Light Valley Solar

Environmental Statement Volume 3

Appendix 14.1: Transport Assessment

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Light Valley Solar

DCO Submission

Appendix 14.1: Transport Assessment

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1 Introduction

1.1 Background

1.1.1 Arup has been commissioned by Light Valley Solar Limited (The Applicant) to assess the traffic and transport impacts of a proposed solar farm development known as Light Valley Solar (the Proposed Development). This Transport Assessment (TA) accompanies Chapter 14: Traffic and Movement (ES Volume 1) [**EN0110012/APP/LVS/06.01.14**] and an Outline Construction Traffic Management Plan (oCTMP) [**EN0110012/APP/LVS/07.12**].

1.1.2 The purpose of a Transport Assessment (TA) is to provide an assessment of transport conditions, through setting out the suitability of the access arrangements during the construction, operational and decommissioning phases of the development, outlining the expected traffic movements from the Proposed Development and measures that will be put in place to manage any potential transport impacts.

1.2 Proposed Development

1.2.1 The Proposed Development comprises a solar photovoltaic (PV) electricity generating station of over 100 megawatts (MW) and 'associated development' comprising a Battery Energy Storage System (BESS), grid connection infrastructure and other infrastructure integral to the construction, operation and maintenance, and decommissioning phases.

1.2.2 The main element of the Proposed Development comprises seven Solar Development Sites (Solar Development Sites 1-4 and 6-8) that will accommodate the Solar PV Panels. A BESS Compound will be located within Solar Development Site 2.

1.2.3 The Cable Route Corridor is the area within which the export connection cables (hereafter referred to as the 'Grid Connection Cables') would be located to connect the Solar Development Sites to the National Grid at the existing Monk Fryston Substation (hereafter referred to as the 'Existing National Grid Monk Fryston Substation') and the area which cables connecting the Solar Development Sites would be located (hereafter referred to as 'Interconnecting Cables') (refer to Figure 2.1: Illustrative Site Layout Plans (ES Volume 2) [**EN0110012/APP/LVS/06.02.02.01**]).

1.2.4 Further details of the Proposed Development are presented in Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**] and the design envelope for the Proposed Development is set out in the Design Parameters and Commitments document [**EN0110012/APP/LVS/05.06**] and the limits of deviation shown on the Works Plan [**EN0110012/APP/LVS/02.03**].

1.2.5 The Proposed Development comprises seven Solar Development Sites:

1) Solar Development Site 1;
2) Solar Development Site 2;

3) Solar Development Site 3;
4) Solar Development Site 4;
5) Solar Development Site 6;
6) Solar Development Site 7; and
7) Solar Development Site 8.

1.2.6 The Order Limits outline the maximum extent of the land that will be required to facilitate the construction, operation and maintenance, and decommissioning of the Proposed Development. The Order Limits are shown in Figure 1.1: Site Location Plan and Order Limits (ES Volume 2) [**EN0110012/APP/LVS/06.02.01.01**].

1.2.7 This TA provides an overview of the potential effects of the Proposed Development in transport terms. The transport effects of the Proposed Development are greatest during the temporary construction phase.

1.2.8 The TA is supported by an oCTMP [**EN0110012/APP/LVS/07.12**].

1.2.9 During the operational phase, the Proposed Development is expected to generate very few traffic movements daily, with just occasional maintenance trips. Alongside these regular maintenance trips, it is expected that some infrastructure i.e. solar panels and batteries, will require replacement during the 60-year life cycle. However, it is expected that the replacement traffic is likely to be less than that of construction, as replacement of infrastructure does not require trips related to excavation, route construction or landscaping.

1.2.10 The Proposed Development is expected to have a design life of 60 years. At the end of its operational lifespan, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase.

1.2.11 As such, the construction assessment covered in this report provides a worst-case scenario for potential impacts and mitigation required on the transport network for all phases of the Proposed Development.

1.3 Report structure

1.3.1 This TA sets out the following information:

1) Section 2 – Describes the baseline conditions;
2) Section 3 – Sets out the relevant national and local transport policies;
3) Section 4 – Sets out the Proposed Development proposals;
4) Section 5 – Sets out the forecast trip generation;
5) Section 6 – Provides the assessment of the transport impacts; and
6) Section 7 – Provides a Summary and Conclusion

2 Baseline Conditions

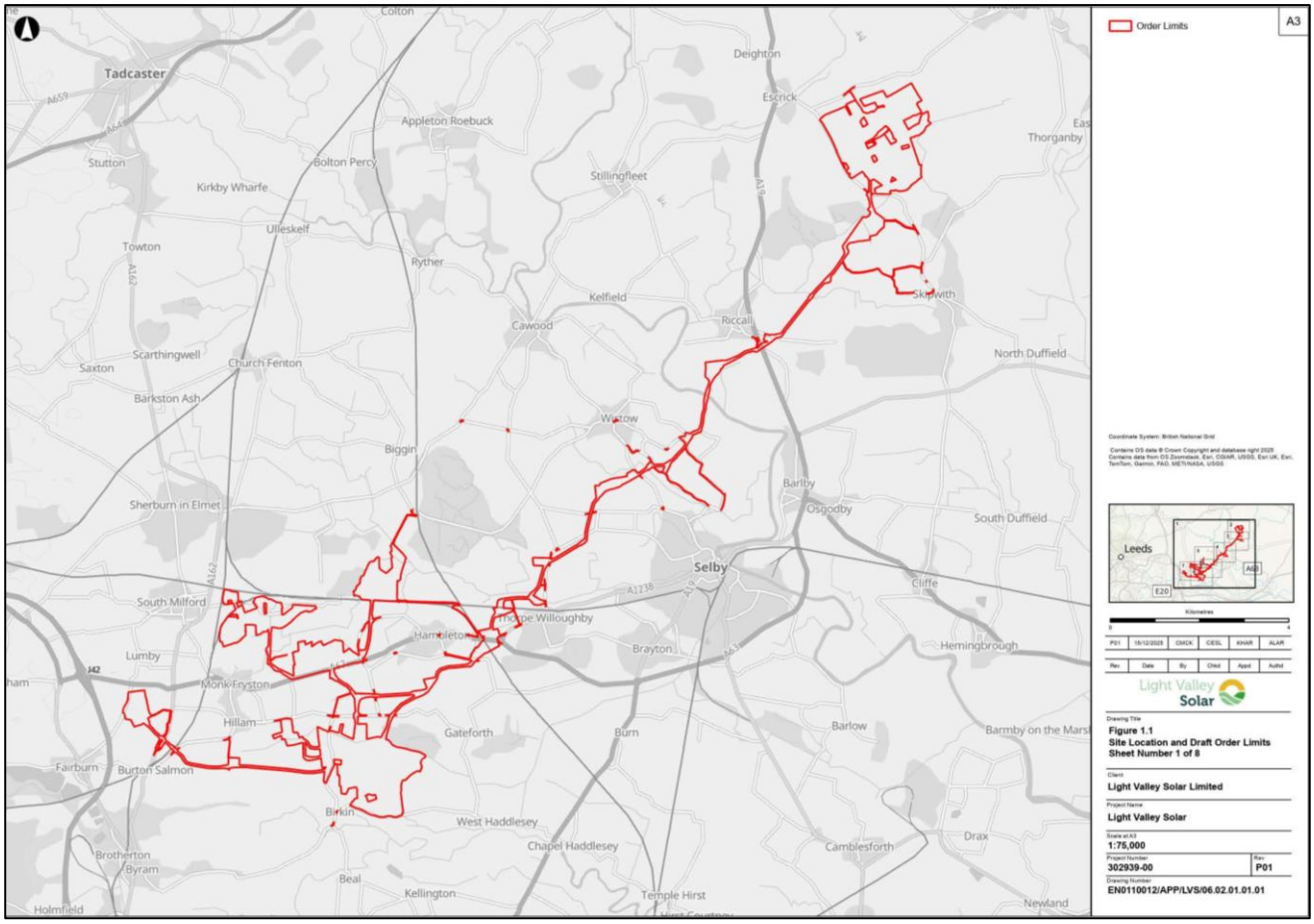
2.1.1 This section of the TA describes the existing site locations, and the baseline transport conditions around the Proposed Development.

2.2 Site Location

2.2.1 The Proposed Development is comprised of seven panel areas, and cable route corridors that connect the sites to each other, and to the grid connection.

2.2.2 The location of the Proposed Development is presented in Plate 2-1.

Plate 2-1 Site Location



2.1 Existing Highway Network

2.1.1 The Order Limits cover an area of approximately 1,270 hectares (ha) located within the administrative area of North Yorkshire Council, near Selby. It is possible that some temporary works may be required for construction access within the jurisdiction on York City Council. The Proposed Development comprises four broad areas:

1) Solar Development Sites (total area of 900 ha);
2) Cable Route Corridor (total area of 328.5 ha)
3) Highways Improvement Areas (HIA) (total area of 17.1 ha); and

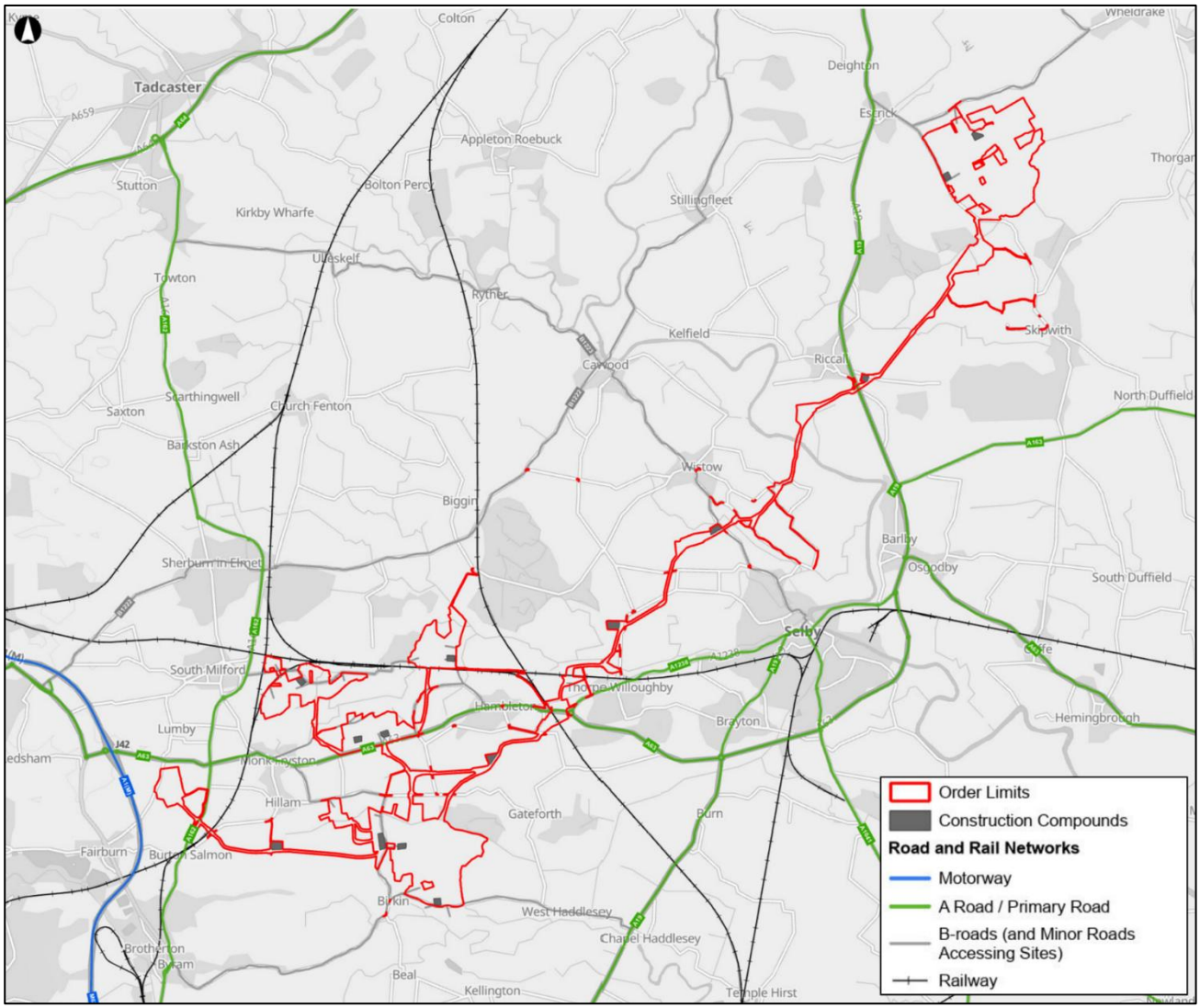
4) Solar Development Site 8 Access (total area of 24.1 ha).

2.1.2 The Strategic Road Network (SRN) in the vicinity of the Proposed Development includes the A1(M), A63, and A64 to the west of the study area, the A19 (T) to the east, the A64 to the north, and the M62 to the south of the Proposed Development. Note however that the A1(M) is the only part of the network in the Study Area managed by National Highways.

2.1.3 The Local Highway Network is generally comprised of single carriageway rural roads, subject to National Speed Limits.

2.1.4 An overview of the highway network in the vicinity of each of the Solar Development Site and the Cable Route Corridor is provided in the section below, and illustrated in Plate 2-2.

Plate 2-2 Existing Highway Network



Panel Area Locations

Solar Development Site 1

2.1.5 The northern most site, Solar Development Site 1, is located approximately 575m east of Escrick village, a civil parish, and approximately 9 km south of York. The Site is located approximately 20 km north-east of Monk Fryston Substation. The Site covers an area of 344.8 ha.

2.1.6 There are numerous farm holdings within close proximity of the Site including Tileshed Farm, Manor Farm and Mount Pleasant Farm.

2.1.7 The local transport network consists of Wheldrake Lane which is located to the north of the Site and Skipwith Road to the west of the Site. There is an existing, unnamed track that runs through the centre of the Site and provides access to Mount Pleasant Farm and joins onto Wheldrake Lane and Skipwith Road.

Solar Development Site 2

2.1.8 Site 2 covers an area of 83.3 ha and borders the eastbound carriageway of the A63 approximately 1.4 km east of the Water Lane/ A63 junction in Monk Fryston. The site is located approximately 3.5 km north-east of Monk Fryston Substation.

2.1.9 The local transport network consists of Fryston Common Lane which cuts through the north of the site. The A63 runs parallel to the southern boundary with an unnamed road running vertically through the centre of the Site connecting the A63 and Fryston Common Lane. The A63 provides a connection between the A1(M) and Selby.

Solar Development Site 3

2.1.10 Site 3 is located approximately 850 m south-west of the Hillam Lane, Lumby Hill and Chapel Street junction in Hilam, and approximately 3.1 km east of Monk Fryston Substation. The A63 is approximately 860 m from the Site 2, providing connections between the A1(M) and Selby. The site covers an area of 19.9 ha.

2.1.11 Hillam Common Lane runs along the northern perimeter of the site with Woodlands Lane running along the south. The area within the site is made up of agricultural land.

Solar Development Site 4

2.1.12 Solar Development Site 4 is situated approximately 280 m north-east of the junction of Main Street, Roe Lane, and Haddlesey Road in Birkin. Site 4 is located approximately 4km east of Monk Fryston Substation. The site spans an area of 283.8 ha and consists of several agricultural fields to the north of Haddlesey Road, divided by Roe Lane. Bowers House Farm and Woodhouse Farm are both located within close proximity to the Site.

2.1.13 The River Aire is located south of Site 4, while Gateforth Common and Gateforth Wood are adjacent to the northern boundary.

2.1.14 The local transport network consists of Roe Lane and Haddlesey Road which are located on the western and southern boundaries of the Site respectively. The Site also borders around Twinkers Lane.

Solar Development Site 5

2.1.15 Solar Development Site 5, as presented at Scoping and at non-statutory consultation, has been removed from the Proposed Development.

Solar Development Site 6

2.1.16 Solar Development Site 6 is located approximately 500 m north of Fryston and 540 m east of South Milford. The site covers an area of 99.6 ha. The Milford Curve railway line runs along the western edge slewing north and east to join the Leeds to Selby Line (HUL3) to the north of the Site.

2.1.17 The local transport network consists of Common Lane which runs through the site, and Turpin Lane which runs south alongside the Milford Curve turning east toward Milford Common.

Solar Development Site 7

2.1.18 Site 7 is located approximately 510 m east of South Milford. The Site is the smallest of the seven sites and covers an area of 8.7 ha. Common Lane runs adjacent to the southern site boundary. Normanton and Colton Junction railway line runs to the west of the site and the Leeds to Selby Line (HUL3) railway line runs adjacent to the northern edge of the Site.

2.1.19 The local transport network consists of Common Lane which is located along the south of the Site.

Solar Development Site 8

2.1.20 Lastly, Solar Development Site 8 is located approximately 700 m north-west of Hambleton and covers an area of 60.0 ha. The southern edge of the Site runs adjacent to the Leeds to Selby Line (HUL3) railway line. Phillip Lane, which provides access into the Site, provides access across the railway line at the Phillip Lane level crossing. Note that the adopted highway boundary terminates at the level crossing.

Cable Route Corridor Locations

2.1.21 The land uses within the Cable Route Corridor (CRC) are predominantly agricultural land with local farm holdings. In some areas, the Cable Route Corridor is crossed by highways (including the A19 and A63), rail lines and the River Ouse.

2.1.22 Each Cable Route Corridor is named after the corresponding numbers of the Solar Development Sites in which they connect, as shown below.

CRC 1-4 – from Solar Development Site 1 to Solar Development Site 4

2.1.23 This corridor is the longest of the Cable Route Corridors and is approximately 18.5 km in length, connecting Solar Development Site 1 with Solar Development Site 4. The route crosses the A19, the River Ouse, Selby Dam, National Rail lines, the A63 and other smaller roads.

CRC 1-4a – from Solar Development Site 1 to Solar Development 4

2.1.24 This CRC is an alternative Cable Route Corridor from Solar Development Site 1 to Solar Development Site 4 which crosses over Fox Lane. This Cable Route Corridor is an offshoot from CRC 1-4 and connects into CRC 2-4. The inclusion of the alternative route is explained in Chapter 3: Alternatives (ES Volume 1) [**EN0110012/APP/LVS/06.01.0**3].

