POWER FOR GOOD

# Steeple Renewables Project

## Appendix 13.2 - Outline Construction Traffic Management Plan

Environmental Statement – Volume 2

March 2026
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# Outline Construction Traffic Management Plan

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# Contents.



# Appendices.

# 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 the Development Consent Order (DCO) 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. The final OCTMP will be secured by DCO requirement. DCO Requirement 8 (construction traffic management plan (CTMP) secures that a construction traffic management plan is submitted to and approved by the local planning authority in consultation with the highway authority prior to the commencement of the relevant phase of the development.

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.

**Existing Baseline Data**

2.18. Baseline traffic flows and speed data were collected at various points on the local highway network. Further information was requested and submitted at DCO Deadline 2 (Document Reference: **EN010163/EX/8.17 Revision: 1**) as outlined below.

a) TN02 - Additional Survey information to support Public Right of Way Management Plan contained within the outline Construction Traffic Management Plan - Steeple Renewables Project DCO. Document reference: **EN010163/EX/8.17. Revision 1 -P22-1144 TN02.**

b) TN03 - Additional Survey information to support Traffic Impact Assessment - Steeple Renewables Project DCO. Document reference: **EN010163/EX/8.17. Revision 1 -P22-1144 TN03.**

c) TN04 - Additional Survey information to support ES Chapter – Transport and Access - Steeple Renewables Project DCO. Document reference: **EN010163/EX/8.17. Revision 1 -P22-1144 TN04.**

**Environmental Weight Restriction Order (EWR)**

2.19. 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.

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

2.21. 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.

2.22. 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.

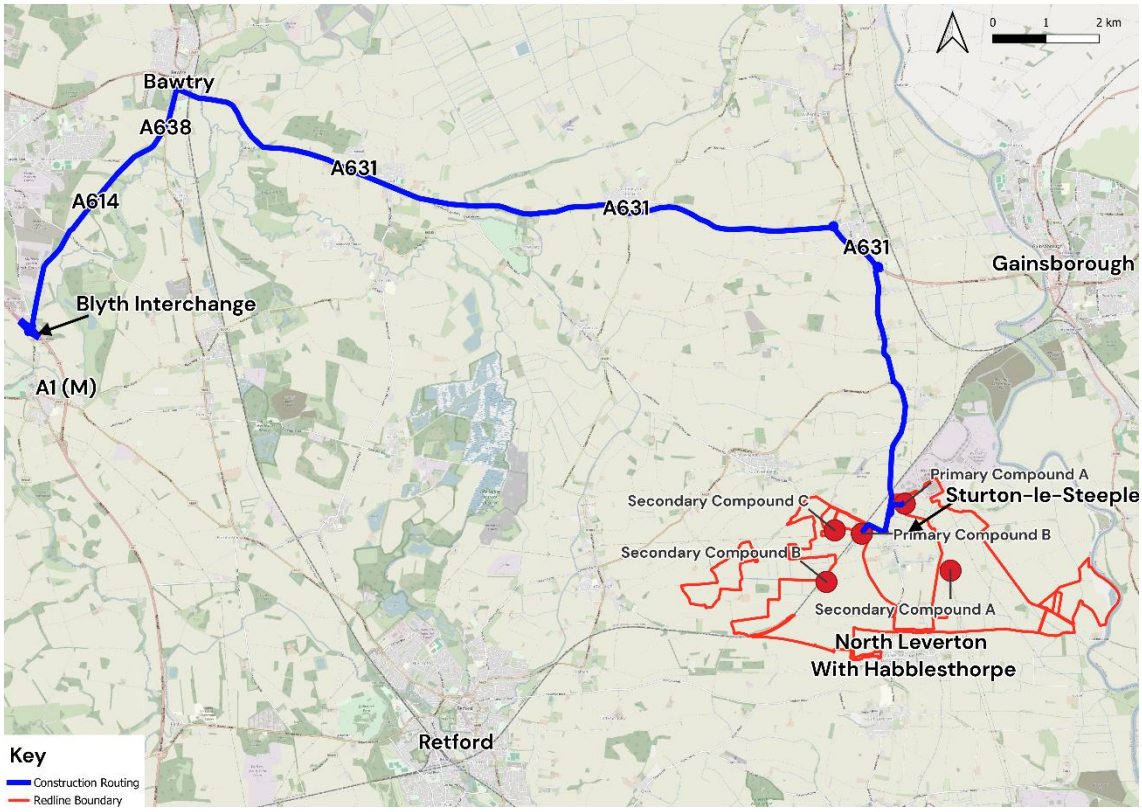
Western Parcel

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. Preliminary site 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

