LANE	NEW APERTURE	YES
6b		NEW APERTURE	YES
7	COMMON LANE	NEW APERTURE	YES
8	COMMON LANE	NEW APERTURE	YES
9a	CROSS COMMON LANE	NEW APERTURE	YES
9b		EXISTING GATED	YES
10a	LITTLEBOROUGH ROAD	NEW APERTURE	NO
10b		EXISTING GATED	NO
11a	UPPER INGS LANE	EXISTING GAP	YES
11b		NEW APERTURE	YES
12	FENTON LANE	EXISTING GAP	YES
13	WOOD LANE / UNNAMED TRACK	JUNCTION	YES
14	WOOD LANE	NEW APERTURE	YES
15a	FREEMAN'S LANE	NEW APERTURE	YES
15b		NEW APERTURE	YES
16	HIGH HOUSE ROAD	EXISTING GAP	YES
17a	SPRINGS LANE	NEW APERTURE	YES
17b		NEW ENTRANCE	YES
18a	DOG HOLES LANE	EXISTING GAP	YES
18b		NEW APERTURE	YES
19	UNNAMED TRACK	EXISTING GATED	NO
20a	LEVERTON ROAD	NEW APERTURE (TEMP)	NO
20b		NEW APERTURE (TEMP)	NO

NOTES:

1. VEGETATION WITHIN ACCESS VISIBILITY SPLAYS MAY NEED TO BE CLEARED TO ACHIEVE VISIBILITY

SHEET 9 OF 9

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @ A2	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

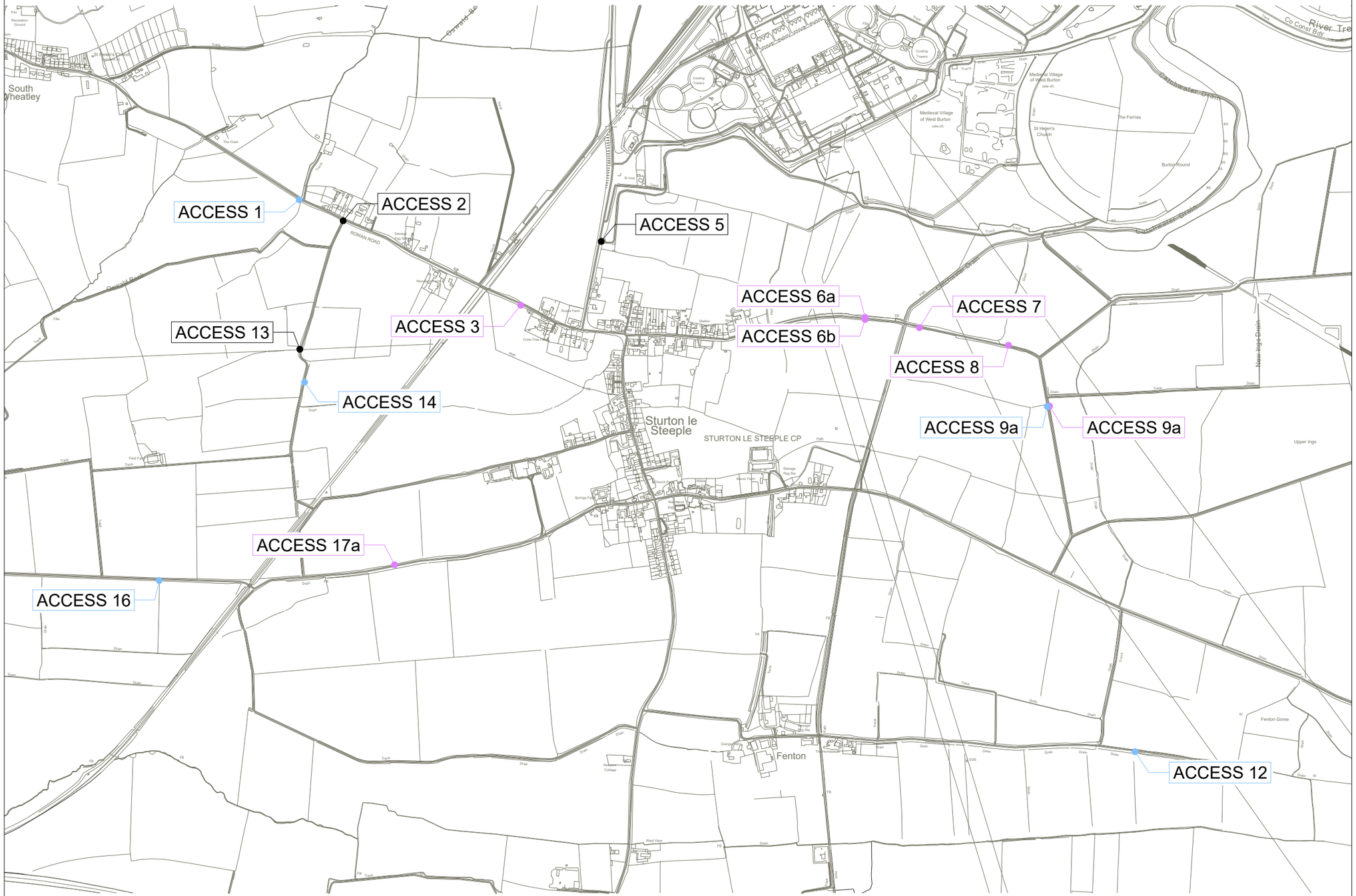
DRAWING TITLE
SITE ENTRANCES
VISIBILITY SPLAY

RES DRAWING NUMBER: 04954-RES-ACC-DR-PE-004 | REV: 1

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APPENDIX F – SWEPT PATH ANALYSIS DRAWINGS



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KEY:

ACCESS LIST			
ID	NAME	TYPOLOGY	SHEET
1	Wheatley Road	Existing gated	2
2	Wheatley Road / Wood Lane	Junction	3
3	Station Road	New aperture	4
5	Gainsborough Road / Unnamed road	Junction	5
6a	Common Lane	New aperture	7
6b		New aperture	8
7	Common Lane	New aperture	9
8	Common Lane	New aperture	8
9a	Cross Common Lane	New aperture	10
9b		Existing gated	10
12	Fenton Lane	Existing gap	11
13	Wood Lane / Unnamed track	Junction	12
14	Wood Lane	New aperture	12
16	High House Road	Existing gap	13
17a	Springs Lane	New aperture	13

OVERVIEW
SHEET 1 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:15,000 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

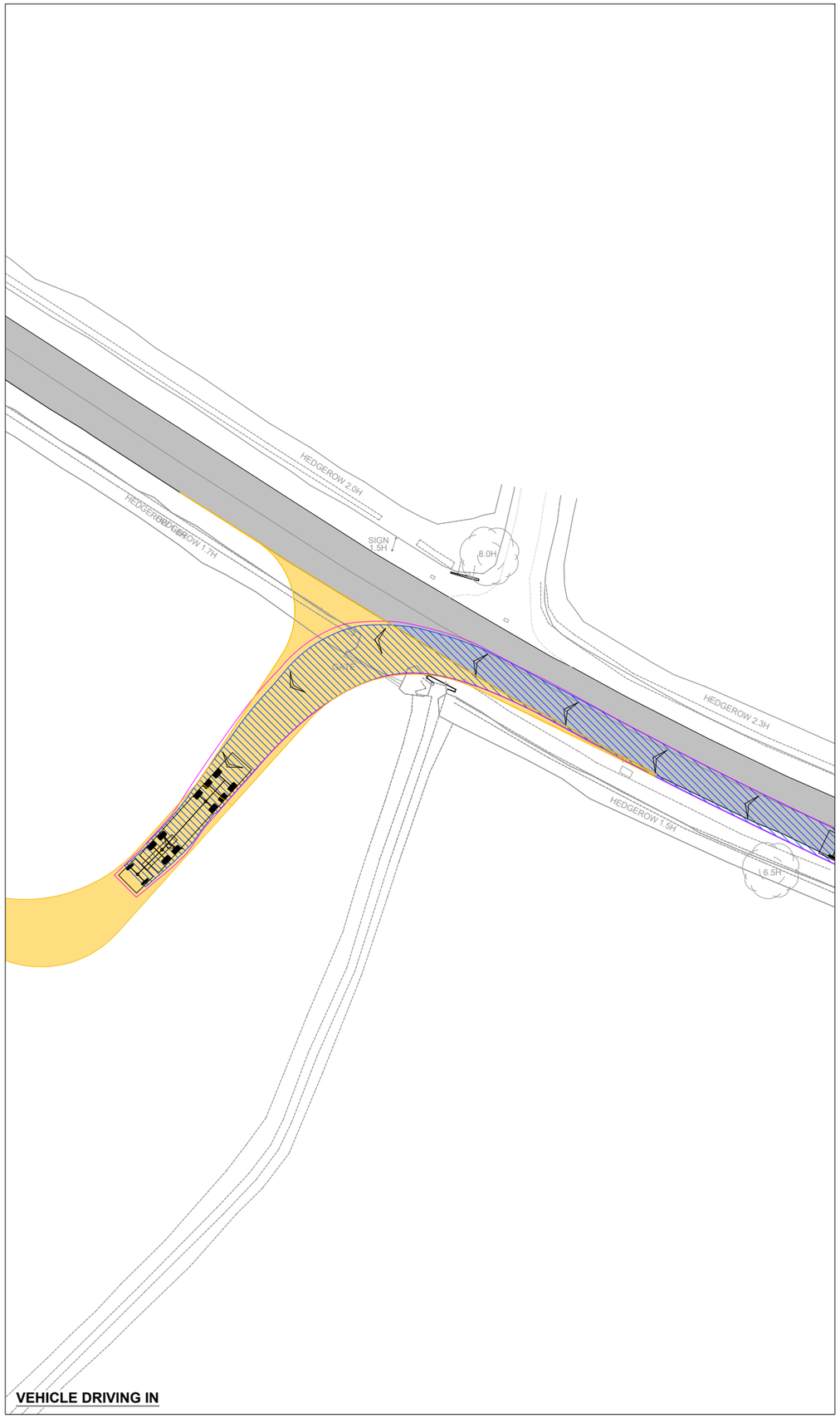
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

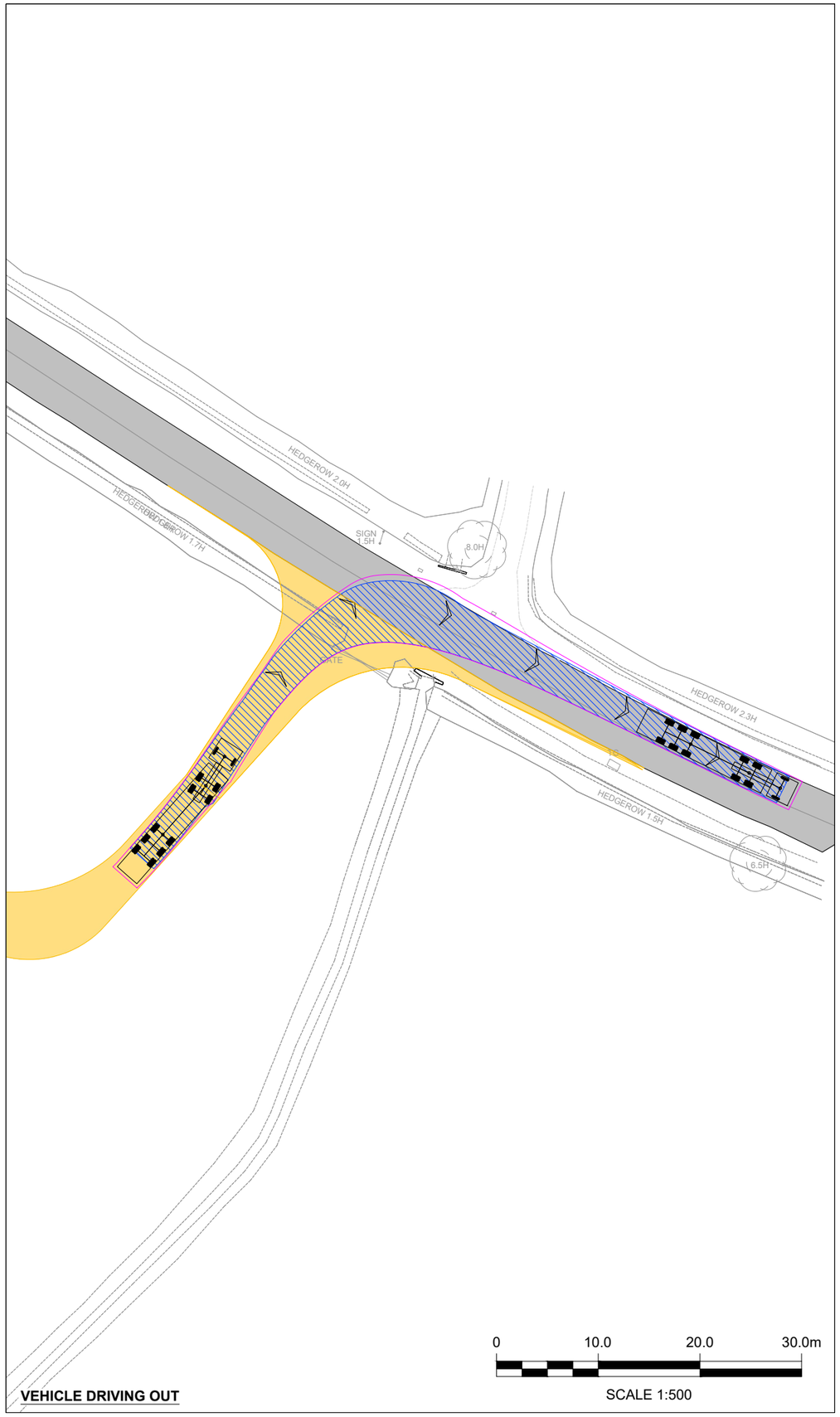
RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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VEHICLE DRIVING IN



VEHICLE DRIVING OUT

0 10.0 20.0 30.0m

SCALE 1:500

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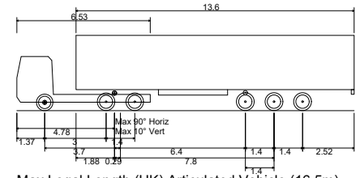
KEY:

- MAIN ROAD
- INDICATIVE ENTRANCE TRACK

NOTES:

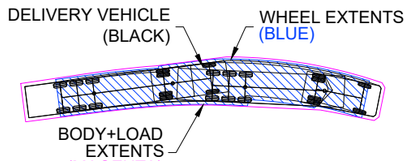
1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.

VEHICLE TRACKING:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



A1 - ENTRANCE OFF WHEATLEY ROAD

SHEET 2 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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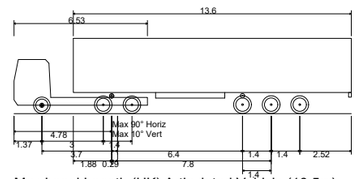
KEY:

- MAIN ROAD
- SECONDARY ROAD
- INDICATIVE WIDENING REQUIRED

NOTES:

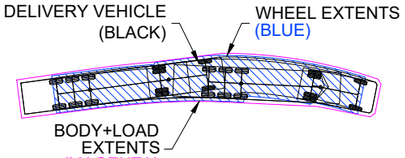
1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.

VEHICLE TRACKING:



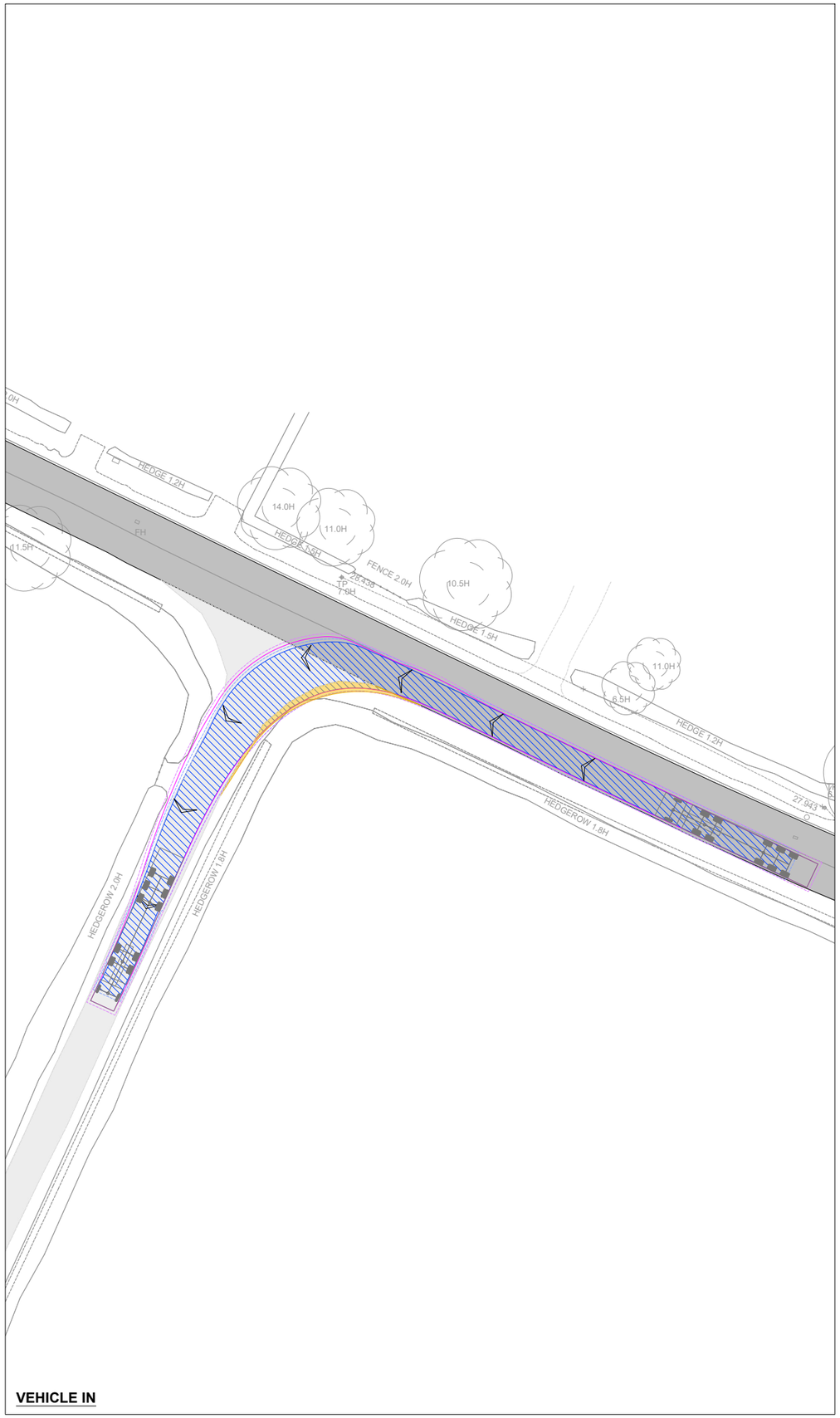
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