CRC 2-4 – from Solar Development Site 2 to Solar Development Site 4

2.1.25 The corridor connecting Solar Development Site 2 to Solar Development Site 4 is approximately 1.4 km in length and crosses over the A63 and Hillam Common Lane.

CRC 2-6 – from Solar Development Site 2 to Solar Development Site 6

2.1.26 The corridor connecting Solar Development Site 2 to Solar Development Site 6 to the north is approximately 1.5 km in length and crosses over Fryston Common Lane.

2.1.27 CRC 3-4 and 3-4a – from Solar Development Site 3 to Solar Development Site 4

2.1.28 The corridor for CRC 3-4 is approximately 437 m in length and runs through a single agricultural field with no water, road or rail crossings.

2.1.29 The corridor for CRC 3-4a is approximately 726 m in length and crosses Stocking Lane.

CRC 6-7 – from Solar Development Site 6 to Solar Development Site 7

2.1.30 The corridor is approximately 148 m in length and crosses over The Old Stables, National Rail lines and Common Lane.

CRC 2-8 – from Solar Development Site 2 to Solar Development Site 8

2.1.31 The corridor connecting Solar Development Site 2 to Solar Development Site 8 to the north is approximately 1.4 km in length and crosses over the Leeds to Selby Line (HUL3) railway line and Common Lane.

CRC 4-POC - from Monk Fryston Substation to Solar Development Site 4

2.1.32 The corridor is approximately 4.9 km in length and crosses over the A162, National Rail lines, Hillam Lane, Fairfield Lane and Roe Lane.

2.2 Baseline Traffic Data

2.2.1 To understand existing conditions on the highway network, baseline traffic data has been gathered by commissioning traffic surveys on highway links within the Study Area. The location of the 39 traffic survey locations is illustrated in Plate 2-3 and Plate 2-4, and also included within the ES as Figure 14.5: Traffic Survey Locations (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.05**].

Plate 2-3 Location of Traffic Surveys Counts (map 1 of 2)

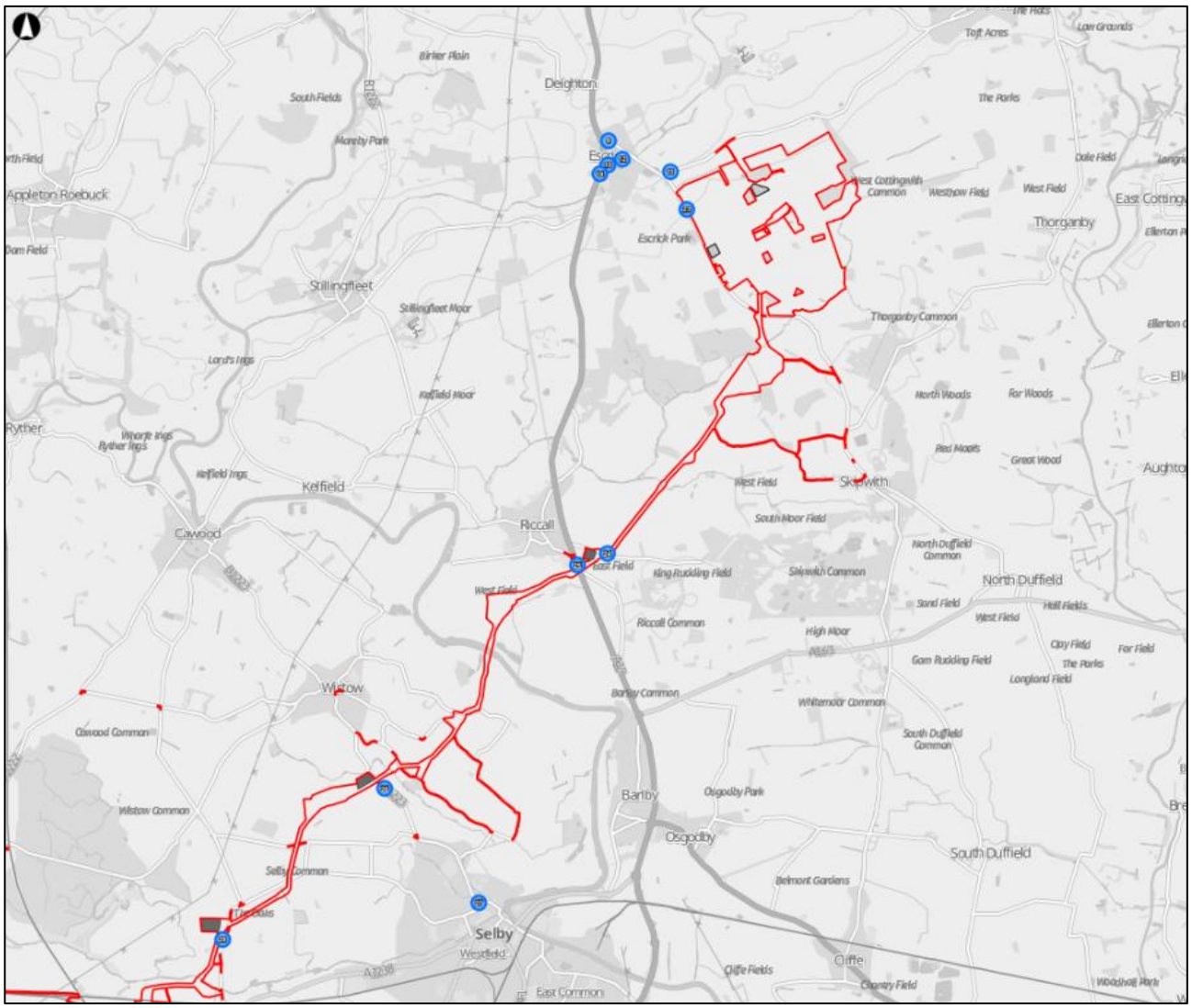
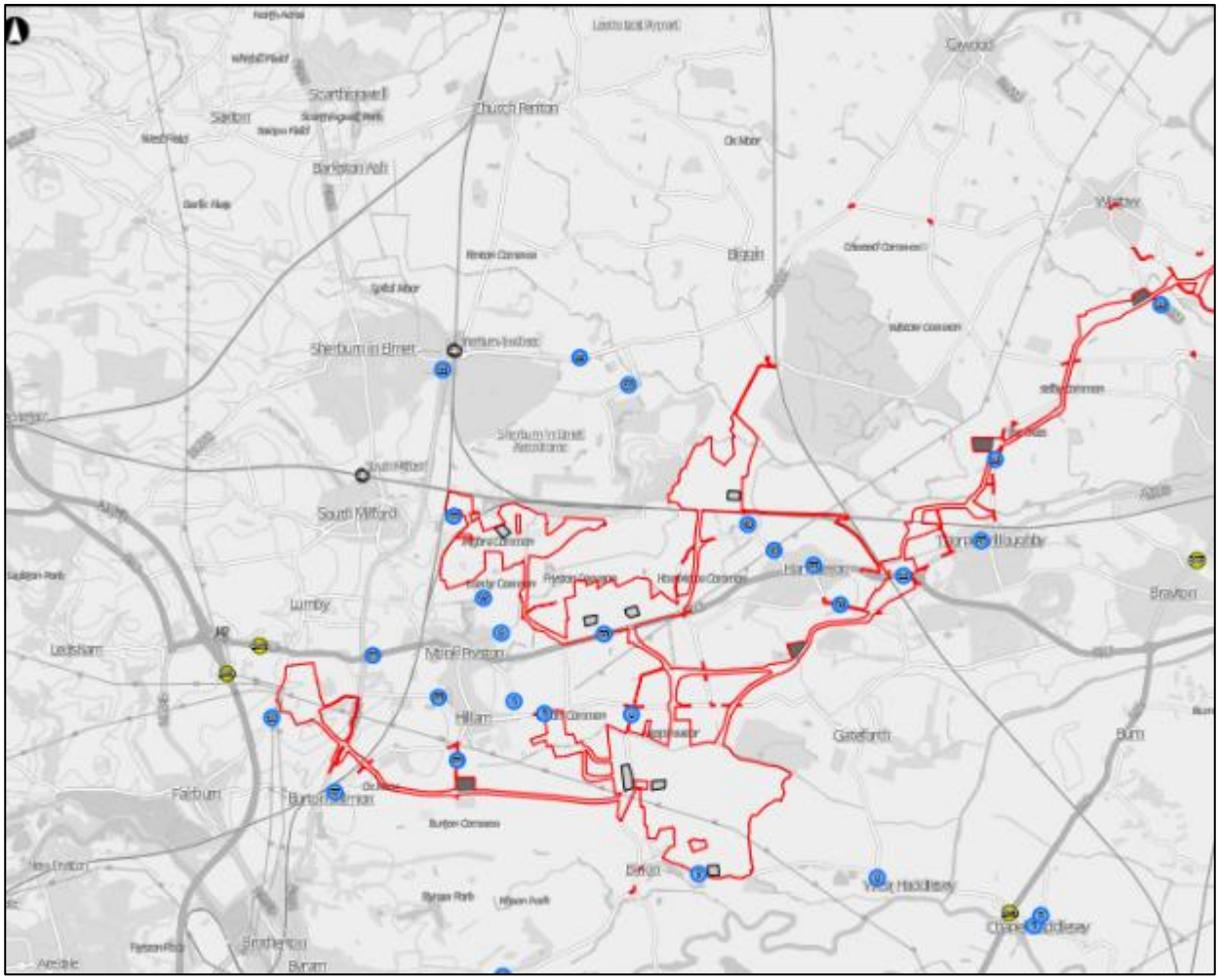


Plate 2-4 Location of Traffic Survey counts (map 2 of 2)



2.2.2 Publicly available traffic count data from the Department for Transport (Ref 1) has also been gathered to supplement the traffic survey information. The locations of the five DfT traffic count locations are also shown in Figure 14.5: Traffic Survey Locations (ES Volume 2) **[EN0110012/APP/LVS/06.02.14.05].**

2.2.3 There were two tranches of traffic data collection, the first surveys were undertaken between 28 January and 3 February 2025 and the second from 1st July to 7 July 2025. The traffic network diagrams showing the baseline count information are attached in Annex A.

2.2.4 The Average Annual Daily Traffic (AADT) counts are shown in Table 2-1. The link column refers to the location as labelled in Figure 14.5: Traffic Survey Locations (ES Volume 2) **[EN0110012/APP/LVS/06.02.14.05].**

Table 2-1 Baseline Traffic Flows from Survey Data (2025) - AADT

Link	Road	Total Vehicles	HGV	%HGV
1	Hirst Road	773	29	4%
2	Fox Lane	119	4	3%
3	Fryston Common Lane	68	3	4%

Link	Road	Total Vehicles	HGV	%HGV
4	Austfield Lane	806	28	3%
5	Hilliam Common Lane	999	37	4%
6	Roe Lane	547	21	4%
7	Haddlesey Road	345	9	3%
8	Birkin Road	500	24	5%
9	Skipwith Road	2,009	56	3%
10	Main Street	260	4	2%
11	Wheldrake Lane (S)	1,471	56	4%
12	Carr Lane	1,486	41	3%
13	Wheldrake Lane	2,297	92	4%
14	A19, Escrick	18,493	706	4%
15	Phillip Lane, Hambleton	28	5	18%
16	Common Lane, Hambleton	48	5	9%
17	Ingthorne Lane	45	1	3%
18	Common Lane	283	17	6%
19	Main Road	931	34	4%
20	New Lennerton Lane	1,638	113	7%
21	Bishopdyke Lane	5,823	201	3%
22	A162, South Milford	13,035	1125	9%
23	Mill Hill Road / Skipwith Road	2,479	98	4%
24	King Rudding Lane	381	27	7%
25	A19 Riccall	19,491	827	4%
26	Wistow Road	2,729	47	2%
27	B1223 / Millgate Service Station	6,729	161	2%
28	Dam Lane	3,115	67	2%
29	Leeds Road	6,656	230	3%
30	A63, Hambleton	11,432	558	5%
31	Field Lane	472	9	2%
32	St Mary's Approach	709	16	2%
33	Selby Road / A63 Monk Fryston	9,685	385	4%
34	Fairfield Lane	23	2	9%
35	Betteras Hill Road	116	6	6%
36	Main Street	8,260	394	5%
37	Hillam Road / Hillam Lane	993	20	2%
38	Rawfield Lane	457	15	3%
39	Birkin Lane	579	14	2%

Source: Traffic Surveys commissioned by Arup, 2025

2.2.5 The DfT data (Ref 1) was obtained for additional counts on the Strategic Road Network (SRN), including the A63, A19 and A1(M). The DfT data was collected in 2023 and has therefore been uplifted using TEMPro to 2025, to be comparable with the traffic survey data collected in 2025. The TEMPro growth factor and DfT data is shown in Table 2-2 and Table 2-3 respectively.

2.2.6 Gateforth New Road, which provides access to the Cable Route Corridor, could be used to provide access to Solar Development Sites 3 and 4. In particular, use of this route as an alternative approach to Solar Development Site 4 could reduce construction traffic using the route via West Haddlesey. The West Haddlesey route would, however, be retained as the most suitable route to the southern Solar Development Site 4 access. Collection of additional traffic survey data to review the assignment of construction traffic has been affected by temporary roadworks. It has therefore been agreed with NYC that an older DfT traffic count can be used for this purpose, and this has been incorporated into the relevant tables below. The latest available data is from a manual count in 2018, and therefore a larger TEMPro growth factor has been applied to this data.

Table 2-2 TEMPro Growth Factor (DfT Counts)

Year	Growth Factor
2023-2025	1.02065
2018-2025 (Gateforth New Road)	1.0496

Table 2-3 DfT Counts Baseline Traffic Flows (2025) – AADT

Link	Location	Total Vehicles	HGV	%HGV
DfT1	A63, west of A162	19,882	3,406	17%
DfT2	A19, North of Chapel Haddlesey	10,388	100	1%
DfT3	A19, South of Chapel Haddlesey	9,902	949	10%
DfT4	A1(M), west of A63	50,285	9,227	18%
DfT5	Gateforth New Road	804	23	3%

Source: DfT Road Traffic Statistics (Ref 1)

2.3 Future Baseline Conditions

2.3.1 There are currently no planned highway works within the Study Area beyond routine maintenance. However, at the meeting with North Yorkshire Council (NYC) in March 2025 it was advised that design work was underway for improvements to the A63 / A162 Monk Fryston roundabout to provide additional capacity. It is anticipated that these works will be completed by 2028, in time for the commencement of construction.

2.3.2 Ongoing consultation with NYC will ensure this timeline is confirmed ahead of the construction phase. If the junction improvements are not finished by the start of construction, there are alternative options to minimise construction traffic

travelling through the junction. This includes enforcing restrictions to prevent vehicles travelling to and from the Proposed Development at peak times, and using other alternative routes identified in the oCTMP **[EN0110012/APP/LVS/07.12].**

2.3.3 Traffic flows may change as a result of cumulative developments in the area. These additional trips have been accounted for in the Cumulative assessment scenario included in Section 6.

2.3.4 To allow for general background traffic growth, an industry standard TEMPro growth factor has been applied to the observed 2025 traffic flows. A baseline year of 2029 has been assumed as the peak for construction of the Proposed Development. Construction is anticipated to start in 2028 at the earliest, with construction traffic forecast to peak in 2029.

2.3.5 The TEMPro growth factor for the Selby area is shown below in Table 2-4.

Table 2-4 TEMPro Growth Factor (2025-2029)

Year	Growth Factor
2025-2029	1.03055

2.3.6 The 2029 future baseline traffic flows are shown in Table 2-5 and included in the traffic flow diagrams attached in Annex A.

Table 2-5 Future Baseline (2029) Traffic Flows - AADT

Link	Road	Total Vehicles	HGV	% HGV
1	Hirst Road	773	29	4%
2	Fox Lane	119	4	3%
3	Fryston Common Lane	70	3	4%
4	Austfield Lane	831	29	3%
5	Hilliam Common Lane	1,030	39	4%
6	Roe Lane	564	21	4%
7	Haddlesey Road	355	9	3%
8	Birkin Road	516	25	5%
9	Skipwith Road	2,070	58	3%
10	Main Street	268	4	2%
11	Wheldrake Lane (S)	1,516	58	4%
12	Carr Lane	1,531	42	3%
13	Wheldrake Lane	2,367	95	4%
14	A19, Escrick	19,058	728	4%
15	Phillip Lane, Hambleton	29	5	18%
16	Common Lane, Hambleton	50	5	9%
17	Ingthorne Lane	46	1	3%
18	Common Lane	292	17	6%

Link	Road	Total Vehicles	HGV	% HGV
19	Main Road	0	0	0%
20	New Lennerton Lane	1,688	117	7%
21	Bishopdyke Lane	6,001	207	3%
22	A162, South Milford	13,433	1,159	9%
23	Mill Hill Road / Skipwith Road	2,555	101	4%
24	King Rudding Lane	393	28	7%
25	A19 Riccall	20,087	852	4%
26	Wistow Road	2,812	49	2%
27	B1223 / Millgate Service Station	6,934	166	2%
28	Dam Lane	3,210	69	2%
29	Leeds Road	6,859	237	3%
30	A63, Hambleton	11,781	575	5%
31	Field Lane	486	9	2%
32	St Mary's Approach	730	17	2%
33	Selby Road / A63 Monk Fryston	9,981	396	4%
34	Fairfield Lane	24	2	9%
35	Betteras Hill Road	119	7	6%
36	Main Street	8,512	406	5%
37	Hillam Road / Hillam Lane	1,024	21	2%
38	Rawfield Lane	471	16	3%
39	Birkin Lane	597	14	2%
DfT1	A63, west of A162	20,490	3,510	17%
DfT2	A19, North of Chapel Haddlesey	10,706	103	1%
DfT3	A19, South of Chapel Haddlesey	10,205	978	10%
DfT4	A1(M), west of A63	51,822	9,509	18%
DfT5	Gateforth New Road	829	24	3%

2.4 Accidents and Safety

2.4.1 Collision data has been obtained from CrashMap (Ref 2) and has been reviewed for the period between 2019-2024 in proximity to the Proposed Development.