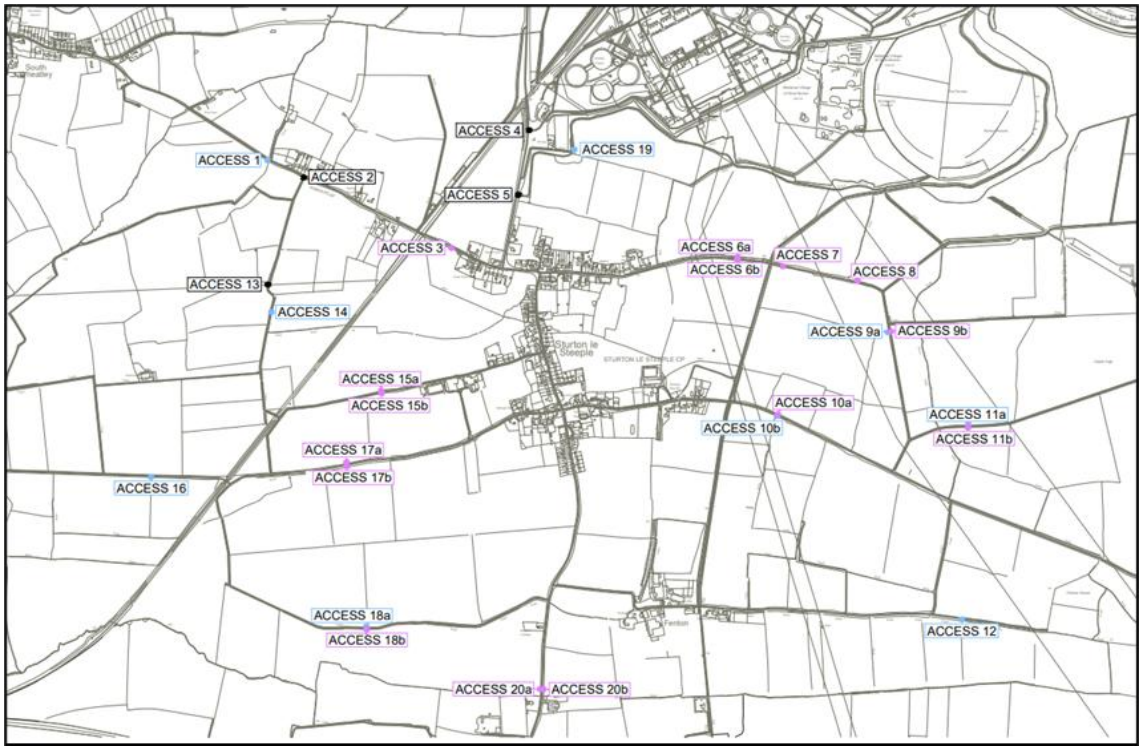
iii. dimensions

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).