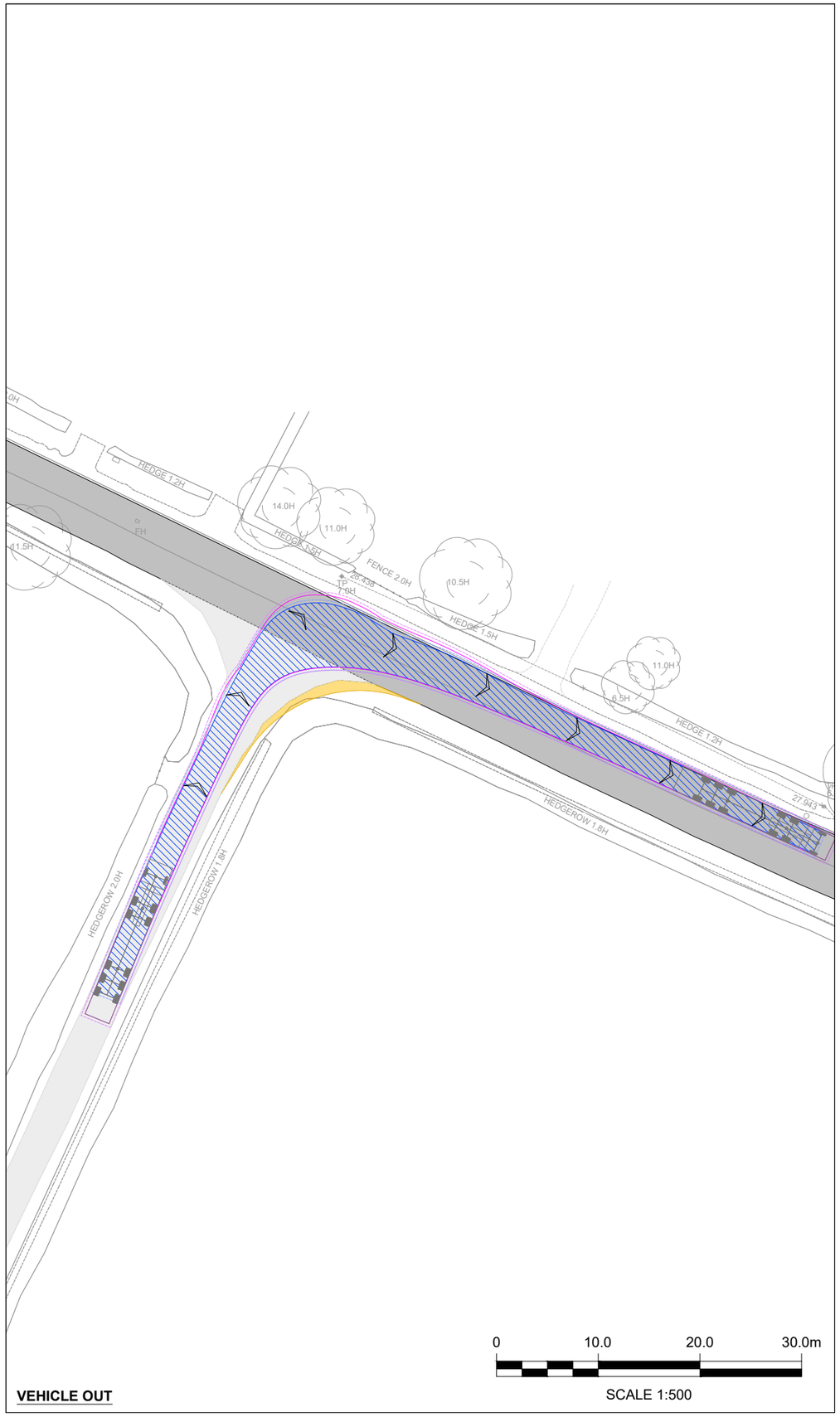


A2 - WHEATLEY ROAD / WOOD LANE JUNCTION

SHEET 3 OF 13



VEHICLE IN



VEHICLE OUT

0 10.0 20.0 30.0m

SCALE 1:500

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE

STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE

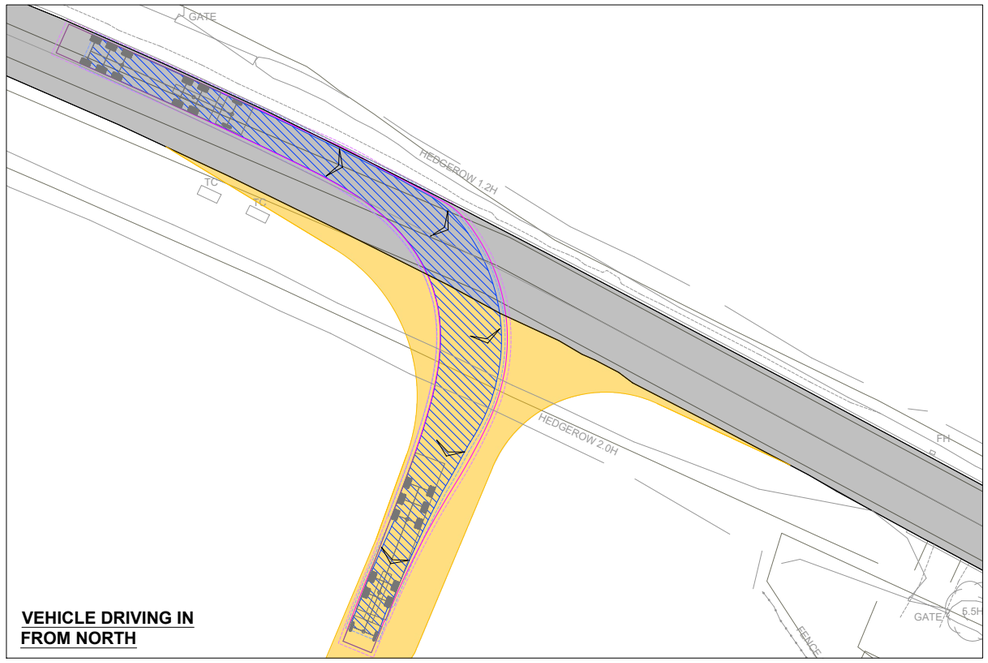
SITE ENTRANCES
VEHICLE TRACKING

RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

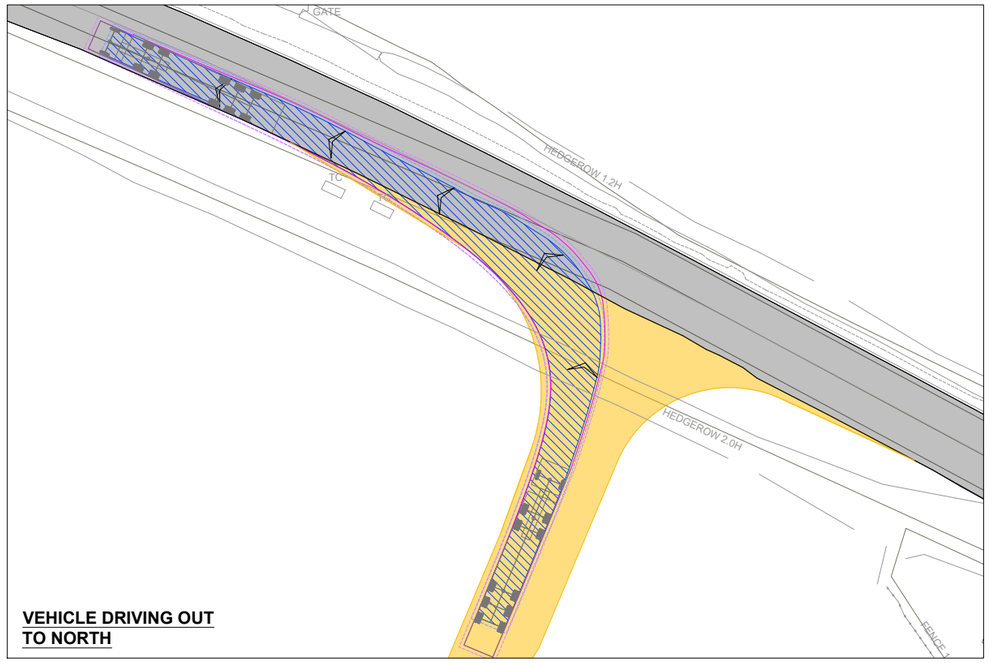
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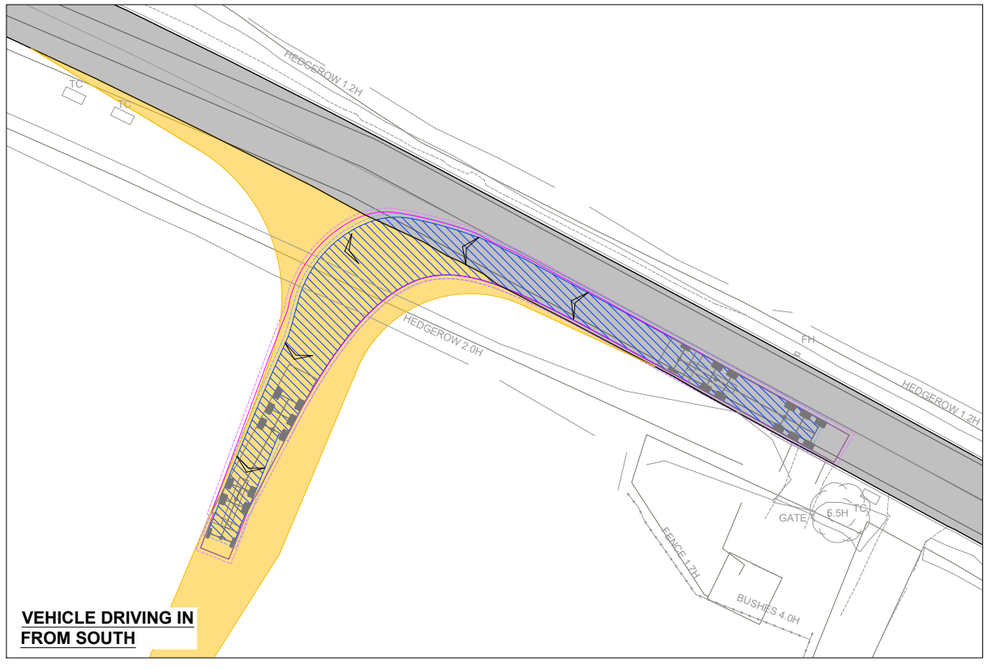
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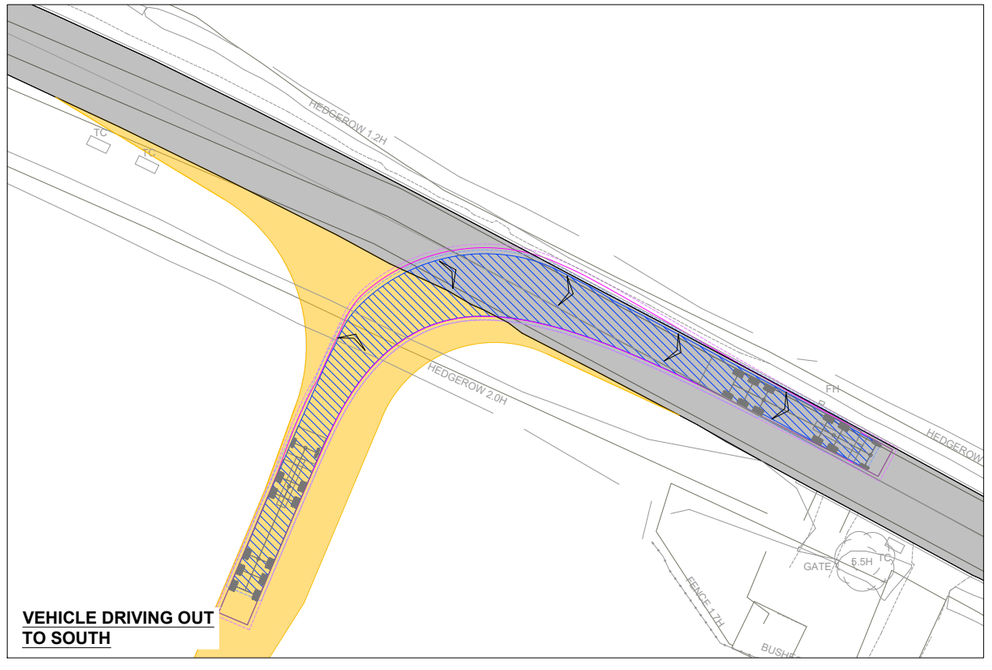
VEHICLE DRIVING IN FROM NORTH



VEHICLE DRIVING OUT TO NORTH



VEHICLE DRIVING IN FROM SOUTH



VEHICLE DRIVING OUT TO SOUTH

0 10.0 20.0 30.0m

SCALE 1:500

KEY:

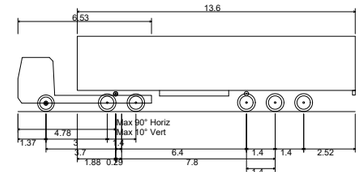
MAIN ROAD

INDICATIVE ENTRANCE TRACK

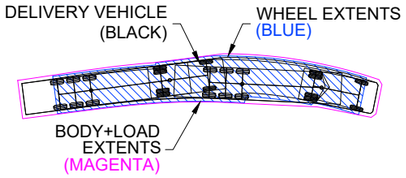
NOTES:

1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.

VEHICLE TRACKING:



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



A3 - ENTRANCE OFF STATION ROAD

SHEET 4 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

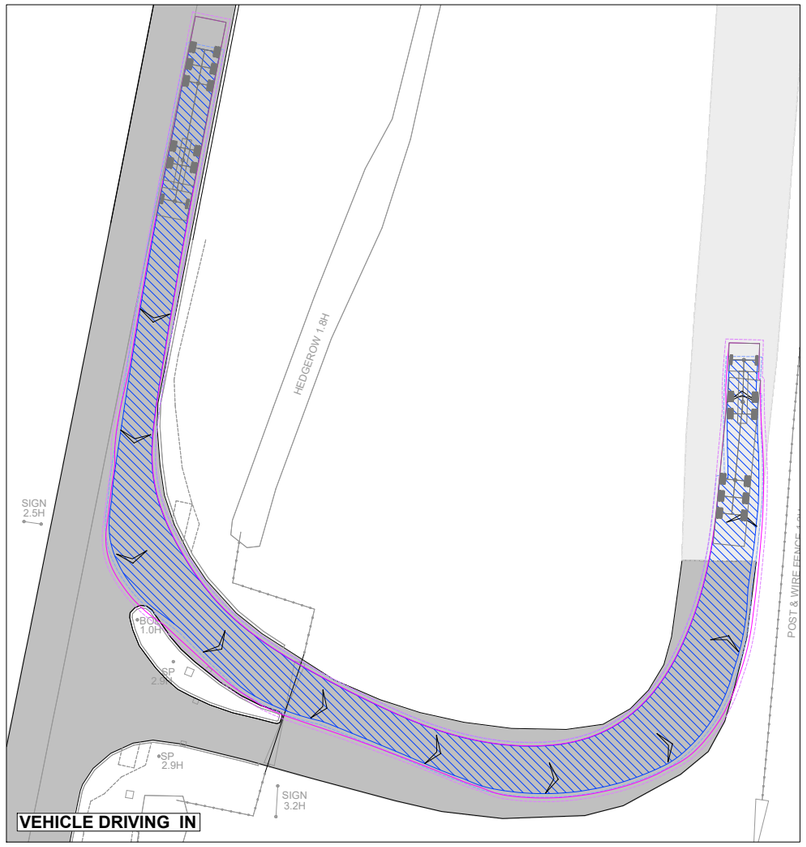
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

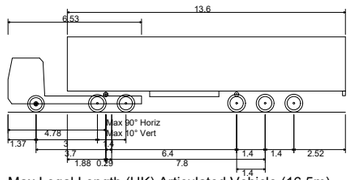
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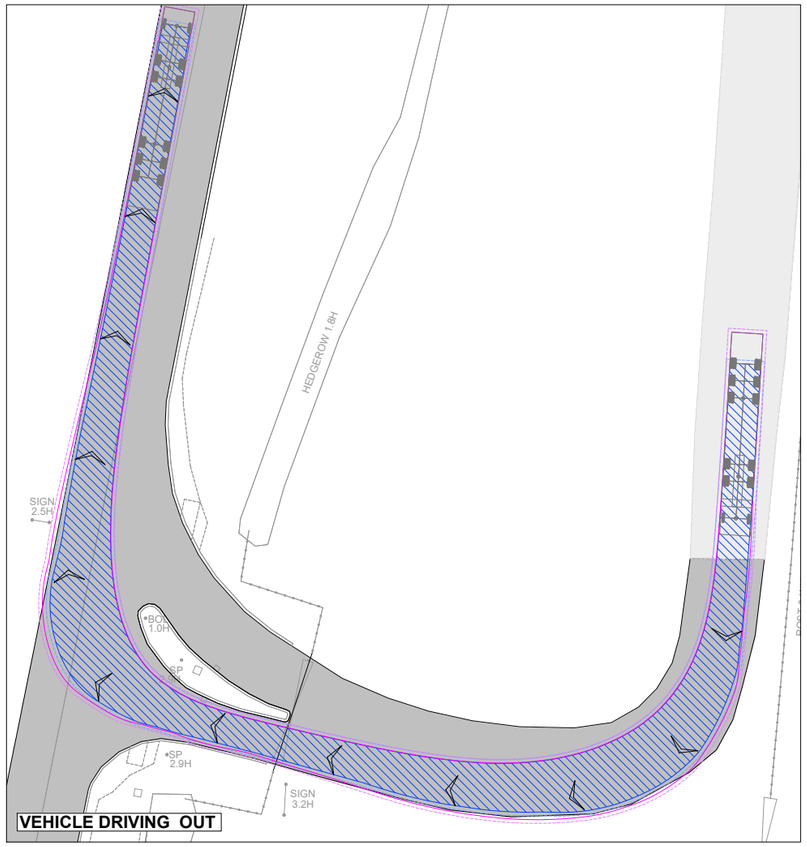
VEHICLE DRIVING IN

VEHICLE TRACKING:

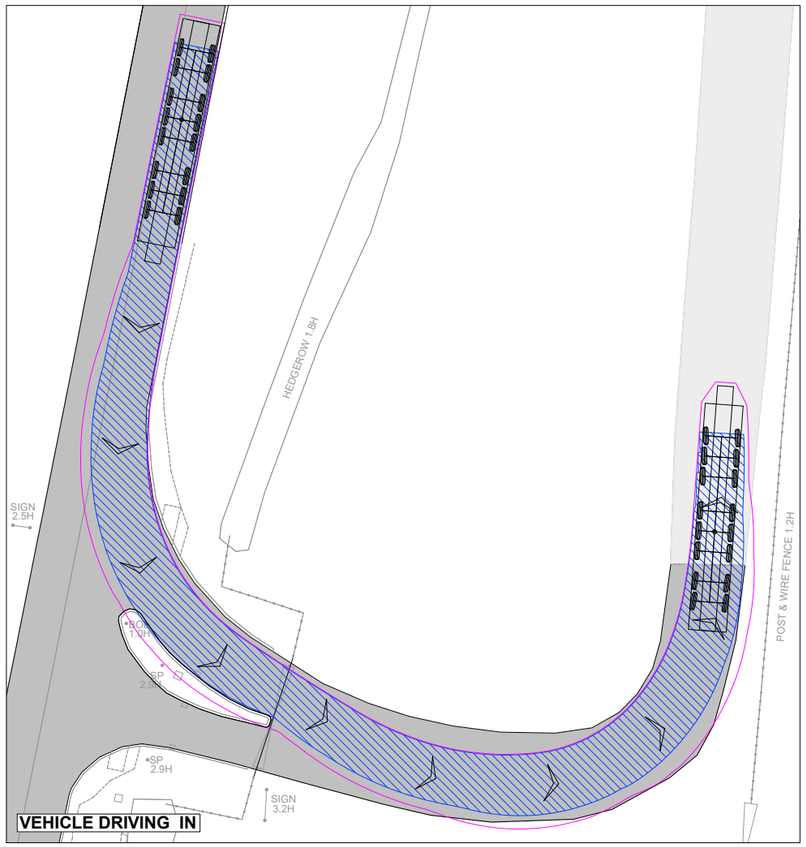


Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

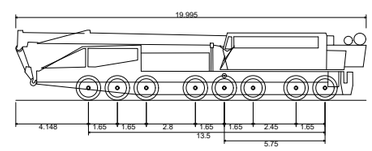


VEHICLE DRIVING OUT



VEHICLE DRIVING IN

VEHICLE TRACKING:

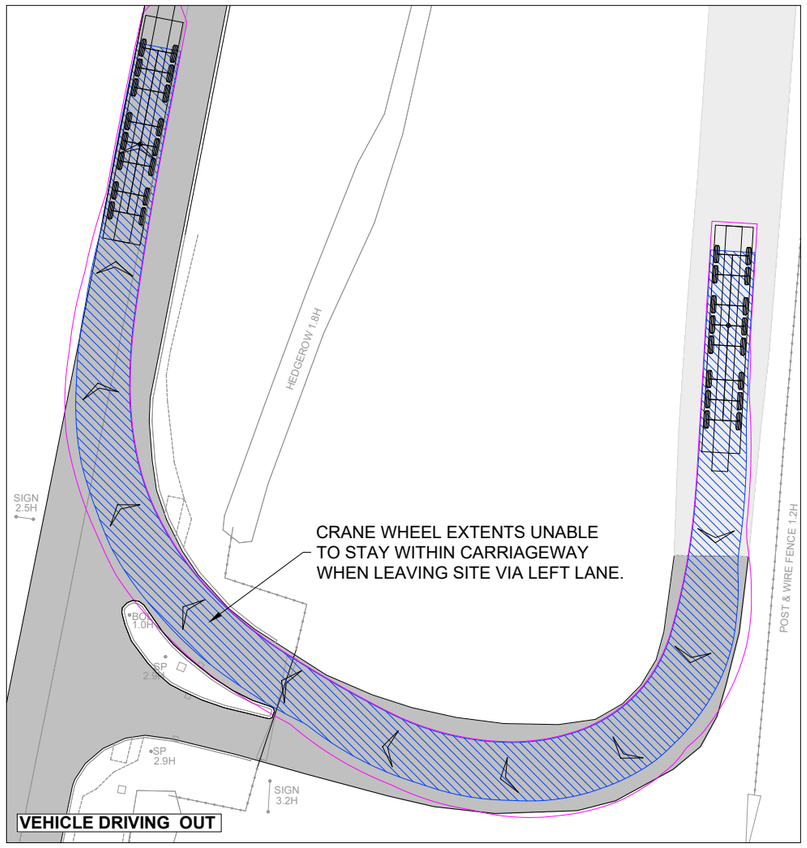


Liebherr LTM 1450-8.1 Mobile Crane

Overall Length	19.995m
Overall Width	3.100m
Overall Body Height	4.000m
Min Body Ground Clearance	0.325m
Track Width	3.000m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	13.404m



SCALE 1:500



VEHICLE DRIVING OUT

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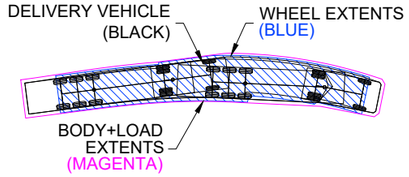
KEY:

MAIN ROAD

SECONDARY ROAD

NOTES:

1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.