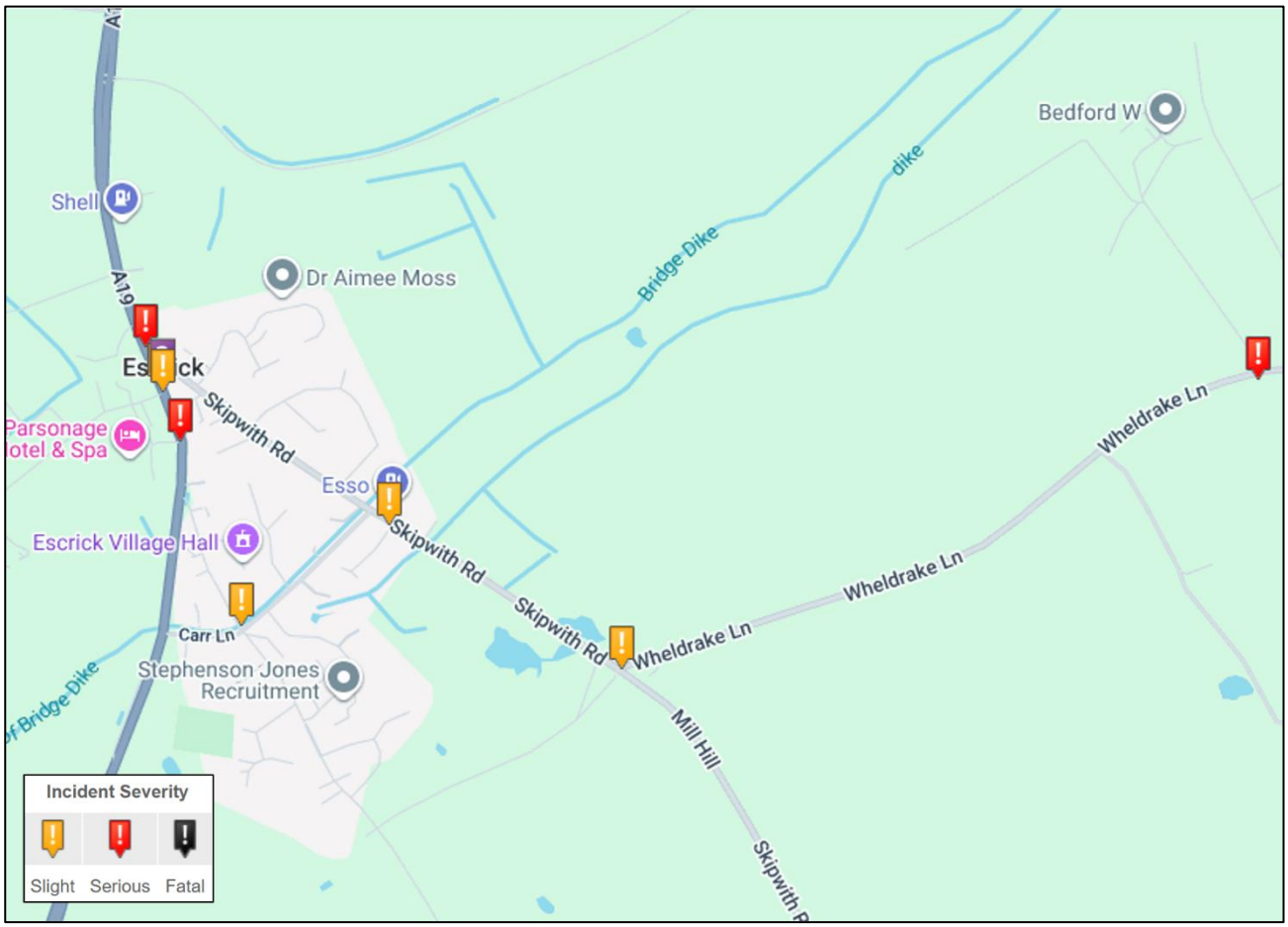
Solar Development Site 1

2.4.2 As shown in Plate 2-5, three serious and four slight collisions have occurred on the road network in proximity to Solar Development Site 1. No fatal accidents have been recorded over the five-year period in the vicinity of Solar Development Site 1.

2.4.3 Three of the accidents are located within the vicinity of the A19 junction with Skipworth Road. The serious accident to the north of the junction involved a

single motorcycle. The accident report notes that it is unknown why the vehicle crashed (no carriageway hazards reported). The accident to the south of the junction involved two vehicles, one of which was turning right and struck a wall. There is no evidence from the reports of any common causation factors and therefore no apparent road safety patterns within the Study Area.

Plate 2-5 Collisions surrounding Site 1 (Escrick) (Ref 2)



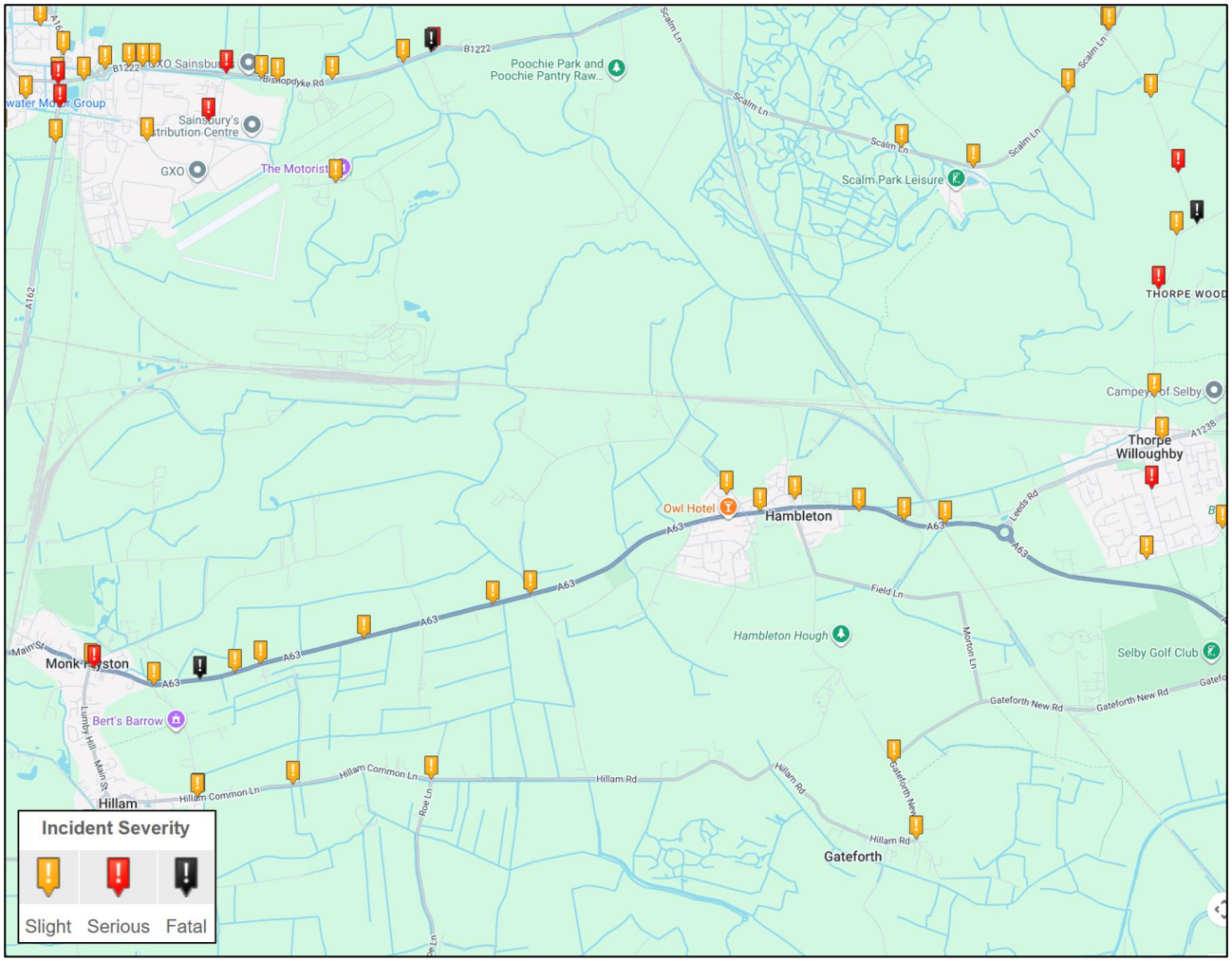
Solar Development Sites 2, 7 and 8

2.4.4 As shown in Plate 2-6 , several slight accidents and nine serious accidents have been recorded within the Study Area near Solar Development Sites 2, 7 and 8. Over the past five years, three fatal accidents have occurred within the Study Area:

1) B1222 Bishopdyke Road – the collision occurred in December 2021 at 11pm, and involved a collision between a van/goods vehicle and a car;
2) Dam Lane- in June 2020 there was a fatal accident involving one vehicle (a motorcycle); and
3) A63 - this collision near Monk Fyrston occurred in September 2023 and involved a head-on collision between a car and a bus/coach.

2.4.5 The collisions are dispersed across the network, with no evidence of accident clustering that would indicate a particular road safety concern.

Plate 2-6 Collisions surrounding Site 2, 7 and 8 (Monk Fyrston and Hambleton) (Ref 2)

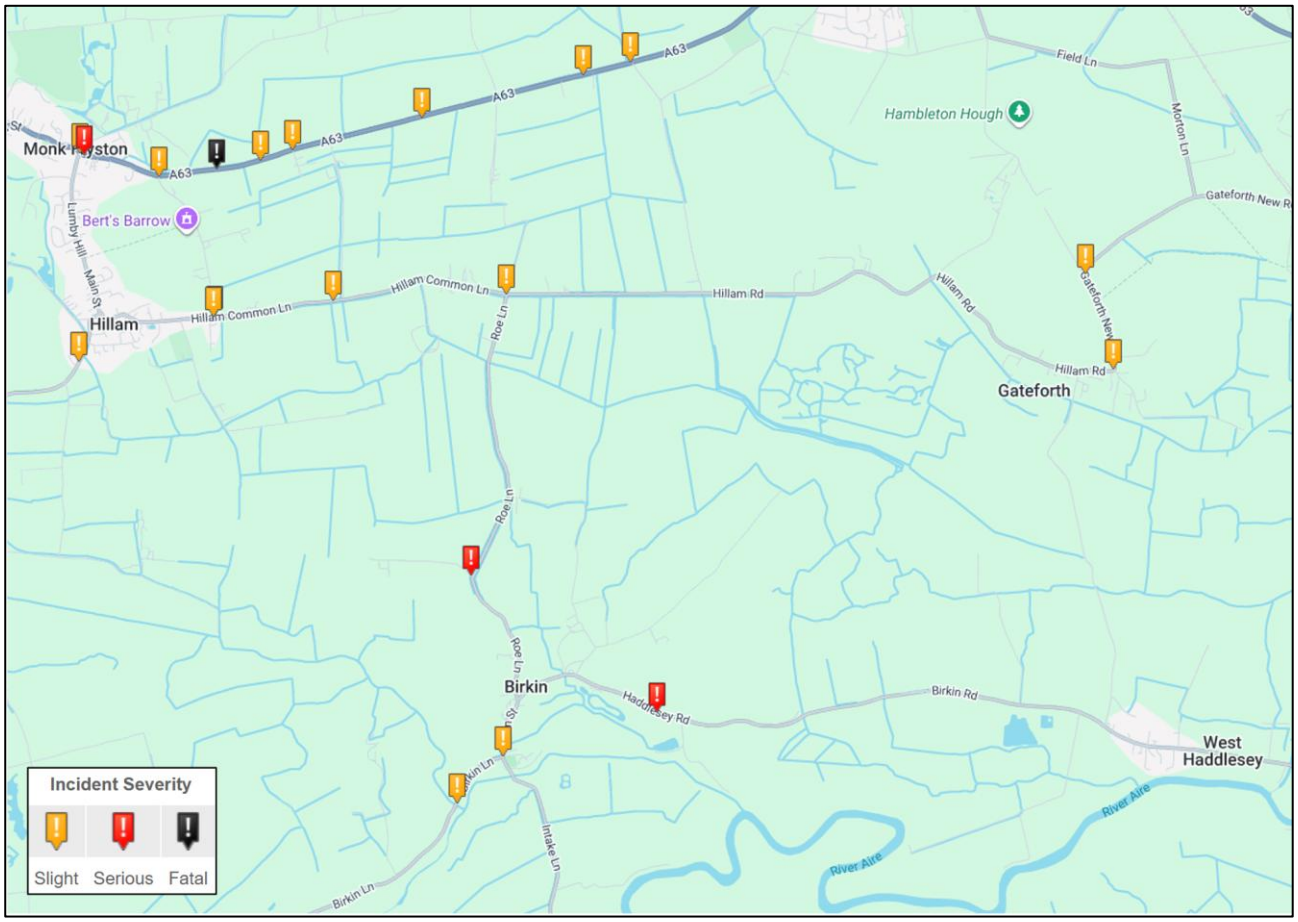


Solar Development Sites 3 and 4

2.4.6 As shown in Plate 2-7, three serious and 14 slight accidents have occurred on the road network near Solar Development Sites 3 and 4.

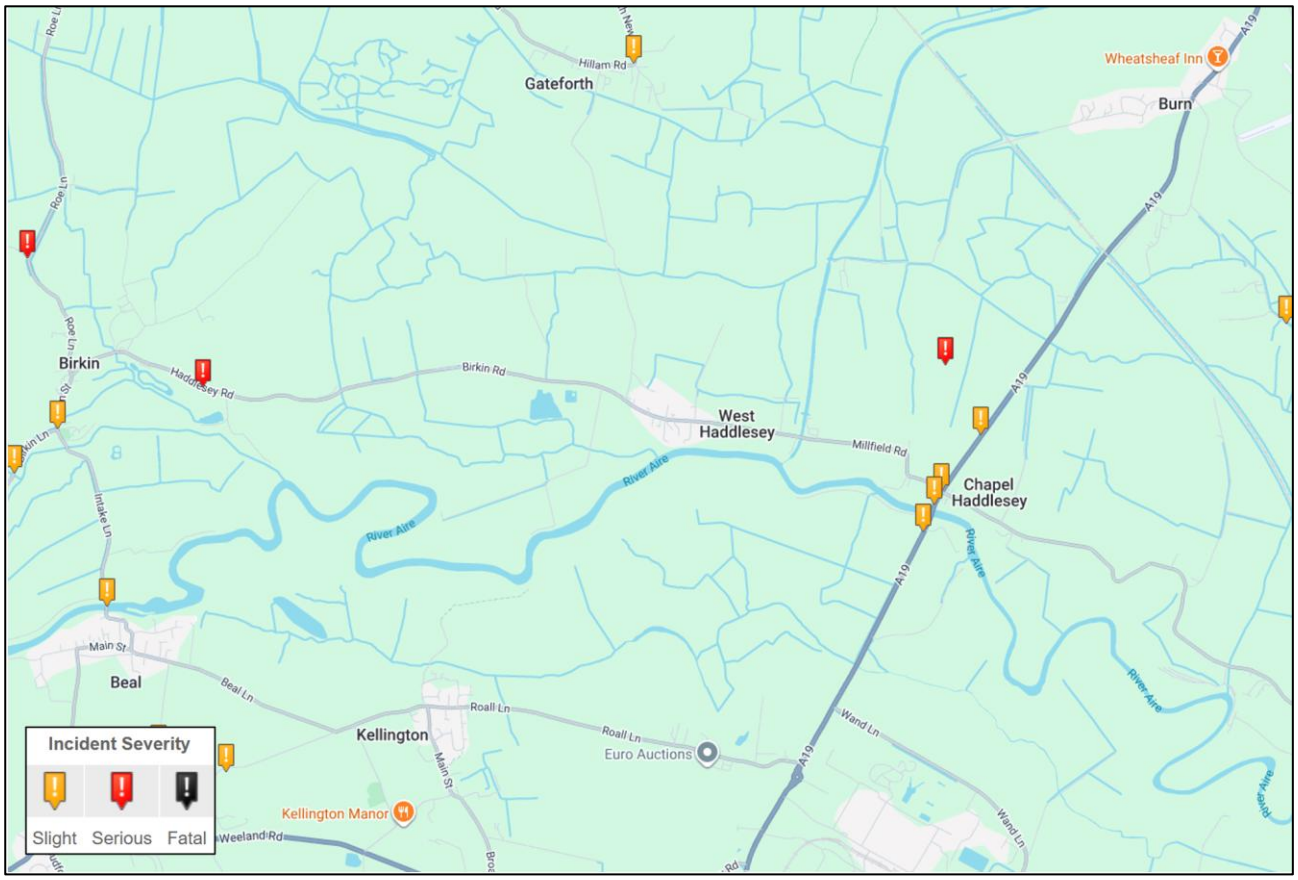
2.4.7 No evidence of accident clustering has been identified, suggesting that there are no significant road safety trends within the Study Area.

Plate 2-7 Collisions surrounding Site 3 and 4 (Monk Fryston, Hillam and Birkin) (Ref 2)



2.4.8 As shown in Plate 2-8, a total of three serious and eight slight accidents have occurred over the past five years on the road network near Solar Development Site 4. No fatal accidents have been recorded over the past five years within the vicinity of Solar Development Site 4. No evidence of accident clustering has been identified, suggesting that there are no significant road safety concerns within the study area.

Plate 2-8 Collisions surrounding Site 4 (Chapel Haddlesey and Birkin) (Ref 2)



2.4.9 Overall, no accident clusters with common causation factors have been identified in the past five years, suggesting that there are no significant road safety patterns within the Study Area's road network.