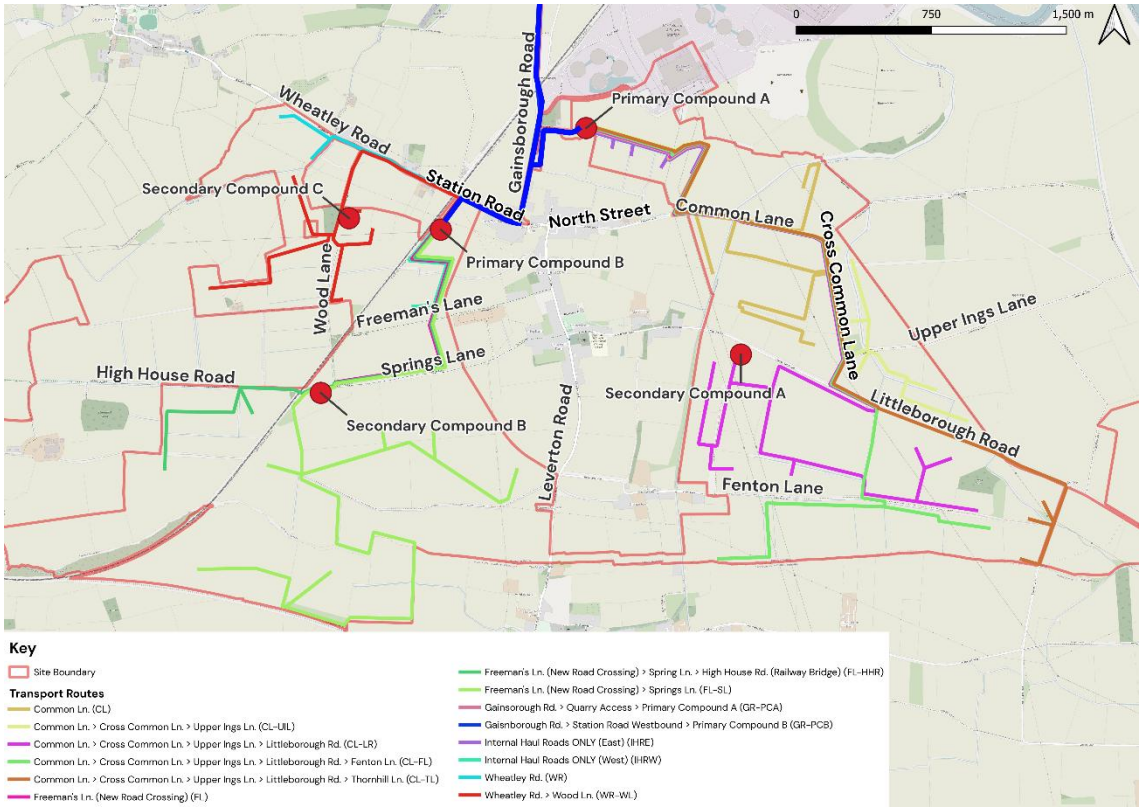
4.7. Bound surfacing will be provided for a minimum of 20 metres set-back from all the vehicle access points.

4.8. Suitable road surfacing will be agreed as part of the Condition Survey. DCO Requirement 8 states at 8(2)(c) that the CTMP must include details of how defects identified are to be remediated. Further information on the Condition Survey is provided in **Chapter 6.**

**Primary Construction Compound Accesses**

4.9. 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

4.10. 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.

4.11. 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.

4.12. 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.

4.13. 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.

4.14. 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**.

4.15. 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.

4.16. 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

4.17. 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.

4.18. 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.

4.19. 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.

4.20. 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.

4.21. 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**

4.22. 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

4.23. 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.

4.24. 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.

4.25. 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.

4.26. 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.

4.27. 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

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

4.29. 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.

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

4.31. 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.

4.32. 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.

4.33. 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.

4.34. 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

4.35. 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.

4.36. 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.

4.37. 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.

4.38. 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.

4.39. 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.

4.40. 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**

4.41. 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.

4.42. 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.

4.43. 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.