A5 - QUARRY ACCESS OFF GAINSBOROUGH ROAD

SHEET 5 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE

STEEPLE RENEWABLES PROJECT
EN010163

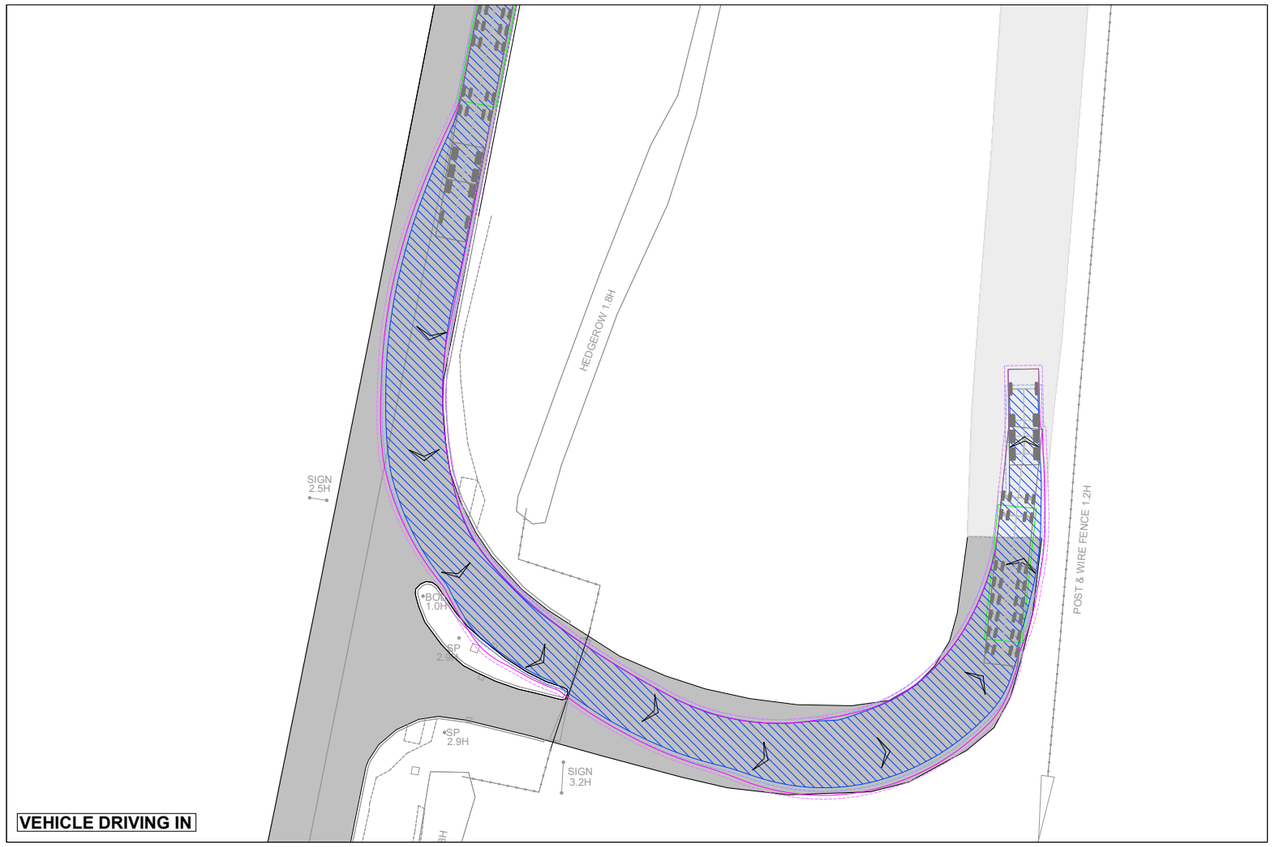
DRAWING TITLE

SITE ENTRANCES
VEHICLE TRACKING

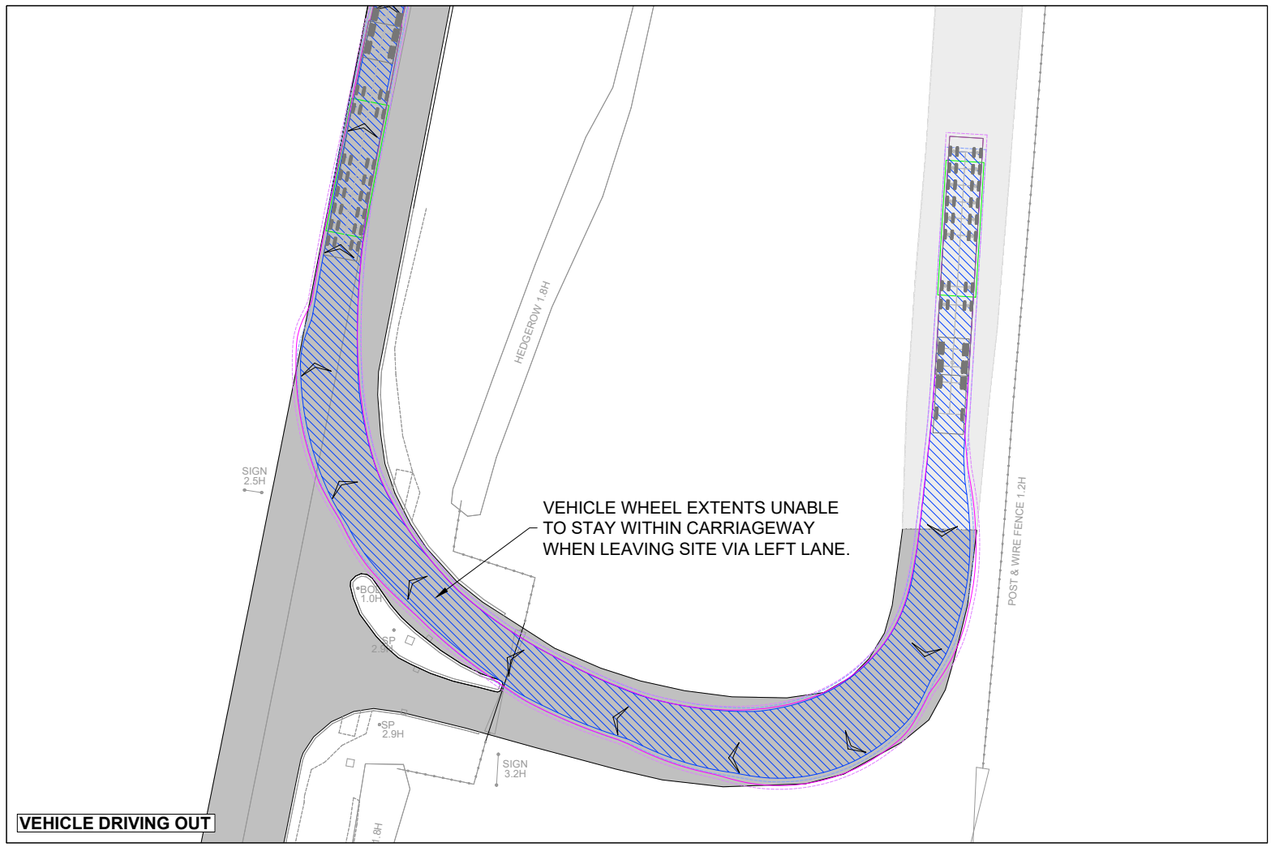
RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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VEHICLE DRIVING IN



VEHICLE DRIVING OUT

0 10.0 20.0 30.0m

SCALE 1:500

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2025 LICENCE NUMBER 0100031673.

KEY:

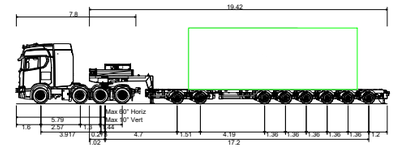
MAIN ROAD

SECONDARY ROAD

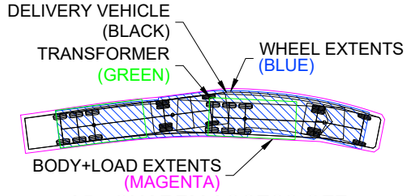
NOTES:

1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.
2. DETAILS OF GRID TRANSFORMER AND DELIVERY VEHICLE BASED UPON PRELIMINARY DESIGN.

VEHICLE TRACKING:



260MVA GRID TRANSFORMER	
Overall Length	24.190m
Overall Width	2.740m
Overall Body Height	4.942m
Min Body Ground Clearance	0.018m
Max Track Width	2.460m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m



A5 - QUARRY ACCESS OFF GAINSBOROUGH ROAD

SHEET 6 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

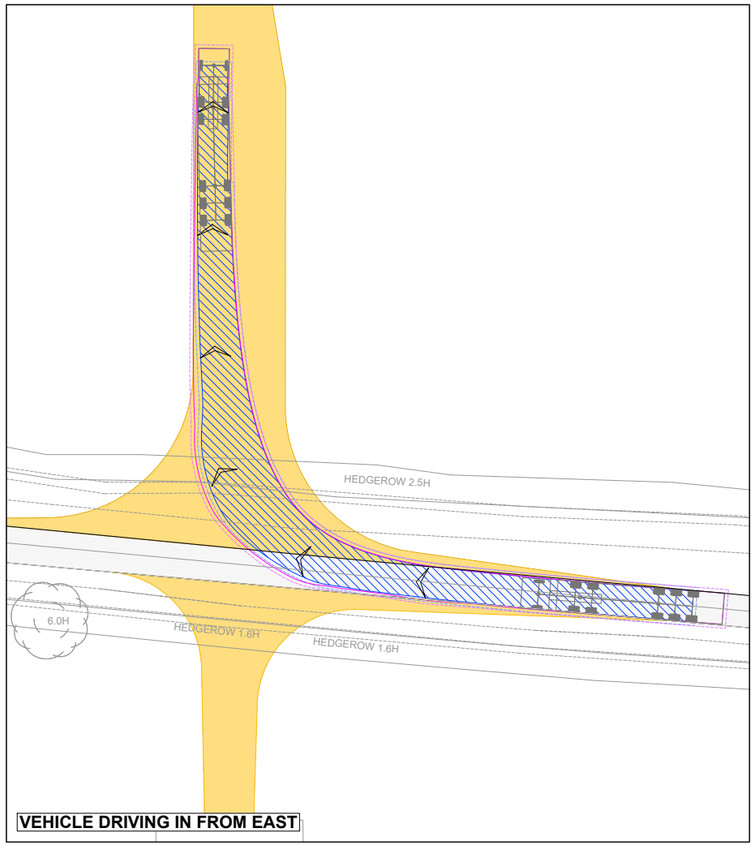
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

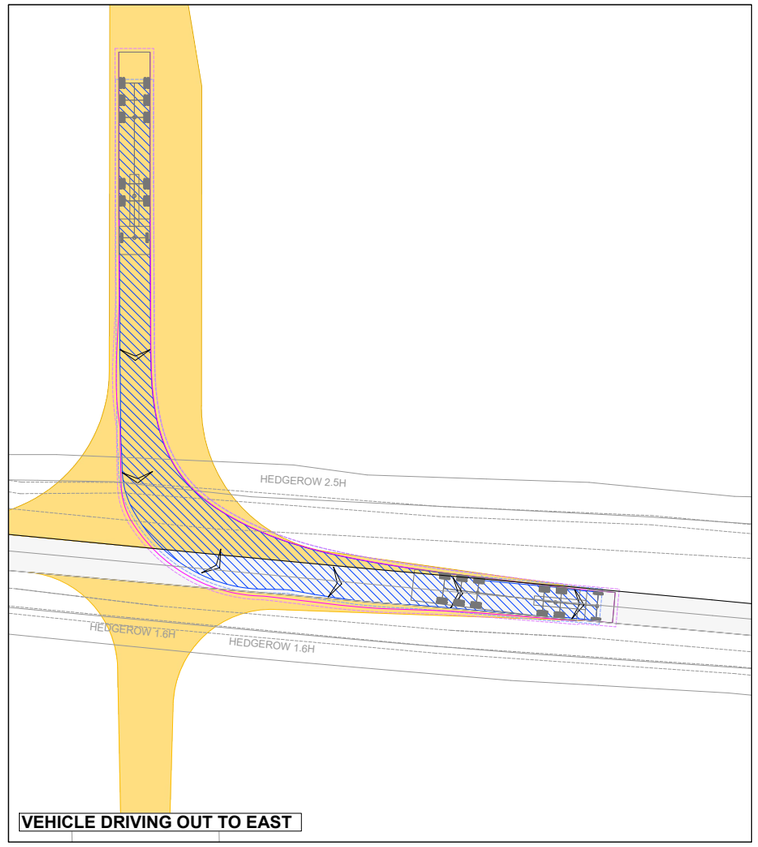
RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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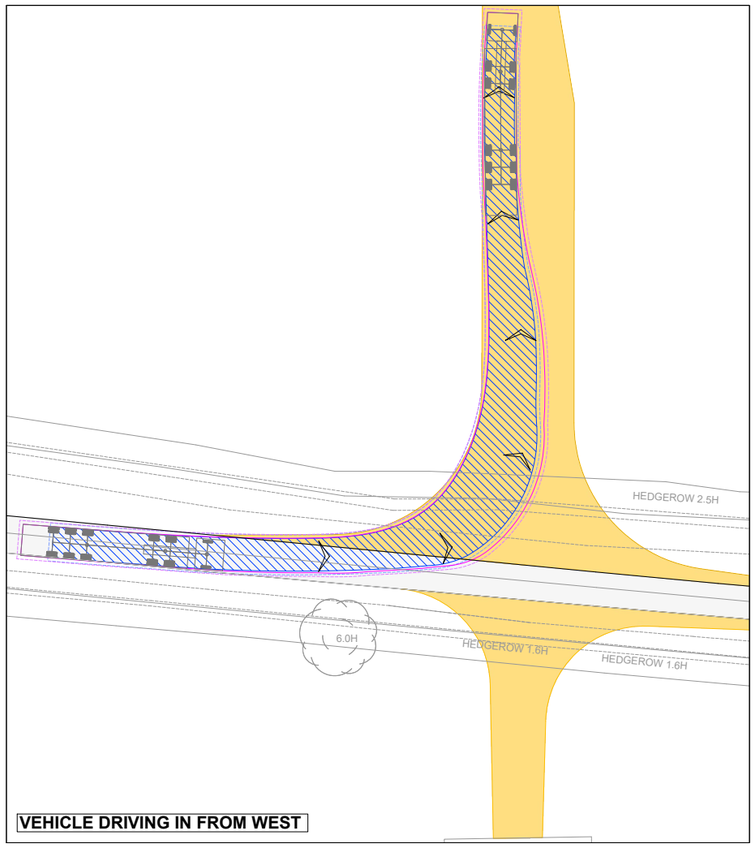
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VEHICLE DRIVING IN FROM EAST



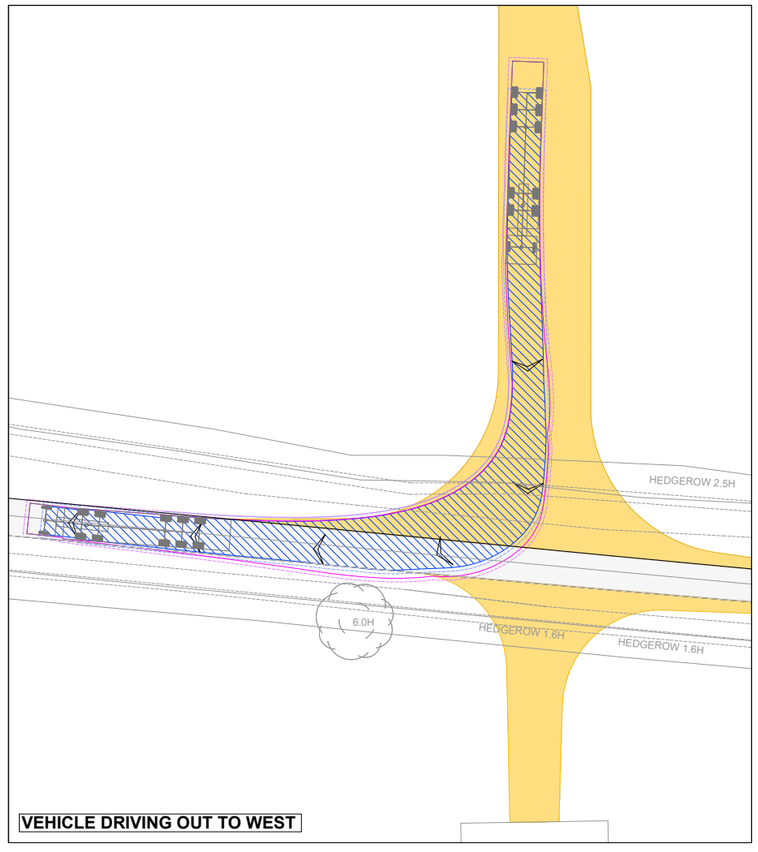
VEHICLE DRIVING OUT TO EAST



VEHICLE DRIVING IN FROM WEST

0 10.0 20.0 30.0m

SCALE 1:500



VEHICLE DRIVING OUT TO WEST

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KEY:

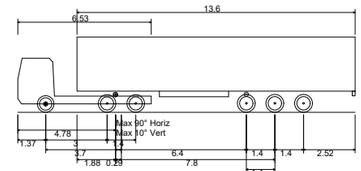
SECONDARY ROAD

INDICATIVE ENTRANCE TRACK

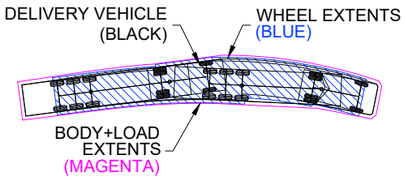
NOTES:

1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.

VEHICLE TRACKING:



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



A6a - ENTRANCE OFF COMMON LANE

SHEET 7 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

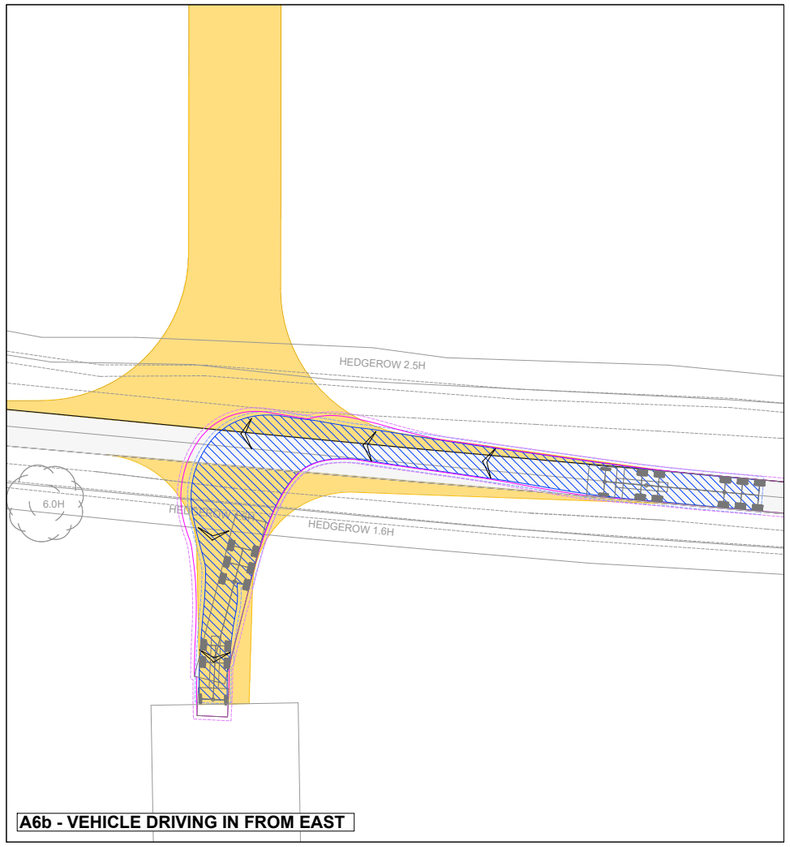
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

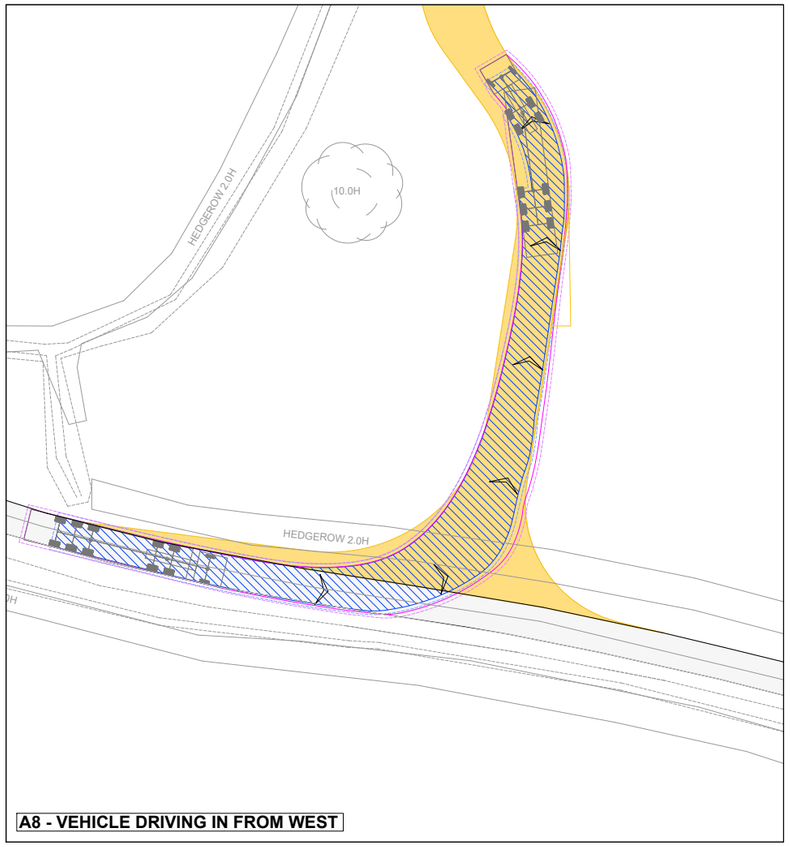
RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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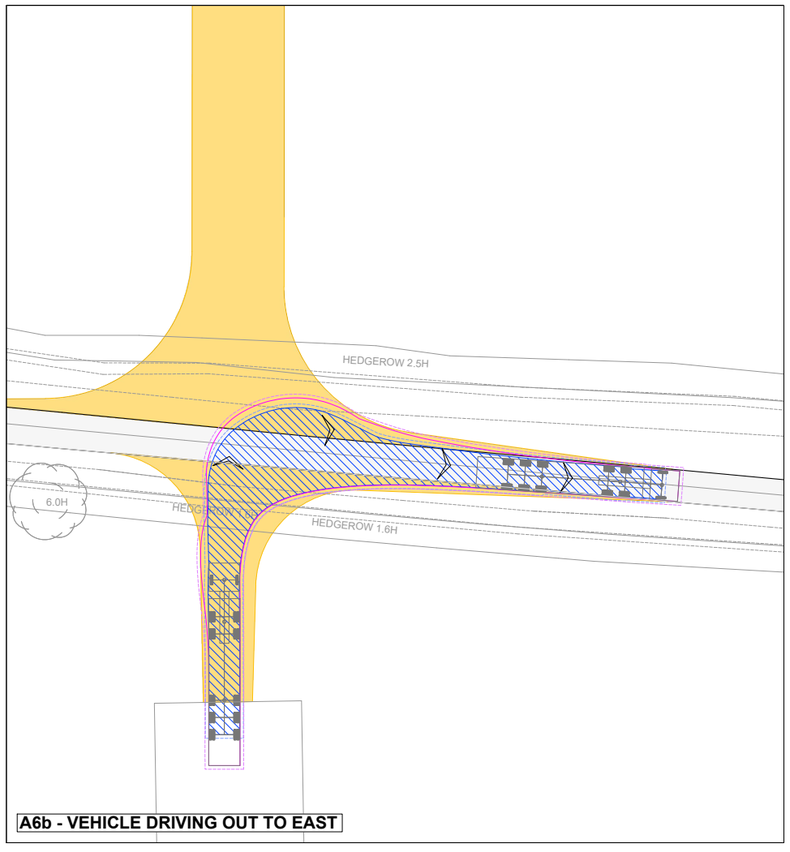
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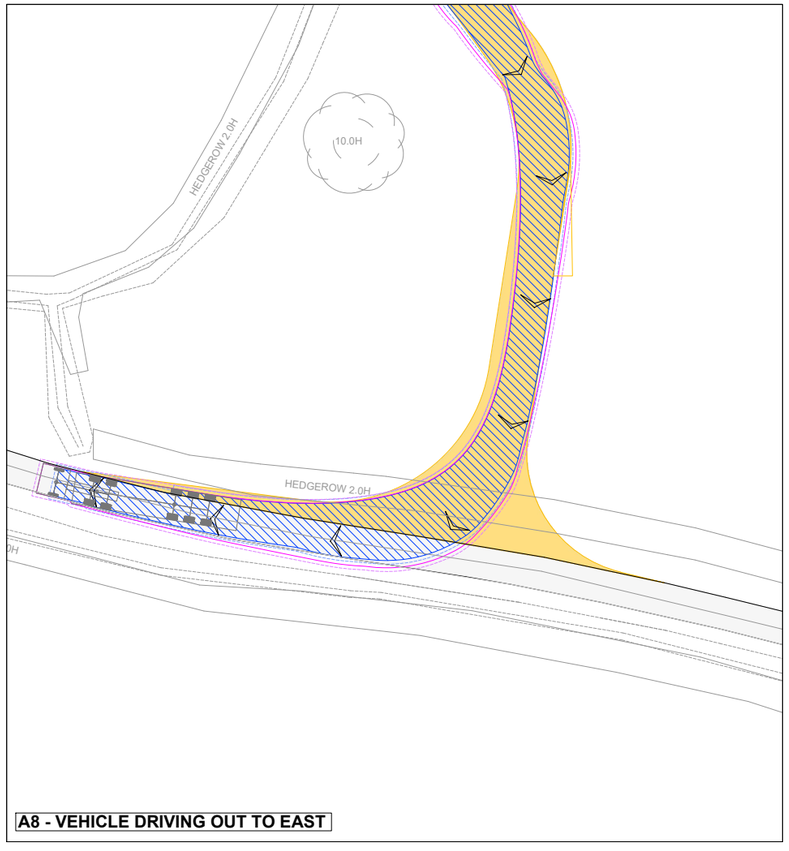
A6b - VEHICLE DRIVING IN FROM EAST



A8 - VEHICLE DRIVING IN FROM WEST



A6b - VEHICLE DRIVING OUT TO EAST



A8 - VEHICLE DRIVING OUT TO EAST

0 10.0 20.0 30.0m

SCALE 1:500

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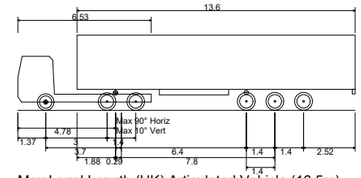
KEY:

- SECONDARY ROAD
- INDICATIVE ENTRANCE TRACK

NOTES:

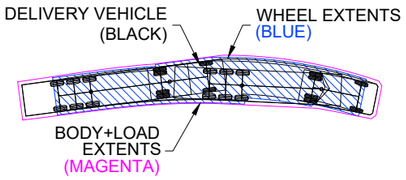
1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.