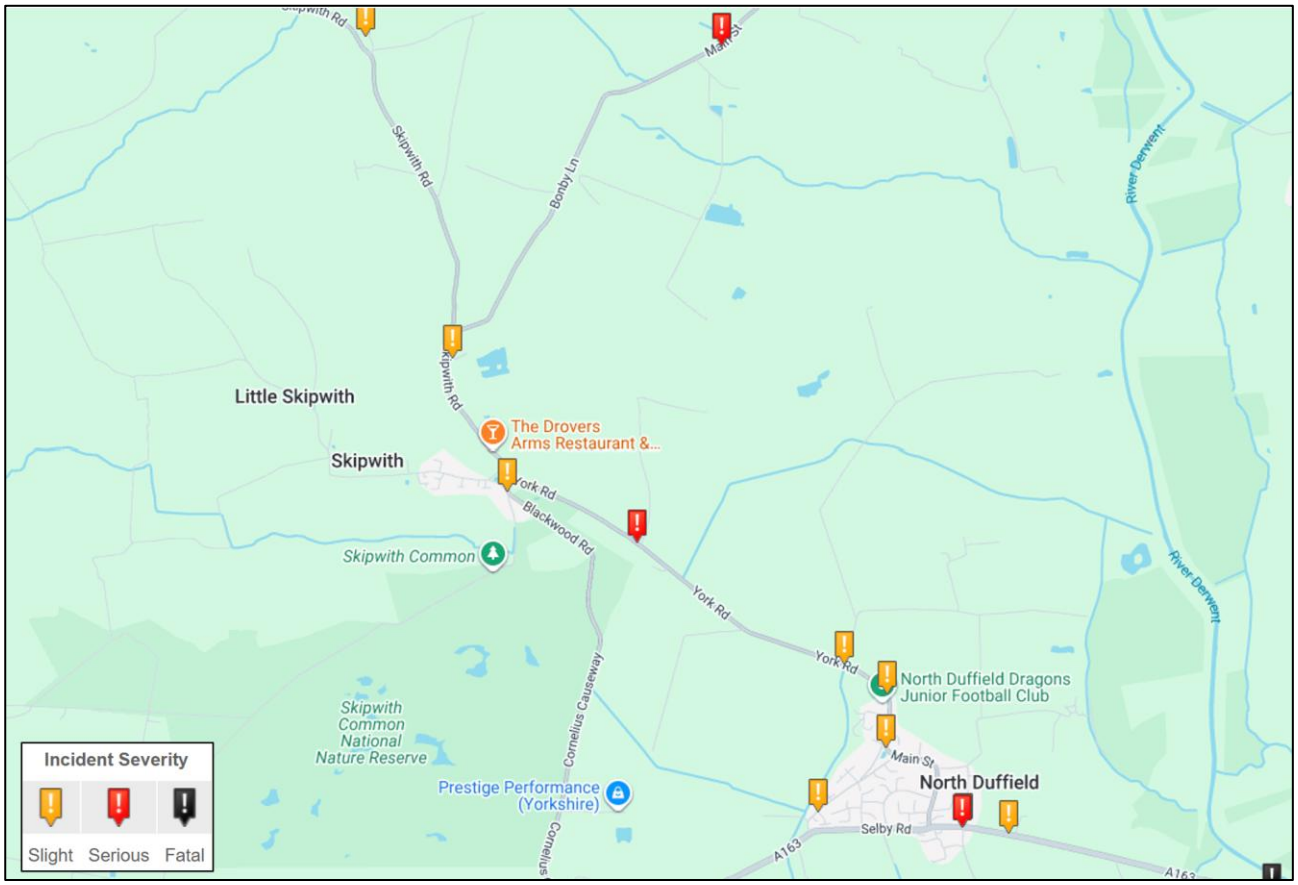
Cable Route Corridor

Cable Route Corridor 1-4 (from Solar Development Site 1 to 4)

2.4.10 As shown in Plate 2-9 there are a total of eleven incidents recorded on the roads in proximity to Cable Route Corridor 1-4 in Skipwith over the past five years. Three serious and eight slight incidents have occurred. No fatal accidents have been recorded over the past five years within the vicinity of this Cable Route Corridor near Skipwith.

2.4.11 No evidence of accident clustering has been identified within this area, suggesting that there are no significant road safety concerns within the Study Area

Plate 2-9 Collisions surrounding Cable Route Corridor 1-4 (Skipwith)

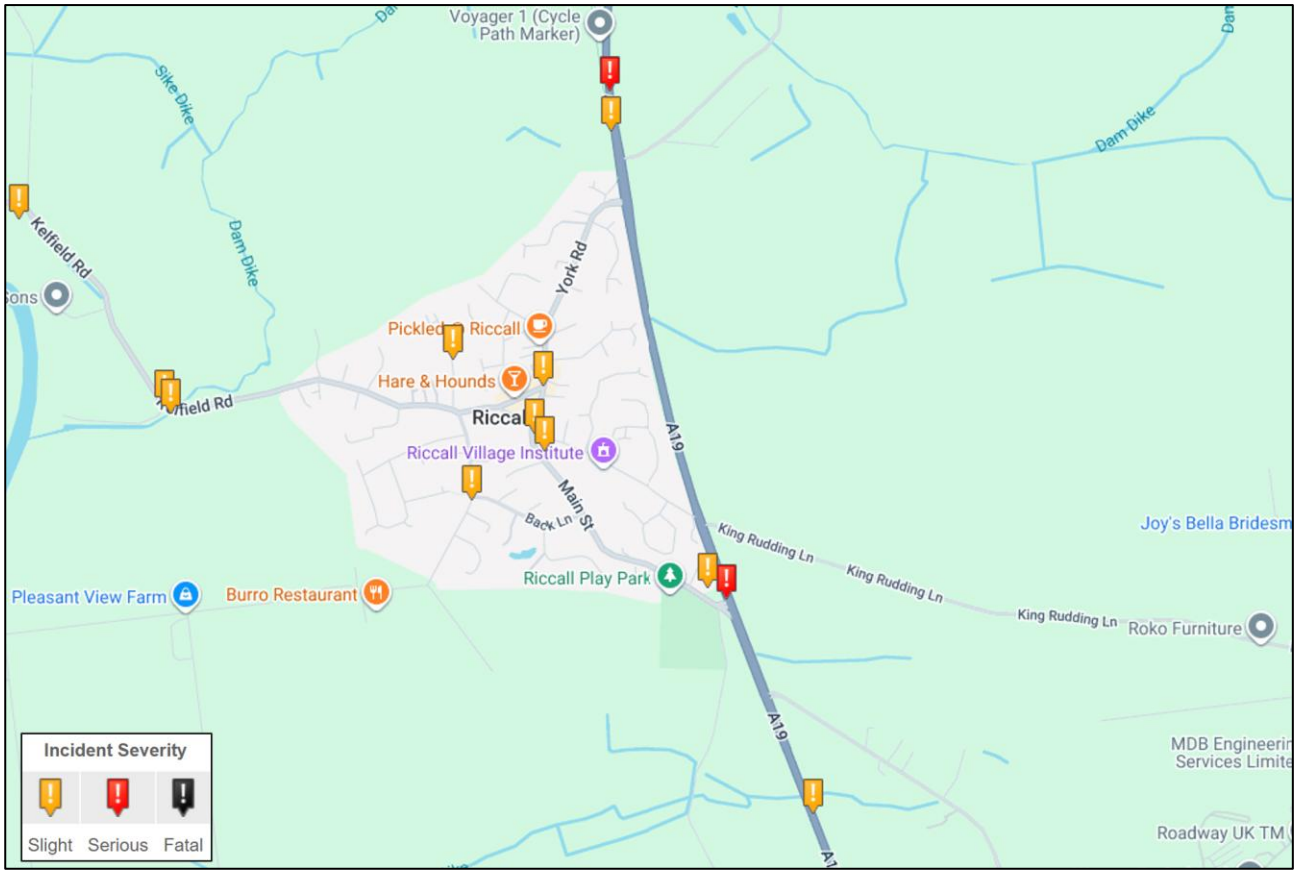


2.4.12 As shown in Plate 2-10 two serious and eleven slight accidents have occurred within the five-year period on the road network near Cable Route Corridor 1-4 near Riccall.

2.4.13 Three of the slight accidents are located within the vicinity of Main Street, however the incidents are dispersed along the road and there is no evidence to suggest any common causation factors.

2.4.14 Through consultation with NYC transport officers, it was noted by NYC representatives that there have been concerns raised about the A19 junction at Riccall, with the Proposed Development made aware of a fatality at the junction in 2025 which is not shown within the data (which features full years only, up to 2024). NYC advised that there are currently no proposals to alter the highway layout at Riccall, however there have been requests made by Riccall Parish Council to introduce an experimental speed reduction on the A19 to 50mph between York Road and Main Street junctions.

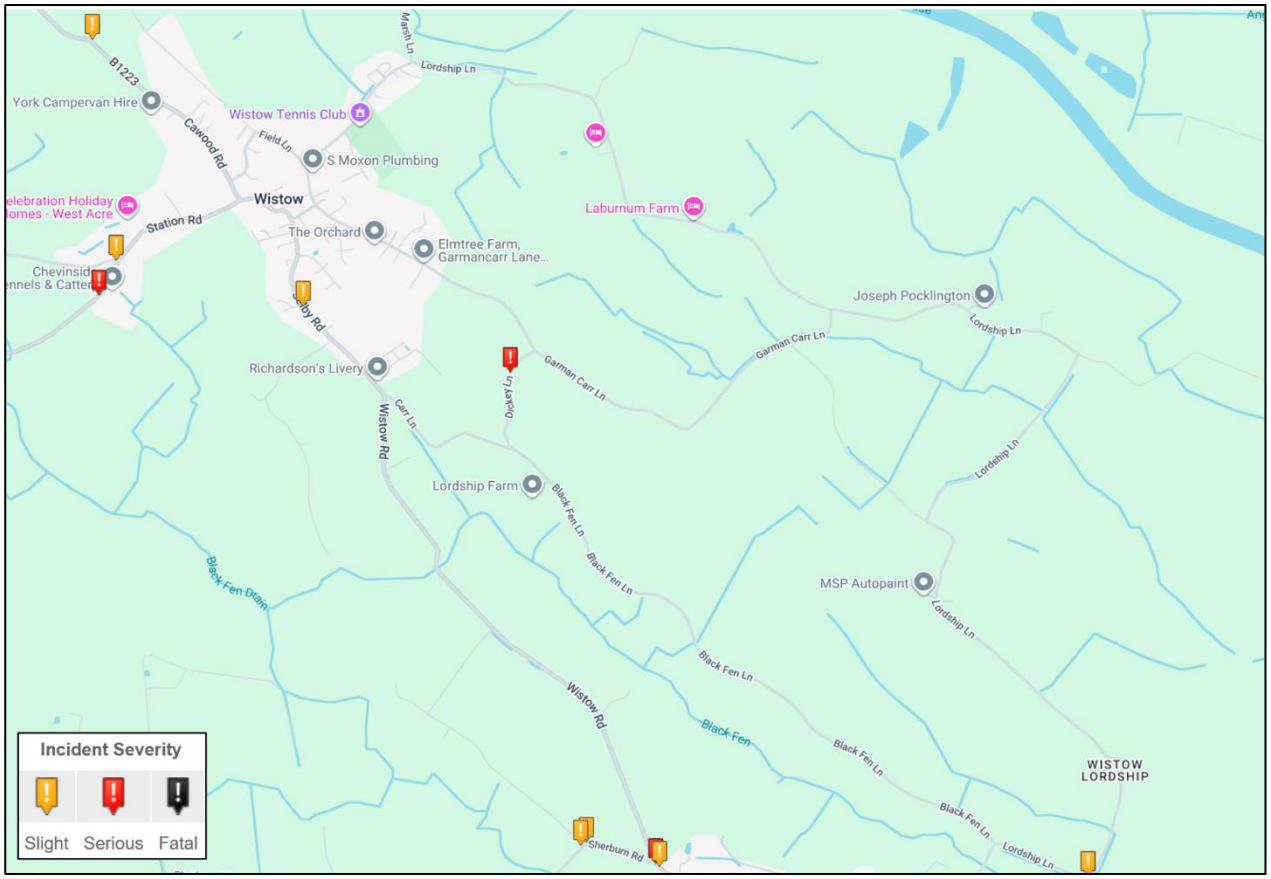
Plate 2-10 Collisions surrounding Cable Route Corridor 1-4 (Riccall) (Ref 2)



2.4.15 As shown in Plate 2-11 three serious and seven slight collisions have occurred on the road network in the vicinity of Cable Route Corridor 1-4 near Wistow. No fatal accidents have been recorded over the five-year period in proximity to the Study Area.

2.4.16 The collisions are dispersed across the network, with no evidence to support collision clustering within the Study Area that would suggest a road safety concern.

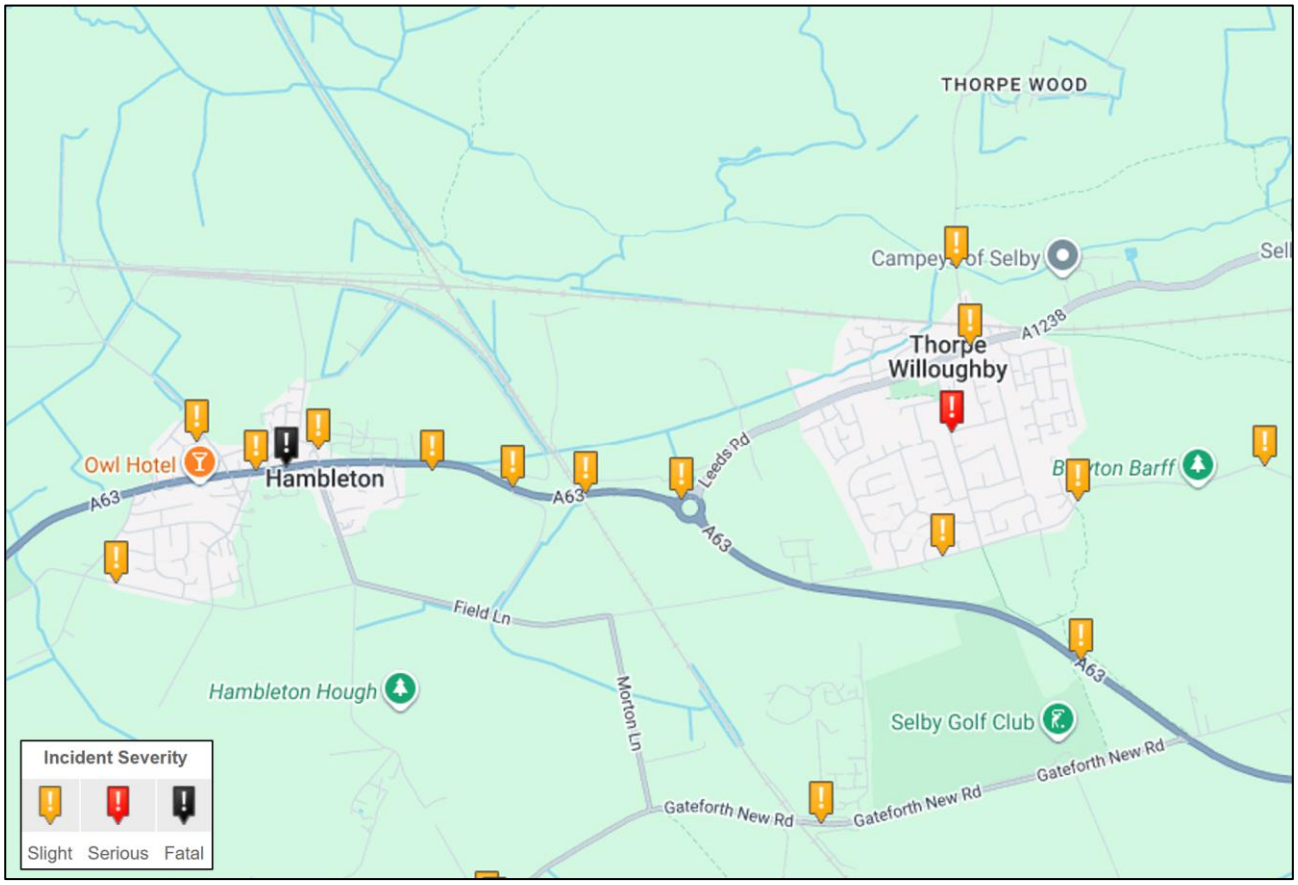
Plate 2-11 Collisions surrounding Cable Route Corridor 1-4 (Wistow) (Ref 2)



2.4.17 As shown in Plate 2-12, fifteen slight, one serious and one fatal collision have occurred on the road network in proximity to Cable Route Corridor 1-4 within this area. Seven of the incidents are located on the A63 Main Road. The fatal accident within Hambleton occurred between 3pm-6pm in August 2024 and involved a single vehicle and a pedestrian casualty.

2.4.18 The remaining six collisions were slight in nature and are spread along the A63, with no evidence of collision clustering; therefore, there is no indication of anyroad safety trends within this area.

Plate 2-12 Collisions surrounding Cable Route Corridor 1-4 (Hambleton and Thorpe Willoughby) (Ref 2)



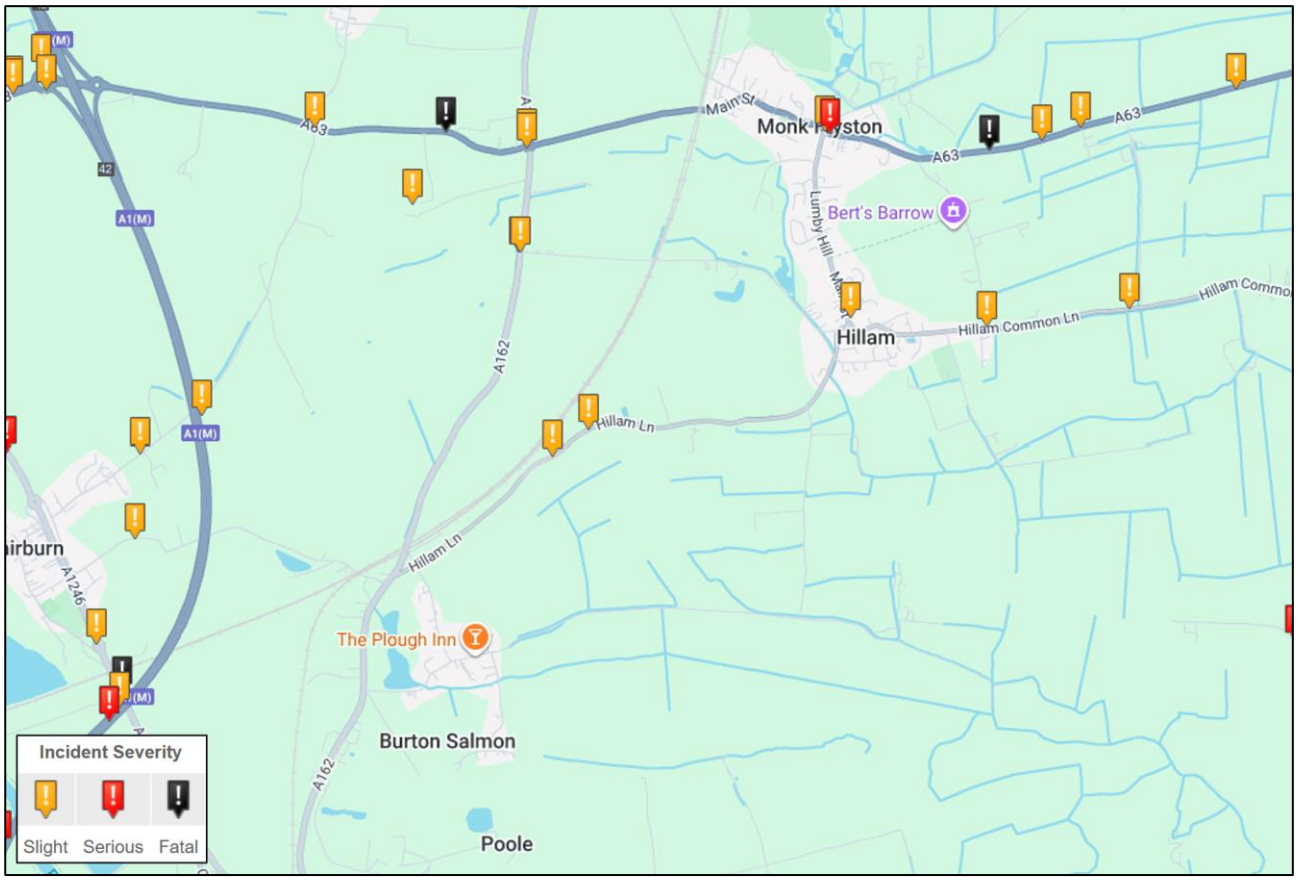
Cable Route Corridor 4-POC - from Monk Fryston Substation to Site 4

2.4.19 As shown in Plate 2-13, several slight accidents, and three serious accidents have been recorded within the Study Area within close proximity to Cable Route Corridor 4-POC. Over the past five years three fatal accidents have occurred within the study area:

1) A63 – the collision occurred in March 2024 between 3pm-6pm and involved a collision between two vehicles.
2) A1 (M) - in August 2022 there was a collision involving one vehicle, resulting in a single fatality.
3) A63 – east of Monk Fryston (note this fatal collision has been detailed alongside the incidents surrounding Solar Development Sites 3 and 4).