4.44. 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

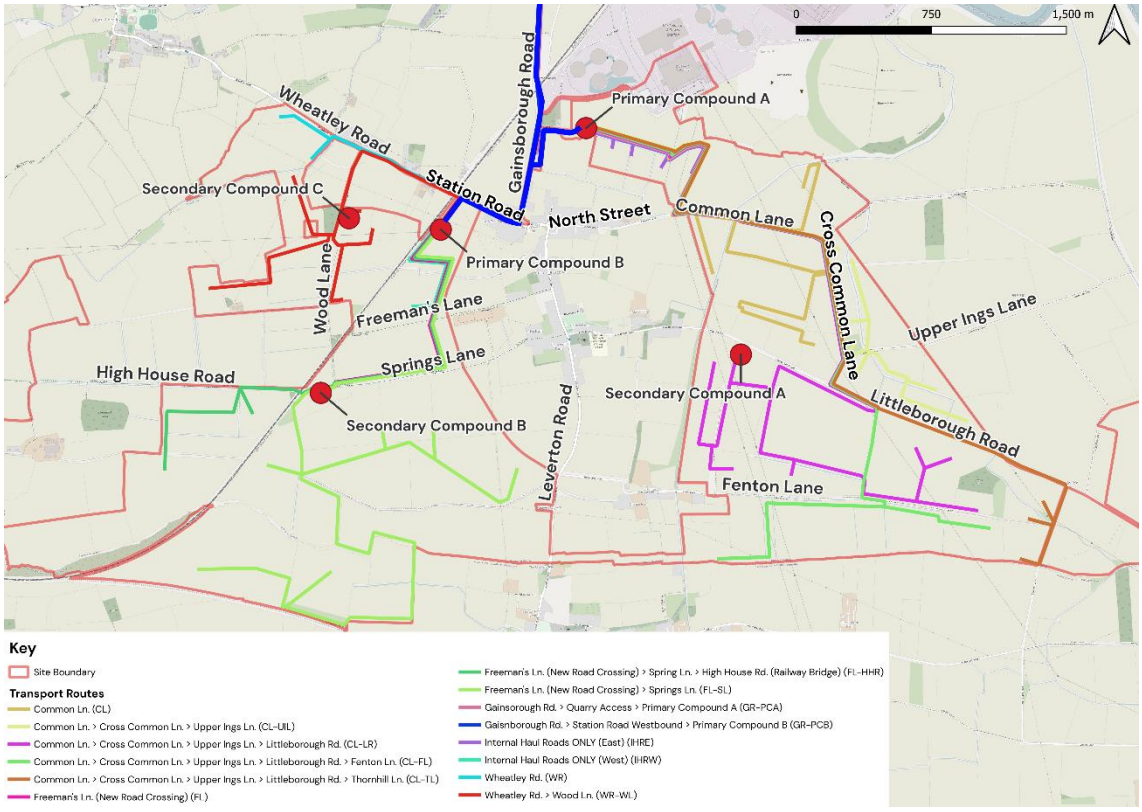


**Table 4.1 – Internal Haul Routes Summary**

| 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 |

4.45. 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.

4.46. 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**

4.47. 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**

4.48. 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**

4.49. 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.

4.50. 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.

**Method to secure the proposed detailed access design through the DCO process**

4.51. The Applicant will continue to liaise with NCC regarding the proposed site access arrangements through the technical approval process as the designs will continue as the project progresses into detailed design stage. DCO Articles 10, 11 and 13 relate to the DCO requirements for this to be undertaken. Where the Applicant exercises its powers under Article 8, this section will not apply. The Applicant will follow the procedure for street works set out in the New Roads and Street Works Act 1991 which is at article 9 (application of the 1991 Act) of the Order.

4.52. The proposed access designs are proposed with reference to the NCC design guide and will be exercised subject to article 10 of the Order (power to alter layout of streets) shall be carried out with the consent of NCC. This reflects article 10(4)-(7). In seeking the consent pursuant to article 10, the Applicant will provide detailed layouts which will include details of road signage, road markings etc, and the results of a RSA1/2.

4.53. The Applicant commits to providing a programme of works as part of detailed design. alongside construction method and traffic management requirements which will be shared with and approved by NCC prior to construction. DCO Article 14, ensures that should the Applicant require traffic management, the traffic authorities consent is required and therefore the above will be provided for that consent.

4.54. Details of the appropriate health and safety information and details of the main contractor including their insurance provision required under the Construction, Design & Management Regulations or equivalent legislation will be available by the Applicant prior to commencement of any works in the highway.

4.55. The Applicant will submit to the highway authority for approval a technical audit of the highway works, and a PPA can include payment of the appropriate fees in that instance, which will be confirmed with NCC at the detailed design and technical approval stage.

4.56. The following procedures are included to ensure that the safety of the proposed works are demonstrated and approved by NCC prior to those works being undertaken.

- No construction works shall be undertaken in the adopted public highway until the detailed design of those works has been submitted to and approved in writing by the county authority including:
    - A programme for the works, details of the construction method and traffic management requirements;
    - A detailed design pack of drawings and specifications detailing the works and any service / utility works that may need to be accommodated,

informed by additional surveys including topographical surveys and additional speed survey data;

- The necessary health and safety information required under the Construction, (Design & Management) Regulations, or their equivalent at the point of submission;
- Details of the proposed contractor, including their insurance provisions;
- If required by the county authority the appropriate stage Road Safety Audit (RSA)
- Details of any necessary road signage and road markings; and
- Details of any proposed remediation proposals should the works not be permanent.

- The authorised development will be carried out in accordance with the approved details.