VEHICLE TRACKING:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ENTRANCES OFF COMMON LANE

SHEET 8 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

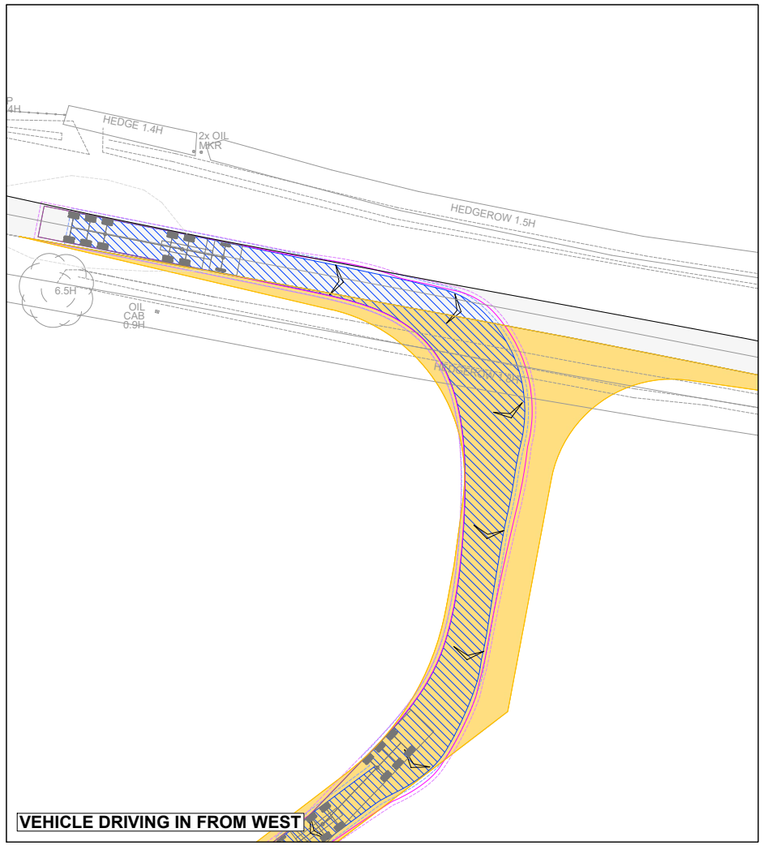
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

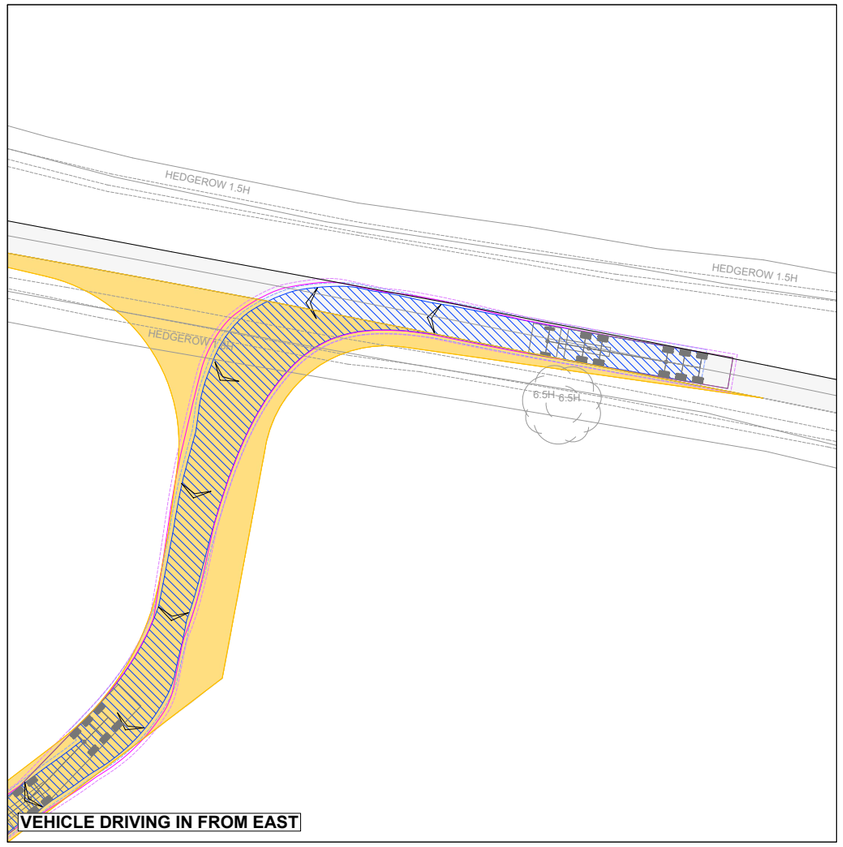
RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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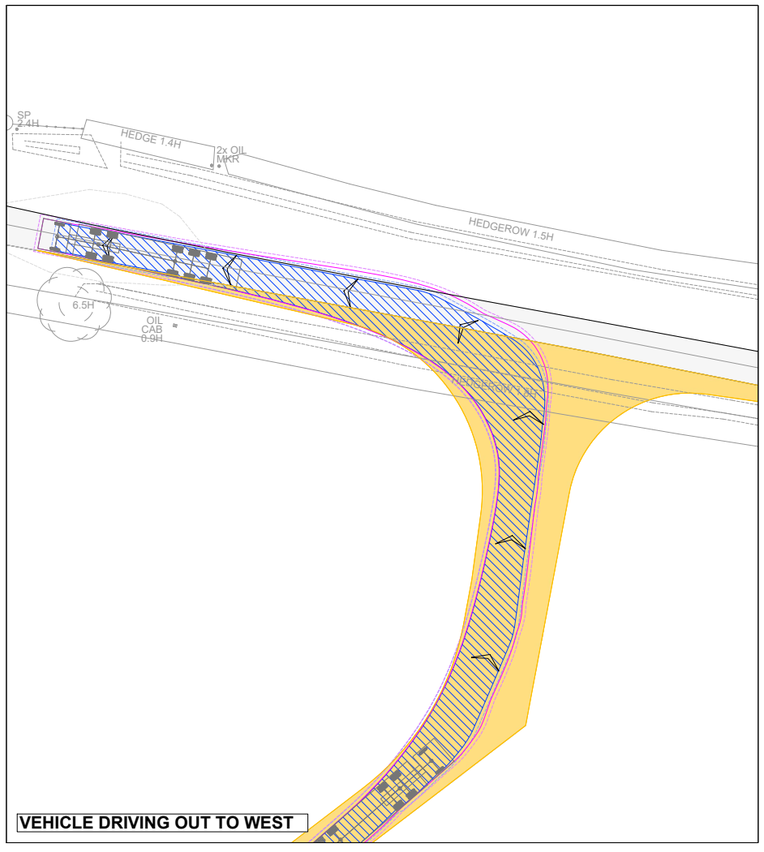
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VEHICLE DRIVING IN FROM WEST



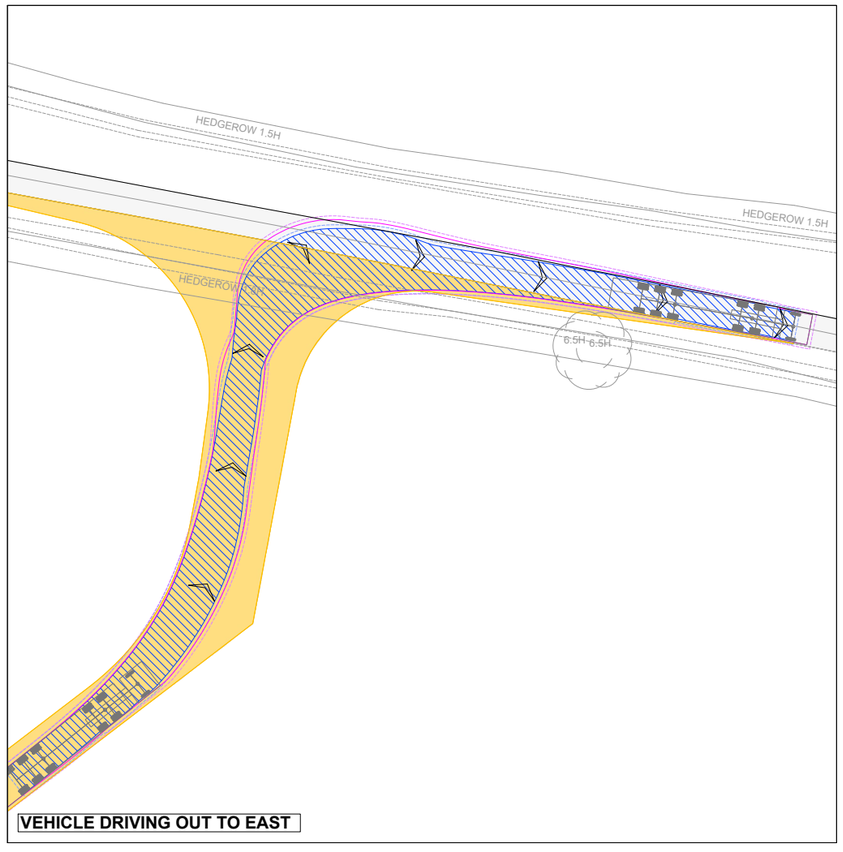
VEHICLE DRIVING IN FROM EAST



VEHICLE DRIVING OUT TO WEST

0 10.0 20.0 30.0m

SCALE 1:500



VEHICLE DRIVING OUT TO EAST

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KEY:

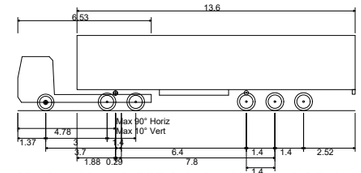
SECONDARY ROAD

INDICATIVE ENTRANCE TRACK

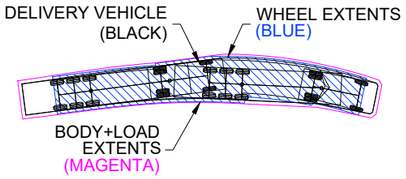
NOTES:

1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.

VEHICLE TRACKING:



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



A7 - ENTRANCE OFF COMMON LANE

SHEET 9 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE	COORDINATES
OTHER	OSGB 1936
SCALE 1:500 @A3	DATUM N/A
LAYOUT DRAWING N/A	T-LAYOUT NO N/A

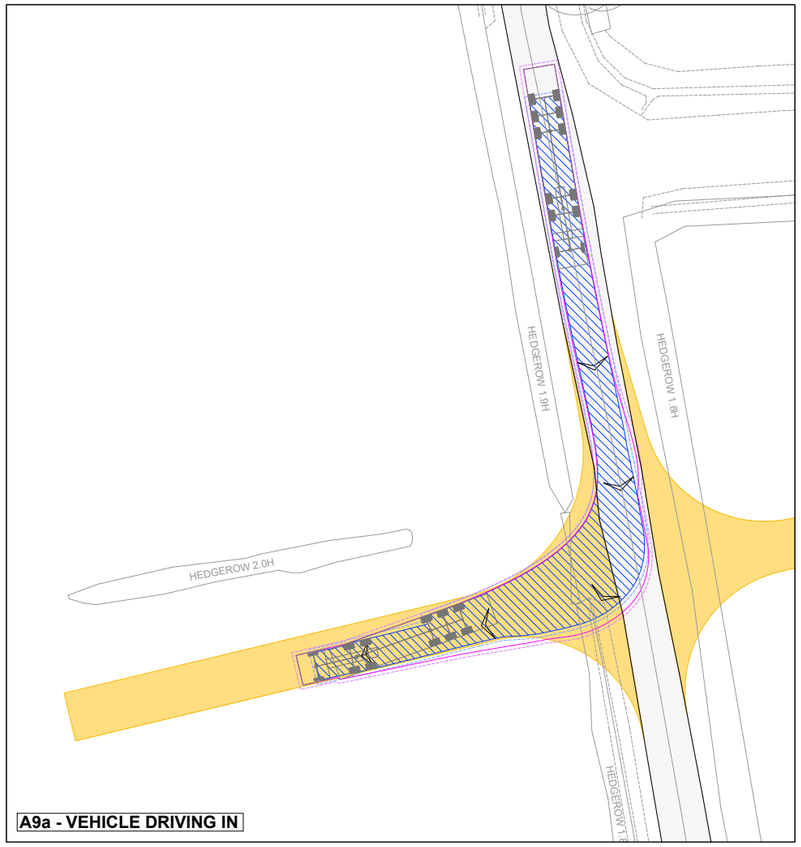
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

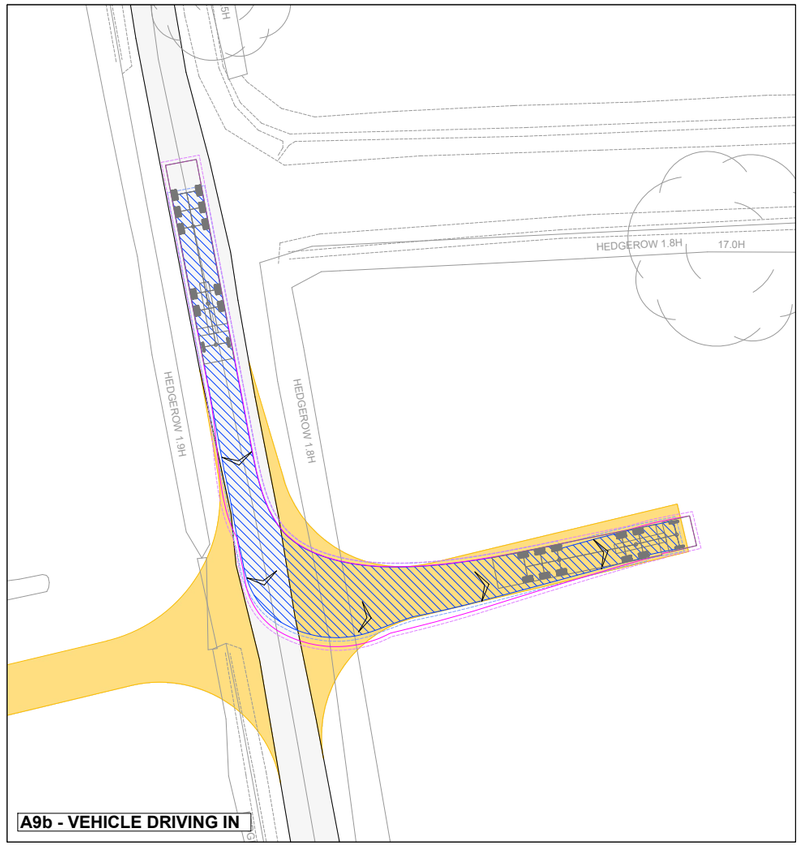
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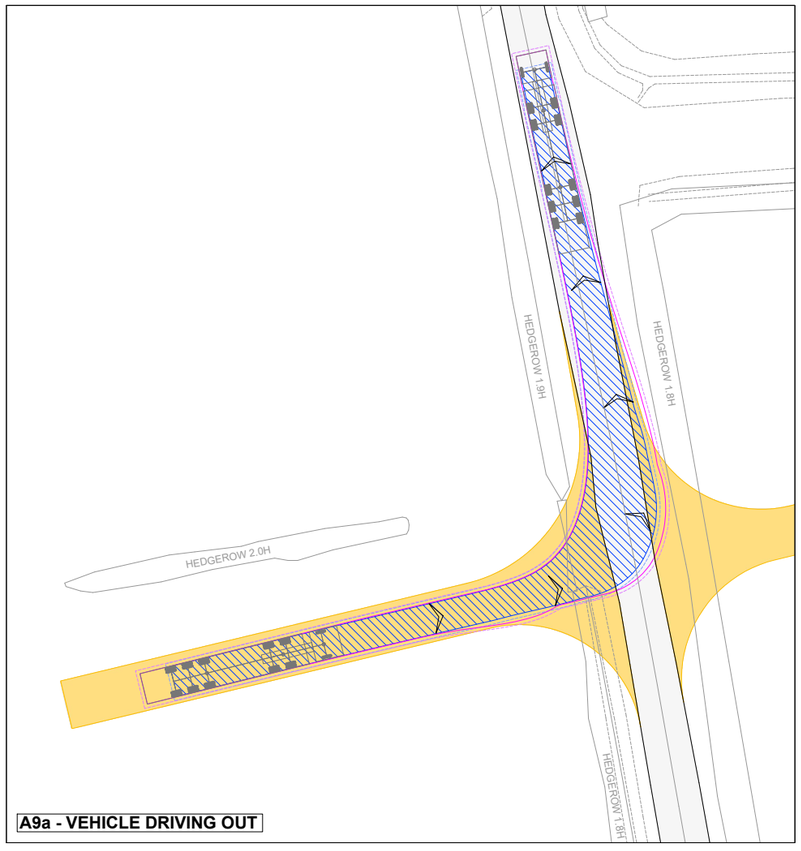
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A9a - VEHICLE DRIVING IN



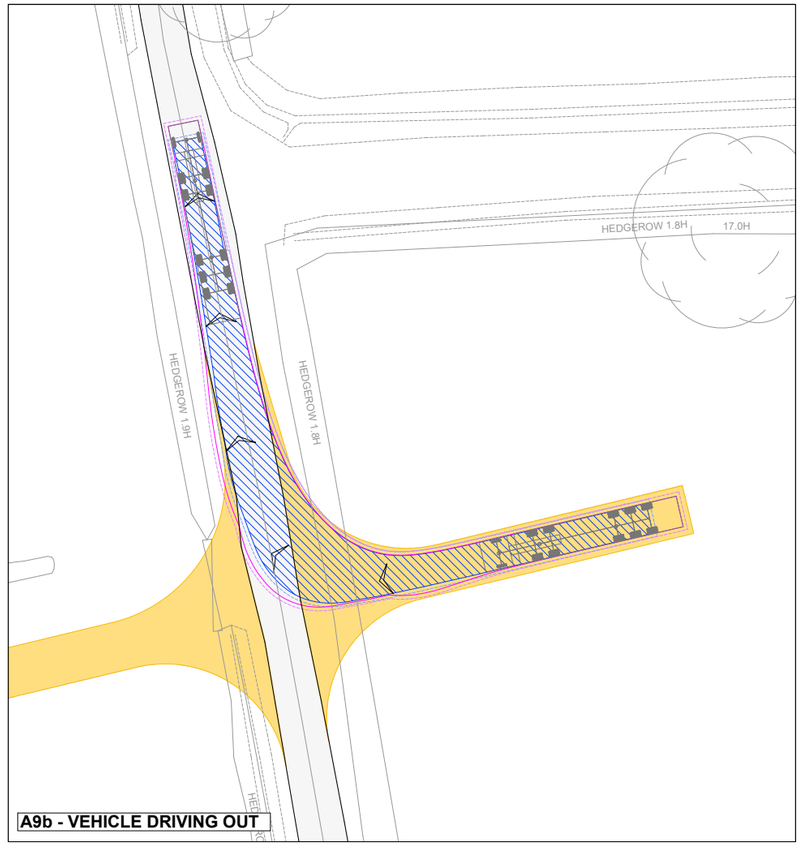
A9b - VEHICLE DRIVING IN



A9a - VEHICLE DRIVING OUT

0 10.0 20.0 30.0m

SCALE 1:500



A9b - VEHICLE DRIVING OUT

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KEY:

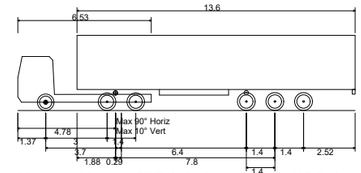
SECONDARY ROAD

INDICATIVE ENTRANCE TRACK

NOTES:

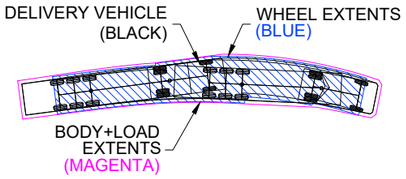
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VEHICLE TRACKING:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ENTRANCES OFF CROSS COMMON LANE

SHEET 10 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

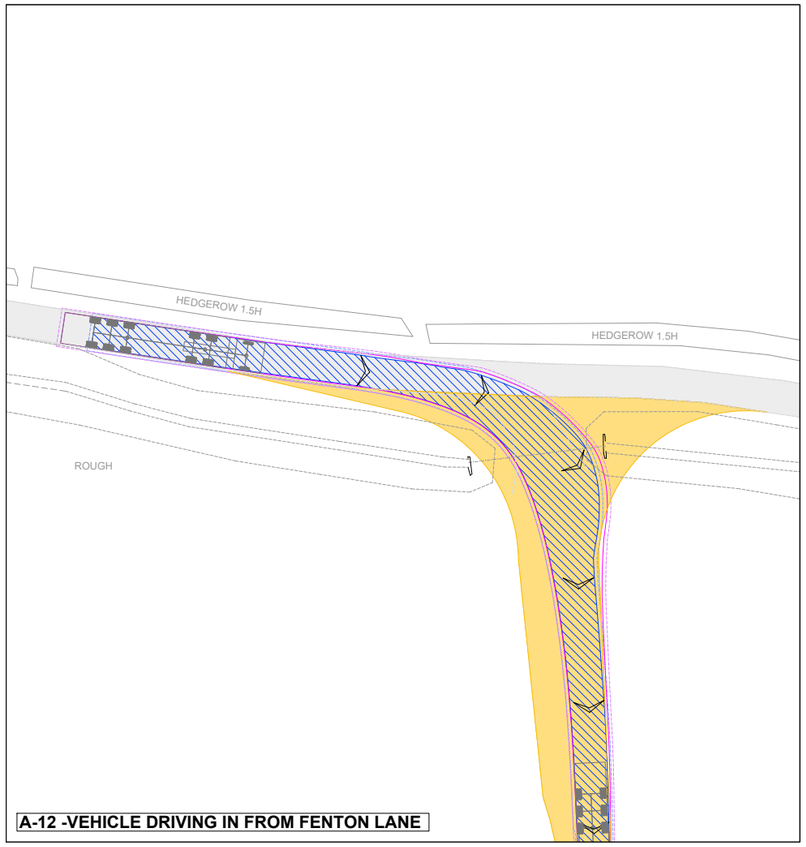
DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

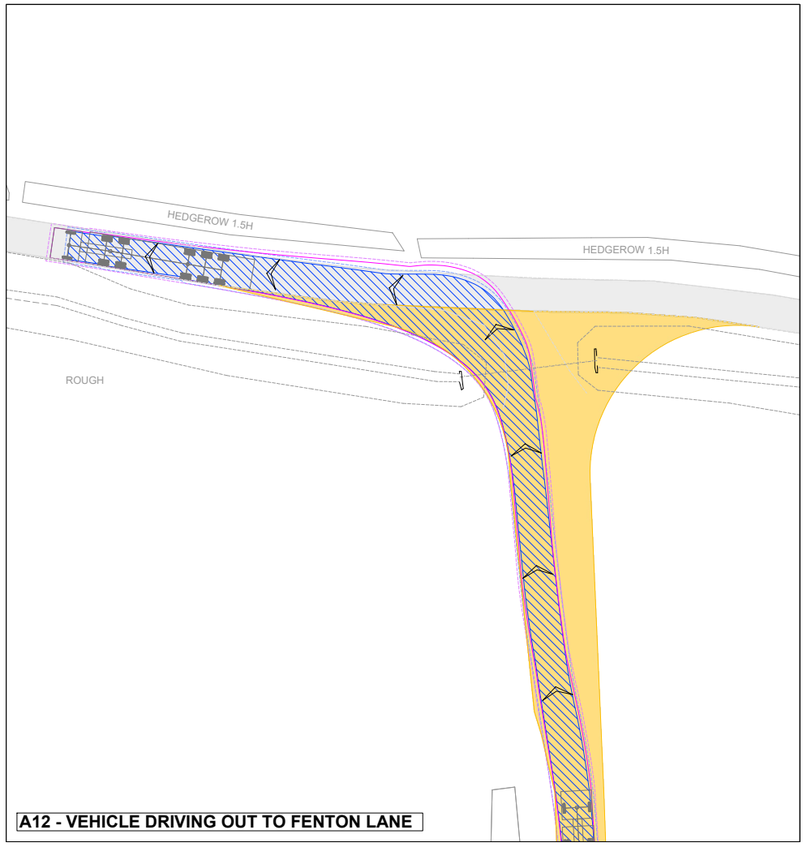
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A-12 -VEHICLE DRIVING IN FROM FENTON LANE



A12 - VEHICLE DRIVING OUT TO FENTON LANE

0 10.0 20.0 30.0m

SCALE 1:500

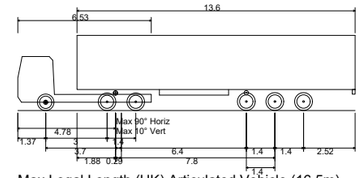
KEY:

- SECONDARY ROAD
- INDICATIVE ENTRANCE TRACK

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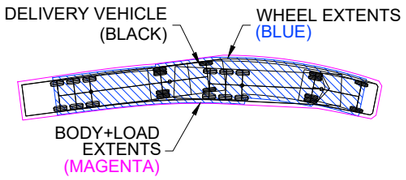
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Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ENTRANCES OFF
FENTON LANE
SHEET 11 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

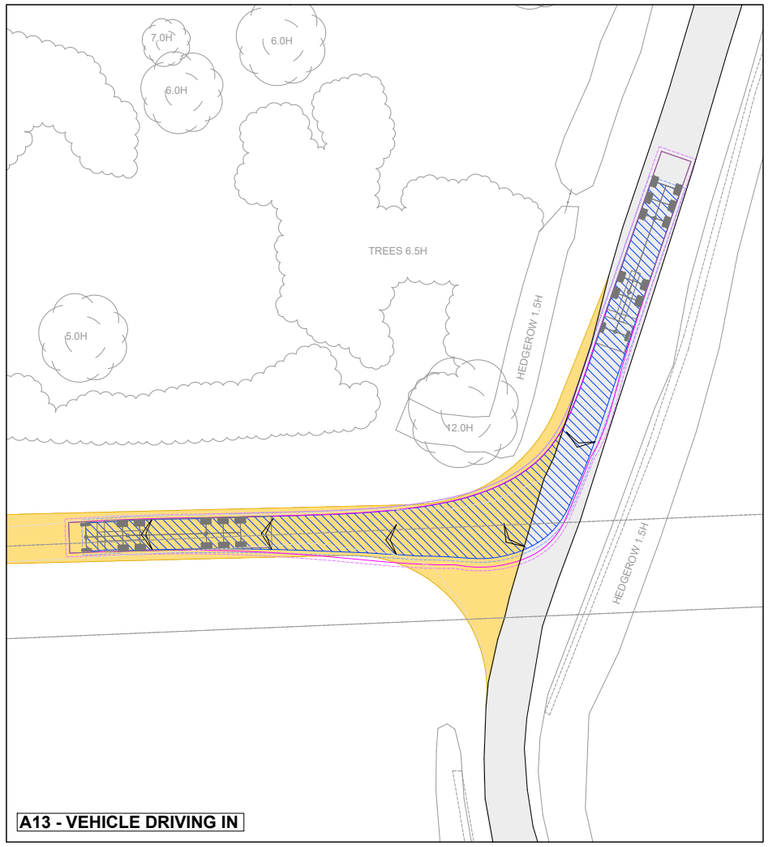
PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

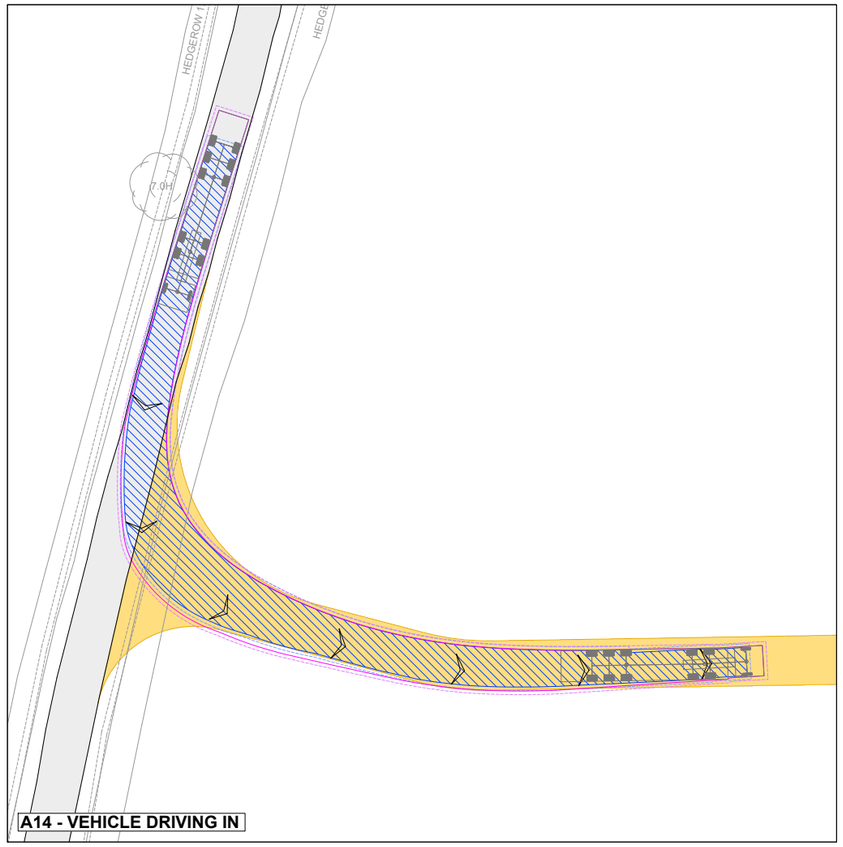
RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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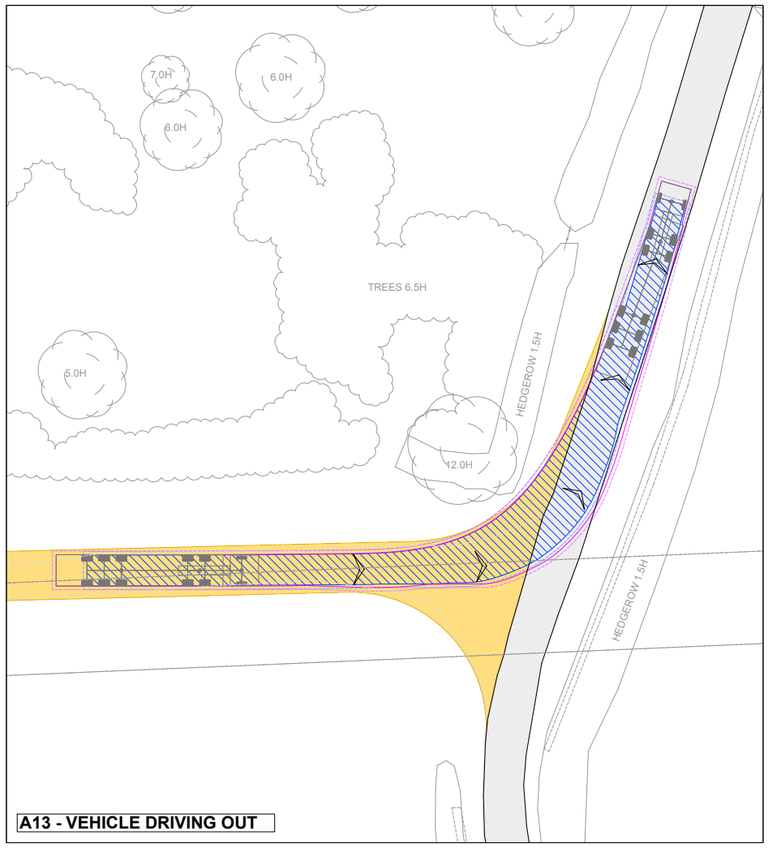
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A13 - VEHICLE DRIVING IN



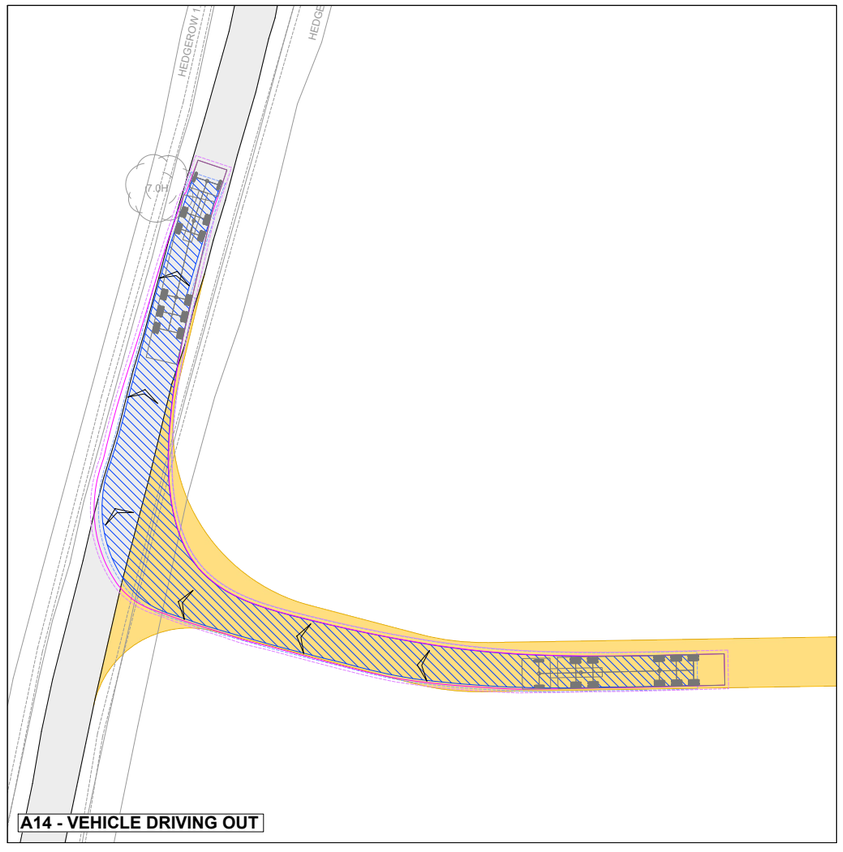
A14 - VEHICLE DRIVING IN



A13 - VEHICLE DRIVING OUT

0 10.0 20.0 30.0m

SCALE 1:500



A14 - VEHICLE DRIVING OUT

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KEY:

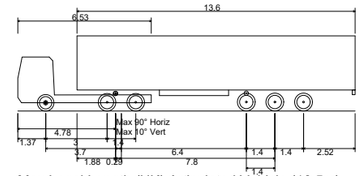
SECONDARY ROAD

INDICATIVE ENTRANCE TRACK

NOTES:

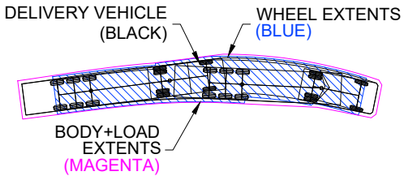
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Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ENTRANCES OFF WOOD LANE

SHEET 12 OF 13

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE

STEEPLE RENEWABLES PROJECT
EN010163

DRAWING TITLE

SITE ENTRANCES
VEHICLE TRACKING

RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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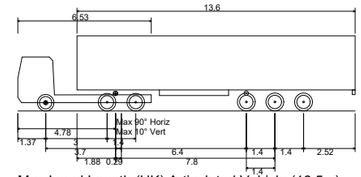
KEY:

- SECONDARY ROAD
- INDICATIVE ENTRANCE TRACK

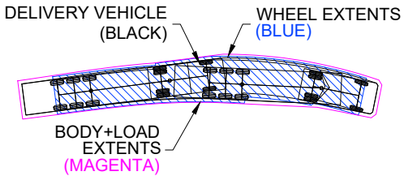
NOTES:

1. MAPPING INCLUDING ROAD EXTENTS TAKEN FROM TOPOGRAPHIC SURVEY 06_220847 UNDERTAKEN BY LSTC IN 2024.

VEHICLE TRACKING:

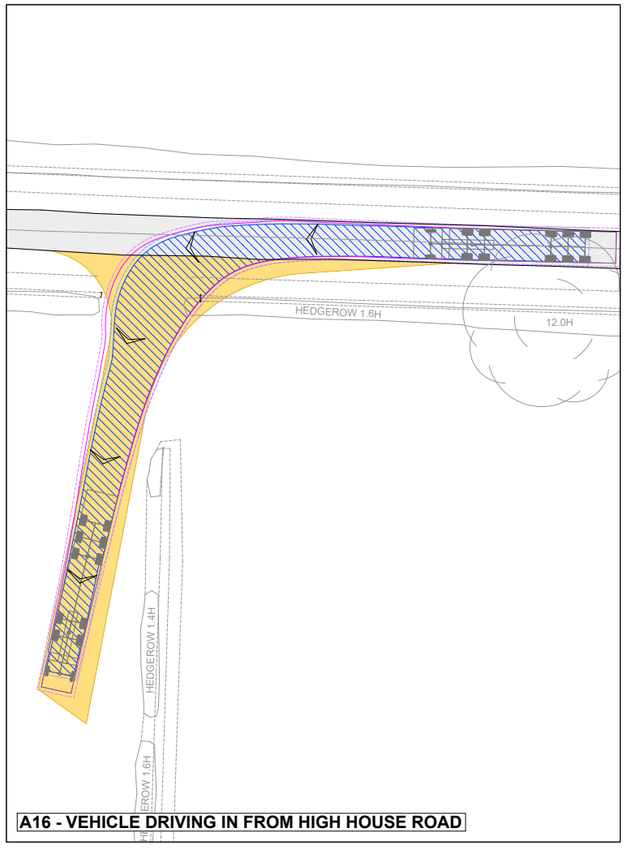


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Kerb to Kerb Turning Radius	6.530m