2.4.20 The collisions are dispersed across the network, with no evidence of accident clustering. Therefore, there is no particular road safety trends within the Study Area.

Plate 2-13 Collisions surrounding Cable Route Corridor 4-POC (Monk Fryston Substation and Hillam) (Ref 2)



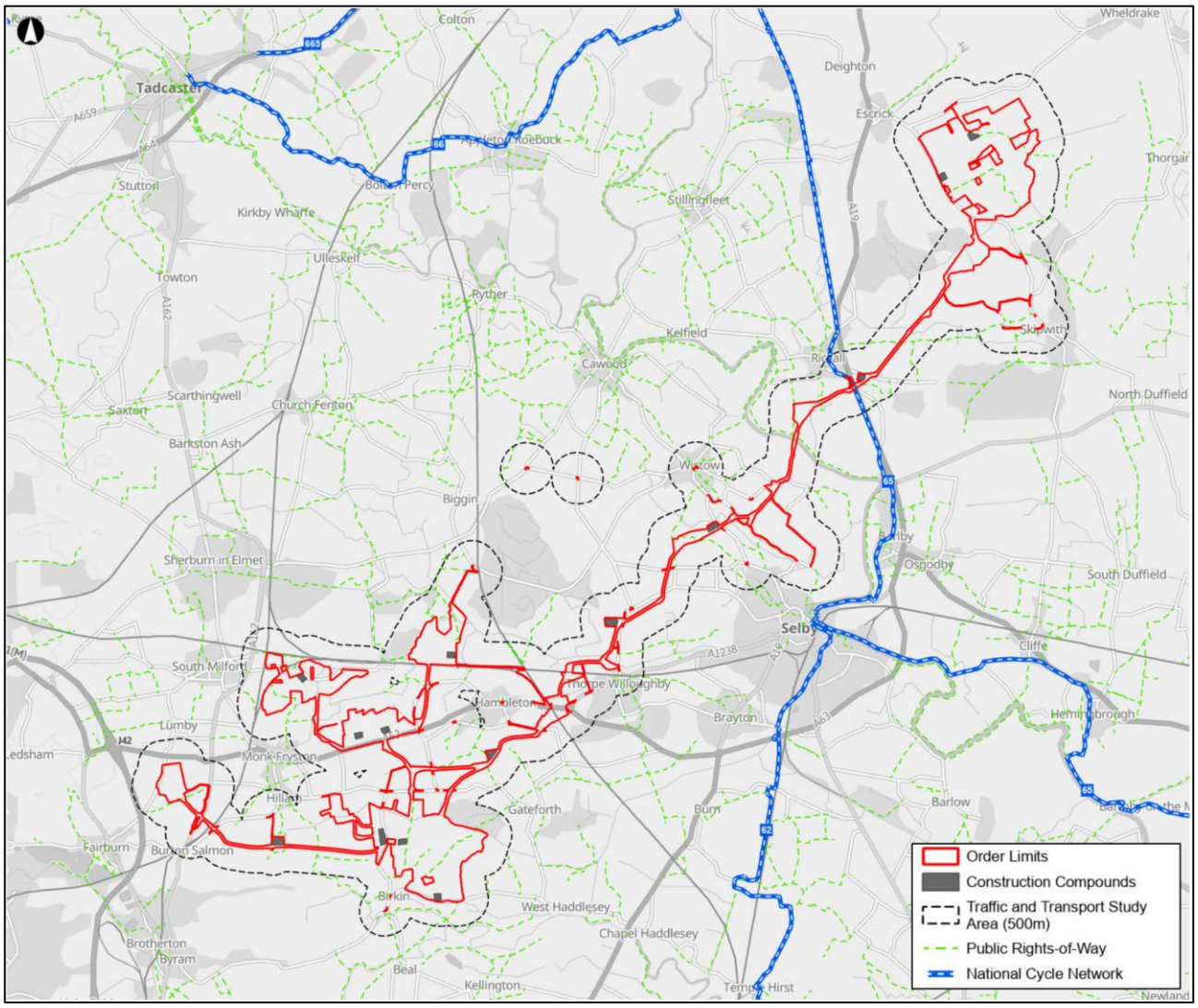
2.4.21 In summary, there have been no accident clusters identified in the past five years, suggesting there are no significant road safety concerns on the road network within proximity to the Cable Route Corridor.

2.5 Active Travel and Public Rights of Way

2.5.1 The Public Right of Way network (PRoW) herein defined as National Trails, National Cycle Network Routes and PRoW as per the Definitive Map, has been assessed to determine the routes that intersect with the Study Area, as shown in Plate 2-14.

2.5.2 Both National Cycle Networks and PRoWs can be seen in Figure 14.3 Walking and Cycling Routes (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.03**].

Plate 2-14 PRoW in proximity to the Study Area



2.5.3 Table 2-6 summaries the PRoW that travel through the Solar Development Sites and the Cable Route Corridor.

Table 2-6 Public Rights of Way (PRoW) and other recreational routes

Route ID	Route	Relationship to Proposed Development	Description of current use and quality
Bridleway 35.67/6/1	Bridleway running through Solar Development Site 1 from Pallion Dike to Common Farm	Bridleway will be directly impacted by a Solar Development Site.	Edge of field, recreational
Bridleway 35.28/1/1	Bridleway running through Solar Development Site 1 from Wheldrake Lake to Pallion dike	Bridleway will be directly impacted by a Solar Development Site .	Edge of field, commuting, paved
Footpath 35.28/3/1	Footpath running through Solar Development Site 1 from Skipwith Road to Low Cover Wood	Footpath will be directly impacted by a Solar Development Site .	Edge of field, commuting, paved
Footpath 35.10/7/1	Footpath running through Solar Development Site 4 from Roe Lane to Hillam Common Lane	Footpath will be directly impacted by a Solar Development Site .	Edge of Field, Commuting
Footpath 35.10/2/1	Footpath running through Solar Development Site 4 from Woodhouse Farm to Gateforth Wood	Footpath will be directly impacted by a Solar Development Site .	Edge of Field, Recreational
Footpath 35.10/3/1	Footpath running through Solar Development Site 4 from Birkin Road to River Aire	Footpath will be directly impacted by a Solar Development Site .	Through field, recreational
Footpath 35.59/5/1	Footpath running through Solar Development Site 6 from Common Lane to Industrial site	Footpath will be directly impacted by a Solar Development Site .	Edge of field, recreational
Footpath 35.59/6/1	Footpath running through Solar Development Site 6 along Turpin Lane	Footpath will be directly impacted by a Solar Development Site .	Lane, paved, commuting

Route ID	Route	Relationship to Proposed Development	Description of current use and quality
Footpath 35.32/2/1	Footpath running through Solar Development Site 8 along Philip Lane	Footpath will be directly impacted by a Solar Development Site .	Through field, recreational, semi-paved
Footpath 35.59/4/1	Footpath running through Solar Development Site 8 from Philip Lane along Hobholme Dike	Footpath will be directly impacted by a Solar Development Site .	Edge of field and riverbank, recreational
35.57/21/2	Footpath running through Solar Development Site 8 from Philip Lane connecting to PRoW that leads to New Lennerton Lane	Footpath will be directly impacted by a Solar Development Site .	Connects Rest Park Farm, so paved, commuting
Footpath 35.15/1/1	Footpath running through middle of CRC 2-8 from Rawfield Lane to the A162	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.10/1/2	Footpath running through middle of CRC 2-8 from Burton Common Lane to Fairfield Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.37/4/1	Footpath running through middle of CRC 2-8, along Fairfield Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.10/9/1	Footpath running through middle of CRC 2-8, alongside Stocking Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Alongside a major pathway, recreational but could be used for commuting
Footpath 35.30/1/1	Footpath running through the bottom left of CRC 1-4 from Hillam road to Footpath 35.32/6/1	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational
Footpath 35.56/13/2	Footpath running through middle of CRC1-4 from Sherburn	Footpath will be indirectly impacted by potential disruption	Edge of field, recreational

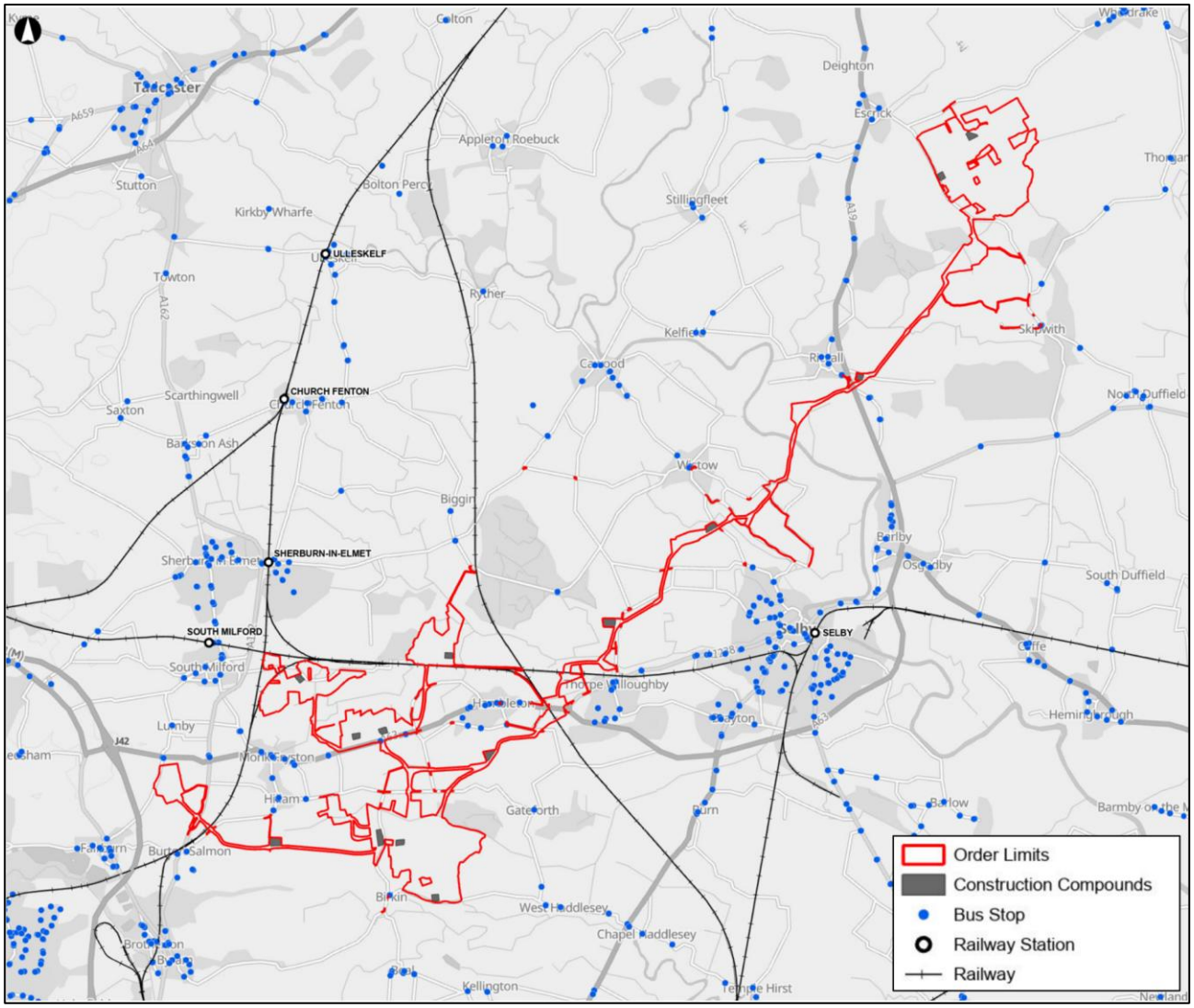
Route ID	Route	Relationship to Proposed Development	Description of current use and quality
	Road to a small cluster of houses	from cable route corridor construction.	
Footpath 35.56/12/1	Footpath running through the middle of CRC 1-4 from Sherburn Road through the Black Fen Drain	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational. Potential commuting use.
Footpath 35.53/2/3	Footpath running through the middle of CRC 1-4 from Angram Lane to Landing Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Riverside path, recreational
Footpath 35.53/2/2	Footpath running through the middle of CRC 1-4 from Angram Lane to Landing Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Paved, commuting
Footpath 35.53/15/1	Footpath running through the middle of CRC 1-4 from Footpath 35.53/2/3 to Landing Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Paved, commuting
Footpath 35.53/18/1	Footpath running through the middle of CRC 1-4 connecting 2 fields through Marsh Dike	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational
Footpath 35.53/17/1	Footpath running through the middle of CRC 1-4 from Landing Lane across Marsh Dike	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational
Footpath 35.53/12/1	Footpath running through the middle of CRC 1-4 from Main Street to Checker Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Recreational, public space
Bridleway 35.53/14/1	Bridleway running through the middle of CRC 1-4 from the A19 to King Rudding Lane	Bridleway will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.53/19/1	Footpath running through the middle of	Footpath will be indirectly impacted by	Edge of field, recreational, forested

Route ID	Route	Relationship to Proposed Development	Description of current use and quality
	CRC 1-4 from the A19 through to further footpaths that connect with Westfield	potential disruption from cable route corridor construction.	
Sustrans National Cycle Route 65	National cycle network running directly through CRC1-4.	National Cycle network will be directly impacted through construction of cable route corridor.	National cycle route, recreational

2.6 Public Transport

2.6.1 Given the rural nature of the local area, public transport facilities are limited. Plate 2-15 shows those features that are within proximity of the site, including Selby and South Milford Rail stations.

Plate 2-15 Public Transport in vicinity of the Proposed Development



Solar Development Sites

Solar Development Site 1

2.6.2 The closest bus stops are the Church Cottage bus stops which are located on the A19, around 100 m north of the junction connecting the A19 to Escrick via Skipwith Road. The 415 bus service stops at Church Cottage, taking passengers between York and Selby, running every 15 minutes.

Solar Development Site 2

2.6.3 The closest bus stops to Solar Development Site 2 are at Green Lane, located on the A63 directly south of Site 2 and approximately 1 km east of Monk Fryson village centre. Both the number 64 and 164 can be accessed at this stop. The Number 64 bus operates every two hours, taking passengers between Selby and Sherburn. The 164 runs from Selby to Leeds, with two buses operating each hour.

2.6.4 Solar Development Site 2 lies in close proximity to two railway stations: Church Fenton and Sherburn-in-Elmet, 2.7 km and 3.5 km northwest of Solar

Development Site 2 respectively. Northern trains operate hourly services between Leeds and York, stopping at both stations.

Solar Development Site 3

2.6.5 The closest bus stop to Solar Development Site 3 is the Cross Keys bus stop, which is located on Main Street in Hillam, approximately 850 m south of the A63 at Monk Fryston. Both the number 193 and the 496 services stop here. The number 493 bus runs between Pontefract and Sherburn providing a service every two hours. The 496 provides two services an hour, connecting Wakefield to Upton.

Solar Development Site 4

2.6.6 The closest bus stop to Solar Development Site 4 is on Green Lane, located approximately 1.3 km from the northwestern edge of the site boundary. The bus stop is located on the A63, with both the number 64 and 164 bus service being accessible at this stop. The number 64 bus service operates every two hours, taking passengers between Selby and Sherburn. The 164 runs from Selby to Leeds, with two buses operating each hour.

2.6.7 Located 5 km southwest of Solar Development Site 4, lies Knottingley Railway Station. Rail services to Leeds run every half hour from this station.

Solar Development Site 6 and 7

2.6.8 The closest bus stops to Solar Development Sites 6 and 7 are approximately 1km west in the village of South Milford. The Beech Drive bus stops are served by the 64 and 164 Arriva bus services, that provide connections between Leeds and Selby. The closest railway station to both sites is located at South Milford, approximately 1.1 km from Solar Development Site 7 and 1.5 km from the western boundary of Solar Development Site 6. This station provides hourly services between Halifax and Hull.

Solar Development Site 8

2.6.9 The closest bus stop to Solar Development Site 8 is the Hambleton Village Green bus stop located approximately 1 km southeast. This bus stop is located within the village of Hambleton on the A63. It provides access to the 64 and 164 bus routes that run between Leeds and Selby. The closest railway station is South Milford, located approximately 4 km west of Solar Development Site 8. This station provides hourly services between Hull and Halifax.