**Streetworks Permits**

4.57. The Applicant recognises that 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.

4.58. NCC will be notified of works for alterations to the access points and the highway. These are required to be submitted and approved by NCC Streetworks team prior to the construction. It is recognised that schemes obtaining planning permission through the Town and Country Planning Act, that 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. However, as the Proposed Development is subject to a DCO application process, the technical approval process will be undertaken separately to the usual streetworks permitting scheme as it will be managed by the DCO. This is secured through DCO Article 9.

4.59. DCO proposes to utilise the New Roads and Street Works Act 1991 procedure which is set out at Article 9 (application of the 1991 Act) of the DCO.

4.60. The notification system, (whilst not the full NCC system i.e. street works manager) will mean that NCC will be able to have a coordinated approach to the 'front end' of the process with regards to notifications with other NSIP schemes in the local area. i.e. NCC can coordinate what programme of works are being undertaken by each scheme on which section of the highway. The impact on other planned works and utilities can also be coordinated.

4.61. The Applicant will establish a Traffic Liaison Group for the integration of the scheme's street works into NCC's Operational partner (VIAEM Ltd) Street Manager, as part of the Highway Technical Approval process.

**Road Safety Audits (RSA)**

4.62. 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 2 – Wood Lane / Wheatley Road

3) Access 3 – Station Road

4) Accesses 6a and 6b – Common Lane (crossroads)

5) Access 7 - Common Lane

6) Access 8 – Common Lane

7) Accesses 10a and 10b – Littleborough Road

4.63. 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.

**Temporary Traffic Regulation Orders (TTRO)**

4.64. The requirement for any necessary TTROs will continue to be discussed and agreed with NCC who will be consulted as required during the scheme design process and the construction phase.

4.65. DCO Article 14 provides for the mechanism by which Temporary Traffic Regulation Orders (TTROs) are made and agreed. For example, temporary speed reduction on approach to Access 20 on Leverton Road.

# 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. 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

5.8. 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

5.9. 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

5.10. 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.

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

5.12. 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).

5.13. 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.

Management Plan – Delivery Hours

5.14. Deliveries associated with the construction phase will be scheduled to arrive to / depart from the site outside of network peak hours where possible. A contingency plan is also set out below should the situation arise where scheduling outside of peak hours not be possible to implement.

5.15. This will be undertaken through a vehicle management plan as follows:

i. vehicles will operate on a 'Call Ahead' management system. Drivers will call the Site Manager ahead of approaching the site to communicate the anticipated arrival time.

ii. Vehicles will be advised to approach the site, orIf needed, vehicles will be advised to wait at the existing HGV waiting area.

iii. As a contingency plan, waiting areas for consideration as appropriate are at the Blyth Services located off A1(M) Junction 34,Newark Services, or Grantham North Services.

iv. Vehicles will be instructed to wait until after the peak hour traffic has eased and will then progress to use the local road network to access the site.

Abnormal Indivisible Loads (AIL)

5.16. 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.** The Applicant will liaise appropriately with NCC and National Highways regarding appropriate management of AILs on the local and strategic road network.

Construction Workers

5.17. 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.

5.18. 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.

5.19. 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.

5.20. 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.

5.21. 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.

5.22. 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.

5.23. 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**

5.24. 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).

5.25. 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 |

5.26. 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.

5.27. 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.

5.28. 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. .

5.29. 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.

5.30. 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**

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

5.32. 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.

5.33. 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**

5.34. 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.

5.35. 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)**.

6.20. Fencing details are provided in paragraphs 3.2.20 -3.2.20.2 of the Planning Statement [**APP-182**] and further details provided in the Typical Fence Detail Plan [**APP-024**].

6.21. Setbacks from Public Rights of Way and Permissive Paths is also set out at paragraph 3.15 bullet point 6 of the Design and Access Statement [**APP- 184**] that confirms approximately 7.5 metre setbacks either side of the centre of the path to the fence line and a further 3 metres to any infrastructure.

**Gates**

6.22. All gates (vehicular and onto PRoWs) will open inwards towards the development's Order Limits and will not open onto the highway. Where applicable, advisory notices and public

information signage will be positioned at gates to communicate to vehicles and other users entering the Order Limits during construction about the scheme.

**Air and Noise Quality**

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

**Dust and Dirt**

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

6.25. 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.

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

**Temporary Signage**

6.27. 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.

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

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

6.30. 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*

6.31. 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**

6.32. 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.