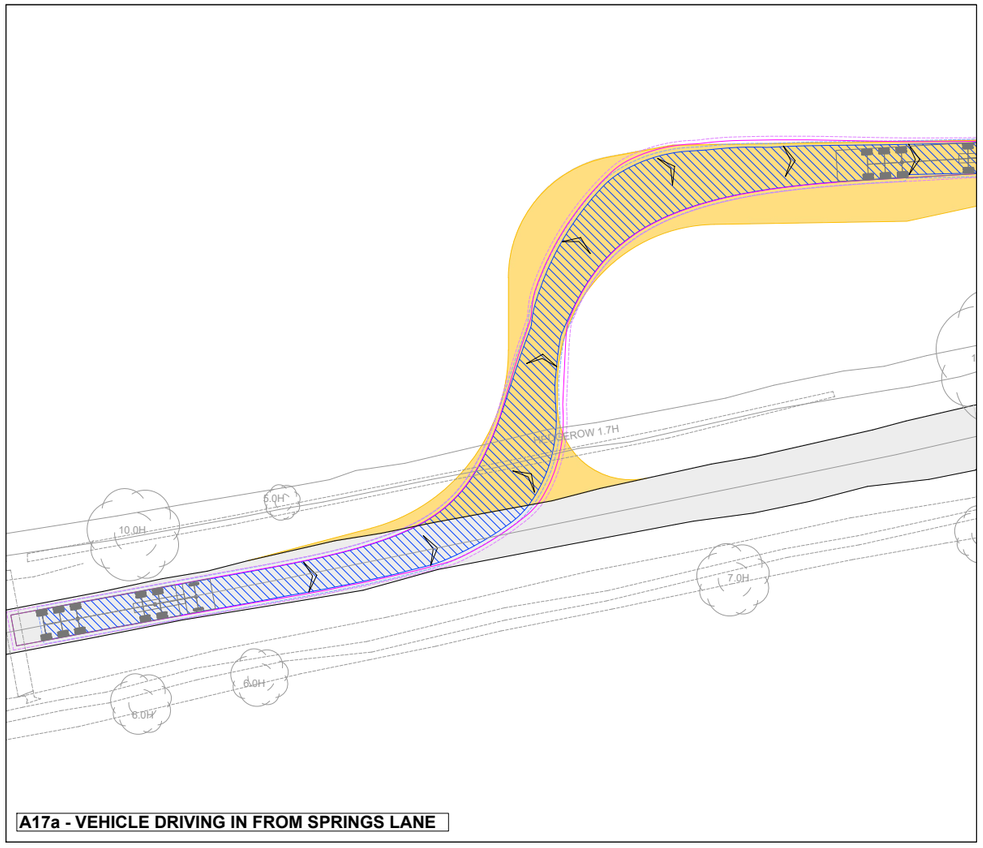


ENTRANCES OFF SPRING LANE & HIGH HOUSE ROAD

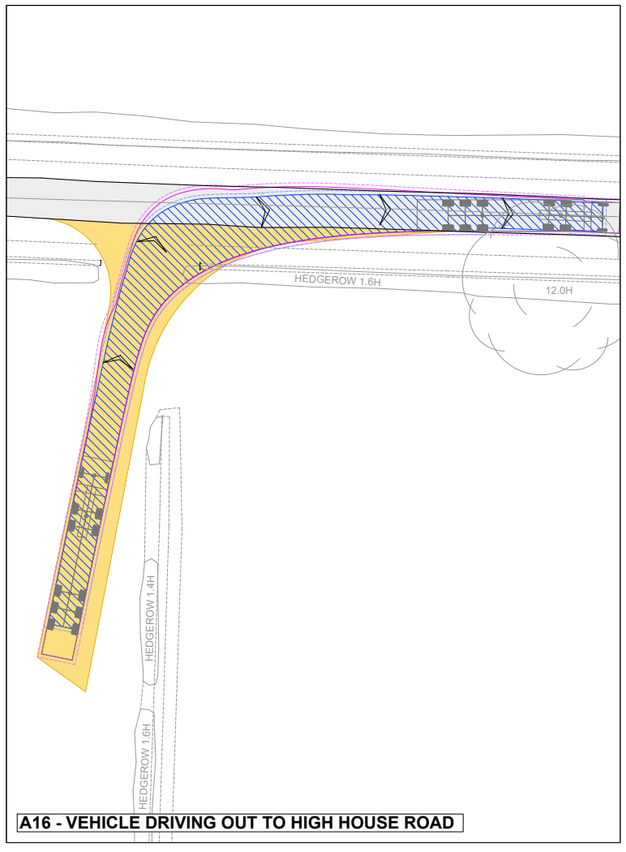
SHEET 13 OF 13



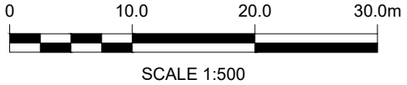
A16 - VEHICLE DRIVING IN FROM HIGH HOUSE ROAD



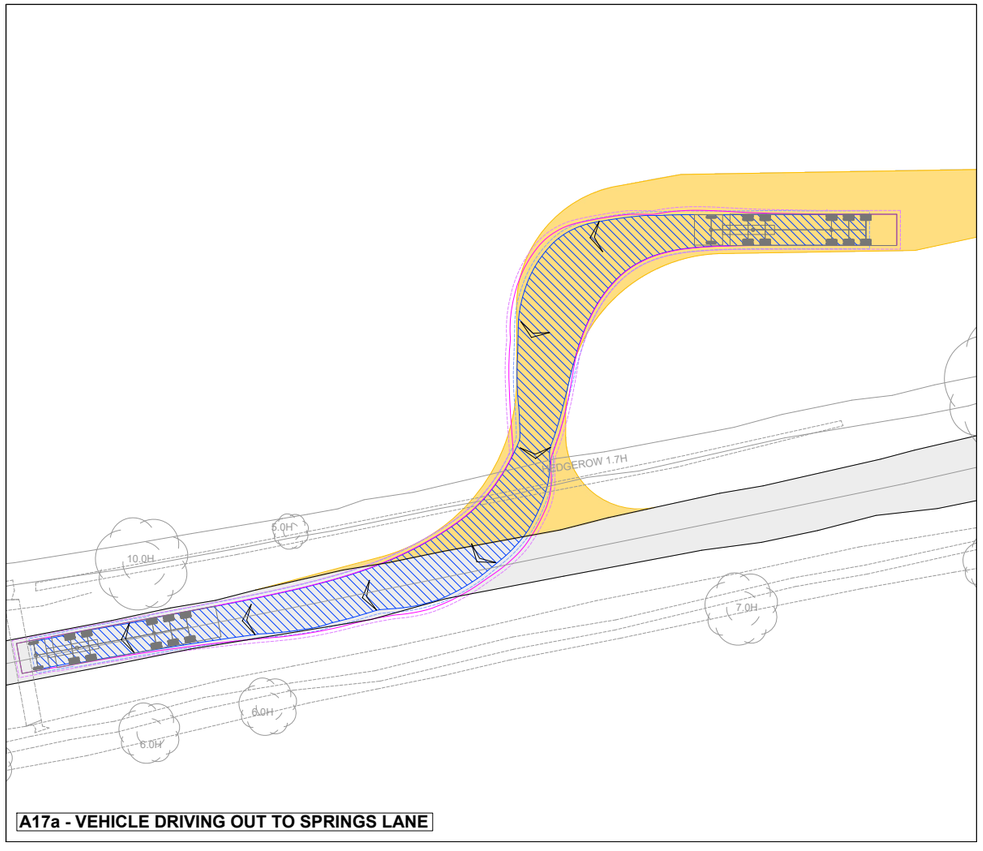
A17a - VEHICLE DRIVING IN FROM SPRINGS LANE



A16 - VEHICLE DRIVING OUT TO HIGH HOUSE ROAD



SCALE 1:500



A17a - VEHICLE DRIVING OUT TO SPRINGS LANE

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	CC	2025-05-12	SPA access 5 added
1	FG	AP	CC	2025-05-09	First Issue

PURPOSE: OTHER	COORDINATES: OSGB 1936
SCALE: 1:500 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
STEEPLE RENEWABLES PROJECT
EN010163

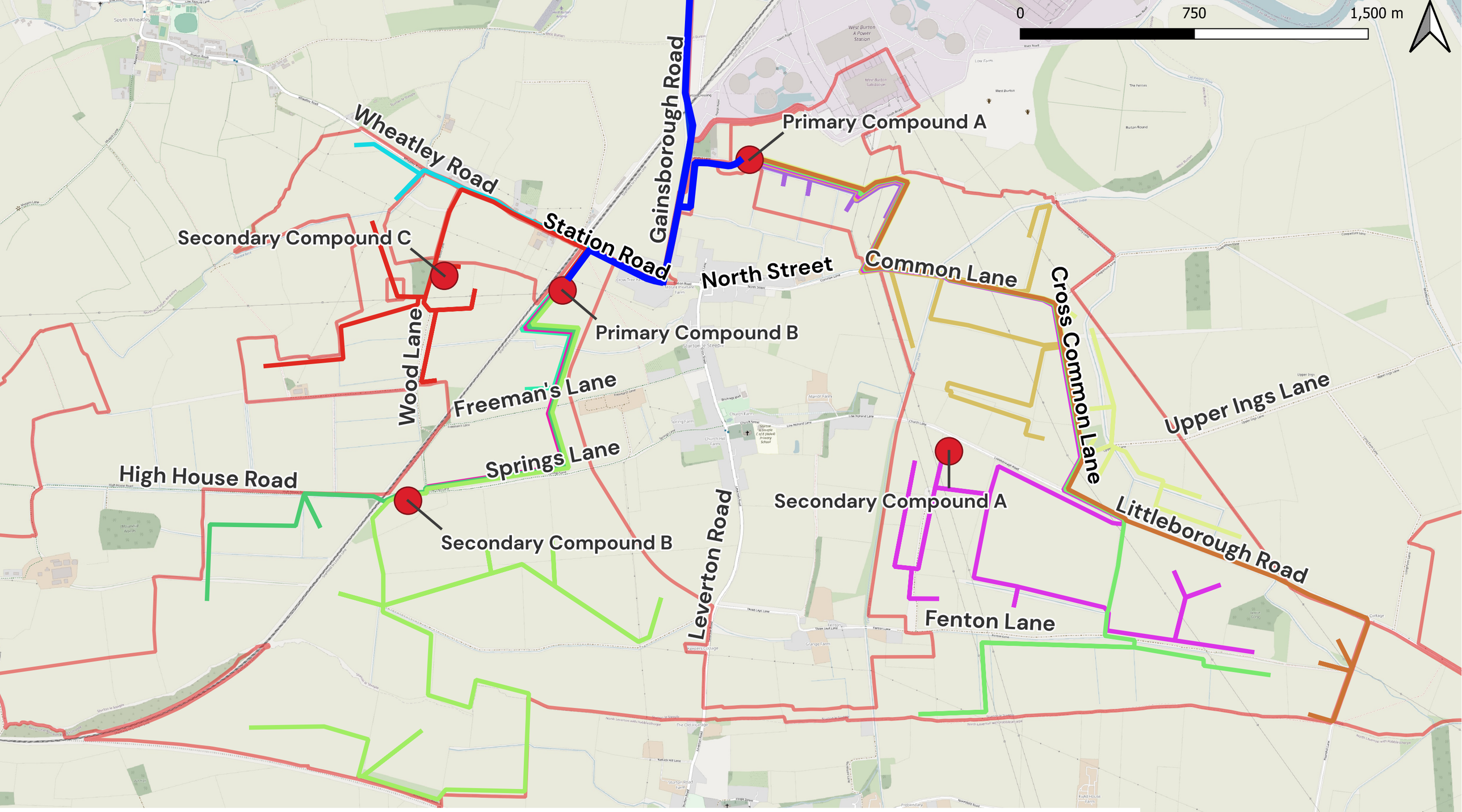
DRAWING TITLE
SITE ENTRANCES
VEHICLE TRACKING

RES DRAWING NUMBER	REV
04954-RES-ACC-DR-PE-005	2

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APPENDIX G – COMPOUNDS & HAUL ROUTES LOCATION PLAN



Key

Site Boundary

Transport Routes

- Common Ln. (CL)
- Common Ln. > Cross Common Ln. > Upper Ings Ln. (CL-UIL)
- Common Ln. > Cross Common Ln. > Upper Ings Ln. > Littleborough Rd. (CL-LR)
- Common Ln. > Cross Common Ln. > Upper Ings Ln. > Littleborough Rd. > Fenton Ln. (CL-FL)
- Common Ln. > Cross Common Ln. > Upper Ings Ln. > Littleborough Rd. > Thornhill Ln. (CL-TL)
- Freeman's Ln. (New Road Crossing) (FL)
- Freeman's Ln. (New Road Crossing) > Spring Ln. > High House Rd. (Railway Bridge) (FL-HHR)
- Freeman's Ln. (New Road Crossing) > Springs Ln. (FL-SL)
- Gainsorough Rd. > Quarry Access > Primary Compound A (GR-PCA)
- Gaisnborough Rd. > Station Road Westbound > Primary Compound B (GR-PCB)
- Internal Haul Roads ONLY (East) (IHRE)
- Internal Haul Roads ONLY (West) (IHRW)
- Wheatley Rd. (WR)
- Wheatley Rd. > Wood Ln. (WR-WL)

APPENDIX H – VEHICLE MOVEMENTS SPREADSHEET

Civil Design - Construction Traffic Assessment for Steeple Solar

Ref: 04954-8512070

Based on layout 04954-RES-MAP-DR-TE-004 Rev02

Revision history

Issue	Date	Name	Latest changes
1	06.09.24	Lampros Styliaras	First Created
2	03.03.25	Lampros Styliaras	Update post Layout Semi-Freeze

Required Data	Please update cells below considering units of measure
Project DC Capacity (MW)	525.00
Project AC Capacity (MWp)	460
PV Module Output (W)	650
PV Module Configuration	2 Panel Portrait
Fragmentation Factor	Average Fragmentation (Nearby separate land parcels)
Inverter Type	Central Inverters
Inverter Output (MW)	4.3
MV Transformers (pcs)	107
Access Track Length (m)	20000
Fence Length (m)	60000
Gates (pcs)	45
Storage & Compound Area (pcs)	3
Step Up Substation (HV Substation)	YES
Estimated Construction Duration (mons)	22 - 24

PV Module Delivery

PV Modules	Calculation	Assumptions	Width	Height	Vehicle Type
PV Modules Total (nos)	807,692	<450	1.05	1.75	
Module Width (m)	1.15	451-500	1.05	1.9	
Module Height (m)	2.45	501-540	1.1	2.05	
PV Modules per Palet (nos)	30	541-570	1.1	2.15	
Palets Total (nos)	26924	571-600	1.1	2.25	
Palets per Container (nos)	18	601-630	1.15	2.35	
Total Number of Containers (nos)	1496	>630	1.15	2.45	HGV - 16.5m Artic 40ft Container Lorry

Piles & Mounting Frame Delivery

Mounting Structure				
Piles	**Calculation**	**Assumptions**		**Vehicle Type**
PV Modules (lm)	928847	C100 Pile Section (m2)	0.0072	
Mounting Rack (lm)	232212	Pile Thickness (mm)	3	
Piles (nos)	116106	Steel Weight (Kg/m3)	7850	
Piles Total Length(lm)	348318	Front Pile Length (m)	2.5	
Piles Total Volume (m3)	2508	Rear Pile Length (m)	3.5	
Piles Total Weight (Kgs)	19687800	Pile Intervals (m)	4	
Weight per Vehicle (Kgs)	25000	Width/Height Factor	1.15	
Total Number of Vehicles (nos)	788	Configuration Factor	4	HGV - 16.5m Artic Curtain Side Lorry
Purlins	**Calculation**	**Assumptions**		**Vehicle Type**
Purlins Total Length (lm)	1857694	C100 Purlin Section (m2)	0.0036	
Purlin Total Volume (m3)	6688	Purlin Thickness (mm)	1.5	
Piles Total Weight (Kgs)	52500800	Steel Weight (Kg/m3)	7850	
Weight per Vehicle (Kgs)	25000			
Total Number of Vehicles (nos)	2101			HGV - 16.5m Artic Curtain Side Lorry
Rafters	**Calculation**	**Assumptions**		**Vehicle Type**
Rafters (nos)	58053	C80 Rafter Section (m2)	0.0027	
Rafters Total Length(lm)	270237	Rafter Thickness (mm)	1.5	
Rafters Total Volume (m3)	730	Steel Weight (Kg/m3)	7850	
Rafters Total Weight (Kgs)	5730500	Rafters Length (m)	4.655	
Weight per Vehicle (Kgs)	25000			
Total Number of Vehicles (nos)	230			HGV - 16.5m Artic Curtain Side Lorry
Braces	**Calculation**	**Assumptions**		**Vehicle Type**
Braces (nos)	58053	C80 Rafter Section (m2)	0.0027	
Rafters Total Length(lm)	116106	Rafter Thickness (mm)	1.5	
Rafters Total Volume (m3)	314	Steel Weight (Kg/m3)	7850	
Rafters Total Weight (Kgs)	2464900	Rafters Length (m)	2	
Weight per Vehicle (Kgs)	25000			
Total Number of Vehicles (nos)	99			HGV - 16.5m Artic Curtain Side Lorry

Power Conversion System Delivery

Inverters	Calculation	Assumptions		Vehicle Type
Inverters (nos)	107	String Inverters per Pallet	4	
Inverters per Vehicle (nos)	1	Pallets per Vehicle	16	

Total Number of Vehicles (nos)	107	String Inverters per Vehicle	64	HGV - 16.5m Artic Flatbed Trailer Lorry
MV Transformer Stations		**Assumptions**		
Transformers (nos)	107	Transformer & RMU per Vehicle	1	
Total Number of Vehicles (nos)	107			HGV - 16.5m Artic Flatbed Trailer Lorry
DC String Combiner Boxes		**Assumptions**		
DC String Combiner Boxes (nos)	2625	DC Combiners per Pallet	6	
Total Number of Vehicles (nos)	28	DC Combiners per Vehicle	96	HGV - 16.5m Artic Curtain Side Lorry

Cables & Earthing Delivery

Cables				
Solar Cables	**Calculation**	**Assumptions**		**Vehicle Type**
Total Cable Length (m)	5805294	Cable Length per Drum	1000	
Total Cable Drums (nos)	5806	Drums per Pallet	12	
Total Pallets (nos)	484	Pallets per Vehicle	16	
Total Number of Vehicles (nos)	31	Fragmentation Factor	1.25	HGV - 16.5m Artic Curtain Side Lorry
LV Cables	**Calculation**	**Assumptions**		**Vehicle Type**
Total Cable Length (m)	328125	Cable Length per Drum	750	
Total Cable Drums (nos)	438	Drums per Vehicle	6	
Total Number of Vehicles (nos)	73	Fragmentation Factor	1.25	HGV - 16.5m Artic Curtain Side Lorry
MV Cables	**Calculation**	**Assumptions**		**Vehicle Type**
Total Cable Length (m)	100313	Cable Length per Drum	750	
Total Cable Drums (nos)	134	Drums per Vehicle	6	
Total Number of Vehicles (nos)	23	Fragmentation Factor	1.25	HGV - 16.5m Artic Curtain Side Lorry
Earthing Cables	**Calculation**	**Assumptions**		**Vehicle Type**
Total Cable Length (m)	58053	Cable Length per Drum	500	
Total Cable Drums (nos)	117	Drums per Vehicle	18	
Total Number of Vehicles (nos)	7	Fragmentation Factor	1.25	HGV - 16.5m Artic Curtain Side Lorry

Civil Works Material Delivery

Aggregate Material					
Cable Trench Sand	**Calculation**	**Assumptions**			**Vehicle Type**
Total Trench Length (m)	42844	Trench Width (m)	0.8		
Total Volume of Sand (m3)	13711	Sand Layer Thickness (m)	0.4		
Total Number of Vehicles (nos)	1372	Volume per Vehicle (m3)	10		20 T Tipper Lorry
Access Tracks Gravel	**Calculation**	**Assumptions**			**Vehicle Type**
Total Tracks Length (m)	20000	Track Width (m)	4		
Total Volume of Gravel (m3)	32000	Track Depth (m)	0.4		
Total Number of Vehicles (nos)	3200	Volume per Vehicle (m3)	10		20 T Tipper Lorry
Inverter Hardstanding	**Calculation**	**Assumptions**	**Length**	**Width**	**Vehicle Type**
Quantity of Hardstandings	107	Hardstanding dimensions (m)	12	12	
Total Volume of Gravel (m3)	6164	Hardstanding Area (m2)	144		
Total Number of Vehicles (nos)	617	Hardstanding Depth (m)	0.4		20 T Tipper Lorry
		Volume per Vehicle (m3)	10		
Compound Area	**Calculation**	**Assumptions**			**Vehicle Type**
Total Volume of Gravel (m3)	2400	Compound Area (m2)	6000		
Total Number of Vehicles (nos)	240	Compound Area Depth (m)	0.4		20 T Tipper Lorry

		Volume per Vehicle (m3)	10		
Geotextile	**Calculation**	**Assumptions**			**Vehicle Type**
Area Requiring Geotextile (m2)	101408	Area of Geotext per Roll (m2)	225		
Total Quantity of Rolls Required (nos)	451	Geotextile Rolls per Vehicle (nos)	50		
Total Number of Vehicles (nos)	10				HGV - 12m Rigid Flatbed Lorry
Concrete & Steel					
Concrete Foundations	**Calculation**	**Assumptions**	**Length**	**Width**	**Vehicle Type**
Foundations (nos)	109	Foundation Dimensions (m)	13	6.5	
Concrete Volume (m3)	3685	Foundation Area (m2)	84.5		
Total Number of Vehicles (nos)	615	Foundation Depth (m)	0.4		6 M3 Concrete Mixer
		Volume per Vehicle (m3)	6		
Steel	**Calculation**	**Assumptions**			**Vehicle Type**
Total Weight of Steel (kg)	368500	Steel per m3 of Concrete (kg)	100		
Total Number of Vehicles (nos)	30	Capacity per Vehicle (kg)	12500		HGV - 12m Rigid Flatbed Lorry

Fence, Gates, CCTV & Other Misc Deliveries

Fence and Gates					
Panels	**Calculation**	**Assumptions**			**Vehicle Type**
Fence Panels (nos)	15000	Fence Post Intervals (m)	4		
Total Number of Vehicles (nos)	100	Fence Panels per Vehicle (nos)	150		HGV - 12m Rigid Flatbed Lorry
Posts	**Calculation**	**Assumptions**			**Vehicle Type**
Fence Posts (nos)	16500	Fence Posts per Vehicle (nos)	300		
Total Number of Vehicles (nos)	55	Gates per Vehicle (nos)	5		HGV - 12m Rigid Flatbed Lorry
Gates	**Calculation**	**Assumptions**			**Vehicle Type**
Vehicles for Gates & Accessories (nos)	9	Fragmentation Factor	1.1		HGV - 12m Rigid Flatbed Lorry
CCTV & Scada					
CCTV	**Calculation**	**Assumptions**			**Vehicle Type**
CCTV Poles (nos)	750	Camera Intervals (m)	80		
Total Number of Vehicles (nos)	25	Camera Poles per Vehicle (nos)	30		HGV - 12m Rigid Curtain Side Lorry
Vehicles for Cameras & Accessories (nos)	1	Default Assumption 1 Extra Vehicle for Accessories			HGV - 12m Rigid Curtain Side Lorry
Scada Components	**Calculation**	**Assumptions**			**Vehicle Type**
Vehicles for Scada Components (nos)	2	Default Assumption 2 Vehicles for Scada			HGV - 12m Rigid Curtain Side Lorry

Construction plant equipment (Delivery & Removal)

Construction Plant (Two Ways)	**Calculation**	**Assumptions**		**Vehicle Type**
Construction Plant	100	Default Assumption (nos)	20	HGV - 12m Rigid Flatbed Lorry
Construction Plant Removal	100	Project Size Factor	5	HGV - 12m Rigid Flatbed Lorry

Welfare Units (Delivery & Removal)

Welfare Units (Two Ways)		**Assumptions**		**Vehicle Type**
Welfare Units	75	Default Assumption (nos)	15	HGV - 12m Rigid Flatbed Lorry
Welfare Units Removal	75	Project Size Factor	5	HGV - 12m Rigid Flatbed Lorry

Management & Workforce

Workforce	Calculation	Assumptions			Vehicle Type
Management Vehicles (nos)	7875	Vehicles per Day	15		Passenger Cars
Technician Vehicles (nos)	21000	Vehicles per Day	40		10 Seater Van
Service Vehicles (nos)	13125	Vehicles per Day	25		3.5T Van
		Duration Factor	525		

HV Substation Deliveries

Step-Up Substation & BESS	Calculation	Assumptions			Vehicle Type
HV Transformers (nos)	4	Default Assumption (nos)	4		AIL - 16.5m Low Loader Lorry
Hardstandings	200	Default Assumption (nos)	200		20 T Tipper Lorry
Steel Structure & Guntries	30	Default Assumption (nos)	30		HGV - 16.5m Artic Flatbed Trailer Lorry
Concrete Foundations	50	Default Assumption (nos)	50		6 M3 Concrete Mixer
Steel reinforcement	5	Default Assumption (nos)	10	20% of Concrete	HGV - 12m Rigid Flatbed Lorry
Control Buildings	4	Default Assumption (nos)	4		AIL - 16.5m Low Loader Lorry
Cables MV, HV, Earting	12	Default Assumption (nos)	12		HGV - 16.5m Artic Flatbed Trailer Lorry
CapBanks & Auxiliaries	4	Default Assumption (nos)	4	Per Transformer	HGV - 16.5m Artic Flatbed Trailer Lorry
Security Fence	5	Default Assumption (nos)	5		HGV - 12m Rigid Flatbed Lorry