Cable Route Corridor

CRC 1-4 – from Solar Development Site 1 to Solar Development Site 4 (and alternative CRC 1-4a)

2.6.10 The nearest bus stop to CRC 1-4 at the northern extent is the Playing Fields bus stop located approximately 200 m north, in the Village of Riccall, just off the A19. The stop provides access to the 415 bus route.

2.6.11 As the Cable Route Corridor travels south, there are clusters of bus stops located in Hambleton, Thrope Willoughby, Selby, Riccall and Escrick, located less than 1 km from CRC 1-4 (and the alternative CRC 1-4a).

2.6.12 The closest railway station is Selby Station, located approximately 5 km east of the Cable Route Corridor.

CRC 2-4 – from Solar Development Site 2 to Solar Development Site 4

2.6.13 The closest bus stops to CRC 2-4 are at Bricks Lane Farm End, located on the A63 within the corridor boundary and approximately 1.8 km west of Hambleton village centre. Both the number 64 and 164 can be accessed at this stop.

2.6.14 The nearest Railway station to CRC 2-4 is South Milford Station, located approximately 4 km northwest of Solar Development Site 2. This station provides hourly services between Hull and Halifax.

CRC 2-6 – from Solar Development Site 2 to Solar Development Site 6

2.6.15 The closest bus stops to CRC 2-6 are the Green Lane stops, located on the A63 within the corridor boundary, and approximately 1 km east of Monk Fryston village centre. Both the number 64 and 164 can be accessed at this stop.

2.6.16 The nearest Railway station to CRC 2-6 is South Milford Station, located approximately 3 km northwest of Solar Development Site 2.

CRC 3-4 and 3-4a – from Solar Development Site 3 to Solar Development Site

2.6.17 The nearest bus stop to CRC 3-4 and 3-4a is the Cross Keys bus stop, situated on Main Street in Hillam, around 850 m south of the A63 at Monk Fryston. The number 193 and 496 buses both stop at this location. The number 493 bus operates between Pontefract and Sherburn, offering a service every two hours. The 496 bus runs twice an hour, linking Wakefield to Upton.

2.6.18 The nearest rail station to CRC 3-4 and 3-4a is located 6km northwest at South Milford Station.

CRC 6-7 – from Solar Development Site 6 to Solar Development Site 7

2.6.19 The closest bus stops to CRC 6-7 are approximately 1 km west in the village of South Milford. The Beech Drive bus stops are served by the 64 and 164 bus routes. The closest railway station is located at South Milford, approximately 1.1 km from CRC 6-7 .

CRC 2-8 – from Solar Development Site 2 to Solar Development Site 8

2.6.20 The closest bus stops to CRC 2-8, are the Bricks Lane Farm End stops, located on the A63 within the corridor boundary and approximately 1.8 km west of Hambleton village centre. Both the number 64 and 164 can be accessed at this stop.

2.6.21 The nearest Railway station to CRC 2-8 is South Milford Station, located approximately 3.5 km northwest of Site 2.

CRC 4-POC – from Monk Fryston Substation to Solar Development Site 4

2.6.22 The closest bus stops to CRC 4-POC are the Cricket Ground and Victoria Mill House stops near Burton Salmon, just off the A162. The stops located approximately 1 km south of CRC 4-POC. The stops provide access to the 493, 496 and 697 and 164 bus routes.

2.6.23 The closest railway station is South Milford, located approximately 3.5 km north of CRC 4-POC.

2.7 Stakeholder Engagement

2.7.1 To prepare this Transport Assessment and scope the traffic and movement chapter of the Environmental Statement, meetings have been held with transport representatives from National Highways (NH) and NYC.

2.7.2 The EIA Scoping Report (see Appendix 1.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.01.01**]) also set out the proposed scope for the assessment of traffic and movement. All comments received on the Scoping Report, and the responses, are included within the accompanying Environmental Statement (Chapter 14: Traffic and Movement (ES Volume 1) [**EN0110012/APP/LVS/06.01.14**]).

2.7.3 In addition, discussions were held with NYC highways department about the local access routes and use of the A19, and feedback was used to inform the proposed construction traffic routes and access locations. Table 2-7 summaries the outputs of the engagement undertaken.

Table 2-7 Stakeholder Engagement undertaken

Stakeholder	Date engaged	Matters raised	Summary of Matters	How is this addressed
National Highways (NH)	22/08/2024	Asked for more information on impacts during construction	Agreed at the meeting that there are unlikely to be any direct impacts on the SRN as all access locations are located on the Local Road Network. National Highways requested that more information be shared with NH once cable routing and abnormal load routes have been confirmed. Information about construction routes was provided at the next meeting in November 2025. NH advised that construction routing should avoid junction 34 on the M62 where possible due to existing delays at this junction. The junction is outside the Study Area and therefore not expected to be impacted by the Proposed Development.	NH confirmed at the meeting in November 2025 that they will review the information submitted and confirm their position [that Proposed Development will not impact on SRN]..
National Highways (NH)	11/11/2025	Provided updated project information and responded to NH feedback provided in their response to consultation dated October 2025.	NH noted that given that the updated information provided at the meeting showed no impacts on the SRN, then NH input would be minimal.	

Stakeholder	Date engaged	Matters raised	Summary of Matters	How is this addressed
North Yorkshire Council (NYC)	31/01/2025	Access routing, trip generation, junction capacity.	NYC suggested Wheldrake Lane route would be preferable for access to Solar Development Site 1, to minimise disruption to local residents. The A63/A162 Monk Fryston roundabout is currently operating at capacity, though design work for an upgrade is underway. This should be considered for the routing to Solar Development Sites 2, 3, 4, 7 and 8. There are high baseline traffic flows through Monk Fryston and Hambleton villages.	Construction routing to Solar Development Site 1 will use the preferred Wheldrake Lane route. Alternative routes identified to minimise impact on A63/A162 roundabout, albeit upgrades are expected to be in place prior to construction commencing. Baseline traffic flows confirmed through traffic survey data collection.
North Yorkshire Council (NYC)	22/08/2025	Cable route corridor construction plan. Use of A63 to access Solar Development Site 2. Cable route corridor access south of Riccall village. Need for pinch points / passing places on some routes.	NYC advised a number of requirements for the cable route corridor including wheel washers. The A63 access to Site 2 would be manageable with traffic management. The preferred route into the cable route corridor south of Riccall would be approaching the A19 junction from the south. NYC would prefer passing places to temporary traffic lights.	Wheel washing included in oCTMP measures. Main access into Solar Development Site 2 to be via the A63. A new access point from the southern section of Solar Development Site 2 will allow vehicles to cross Fryston Common Lane directly into the northern section of Solar Development Site 2 (existing access point) which will ensure standard traffic does not access the northern section of Site along Fryston Common Lane.Fryston Common Lane may be used for emergency access purposes.

Stakeholder	Date engaged	Matters raised	Summary of Matters	How is this addressed
				Vehicles approaching Riccall will do so from the south – this is outlined in the oCTMP [**EN0110012/APP/LVS/07.12**] alongside other measures that are expected to be agreed with NYC prior to commencement of construction.
North Yorkshire Council (NYC)	16/10/2025	Updates on traffic forecasts, taking into account the cable route corridor., Agreement on access routes to the cable corridor and compound off the A19 at Riccall, and the A63 access at Monk Fryston. Provision of additional amenity routes. Update on the proposed improvements at the A63/A162 roundabout.	Agreement has been reached with NYC on the traffic management proposals for the construction access locations on the A19 and the A63. Request to improve active travel routes and ensure Proposed Development does not prevent proposed NYC improvements, including a new cycleway connecting Gascoigne Wood and Hambleton. No funding has been committed by NYC as yet to the A63/A162 upgrades, with cost contributions from developers contributing to road traffic to be confirmed.	As per previous meeting, access arrangements for the A19 and A63 junctions have been accounted for in the oCTMP. Proposed Development includes permissive paths within the design. Connections outside of the Proposed Development boundary could be explored as a community benefit. Use of alternative routes and restrictions on delivery timings would reduce Proposed Development impact at the A63/A162 roundabout if junction upgrades not complete.
North Yorkshire Council (NYC)	11/11/2025	Cable corridor construction methods. Proposed construction routes – noting that Roe Lane had a previous	Transport team to send more information to NYC on the cable construction methods and review planning appeal information. Applicant to review planning appeal information for property on Roe Lane.	Information on Cable Route Corridor construction methods is outlined in the Crossing Schedule that is submitted with the DCO [**EN0110012/APP/LVS/07.01**].

Stakeholder	Date engaged	Matters raised	Summary of Matters	How is this addressed
		application refused due to transport issues. Active travel connections. Noted about potential developer contributions towards A63/A162 junction.	NYC suggested a range of possible sustainable travel improvements.	This TA reviews impacts on Roe Lane and considers that the route is suitable for temporary uplift in trips during the construction period. Proposed Development includes permissive paths within the design to facilitate sustainable connections. Active travel links outside of the Proposed Development boundary could be explored as a community benefit.
North Yorkshire Council (NYC)	13/01/2026	Cable corridor access locations. Proposed construction routes. Construction traffic forecasts. Active travel connections. Objections received.	Discussed DCO process – NYC to follow up internally to understand their requirements. NYC requested a pack of information to review information further prior to submission.	Further meetings are to be arranged post DCO submission to agree traffic management measures as outlined in oCTMP [**EN0110012/APP/LVS/07.12**] and inform Statement of Common Ground.

3 Legislation, Planning Policy and Guidance

3.1 Introduction

3.1.1 This section provides an overview of the relevant planning policy, standards and guidelines which is to be considered for a transport assessment.

3.2 National Planning Policy

Overarching National Policy Statement for Energy (NPS EN-1)

3.2.1 The National Policy Statement for Energy (NPS EN-1) produced by the Department for Energy Security & Net Zero (Ref 3), contains the government's policy for the delivery of major energy infrastructure.

3.2.2 Section 5.14 of the NPS EN-1 provide the most relevant paragraphs for the transport assessment. Paragraph 5.14.5 states "*if a project is likely to have significant transport implications, the applicant's ES should include a vision for transport and an assessment of potential transport impacts*".

3.2.3 The NPS outlines the requirements to consult with the relevant highway authorities as outlined in paragraph 5.14.6 and 5.14.7 of NPS EN-1. The sections set out a clear approach to mitigating transport impacts. The paragraph states:

"The applicant should prepare a travel plan adopting a vision-led approach to identify demand management and monitoring measures and fall-back measures that proactively mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to:

- *reduce the need for parking associated with the proposal*
- *contribute to decarbonisation of the transport network*
- *improve user travel options by offering genuine modal choice"*

3.2.4 NPS EN-1 specifically mentions the need to assess both the construction and operational phases, with particular attention to HGV movements in paragraph 5.14.14. Paragraph 5.14.14 indicates that projects with significant HGV traffic should manage HGV movements by designating specific times and routes, ensuring adequate parking, and making arrangements for abnormal loads. Paragraph 5.4.16 gives regard to the cost-effectiveness of demand management strategies in relation to new transport infrastructure.

3.2.5 Concluding Section 5.14 of the NPS, for the Secretary of States decision, the paragraph 5.14.22 states that:

"The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision".

3.2.6 This TA accords with Section 5.14 of the NPS EN-1 by providing the requisite transport appraisal and mitigation proposals to minimise any impacts on the transport networks that may be arise as a result of the Proposed Development.

National Planning Policy Framework

3.2.7 The Ministry of Housing, Communities and Local Government (MHCLG) 2024 National Planning Policy Framework (NPPF) (Ref 4) sets out the UK Government's national planning policies for England and provides guidance on their application. Section 9 contains policy statements which are relevant to traffic and transport, such as:

1) Paragraph 109 "*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach."*
2) Paragraph 109 (a*) "making transport considerations an important part of early engagement with local communities."*
3) Paragraph 110 *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".*

3.2.8 The NPPF also identifies the only reason why development proposals should be prevented or refused on transports ground is *"'if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

3.2.9 The TA accords with NPPF by considering and evidencing the transport impacts and identifying mitigation to ensure the residual impacts on the transport networks are not severe.

3.3 Regional Policy

3.3.1 The York and North Yorkshire Combined Authority was formed in 2025. The Devolution Deal does provide transport responsibilities, powers and funding to the Combined Authority, but there is no specific transport plan or policy document as yet.

3.3.2 A Local Growth Plan (Ref 5) was published in October 2025 which commits to developing a Local Transport Plan aligned to growth ambitions, which includes a commitment to supporting clean energy.

The North Yorkshire Consolidated Planning Policy Framework (NYCPPF)

3.3.3 The North Yorkshire Consolidated Planning Policy Framework (Ref 6) sets out the relevant planning documents for the eight former local planning authorities of Craven, Harrogate, Hambleton, North Yorkshire, Richmondshire, Ryedale, Scarborough and Selby as of April 2023.

3.4 Local Planning Policy

Selby District Core Strategy Local Plan adopted 2013

3.4.1 It is noted that existing local plans for the former district and county areas, including the Selby District Core Strategy Local Plan 2013 (Ref 7) and the saved policies from the Selby District Local Plan 2005 (Ref 8), will remain in place until the new local plan for North Yorkshire Council is adopted. The existing Core Strategy policies aim to reduce greenhouse gas emissions and protect resources, whilst providing opportunities to exploit realistic alternatives to 'fossil fuels' by promoting renewable energy.

3.4.2 The Core Strategy Plan outlines the vision and aims for the Selby District. Section 3.5 outlines that a key objective relating to transport is - *'Concentrating new development in the most sustainable locations, where reasonable public transport exists, and taking full account of local needs and environmental, social and economic constraints'.*

Selby District Local Plan, 2005 and Selby Local Plan Revised Publication 2024

3.4.3 The Development Plan for the Selby District comprises the Core Strategy adopted in 2013 (noted above), and the Selby District Local Plan (Ref 8) adopted in 2005. A new Local Plan is in development but work on the new, emerging Selby Local Plan (Ref 9) was halted in February 2025. The latest revised draft publication (2024) has however been reviewed to inform the development of this appendix. Policy SG10 for example looks at the requirements for renewable energy developments. It notes that proposals will be supported where the impact on transport networks have been given appropriate weight, consideration and mitigation.

North Yorkshire Local Transport Plan 4 2016 – 2045

3.4.4 The Local Transport Plan (Ref 10) sets out the Council's priorities for Local Transport up to 2045. Following the launch of the York and North Yorkshire Combined Authority, there are proposals to launch consultation on a new Local Transport Plan for the combined region in 2026. The objectives in the current Local Transport Plan are economic growth, road safety, access to services, environment and climate change and healthier travel. There is nothing specific to note from the LTP from the perspective of the Proposed Development.

3.5 Guidance

Strategic road network and the delivery of sustainable development, DfT Circular 2022

3.5.1 This DfT circular (Ref 11) sets out the way in which National Highways will engage with the development industry to assist in the delivery of sustainable development.

3.5.2 In the assessment of development proposals, Paragraph 48 advises that the transport assessment should start with a vision of what the development is seeking to achieve. In this instance, the Proposed Development is seeking to minimise the impacts associated with the construction of the Proposed Development.

3.5.3 Paragraph 49 and Paragraph 50 also advises that trip generation on the SRN must be forecast and considered alongside other committed developments. Where there would be an unacceptable safety impact, or the residual cumulative impacts on the SRN would be severe, the developer must identify necessary transport improvements.

4 Development Proposals

4.1 Construction Programme

4.1.1 It is anticipated that construction works will commence in 2028. The construction programme for the Proposed Development is estimated to run for approximately 24-36 months with overlapping construction works on the different development Sites.

4.1.2 The Environmental Assessment identifies the greatest impact of the development proposal would be during construction.

4.1.3 Mobilisation for the Proposed Development is expected to commence in 2028 so by 2029, construction traffic is forecast to peak. The baseline year of 2029 has therefore been assumed as the peak of construction for the purpose of the transport assessment.

4.1.4 During the construction period there will be trips associated with the arrival and departure of construction staff and the delivery of construction materials. This is explored in further detail in Section 5.

4.1.5 An oCTMP [**EN0110012/APP/LVS/07.12**] has been developed which includes measures to minimise the effect of construction traffic on the highway network.

4.1.6 The oCTMP will be updated prior to the commencement of construction, into a detailed CTMP. It is expected that this will be completed by the Principal Contractor upon appointment.

4.2 Solar Development Sites Access Locations

4.2.1 This section provides a summary of the proposed vehicle access routes to the Solar Development Sites within the Proposed Development during the construction, operation and maintenance phases. It has been assumed that both deliveries and workers will route to each respective Solar Development Site from the nearest strategic road (the A19 or the A1(M)) using the prescribed routes set out below and detailed in the oCTMP [**EN0110012/APP/LVS/07.12**].