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

**Condition Surveys**

6.34. Baseline dilapidation and highway condition surveys will be undertaken at all proposed access points adjacent to the Order Limits.

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

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

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

6.38. 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.

6.39. Furthermore, DCO Article 10 (power to alter layout of streets) states that the undertaker must restore any street that has been temporarily altered under the Order to the

reasonable satisfaction of the street authority. The Order proposed no permanent alteration of streets. In addition article 11 (access to works) states that in the case of temporary accesses provided, the undertaker must restore any access that has been temporarily created under the Order to the reasonable satisfaction of the street authority. DCO Requirement 8 states at 8(2)(c) that the CTMP must include details of how defects identified are to be remediated.

**Cable Routing Coordination**

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

**Decommissioning Traffic Management Plan (DTMP)**

6.41. An Outline Decommissioning Plan was submitted at Deadline 3 (January 2026) of the DCO process (document reference: **6.3.4 Appendix 4.2 Outline Decommissioning Plan**).A Decommissioning Traffic Management Plan (DTMP) will be secured under DCO requirement ensuring minimal traffic disruption during site removal works. This has been secured through DCO Requirement 21.

**Community and Stakeholder Liaison Groups**

6.42. The Applicant will enter into a Traffic Liaison Group for the integration of the scheme's street works into NCC's Operational partner (VIAEM Ltd) Street Manager.

6.43. The Applicant will provide a representative, or a company to undertake the role, to ensure appropriate community engagement and liaison is undertaken.

6.44. The Applicant will also join an engagement group to discuss any matter or issued raised as a result of cumulative impact of the proposed scheme or other schemes in the area to which construction phases overlap where a joined up approach is required in order to appropriately manage and mitigate traffic impacts in the local area.

6.45. The Applicant is committed to engagement with National Highways and NCC regarding traffic impact and management of delivery traffic and AIL vehicles throughout the construction phase. Further details on AIL management is provided in Chapter 9.

6.46. Engagement with Anglian Water Services where necessary, will be undertaken on a regular basis to ensure their access to their existing and new assets is available throughout the construction period. This is with reference to, but not exclusive to Sturton le Steeple Water Booster Station. This is to ensure their statutory obligations to their customers are met.

# 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. Additional survey information has been obtained since the previous revision of the oCTMP Rev1 (April 2025). This is available at the DCO submission for Deadline 3 and comprises TN02 (document reference: **EN010163/EX/8.17. Revision 1 -P22-1144 TN02).** - Additional Survey information to support Public Right of Way Management Plan contained within the outline Construction Traffic Management Plan - Steeple Renewables Project DCO.

7.3. 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**

7.4. 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.