Energy Storage (BESS) Deliveries

Step-Up Substation & BESS	Calculation	Assumptions		Vehicle Type
Battery containers	128	Based off RES drawing 4954-RES-		HGV - 16.5m Artic Flatbed Trailer Lorry
Power conversion system	32	LAY-DR-PE-002		HGV - 16.5m Artic Flatbed Trailer Lorry
Control buildings	2			AIL - 16.5m Low Loader Lorry
Harmonic filter	1			HGV - 16.5m Artic Flatbed Trailer Lorry
Capacitor	1			HGV - 16.5m Artic Flatbed Trailer Lorry
Pre-insertion resistor	1			HGV - 16.5m Artic Flatbed Trailer Lorry
Auxiliary transformer	1			HGV - 16.5m Artic Flatbed Trailer Lorry
Aggregation panel / LV pillar	8	Equip no (assume 4 per vehicle)	32	HGV - 16.5m Artic Flatbed Trailer Lorry
Spares container	1			HGV - 16.5m Artic Flatbed Trailer Lorry
Cables	4	(<crude estimate)		HGV - 16.5m Artic Flatbed Trailer Lorry
Fence	2	Compound fence length (m)	675	HGV - 12m Rigid Flatbed Lorry
Concrete	126			6 M3 Concrete Mixer
Hardstanding	550	Hardstanding area (m2)	27500	20 T Tipper Lorry

Field №	Table Count	Module Count	Inverter Count	Wdc	% of overall Wdc Per Field
1	44	1056	0	0.69	0.13
2	177	4248	0	2.78	0.53
3	894	21456	0	14.05	2.68
4	0	0	0	0.00	0.00
5	0	0	0	0.00	0.00
6	0	0	0	0.00	0.00
7	363	8712	1	5.71	1.09
8	44	1056	0	0.69	0.13
9	345	8280	0	5.42	1.03
10	379	9096	2	5.96	1.14
12	258	6192	1	4.06	0.77
13	183	4392	0	2.88	0.55
14	123	2952	0	1.93	0.37
15	174	4176	1	2.74	0.52
16	333	7992	2	5.23	1.00
17	305	7320	0	4.79	0.91
18	391	9384	2	6.15	1.17
19	100	2400	0	1.57	0.30
20	357	8568	2	5.61	1.07
21	6	144	0	0.09	0.02
22	0	0	0	0.00	0.00
23	594	14256	2	9.34	1.78
24	64	1536	1	1.01	0.19
25	234	5616	1	3.68	0.70
26	0	0	0	0.00	0.00
27	602	14448	1	9.46	1.80
28	261	6264	0	4.10	0.78
29	714	17136	2	11.22	2.14
30	230	5520	1	3.62	0.69
31	158	3792	2	2.48	0.47
32	545	13080	2	8.57	1.63
33	70	1680	0	1.10	0.21
34	236	5664	2	3.71	0.71
35	0	0	0	0.00	0.00
36	0	0	0	0.00	0.00
37	229	5496	0	3.60	0.69
38	45	1080	0	0.71	0.14
39	10	240	0	0.16	0.03
40	1131	27144	4	17.78	3.39
41	50	1200	0	0.79	0.15
42	0	0	0	0.00	0.00
43	192	4608	1	3.02	0.58
44	257	6168	2	4.04	0.77
45	0	0	0	0.00	0.00
46	65	1560	0	1.02	0.19
47	46	1104	0	0.72	0.14
48	220	5280	0	3.46	0.66
49	130	3120	0	2.04	0.39
50	124	2976	0	1.95	0.37

Wdc
192.03

Field №	Table Count	Module Count	Inverter Count	Wdc	% of overall Wdc Per Field
2	177	4248	0	2.78	0.53
7	363	8712	1	5.71	1.09
9	345	8280	0	5.42	1.03
10	379	9096	2	5.96	1.14
15	174	4176	1	2.74	0.52
23	594	14256	2	9.34	1.78
33	70	1680	0	1.10	0.21
34	236	5664	2	3.71	0.71
37	229	5496	0	3.60	0.69
41	50	1200	0	0.79	0.15
17	305	7320	0	4.79	0.91
31	158	3792	2	2.48	0.47
19	100	2400	0	1.57	0.30
21	6	144	0	0.09	0.02
30	230	5520	1	3.62	0.69
32	545	13080	2	8.57	1.63
38	45	1080	0	0.71	0.14
43	192	4608	1	3.02	0.58
48	220	5280	0	3.46	0.66
49	130	3120	0	2.04	0.39
53	379	9096	2	5.96	1.14
64	129	3096	0	2.03	0.39
39	10	240	0	0.16	0.03
46	65	1560	0	1.02	0.19
50	124	2976	0	1.95	0.37
72	22	528	0	0.35	0.07
44	257	6168	2	4.04	0.77
54	115	2760	1	1.81	0.35
59	519	12456	0	8.16	1.56
62	842	20208	4	13.24	2.52
66	588	14112	2	9.24	1.76
84	508	12192	0	7.99	1.52
67	308	7392	1	4.84	0.92
80	858	20592	1	13.49	2.57
87	132	3168	1	2.08	0.40
88	155	3720	0	2.44	0.47
96	229	5496	4	3.60	0.69
97	21	504	0	0.33	0.06
98	375	9000	0	5.90	1.12
95	490	11760	2	7.70	1.47
92	341	8184	0	5.36	1.02
94	438	10512	2	6.89	1.31
100	424	10176	2	6.67	1.27
102	336	8064	0	5.28	1.01
1	44	1056	0	0.69	0.13
3	894	21456	0	14.05	2.68
8	44	1056	0	0.69	0.13
12	258	6192	1	4.06	0.77
20	357	8568	2	5.61	1.07

51	0	0	0	0.00	0.00
52	154	3696	0	2.42	0.46
53	379	9096	2	5.96	1.14
54	115	2760	1	1.81	0.35
55	655	15720	0	10.30	1.96
56	332	7968	0	5.22	1.00
57	756	18144	4	11.88	2.26
58	684	16416	4	10.75	2.05
59	519	12456	0	8.16	1.56
60	0	0	0	0.00	0.00
61	0	0	0	0.00	0.00
62	842	20208	4	13.24	2.52
63	776	18624	4	12.20	2.33
64	129	3096	0	2.03	0.39
65	0	0	0	0.00	0.00
66	588	14112	2	9.24	1.76
67	308	7392	1	4.84	0.92
68	0	0	0	0.00	0.00
69	0	0	0	0.00	0.00
70	363	8712	0	5.71	1.09
71	0	0	0	0.00	0.00
72	22	528	0	0.35	0.07
73	0	0	0	0.00	0.00
74	0	0	0	0.00	0.00
75	0	0	0	0.00	0.00
76	391	9384	2	6.15	1.17
77	1407	33768	4	22.12	4.22
78	0	0	0	0.00	0.00
79	666	15984	2	10.47	2.00
80	858	20592	1	13.49	2.57
81	0	0	0	0.00	0.00
82	1049	25176	4	16.49	3.14
83	0	0	0	0.00	0.00
84	508	12192	0	7.99	1.52
85	0	0	0	0.00	0.00
86	1444	34656	4	22.70	4.33
87	132	3168	1	2.08	0.40
88	155	3720	0	2.44	0.47
89	543	13032	2	8.54	1.63
90	0	0	0	0.00	0.00
92	341	8184	0	5.36	1.02
93	1933	46392	7	30.39	5.79
94	438	10512	2	6.89	1.31
95	490	11760	2	7.70	1.47
96	229	5496	2	3.60	0.69
97	21	504	0	0.33	0.06
98	375	9000	0	5.90	1.12
99	0	0	0	0.00	0.00
100	424	10176	2	6.67	1.27
101	0	0	2	0.00	0.00
102	336	8064	0	5.28	1.01
103	0	0	0	0.00	0.00

Wdc
332.56

24	64	1536	1	1.01	0.19
27	602	14448	1	9.46	1.80
28	261	6264	0	4.10	0.78
13	183	4392	0	2.88	0.55
14	123	2952	0	1.93	0.37
18	391	9384	2	6.15	1.17
25	234	5616	1	3.68	0.70
16	333	7992	2	5.23	1.00
29	714	17136	2	11.22	2.14
40	1131	27144	4	17.78	3.39
47	46	1104	0	0.72	0.14
56	332	7968	0	5.22	1.00
57	756	18144	4	11.88	2.26
70	363	8712	0	5.71	1.09
86	1444	34656	4	22.70	4.33
52	154	3696	0	2.42	0.46
58	684	16416	4	10.75	2.05
55	655	15720	0	10.30	1.96
63	776	18624	4	12.20	2.33
76	391	9384	2	6.15	1.17
77	1407	33768	4	22.12	4.22
79	666	15984	2	10.47	2.00
82	1049	25176	4	16.49	3.14
89	543	13032	2	8.54	1.63
93	1933	46392	7	30.39	5.79
104	931	22344	3	14.64	2.79
109	994	23856	2	15.63	2.98
115	371	8904	2	5.83	1.11
116	988	23712	4	15.53	2.96
117	546	13104	1	8.58	1.64
118	493	11832	4	7.75	1.48
		33368	800832	107	525	100

104	931	22344	3	14.64	2.79
105	0	0	0	0.00	0.00
107	0	0	0	0.00	0.00
108	0	0	0	0.00	0.00
109	994	23856	2	15.63	2.98
111	0	0	0	0.00	0.00
112	0	0	0	0.00	0.00
113	0	0	0	0.00	0.00
114	0	0	0	0.00	0.00
115	371	8904	2	5.83	1.11
116	988	23712	4	15.53	2.96
117	546	13104	1	8.58	1.64
118	493	11832	4	7.75	1.48
193	0	0	0	0.00	0.00
194	0	0	0	0.00	0.00
195	0	0	0	0.00	0.00
196	0	0	0	0.00	0.00
197	0	0	0	0.00	0.00
Totals	**33368**	**800832**	**107**	**525**	**100**

Field Number	Wdc Per Field	% of overall Wdc Per	Primary Destination (Off loading)	Primary Tip Via (HGV Vehicles)	HGV Vehicles Per Parcel	NON-Partitionable Loads	Partitionable Loads	Split Loads (Decanted to	Cars, Vans Etc.	25% of Cars, Vans Etc.	Trip to final destination VIA
2	2.78	0.53	Primary Compound A	Gainsborough Rd > Quarry access	376	346	30	60	223	167	Access 19 > Internal Haul Roads ONLY (East)
7	5.71	1.09	Primary Compound A	Gainsborough Rd > Quarry access	985	923	62	123	457	343	Access 19 > Internal Haul Roads ONLY (East)
15	2.74	0.52	Primary Compound A	Gainsborough Rd > Quarry access	61	32	30	59	219	165	Access 19 > Internal Haul Roads > Access 6a > Access 6b
9	5.42	1.03	Primary Compound A	Gainsborough Rd > Quarry access	121	62	59	117	434	325	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 8
10	5.96	1.14	Primary Compound A	Gainsborough Rd > Quarry access	133	69	64	129	477	358	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 8
23	9.34	1.78	Primary Compound A	Gainsborough Rd > Quarry access	209	108	101	202	748	561	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7
33	1.10	0.21	Primary Compound A	Gainsborough Rd > Quarry access	25	13	12	24	88	66	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7
34	3.71	0.71	Primary Compound A	Gainsborough Rd > Quarry access	83	43	40	80	297	223	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7
37	3.60	0.69	Primary Compound A	Gainsborough Rd > Quarry access	80	41	39	78	288	216	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7
41	0.79	0.15	Primary Compound A	Gainsborough Rd > Quarry access	18	9	9	17	63	47	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7
17	4.79	0.91	Primary Compound A	Gainsborough Rd > Quarry access	107	55	52	104	383	288	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9a
31	2.48	0.47	Primary Compound A	Gainsborough Rd > Quarry access	55	29	27	54	199	149	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9a
19	1.57	0.30	Primary Compound A	Gainsborough Rd > Quarry access	35	18	17	34	126	94	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b
21	0.09	0.02	Primary Compound A	Gainsborough Rd > Quarry access	2	1	1	2	7	5	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b
30	3.62	0.69	Primary Compound A	Gainsborough Rd > Quarry access	81	42	39	78	290	217	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b
32	8.57	1.63	Primary Compound A	Gainsborough Rd > Quarry access	191	99	93	185	686	515	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b
38	0.71	0.14	Primary Compound A	Gainsborough Rd > Quarry access	16	8	8	15	57	43	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b
48	3.46	0.66	Primary Compound A	Gainsborough Rd > Quarry access	77	40	37	75	277	208	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b > Internal Haul Roads > Access 11a > Access 11b
43	3.02	0.58	Primary Compound A	Gainsborough Rd > Quarry access	67	35	33	65	242	181	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b > Internal Haul Roads > Access 11a > Access 11b
49	2.04	0.39	Primary Compound A	Gainsborough Rd > Quarry access	46	24	22	44	163	122	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b > Internal Haul Roads > Access 11a > Access 11b
53	5.96	1.14	Primary Compound A	Gainsborough Rd > Quarry access	133	69	64	129	477	358	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b > Internal Haul Roads > Access 11a > Access 11b
64	2.03	0.39	Primary Compound A	Gainsborough Rd > Quarry access	45	23	22	44	163	122	Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b > Internal Haul Roads > Access 11a > Access 11b
39	0.16	0.03	Primary Compound A	Gainsborough Rd > Quarry access	4	2	2	3	13	10	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
46	1.02	0.19	Primary Compound A	Gainsborough Rd > Quarry access	23	12	11	22	82	61	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
50	1.95	0.37	Primary Compound A	Gainsborough Rd > Quarry access	44	22	21	42	156	117	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
72	0.35	0.07	Primary Compound A	Gainsborough Rd > Quarry access	8	4	4	8	28	21	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
44	4.04	0.77	Primary Compound A	Gainsborough Rd > Quarry access	90	47	44	87	323	243	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
54	1.81	0.35	Primary Compound A	Gainsborough Rd > Quarry access	40	21	20	39	145	109	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
59	8.16	1.56	Primary Compound A	Gainsborough Rd > Quarry access	182	94	88	176	653	490	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
62	13.24	2.52	Primary Compound A	Gainsborough Rd > Quarry access	296	153	143	286	1060	795	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
66	9.24	1.76	Primary Compound A	Gainsborough Rd > Quarry access	206	106	100	200	740	555	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
84	7.99	1.52	Primary Compound A	Gainsborough Rd > Quarry access	178	92	86	173	640	480	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
67	4.84	0.92	Primary Compound A	Gainsborough Rd > Quarry access	108	56	52	105	388	291	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
80	13.49	2.57	Primary Compound A	Gainsborough Rd > Quarry access	301	155	146	292	1080	810	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
87	2.08	0.40	Primary Compound A	Gainsborough Rd > Quarry access	46	24	22	45	167	125	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
88	2.44	0.47	Primary Compound A	Gainsborough Rd > Quarry access	54	28	26	53	195	147	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b
96	3.60	0.69	Primary Compound A	Gainsborough Rd > Quarry access	80	41	39	78	288	216	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
97	0.33	0.06	Primary Compound A	Gainsborough Rd > Quarry access	7	4	4	7	26	20	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
98	5.90	1.12	Primary Compound A	Gainsborough Rd > Quarry access	132	68	64	128	472	354	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
95	7.70	1.47	Primary Compound A	Gainsborough Rd > Quarry access	172	89	83	167	616	462	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
92	5.36	1.02	Primary Compound A	Gainsborough Rd > Quarry access	120	62	58	116	429	322	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
94	6.89	1.31	Primary Compound A	Gainsborough Rd > Quarry access	154	79	74	149	552	414	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
100	6.67	1.27	Primary Compound A	Gainsborough Rd > Quarry access	149	77	72	144	534	401	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
102	5.28	1.01	Primary Compound A	Gainsborough Rd > Quarry access	118	61	57	114	423	317	Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12
16	5.23	1.00	Primary Compound B	Gainsborough Rd > Station Road Westbound	117	60	57	113	419	314	Access 3 > Internal Haul Roads ONLY (West)
29	11.22	2.14	Primary Compound B	Gainsborough Rd > Station Road Westbound	251	129	121	243	898	674	Access 3 > Internal Haul Roads ONLY (West)
40	17.78	3.39	Primary Compound B	Gainsborough Rd > Station Road Westbound	397	205	192	384	1424	1068	Access 3 > Internal Haul Roads > Access 15a > Access 15b
47	0.72	0.14	Primary Compound B	Gainsborough Rd > Station Road Westbound	16	8	8	16	58	43	Access 3 > Internal Haul Roads > Access 15a > Access 15b
57	11.88	2.26	Primary Compound B	Gainsborough Rd > Station Road Westbound	265	137	128	257	951	713	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Spring Ln. > High House Rd. (Railway Bridge) > Access 16
56	5.22	1.00	Primary Compound B	Gainsborough Rd > Station Road Westbound	117	60	56	113	418	313	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Spring Ln. > High House Rd. (Railway Bridge) > Access 16
70	5.71	1.09	Primary Compound B	Gainsborough Rd > Station Road Westbound	128	66	62	123	457	343	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Spring Ln. > High House Rd. (Railway Bridge) > Access 16
86	22.70	4.33	Primary Compound B	Gainsborough Rd > Station Road Westbound	507	262	245	491	1817	1363	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Spring Ln. > High House Rd. (Railway Bridge) > Access 16
52	2.42	0.46	Primary Compound B	Gainsborough Rd > Station Road Westbound	54	28	26	52	194	145	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b
63	12.20	2.33	Primary Compound B	Gainsborough Rd > Station Road Westbound	272	141	132	264	977	733	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b
58	10.75	2.05	Primary Compound B	Gainsborough Rd > Station Road Westbound	240	124	116	232	861	646	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b
55	10.30	1.96	Primary Compound B	Gainsborough Rd > Station Road Westbound	230	119	111	223	825	618	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b
79	10.47	2.00	Primary Compound B	Gainsborough Rd > Station Road Westbound	234	121	113	226	838	629	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b
77	22.12	4.22	Primary Compound B	Gainsborough Rd > Station Road Westbound	494	255	239	478	1771	1328	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b
76	6.15	1.17	Primary Compound B	Gainsborough Rd > Station Road Westbound	137	71	66	133	492	369	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b
82	16.49	3.14	Primary Compound B	Gainsborough Rd > Station Road Westbound	368	190	178	357	1320	990	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
89	8.54	1.63	Primary Compound B	Gainsborough Rd > Station Road Westbound	191	98	92	185	684	513	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
93	30.39	5.79	Primary Compound B	Gainsborough Rd > Station Road Westbound	679	350	329	657	2433	1825	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
115	5.83	1.11	Primary Compound B	Gainsborough Rd > Station Road Westbound	130	67	63	126	467	350	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
118	7.75	1.48	Primary Compound B	Gainsborough Rd > Station Road Westbound	173	89	84	168	620	465	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
116	15.53	2.96	Primary Compound B	Gainsborough Rd > Station Road Westbound	347	179	168	336	1243	933	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
104	14.64	2.79	Primary Compound B	Gainsborough Rd > Station Road Westbound	327	169	158	317	1172	879	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
109	15.63	2.98	Primary Compound B	Gainsborough Rd > Station Road Westbound	349	180	169	338	1251	939	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
117	8.58	1.64	Primary Compound B	Gainsborough Rd > Station Road Westbound	192	99	93	186	687	515	Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b
1	0.69	0.13	Primary Compound B	Gainsborough Rd > Station Road Westbound	15	8	7	15	55	41	Access 3 > Wheatley Rd. > Access 1
3	14.05	2.68	Primary Compound B	Gainsborough Rd > Station Road Westbound	314	162	152	304	1125	844	Access 3 > Wheatley Rd. > Access 1
8	0.69	0.13	Primary Compound B	Gainsborough Rd > Station Road Westbound	15	8	7	15	55	41	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 13
12	4.06	0.77	Primary Compound B	Gainsborough Rd > Station Road Westbound	91	47	44	88	325	244	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 13
20	5.61	1.07	Primary Compound B	Gainsborough Rd > Station Road Westbound	125	65	61	121	449	337	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 13
27	9.46	1.80	Primary Compound B	Gainsborough Rd > Station Road Westbound	211	109	102	205	757	568	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 13
24	1.01	0.19	Primary Compound B	Gainsborough Rd > Station Road Westbound	23	12	11	22	81	61	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 13
28	4.10	0.78	Primary Compound B	Gainsborough Rd > Station Road Westbound	92	47	44	89	328	246	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 13
13	2.88	0.55	Primary Compound B	Gainsborough Rd > Station Road Westbound	64	33	31	62	231	173	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 14
14	1.93	0.37	Primary Compound B	Gainsborough Rd > Station Road Westbound	43	22	21	42	155	116	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 14
18	6.15	1.17	Primary Compound B	Gainsborough Rd > Station Road Westbound	137	71	66	133	492	369	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 14
25	3.68	0.70	Primary Compound B	Gainsborough Rd > Station Road Westbound	82	42	40	80	295	221	Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 14
80	524.59	100			12887	7215	5672	11344	42000	31500	

Primary Traffic Volume (Off site TO Site Primary Compound Areas A & B)

PV Solar Deliveries	Overall number of Vehicles	Gainsborough Road > Quarry Access > PR Compound A	Gainsborough Road > Station Road WB > PR Compound B
PV Module Delivery	1496	554	942
Piles & Mounting Frame Delivery	3218	1191	2027
Power Conversion System Delivery	242	90	152
Cables & Earthing Delivery	134	50	84
Civil Works Material Delivery	6084	2251	3833
Fence, Gates, CCTV & Other Misc Deliveries	192	71	121
Earthworks import/ export	-	-	-
Construction plant equipment (Delivery & Removal)	200	74	126
Welfare Units (Delivery & Removal)	150	56	95
Total	**11716**	**4335**	**7381**

HV Substation Deliveries	Overall number of Vehicles	Gainsborough Road > Quarry Access > PR Compound A	Gainsborough Road > Station Road WB > PR Compound B
HV Transformers	4	4	-
Hardstandings	200	200	-
Steel Structure & Guntries	30	30	-
Concrete Foundations	50	50	-
Steel reinforcement	5	5	-
Control Buildings	4	4	-
Cables MV, HV, Earting	12	12	-
CapBanks & Auxiliaries	4	4	-
Security Fence	5	5	-
Total	**314**	**314**	**0**