4.2.2 The access locations for the Solar Development Sites are presented in Plate 4-1 to Plate 4-3 and summarised in Table 4-1. The detailed routing and access location maps for the Proposed Development are also provided in Figure 14.4 Construction Routing **[EN0110012/APP/LVS/06.02.14.04].**

Plate 4-1 Access Locations and Routes to Solar Development Site 1

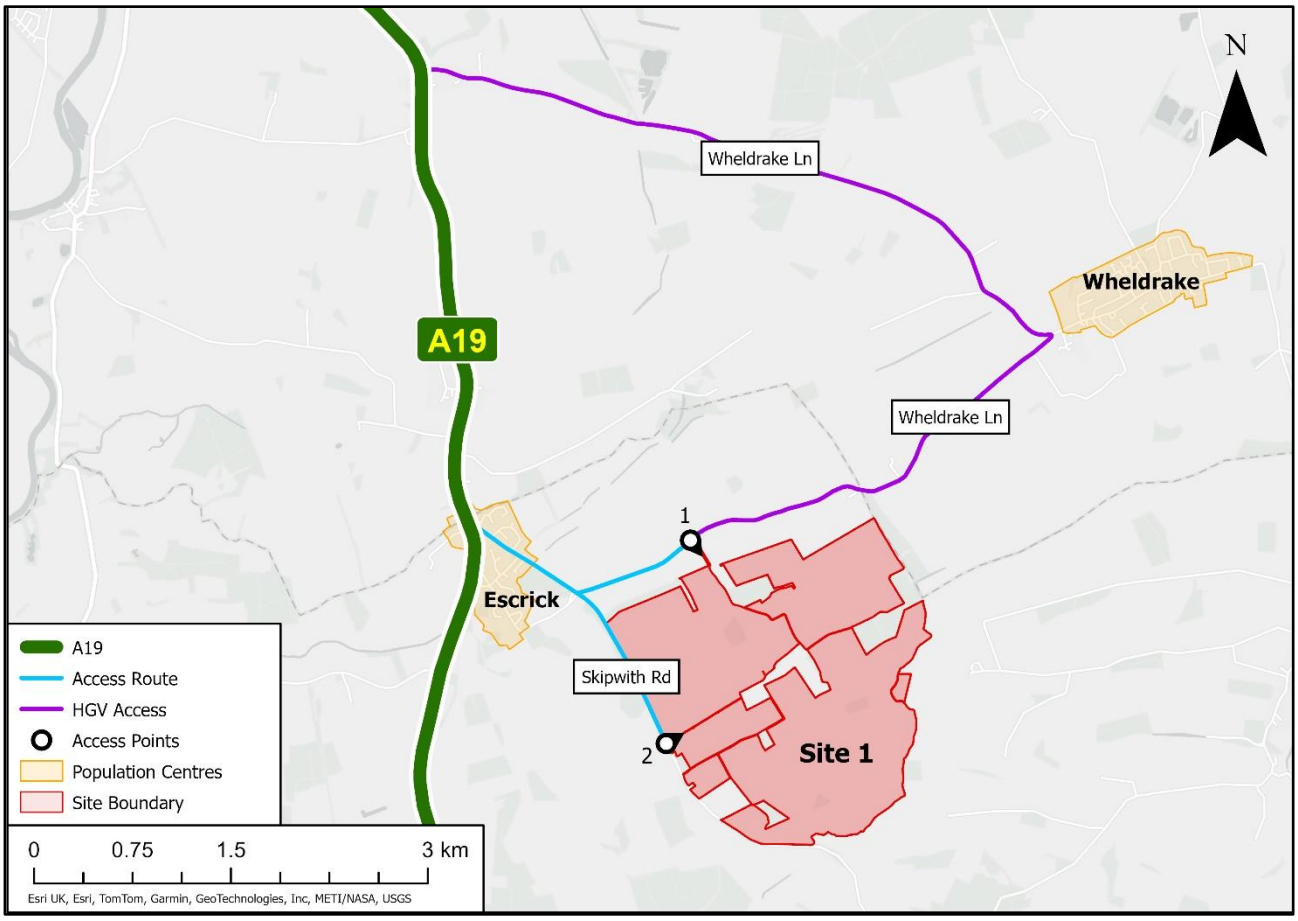


Plate 4-2 Access Locations and Routes to Solar Development Sites 2-4 and 6-8

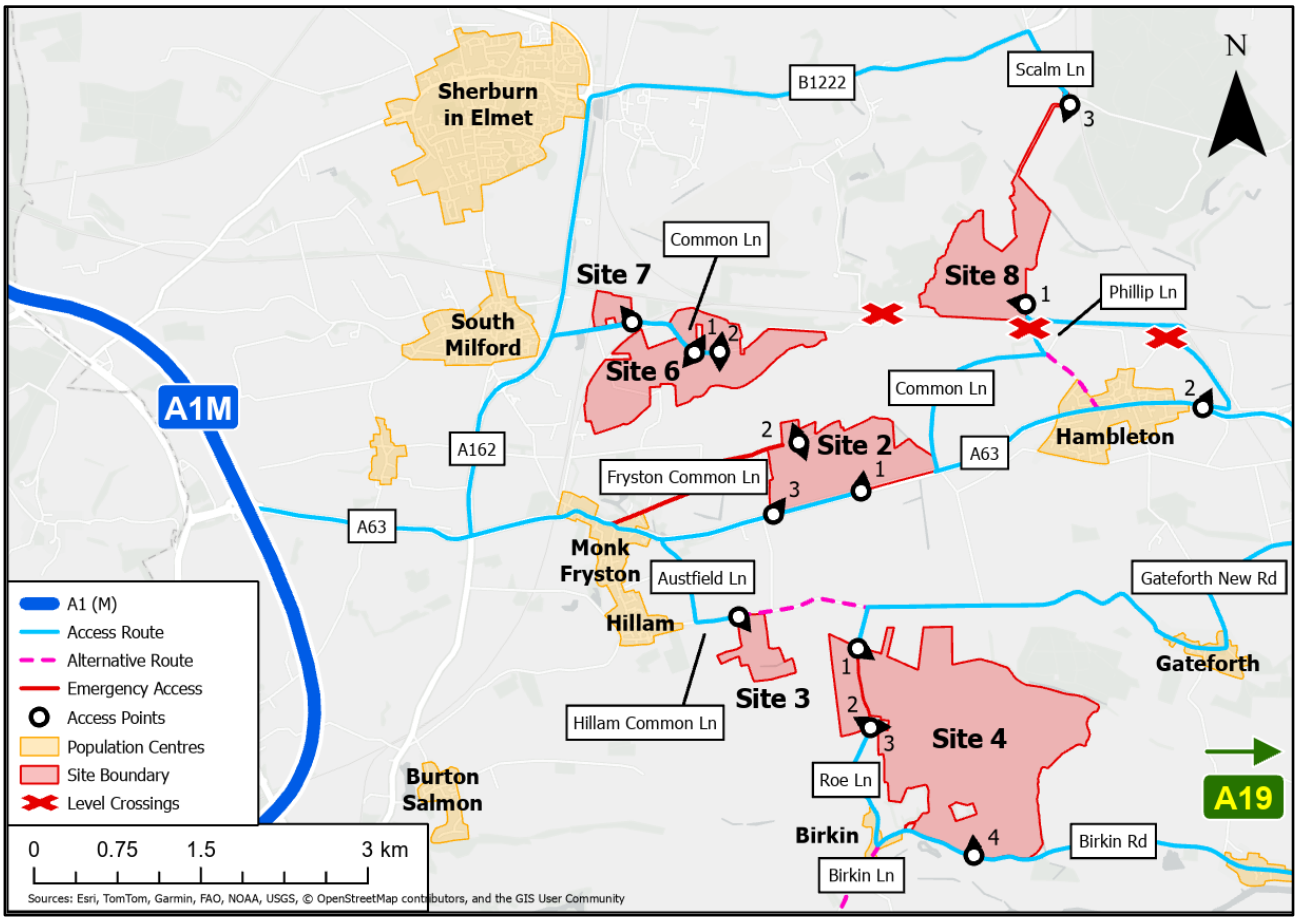
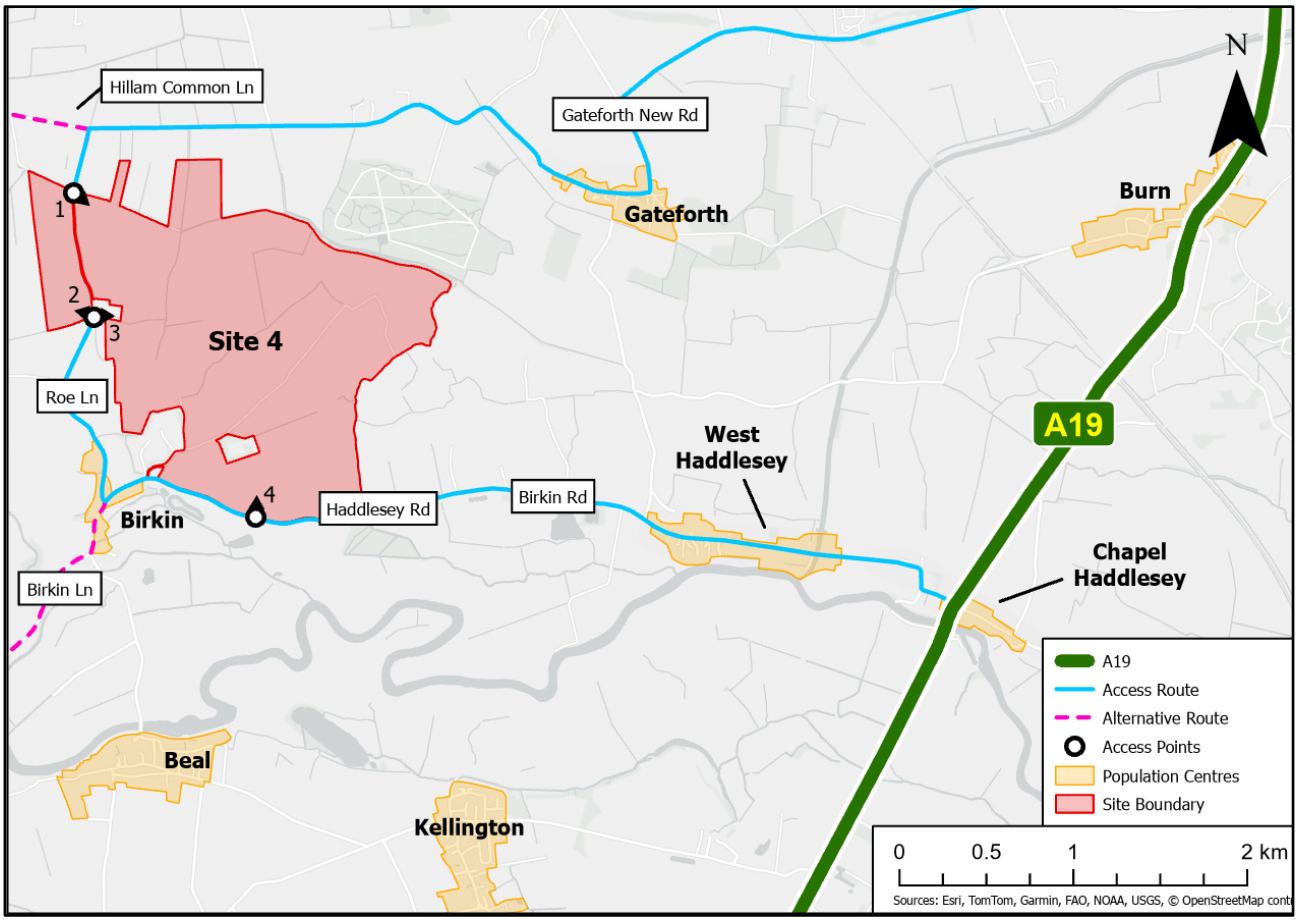


Plate 4-3 Access Locations and Routes to Solar Development Site 4



4.2.3 The identified construction routes have been selected to utilise the most appropriate roads available, and to avoid where practicable, designated protected areas, height and weight restrictions, and residential areas.

4.2.4 The access locations for the Proposed Development are summarised in Table 4-1. Plans showing swept paths of vehicles using each access, and the visibility splays, are attached in Annex B. The swept path analysis drawings show the movement of vehicles in each direction, where movements from an alternative direction could reasonably occur. Annex B also includes swept path analysis of the Wheldrake Lane / Main Street junction as requested by North Yorkshire Council.

Table 4-1 Access proposals for the Solar Development Sites

Solar Development Site	Access Locations	National Speed Limit	Notes
Site 1	Access 1 - Wheldrake Lane	60mph	Proposed access is an existing agricultural access on the northern boundary of Site. HGVs will access / egress to the east to avoid routes through Escrick Village. Additional plan included to show HGVs using the Whledrake Lane / Main Street junction.

Solar Development Site	Access Locations	National Speed Limit	Notes
	Access 2 - Skipwith Road / Mill Hill	60mph	Proposed access is an existing agricultural access on the eastern boundary of Site. Vehicles will access left in / right out to connect to agreed construction routing.
Site 2 (and BESS)	Access 1 - A63	60mph	The location identified as the main access is an existing field access, but there are no kerb lines. As it will also provide access into the BESS and the substation, this access will be suitable for AILs. The tracking (see plan in Appendix B) indicates that widening at the junction will be required and should be undertaken to facilitate HGV and AIL manoeuvre in and out of the site. Highway amendments to be designed in accordance with Local Highway Authority specification. Temporary traffic management measures may also be required as detailed in the oCTMP [**EN0110012/APP/LVS/07.12**]. It was agreed with NYC that the A63 access would be the main access into Solar Development Site 2 to minimise trips through Monk Fryston Village.
	Access 2 - Fryston Common Lane	60mph	An access from within the field on the south side of Fryston Common Lane will provide access into the field on the northern side of Fryston Common Lane. All vehicles will reach this access, labelled as access 2, by using the main access on the A63 and travelling through Solar Development Site 2. Fryston Common Lane is to be used as an emergency access route only; providing a secondary access if the A63 access cannot be used.
	Emergency access – A63	60mph	The existing access point to the south-west of the site from the A63 will provide another emergency access. This access point would only be used for emergency purposes, and not for standard construction or operation traffic. It may, however, be used for the delivery of transformers (abnormal load) during the construction period.
Site 3	Access 1 - Hillam Common Lane	60mph	One access off Hillam Common Lane using an existing field access is proposed. To allow construction access by HGVs, reinforcement of the crossing over existing culvert may be required (to be confirmed in detailed design), with powers to do so provided for by the DCO.

Solar Development Site	Access Locations	National Speed Limit	Notes
Site 4	Access 1 - Roe Lane North	60mph	Proposed access into northern section of field off Roe Lane, using an existing field access with no kerb lines. To allow access by HGVs, reinforcement of the crossing over existing drainage ditch may be required (to be confirmed in detailed design), with powers to do so provided for by the DCO.
	Access 2 - Roe Lane South (east)	60mph	Proposed access into southern area of Solar Development Site 4 via an existing access on the east side of Roe Lane.
	Access 3 - Roe Lane South (west)		Proposed access into southern area of Solar Development Site 4 via an existing access on the west side of Roe Lane.
	Access 4 - Haddlesey Road	60mph	A new vehicular access is proposed to access into the southern field off Haddlesey Road. Highway amendments to be designed in accordance with Local Highway Authority specification.
Site 6	Access 1 - Common Lane	60mph	Existing field accesses either side of Common Lane provide access into Solar Development Site 6. The accesses cross a drainage ditch alongside the field boundary so to allow construction access by HGVs, reinforcement of the crossing over the existing drainage ditch may be required (to be confirmed in detailed design), with powers to do so provided for by the DCO.
	Access 2 - Common Lane	60mph	Second pair of access points into the fields of Solar Development Site 6 north and south on Common Lane, located just east of the other access locations. As above, reinforcement of the vehicle crossing over the existing drainage ditch may be required (to be confirmed in detailed design), with powers to do so provided for by the DCO
Site 7	Access 1 - Common Lane	60mph	Access via an existing agricultural access on Common Lane. There is drainage infrastructure at the access so works may be required to the ensure the access can be used more frequently, whilst ensuring any impact on the drainage system is managed. Works to be confirmed in detailed design, with powers to do so provided for by the DCO.

Solar Development Site	Access Locations	National Speed Limit	Notes
Site 8	Access 1 - Phillip Lane Expected to be the main construction access.	30mph	Solar Development Site 8 is located in a site that is bordered to the south by a railway line. Currently access to Site 8 is located on the eastern boundary of the site, which is accessed via the level crossing on Phillip Lane. This access is feasible but requires HGVs to use the level crossing to cross the railway corridor. Whilst Network Rail has indicated that this may be acceptable, the Applicant is conscious that the railway is a live operational asset and that circumstances at the time of construction (such as railway works) may mean that access will not be able to be taken when it is needed. The Order limits therefore allow for alternative accesses into Solar Development Site 8 to ensure that access can be taken at all times, including by avoiding crossing the railway if necessary.
	Access 2 - A63/Scalm Lane south (alternative access)	30mph	An alternative approach from the south would be to utilise the other existing access available via Scalm Lane level crossing, which is accessed via the A63. This access route also requires access across the railway via a level crossing. The level crossing is on the Hambleton South Curve, rather than the Hull Line, so there are less trains on this section of the railway.
	Access 3 - Scalm Lane (alternative access)	30mph	To avoid crossing the railway line, an alternative access into Site 8 could be achieved using a route connecting to Scalm Lane to the north. This would require a new access track to be created.

4.2.5 Wherever practicable, existing field accesses have been utilised for access to the Order Limits. The access points into the individual Solar Development Sites have been designed to accommodate HGVs. Visibility splays have been checked and based on the recorded speed of the vehicles on the road network (85th percentile speeds) to ensure safety. Where visibility splays need to be increased, the DCO provides the Applicant with the powers to do so.

4.2.6 Annex B includes the vehicle tracking and visibility splays for each of the proposed access locations.

4.2.7 Whilst the majority of the access locations are existing agricultural access locations, there will be a temporary uplift in vehicle movements during the construction phase – these are considered in this assessment and will be managed pursuant to the measures set out in the outline CTMP. These measures will be agreed in the detailed CTMP to be submitted and agreed with NYC prior to commencement of construction.

4.3 Cable Route Corridor Access Locations

4.3.1 Plate 4-4 to Plate 4-5 show the expected construction access routes for the Cable Route Corridor and the Cable Route Corridor access locations. There are 43 access points for the Cable Route Corridor. The access locations for construction of the Cable Route Corridor are set out in Table 4-2.

4.3.2 Detailed construction routing and access maps are provided in Figure 14.4: Construction Routing **[EN0110012/APP/LVS/06.02.14.04]**. The access labels on Figure 14.4 match those in Table 4-2.