7.5. The PRoW Management Plan and mitigation included are secured through the dDCO as follows:

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

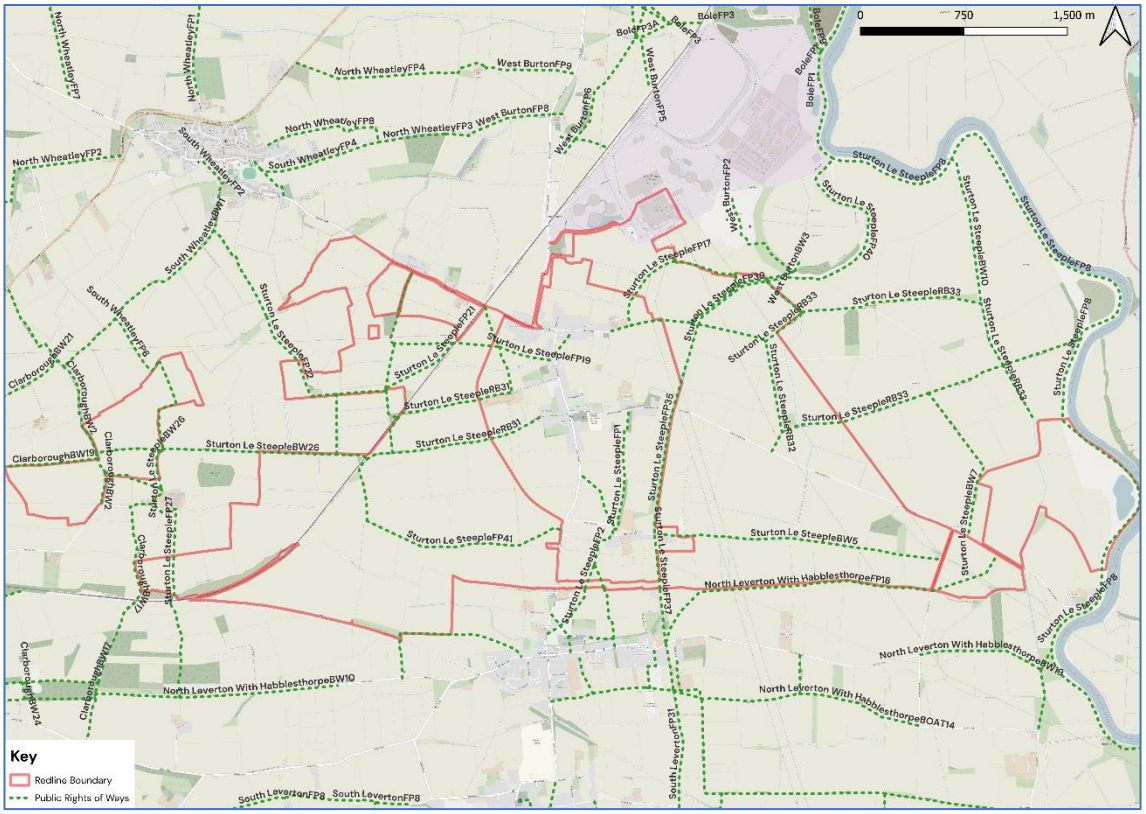
- Schedule 6 of the DCO sets out the minor highways and PRoW that may be temporarily closed as a result of the project and states the sections of Streets and PRoW to be temporarily stopped up.

- Requirement 13 of the dDCO sets out specific elements that must be included in the PROW Management Plan.

- Requirement 18 (Permissive Path) of the dDCO sets out the process of securing the committed permissive paths.

7.6. 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**.

**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 |

7.7. 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.

7.8. 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).

7.9. 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.

7.10. The baseline data has been 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. This is available in TN02 submitted at DCO Deadline 3 (document reference: **EN010163/EX/8.17. Revision 1 –P22-1144 TN02).**

7.11. 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. Permission to use restricted byways for construction traffic has been obtained by landowner and is confirmed by the Applicant through existing access rights.

**Forecast Impact**

7.12. 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**

7.13. 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.

7.14. 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.

7.15. 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.

7.16. 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. The Condition Survey is secured through DCO Requirement 8(c).

7.17. 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.

7.18. 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**

7.19. 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

7.20. 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**

7.21. 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**

7.22. 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.

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

**Sturton le Steeple FP19 – Footpath**

7.24. 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.

7.25. 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**

7.26. 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**

7.27. 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.

7.28. 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**

7.29. 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**

7.30. 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**

7.31. 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**

7.32. 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**

7.33. 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**

7.34. 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**

7.35. 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**

7.36. 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**

7.37. 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.

<u>Construction Worker Vehicle Routing</u>

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, an Outline Decommissioning Plan was submitted at Deadline 3 (January 2026) of the DCO process (document reference: **6.3.4 Appendix 4.2 Outline Decommissioning Plan**). A Decommissioning Traffic Management Plan (DTMP) will be secured under DCO requirement ensuring minimal traffic disruption during site removal works. This has been secured through DCO Requirement 21.

**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) were undertaken following the Development Consent Order (DCO) submission in April 2025. The outcomes of these surveys are presented in Technical Notes TN02, TN03 and TN04 submitted at DCO Deadline 3 (document reference: **EN010163/EX/8.17. Revision 1).** . These have informed the implementation of appropriate, location-specific mitigation measures. It is therefore considered that the management approach is 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

# APPENDIX B – NCC AND NH SCOPING RESPONSES

# APPENDIX C – ENVIRONMENTAL WEIGHT RESTRICTION PLAN

# APPENDIX D – CONSTRUCTION ROUTING PLAN

# APPENDIX E – SITE ACCESS DRAWINGS

# APPENDIX F – SWEPT PATH ANALYSIS DRAWINGS

# APPENDIX G – COMPOUNDS & HAUL ROUTES LOCATION PLAN

# APPENDIX H – VEHICLE MOVEMENTS SPREADSHEET

# APPENDIX I – PUBLIC RIGHT OF WAY PLAN

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