Energy Storage (BESS) Deliveries	Overall number of Vehicles	Gainsborough Road > Quarry Access > PR Compound A	Gainsborough Road > Station Road WB > PR Compound B
Battery containers	128	128	-
Power conversion system	32	32	-
Control buildings	2	2	-
Harmonic filter	1	1	-
Capacitor	1	1	-
Pre-insertion resistor	1	1	-
Auxiliary transformer	1	1	-
Aggregation panel / LV pillar	8	8	-
Spares container	1	1	-
Cables	4	4	-
Fence	2	2	-
Concrete	126	126	-
Hardstanding	550	550	-

% East	% West
0.37	0.63

Total	857	857	0
Management & Workforce	**Overall number of Vehicles**	**Gainsborough Road > Quarry Access > PR Compound A**	**Gainsborough Road > Station Road > PR Compound B**
Management	7875	4725	3150
Technicians	21000	7770	13230
Services	13125	4856	8269
Total	**42000**	**17351**	**24649**
GRAND TOTAL		**54887**	

Primary Traffic Volume (Off site TO Site Primary Compound Areas A & B) - PER TYPE OF VEHICLE

PV Solar Deliveries	Overall number of Vehicles	Gainsborough Road > Quarry Access > PR Compound A	Gainsborough Road > Station Road WB > PR Compound B
HGV - 16.5m Artic 40ft Container Lorry	1496	554	942
HGV - 16.5m Artic Curtain Side Lorry	3380	1251	2129
HGV - 16.5m Artic Flatbed Trailer Lorry	214	79	135
HGV - 12m Rigid Flatbed Lorry	554	205	349
HGV - 12m Rigid Curtain Side Lorry	28	10	18
20 T Tipper Lorry	5429	2009	3420
6 M3 Concrete Mixer	615	228	387
Total	**11716**	**4335**	**7381**
HV Substation Deliveries	**Overall number of Vehicles**	**Gainsborough Road > Quarry Access > PR Compound A**	**Gainsborough Road > Station Road WB > PR Compound B**
HGV - 16.5m Artic Flatbed Trailer Lorry	46	46	-
HGV - 12m Rigid Flatbed Lorry	10	10	-
AIL - 16.5m Low Loader Lorry	8	8	-
20 T Tipper Lorry	200	200	-
6 M3 Concrete Mixer	50	50	-
Total	**314**	**314**	**0**
Energy Storage (BESS) Deliveries	**Overall number of Vehicles**	**Gainsborough Road > Quarry Access > PR Compound A**	**Gainsborough Road > Station Road WB > PR Compound B**
HGV - 16.5m Artic Flatbed Trailer Lorry	177	177	-
HGV - 12m Rigid Flatbed Lorry	2	2	-
AIL - 16.5m Low Loader Lorry	2	2	-
20 T Tipper Lorry	550	550	-
6 M3 Concrete Mixer	126	126	-
Total	**857**	**857**	**0**

Management & Workforce	Overall number of Vehicles	Gainsborough Road > Quarry Access > PR Compound A	Gainsborough Road > Station Road WB > PR Compound B
Passenger Cars	7875	4130	3745
10 Seater Van	21000	11017	9983
3.5T Van	13125	6884	6241
Total	**42000**	**22031**	**19969**
GRAND TOTAL		**54887**	

NON-Partitionable Loads

Secondary Traffic Volume (From Combound to Field) PER ACCESS ROUTE & PER TYPE OF VEHICLE

Access VIA*	Non-Partitionable Loads	Tractor & 20ft Trailer	Pasenger Cars, Vans etc.**	
Access 19 > Internal Haul Roads ONLY (East)	1269	184	11010	91.796031
Access 19 > Internal Haul Roads > Access 6a > Access 6b	32	59	165	29.625574
Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 8	131	246	683	123.04344
Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7	214	401	1113	200.45918
Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9a	84	157	437	78.605082
Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b	168	315	874	157.42641
Access 19 > Internal Haul Roads> Access 6a > Common Ln. > Cross Common Ln. > Access 9b > Internal Haul Roads > Access 11a > Access 11b	190	357	991	178.5103
Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b	816	1531	4252	765.61566
Access 19 > Internal Haul Roads > Access 6a > Common Ln. > Access 7 > Internal Haul Roads > Access 10a > Access 10b > Internal Haul Roads > Access 12	481	902	2506	451.19533
Access 3 > Internal Haul Roads ONLY (West)	190	356	988	177.86157
Access 3 > Internal Haul Roads > Access 15a > Access 15b	213	400	1111	200.02669
Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Spring Ln. > High House Rd. (Railway Bridge) > Access 16	524	984	2733	492.06565
Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b	857	1609	4468	804.53977
Access 3 > Internall Haul Roads > Access 15a > Access 15b > Internal Haul Roads > Access 17a > Access 17b > Internal Haul Roads > Access 18a > Access 18b	1422	2668	7409	1334.0158

Access 3 > Wheatley Rd. > Access 1	170	319	885
Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 13	287	539	1497
Access 3 > Wheatley Rd. > Access 2 > Wood Ln. > Access 14	169	317	879
Total	**7215**	**11344**	**42000**

159.37261

269.54948

158.29139

CUMULATIVE Traffic Volume PER ACCESS POINT

Access VIA*	Tipper Lorries & Concrete Mixers	Tractor & 20ft Trailer	Pasenger Cars, Vans etc.
Access 19	3383	4153	22031
Access 6a	2115	3969	11021
Access 6b	32	59	165
Access 7	1510	2835	7871
Access 8	131	246	683
Access 9a	84	157	437
Access 9b	358	672	1866
Access 11a	190	357	991
Access 11b	190	357	991
Access 10a	1297	2434	6758
Access 10b	1297	2434	6758
Access 12	481	902	2506
Access 3	3832	7191	19969
Access 15a	3016	5661	15720
Access 15b	3016	5661	15720
Access 17a	2803	5261	14609
Access 17b	2279	4277	11877
Access 16	524	984	2733
Access 1	170	319	885
Access 2	456	856	2376
Access 13	287	539	1497
Access 14	169	317	879

Civil Works

Activity	Quantity	Assumptions	Duration (Days)	Manpower Required
Access Tracks Construction	20,000	150m of track per day per crew of 10	100	13
Fence Installation	60,000	200m of fence per day per crew of 10	100	30
Concrete Foundations	109	1 foundation per 5 days per crew of 8	120	38
Cable Trench Excavations	42,844	150 m of excavation per crew of 3	100	9

Mechanical Works

Activity	Quantity	Assumptions	Duration (Days)	Manpower Required
Pile Installation	116,106	200 piles per day per crew of 4	100	23
Mounting Structure Assembly	464,424	300 m of structure per day per crew of 6	150	62
PV Modules Installation	807,692	400 modules per day per crew of 5	150	67

Electrical Works

Activity	Quantity	Assumptions	Duration (Days)	Manpower Required
Cable Installation	428,438	300 m of cables per day per crew of 6	150	57
Inverter & TX Installation	107	1 inverter per 3 days per crew of 6	60	32
DC Cabling Installation	5,805,294	7.5km per day per crew of 4	150	31
BESS Works	50	1 BESS per week per crew of 8	60	50
HV Interconnection Works	1	Assumption crew of 50	-	50

Commissioning Works

Activity	Quantity	Assumptions	Duration (Days)	Manpower Required
Commissioning		Assumption crew of 20		20

General Workers

Activity	Quantity	Assumptions	Duration (Days)	Manpower Required
General Duties		Assumption crew of 15		15

Management & Administration

Activity	Quantity	Assumptions	Duration (Days)	Manpower Required
Management		Assumption crew of 20		20

Programme and % of completion per month		Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
PV Solar Site																									
Engineering Phase	180 days																								
PV Solar Modules Procurement	6 mons					20%	20%	20%	20%	20%															
Support Structure Procurement	6 mons					20%	30%	30%	15%	5%															
MV Transformer Stations Procurement	8 mons					10%	15%	15%	15%	15%	15%	15%													
PV Solar Non-LLIs Procurement	6 mons								15%	15%	15%	15%	20%	20%											
Site Enabling Works	3 mons				15%	25%	30%	20%	10%																
Civil Works	9 mons							5%	10%	15%	15%	15%	15%	10%	10%	5%									
Mechanical Installation	12 mons									5%	5%	5%	5%	10%	10%	10%	10%	10%	10%	10%	10%				
Electrical Installation	12 mons											5%	5%	5%	5%	10%	10%	10%	10%	10%	10%	10%	10%		
MV Interconnection Lines	6 mons																10%	15%	15%	20%	20%	10%	10%		
Commissioning Phase	100 days																					20%	40%	35%	5%
HV Interconnection																									
Engineering Phase	180 days																								
HV Transformers Procurement	18 mons															0%	0%	0%	25%	50%	25%				
Control Building Procurement	12 mons															0%	0%	0%	0%	50%	50%				
HV Cable Procurement	12 mons															25%	25%	25%	25%						
HV Non-LLIs Procurement	6 mons								10%	20%	20%	20%	20%	10%											
Site Enabling Works	3 mons				10%	20%	25%	30%	15%																
HV Substation (Project Side)	8 mons														5%	5%	15%	15%	10%	10%	10%	20%	10%		
HV Substation Upgrades (Grid Side)	6 mons																10%	10%	10%	20%	20%	20%	10%		
HV Interconnection Line	4 mons																	20%	20%	20%	20%	20%			
Commissioning Phase	100 days																	0%	0%	0%	10%	20%	40%	25%	5%
BESS																									
Engineering Phase	180 days																								
BESS Procurement	10 mons								20%	20%	20%	20%	20%												
Transformers Procurement	18 mons																	25%	25%	25%	25%				
PCS Procurement	10 mons								20%	20%	20%	20%	20%												
BESS Non-LLIs Procurement	6 mons								10%	20%	20%	20%	20%	10%											
Site Enabling Works	3 mons				10%	10%	20%	30%	30%																
Civil Works	6 mons							5%	5%	10%	10%	15%	20%	20%	15%										
Electrical Works	6 mons														5%	10%	15%	15%	15%	20%	20%				
BESS Installation	6 mons																5%	10%	15%	20%	20%	20%	10%		
Commissioning Phase	120 days																			10%	10%	20%	40%	15%	5%

Deliveries & Works Execution %	Per Month	0%	0%	0%	1%	4%	6%	6%	8%	7%	6%	6%	6%	3%	2%	3%	4%	6%	7%	10%	9%	4%	2%	0%	0%
Overall Works Execution %	Per Month	0%	0%	0%	2%	3%	5%	6%	4%	2%	2%	3%	3%	3%	3%	3%	5%	7%	7%	9%	9%	10%	11%	5%	1%
Civil Works Execution %	Per Month	0%	0%	0%	7%	11%	15%	18%	14%	5%	5%	6%	7%	6%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Mechanical Works Execution %	Per Month	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	3%	5%	8%	8%	13%	13%	10%	10%	10%	10%	5%	0%	0%
Electrical Works Execution %	Per Month	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	3%	8%	13%	14%	18%	18%	13%	7%	0%	0%
Commissioning Works Execution %	Per Month	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	7%	20%	40%	25%	5%

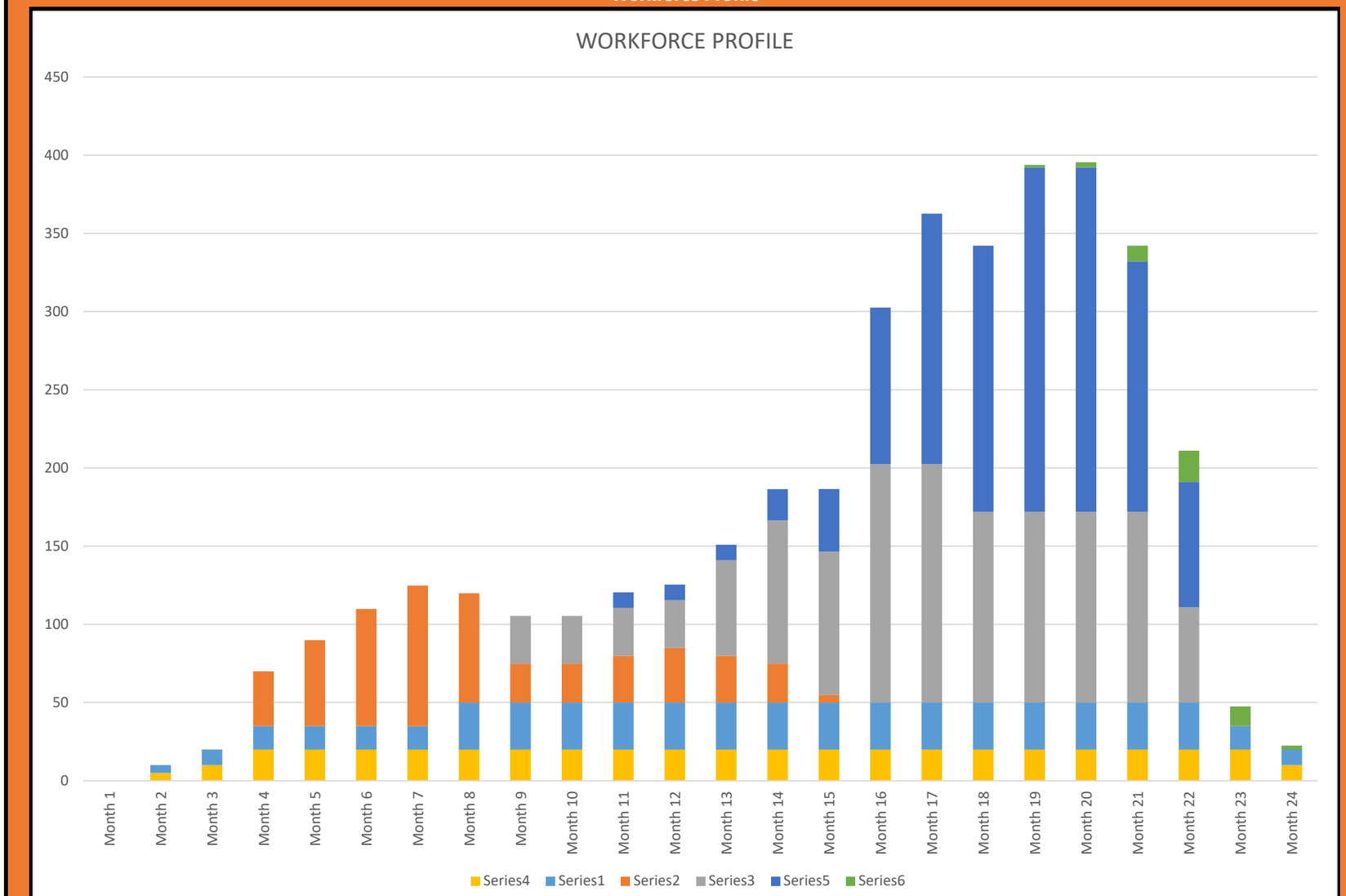
DELIVERIES PROFILE PER MONTH		Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
PV Solar Deliveries	**Estimated**																								
PV Module Delivery	1496	0	0	0	0	299	299	299	299	299	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Piles & Mounting Frame Delivery	3218	0	0	0	0	644	965	965	483	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Power Conversion System Delivery	242	0	0	0	0	24	36	36	36	36	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0
Cables & Earthing Delivery	134	0	0	0	0	0	0	0	20	20	20	20	27	27	0	0	0	0	0	0	0	0	0	0	0
Civil Works Material Delivery	6084	0	0	0	0	0	0	304	608	913	913	913	913	608	608	304	0	0	0	0	0	0	0	0	0
Fence, Gates, CCTV & Other Misc Deliveries	192	0	0	0	29	48	58	38	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Earthworks import/ export	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction plant equipment (Delivery & Removal)	200	0	0	0	20	20	10	30	0	10	0	10	0	0	0	0	10	0	0	0	20	20	30	10	10
Welfare Units (Delivery & Removal)	150	0	0	0	15	15	0	15	0	15	0	15	0	0	0	0	0	0	0	0	0	15	15	30	15
Total Vehicles	**11716**	**0**	**0**	**0**	**64**	**1050**	**1369**	**1689**	**1466**	**1454**	**969**	**994**	**939**	**635**	**608**	**304**	**10**	**0**	**0**	**0**	**20**	**35**	**45**	**40**	**25**
Interconnection & Energy Storage (BESS) Deliveries	**Estimated**																								
HV Transformers	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0
Hardstandings	750	0	0	0	75	150	188	225	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Steel Structure & Guntries	30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	5	3	3	3	6	3	0	0
Concrete Foundations	176	0	0	0	18	35	44	53	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Steel reinforcement	5	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Control Buildings	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
Cables MV, HV, Earting	16	0	0	0	0	0	0	0	2	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0
CapBanks & Auxiliaries	16	0	0	0	0	0	0	0	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
BESS Containers	161	0	0	0	0	0	0	0	32	32	32	32	32	0	0	0	0	0	0	0	0	0	0	0	0
Security Fence	7	0	0	0	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicles	**1171**	**0**	**0**	**0**	**94**	**187**	**234**	**281**	**179**	**39**	**39**	**39**	**39**	**2**	**2**	**2**	**5**	**5**	**4**	**8**	**7**	**6**	**3**	**0**	**0**
Management & Workforce	**Estimated**																								
Management	7875	0	0	0	172	271	369	443	345	148	148	197	221	221	246	197	369	517	517	689	738	788	837	369	74
Technicians	21000	0	0	0	459	722	984	1181	919	394	394	525	591	591	656	525	984	1378	1378	1838	1969	2100	2231	984	197
Services	13125	0	0	0	287	451	615	738	574	246	246	328	369	369	410	328	615	861	861	1148	1230	1313	1395	615	123
Total Vehicles	**42000**	**0**	**0**	**0**	**919**	**1444**	**1969**	**2363**	**1838**	**788**	**788**	**1050**	**1181**	**1181**	**1313**	**1050**	**1969**	**2756**	**2756**	**3675**	**3938**	**4200**	**4463**	**1969**	**394**

WORKFORCE PROFILE PER MONTH		Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
	Estimated																								
Management & Administration	20	0	5	10	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	10
General Workers	15	0	5	10	15	15	15	15	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	15	10
Civil Technicians	90	0	0	0	35	55	75	90	70	25	25	30	35	30	25	5	0	0	0	0	0	0	0	0	0
Mechanical Technicians	152	0	0	0	0	0	0	0	0	30	30	30	30	61	91	91	152	152	122	122	122	122	61	0	0

Electrical Technicians	220	0	0	0	0	0	0	0	0	0	0	10	10	10	20	40	100	160	170	220	220	160	80	0	0
Commissioning Team	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	10	20	13	3
WORKFORCE TOTALS	**517**	**0**	**10**	**20**	**70**	**90**	**110**	**125**	**120**	**105**	**105**	**120**	**125**	**151**	**186**	**186**	**303**	**363**	**342**	**394**	**395**	**342**	**211**	**48**	**23**

Plant		20	40	50	80	80	90	90	100	100	100	100	100	100	90	90	90	90	70	50	20	10		
Hrs	6	2640	5280	6600	10560	10560	11880	11880	13200	13200	13200	13200	13200	13200	11880	11880	11880	11880	9240	6600	2640	1320		
Days	22																							
Ltr/Hr Total	30	600	1200	1500	2400	2400	2700	2700	3000	3000	3000	3000	3000	3000	2700	2700	2700	2700	2100	1500	600	300	2228.571	
Fuel total	30	79200	158400	198000	316800	316800	356400	356400	396000	396000	396000	396000	396000	396000	356400	356400	356400	356400	277200	198000	79200	39600	6177600	
Welfare		15	30	30	45	45	60	60	75	75	75	75	75	75	75	75	75	75	75	60	45	15		
Hrs	10	3300	6600	6600	9900	9900	13200	13200	16500	16500	16500	16500	16500	16500	16500	16500	16500	16500	16500	13200	9900	3300		
Days	22																							
Ltr/Hr Total	2.5	37.5	75	75	112.5	112.5	150	150	187.5	187.5	187.5	187.5	187.5	187.5	187.5	187.5	187.5	187.5	187.5	150	112.5	37.5	146.4286	
Fuel total	2.5	8250	16500	16500	24750	24750	33000	33000	41250	41250	41250	41250	41250	41250	41250	41250	41250	41250	41250	33000	24750	8250	676500	

Workforce Profile



APPENDIX I – PUBLIC RIGHT OF WAY PLAN

0 750 1,500 m

North WheatleyFP7
North WheatleyFP1
North WheatleyFP4
West BurtonFP9
North WheatleyFP8
North WheatleyFP3
West BurtonFP8
South WheatleyFP4
South WheatleyFP2
North WheatleyFP2
West BurtonFP6
BoleFP3A
BoleFP3
West BurtonFP5
BoleFP9
BoleFP1
West BurtonFP2
Sturton Le SteepleFP8
Sturton Le SteepleFP40
Sturton Le SteepleBW10
Sturton Le SteepleFP8
West BurtonBW3
Sturton Le SteepleFP17
Sturton Le SteepleFP39
Sturton Le SteepleRB33
Sturton Le SteepleRB33
South WheatleyBW1
South WheatleyFP6
Sturton Le SteepleFP22
Sturton Le SteepleFP21
Sturton Le SteepleFP19
Sturton Le SteepleRB31
ClarboroughBW21
ClarboroughBW2
ClarboroughBW26
Sturton Le SteepleBW26
Sturton Le SteepleRB31
ClarboroughBW19
ClarboroughBW2
Sturton Le SteepleFP27
Sturton Le SteepleFP41
Sturton Le SteepleFP1
Sturton Le SteepleFP35
Sturton Le SteepleFP37
Sturton Le SteepleRB32
Sturton Le SteepleBW7
Sturton Le SteepleBW5
ClarboroughBW17
Sturton Le SteepleFP2
North Leverton With HabblesthorpeFP18
Sturton Le SteepleFP8
ClarboroughBW24
ClarboroughBW17
North Leverton With HabblesthorpeBW10
North Leverton With HabblesthorpeBW19
North Leverton With HabblesthorpeBOAT14
South LevertonFP31
South LevertonFP8
South LevertonFP8

Key

- Redline Boundary
- Public Rights of Ways

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Expertly Done.

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