Plate 4-4 Cable Route Corridor Access Locations (map 1 of 2)

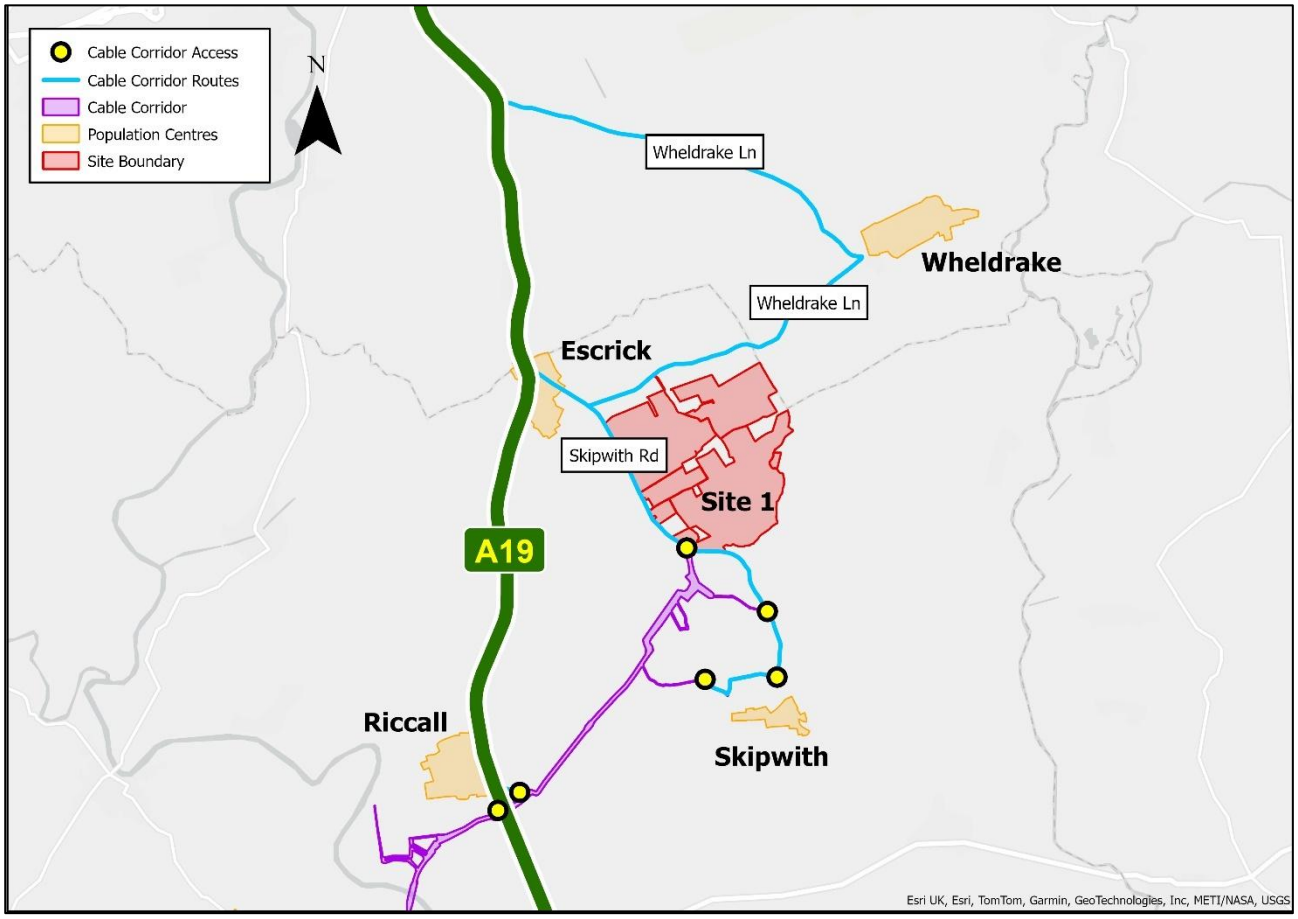
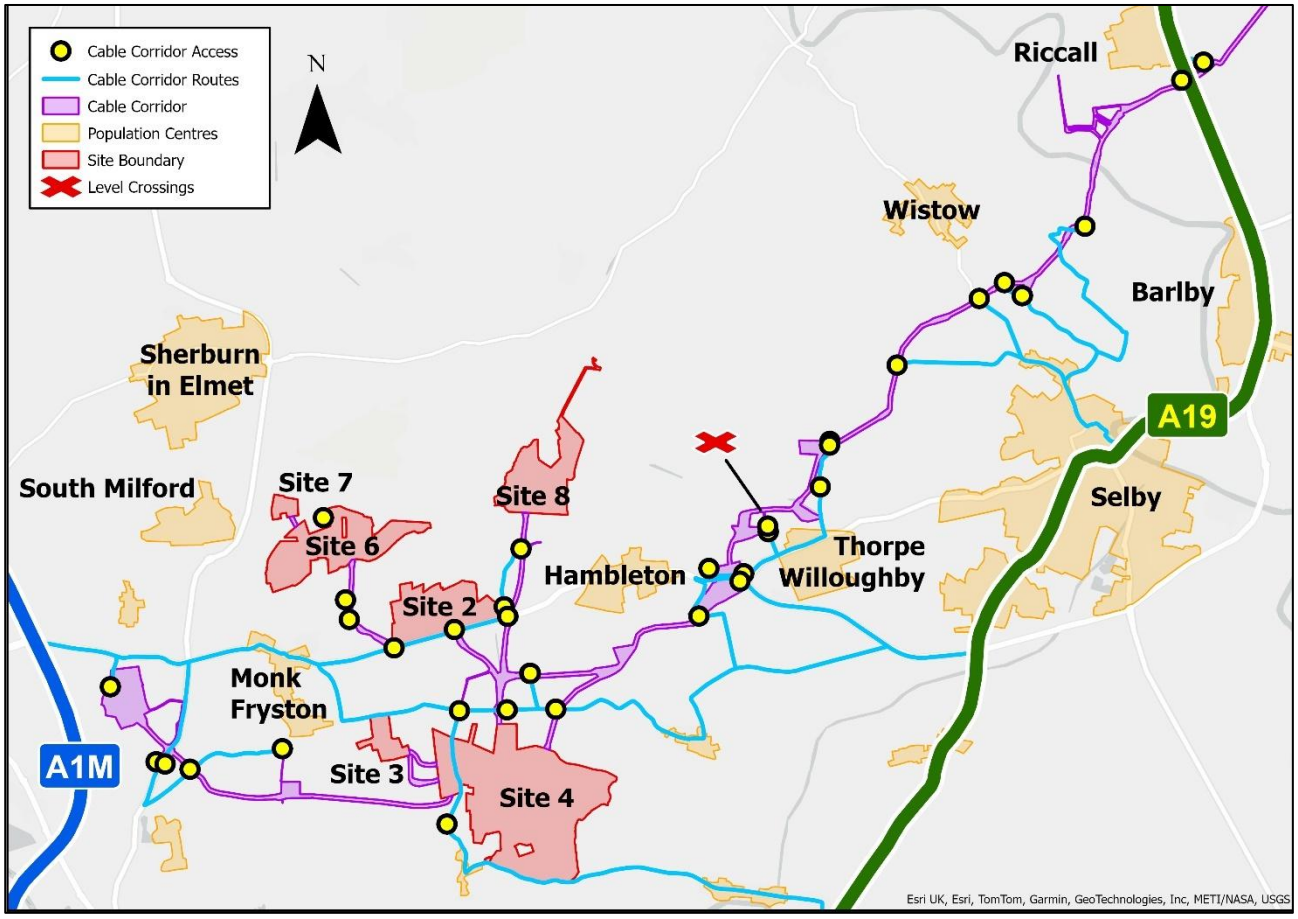


Plate 4-5 Cable Route Corridor Access Locations (map 2 of 2)



4.3.3 The majority of the Cable Route Corridor access locations will be temporary access locations to access the corridor via the haul road. However, some will remain to allow access for inspections and maintenance during the operational phase. The construction of a haul road along the Cable Route Corridor will minimise trips, where practicable, externally on the highway network. However, as it needs to break in places where it crosses roads, railways or waterways, access is required off the highway at the locations identified in Table 4-2.

Table 4-2 Cable Route Corridor Access locations

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA1	Skipwith Road, south side (existing access)	CRC 1-4	✓	
CA2a	Skipwith Road west side, (existing access)	CRC 1-4	✓	
CA2b	Skipwith Road west side, (existing access)	CRC 1-4	✓	
CA3	Skipwith Road west side, (existing access)	CRC 1-4	✓	✓
CA4	Glade Road west side, (existing access)	CRC 1-4	✓	✓

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA5	King Rudding Lane, north side (existing access)	CRC 1-4	✓	
CA6	King Rudding Lane, south side (new access)	CRC 1-4	✓	
CA7	South of Main Street onto Checker Lane (existing access)	CRC 1-4	✓	✓
CA8	Lordship Lane, south side (existing access)	CRC 1-4	✓	
CA9	Black Fen Lane, north side (new access)	CRC 1-4	✓	
CA10	Black Fen Lane, south side (existing access)	CRC 1-4	✓	✓
CA11	Wistow Road, east side (new access)	CRC 1-4	✓	
CA12	Wistow Road, west side (new access)	CRC 1-4	✓	
CA13	Sherburn Road north side (new access)	CRC 1-4	✓	
CA14	Sherburn Road south side (new access)	CRC 1-4	✓	
CA15	Dam Lane, east side (new access)	CRC 1-4	✓	
CA16	Dam Lane, west side (existing access)	CRC 1-4	✓	✓
CA17	Dam Lane, west side, existing access	CRC 1-4	✓	
CA18	Dam Lane, west side (existing access)	CRC 1-4	✓	
CA19	Harry Moor Lane, northern end (existing access)	CRC 1-4	✓	✓
CA20	Harry Moor Lane, west side (existing access)	CRC 1-4	✓	✓
CA21	A63, south side (existing access)	CRC 1-4	✓	✓
CA22	Northern end of Whinny Hagg Lane, existing access	CRC 1-4	✓	
CA23	Eastern end of Whinny Hagg Lane (existing access)	CRC 1-4	✓	
CA24	Field Lane, north side (new access)	CRC 1-4	✓	

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA25	Field Lane, south side (new access)	CRC 1-4	✓	
CA26	Hillam Road, south side (existing access)	CRC 1-4	✓	
CA27	Hillam Common Lane, north side (existing access)	CRC 2-4	✓	
CA28	Fox Lane, east side (existing access)	CRC 1-4a	✓	
CA29	Hillam Common Lane, north side (existing access)	CRC 2-4	✓	
CA30	Fox Lane, west side (existing access)	CRC 1-4a	✓	
CA31	Common Lane, east side (existing access)	CRC 2-8	✓	
CA32	A63, north side (existing access)	CRC 2-8	✓	
CA33	Common Lane, north side (existing access)	CRC 2-8	✓	
CA34	Common Lane, south side (existing access)	CRC 2-8	✓	
CA35	Fryston Common Lane, north side (new access – but access gained through Site 2)	CRC 2-6	✓	
CA36	Fryston Common Lane, south side (new access – but access gained through Site 2)	CRC 2-6	✓	
CA37	Fairfield Lane, northern end (existing access point)	CRC 4-POC	✓	
CA38	Hillam Lane, south side (new access)	CRC 4-POC	✓	
CA39	A162, east side (existing access)	CRC 4-POC	✓	✓
CA40	A162, west side (existing access)	CRC 4-POC	✓	✓
CA41	Rawfield Lane, east side (existing access)	CRC 4-POC	✓	✓
CA42	Ingthorne Lane, east side (new access)	CRC 2-6	✓	✓
CA43	Roe Lane (existing access point)	CRC 4-POC	✓(AIL access only)	

4.3.4 There are six Cable Route Corridor Construction Compounds spread along the route. There are five along the corridor, located from east to west at:

1) Fairfield Lane;
2) East of Haugh Lane;
3) East of Dam Lane;
4) Wistow Road; and
5) King Rudding Lane.

4.3.5 And there is an additional Cable Coute Corridor Construction Compound within Solar Development Site 2.

4.4 Active Travel Opportunities

4.4.1 Where practicable, new active travel routes have been incorporated within the Solar Development Sites.

4.4.2 The oPRoWMP **[EN0110012/APP/LVS/07.09]** outlines proposals for the diversion of footpath 35.28/3/1 and bridleway 35.28/1/1 and bridleway 35.67/6/1. Diversions are to take place prior to construction to minimise disruption.

4.4.3 The Proposed Development includes a series of permissive paths to enhance connectivity and recreational opportunities. At Solar Development Site 4, a dog-leg continuation of the existing Unclassified Unmetalled Road (UUR) is proposed, linking northwards via Roe Lane and southwards to Woodhouse Farm.

4.4.4 At Solar Development Site 6, two circular routes are proposed around Milford Grange and Milford Lodge, with a combined total length of 2550 m. Further information is provided in Chapter 13: Socioeconomics (ES Volume 1) **[EN0110012/APP/LVS/06.01.13]** and within the Outline Public Rights of Way Management Plan **[EN0110012/APP/LVS/07.09].** Enhancements to PRoWs and permissive paths are shown on Figure 13.3: Public Rights of Way and Permissive Paths, Enhancements and Diversions (ES Volume 2) **[EN0110012/APP/LVS/06.02.13.03].**

5 Trip Generation

5.1 Introduction

5.1.1 This section presents the forecast movements associated with the construction, operational and decommissioning phase of the Proposed Development.

5.2 Construction Phase

5.2.1 The construction phase for the Proposed Development involves erection of temporary construction compounds, the assembly and installation of PV Solar Panels, conversion units, underground cabling, BESS and other associated infrastructure.

Solar Development Sites and BESS

5.2.2 The forecast number of HGV movements to each Solar Development Site and the BESS has been provided by the Applicant. The construction vehicle forecasts have been estimated based on information from other similar solar developments, the MW capacity at each location, and informed by the length of the construction programme. The HGV movements for each Solar Development Site and the BESS is shown in Table 5-1.

Table 5-1 Total HGV Construction Movement Forecasts per Site and for BESS (one-way)

Site	Capacity (MW)	Construction Days (a)	HGV Total (b)	HGV Daily (b/a)
Solar Development Site 1	175	559	2,135	4
Solar Development Site 2	58	258	720	3
Solar Development Site 3	15	110	183	2
Solar Development Site 4	221	670	2,696	4
Solar Development Site 6	77	253	939	4
Solar Development Site 7	7	79	85	1
Solar Development Site 8	55	197	671	3
BESS	500	562	3,000	5
Total	-	-	10,429	26

5.2.3 The panel delivery element of the traffic forecasts has been prepared on the basis of single-axis tracker panels. This assumption was adopted as tracker panels were considered the most likely technology for a development of this scale, given their generally higher performance, and therefore represented the most realistic scenario for the assessment.

5.2.4 During the Examination, a question has been raised about how the trip generation could change if fixed panel solutions are preferred. A fixed-panel solution could require a greater number of panels and consequently could in theory, result in a

higher number of HGV deliveries to each site, depending on the technology and detailed design of the Proposed Development. For comparison, a tracker scenario capacity of 608 MW was estimated to require approximately 920,640 panels. Based on an assumed standard container capacity of 500 panels, this would equate to approximately 1,841 HGV deliveries across the Solar Development Sites. A fixed-panel scenario based on 662 MW (1,002,696 panels) would result in approximately 2,005 HGV deliveries, around 164 additional deliveries. Spread across an average 304day construction period for the Solar Development Sites (programmes ranging from 79 days up to 670 days), this would equate to an average of 1 additional HGV delivery per day across the network. On this basis, the scale of the potential increase associated with a fixed-panel solution is limited and would not materially affect the assessed construction traffic impacts.

5.2.5 The oCTMP [**EN0110012/APP/LVS/07.12**] commits to construction vehicles avoiding travel during the network peak hours. Therefore, deliveries will be scheduled for between 09:30 and 16:30, unless this not practically possible following delays or an emergency (or if deliveries are required for activities requiring 24 hour activity, such as Horizontal Directional Drilling (HDD)).

5.2.6 The construction employee numbers provided by the Applicant are shown in Table 5-2. It is estimated that there could be a total number of 770 employees working on the Proposed Development at the peak of construction, with an average of around 385 employees.

Table 5-2 Average and Peak Employee Forecasts per Site

Site	Average	Peak
Solar Development Site 1	96	193
Solar Development Site 2	32	65
Solar Development Site 3	8	17
Solar Development Site 4	122	243
Solar Development Site 6	42	85
Solar Development Site 7	4	8
Solar Development Site 8	30	61
BESS	50	100
Total	385	770

5.2.7 Employee movements are also expected to avoid travelling in the network peak hours of 08:00-09:00 and 17:00-18:00 as they will follow a shift working pattern, with the first shift commencing at 07:00.

5.2.8 The oCTMP **[EN0110012/APP/LVS/07.12]** includes travel planning measures, including the provision of shared transport (e.g. minibuses) for construction workers. Shared transport will be particularly important for non-local workers, who will be staying in local accommodation and be transported to the sites. The socio economics assessment (Chapter 13: Socioeconomics (ES Volume 1)

[EN0110012/APP/LVS/06.01.13]) assumes that up to 50% of the construction workforce could be located within temporary accommodation.

5.2.9 It is not yet known where the other locations for shared transport pick up and drop off will be. The shared transport services will be arranged according to the shift patterns and will be dispersed at locations across the Study Area. In addition to providing a service from local accommodation, the services are likely to feature meeting locations including the local rail stations and other accessible locations, such as regional town centres.

5.2.10 The assessment has therefore assumed that 50% of workers will arrive by shared transport. The remaining 50% of construction workers will arrive by car, with an assumed 1.5 occupancy rate based on the national car occupancy average. These are similar proportions to those applied in other DCO applications. For example; Longfield Solar Farm (PINS reference EN010118) assumed that 55% of the construction employees would arrive by shared transport, the Cottam Solar Project (PINS ref. EN010133) and West Burton Solar Project (PINS ref. EN010132) assumed that 50% of the workers would arrive by shared transport.

5.2.11 Based on the average employee forecasts, the forecast number of minibus and car movements to each site is shown in Table 5-3.

Table 5-3 Average Daily Employee Movements (one-way)

Site	Shared Transport / Minibus (12 seater)	Cars	Total Movements
Solar Development Site 1	4	32	36
Solar Development Site 2	1	11	12
Solar Development Site 3	0	3	3
Solar Development Site 4	5	41	46
Solar Development Site 6	2	14	16
Solar Development Site 7	0	1	1
Solar Development Site 8	1	10	10
BESS	2	17	19
Total	16	128	144

5.2.12 For the purpose of developing a robust assessment, the average forecasts have been adjusted to account for the potential peak in construction activity to develop a peak assessment scenario. To account for potential peaks, a 50% uplift on HGV movements has been applied to provide a reasonable worst-case scenario. This provides a level of flexibility to assess the impact on days where there may be an unexpected peak in construction activity.

5.2.13 Table 5-4 presents the potential peak of construction traffic to each of the Proposed Development Sites.

Table 5-4 Peak Daily Construction Movements (one-way)

Site	Peak HGV Movements	Peak LGV/Car Movements
Solar Development Site 1	6	72
Solar Development Site 2	5	24
Solar Development Site 3	3	6
Solar Development Site 4	6	91
Solar Development Site 6	6	32
Solar Development Site 7	2	3
Solar Development Site 8	5	23
BESS	8	38
Total	41	289

Cable Route Corridor

5.2.14 The forecast number of construction movements generated by the Cable Route Corridor construction has been provided by the JSM Group, who have developed a programme for the Cable Route Corridor construction and contributed to the Cable Construction Method Statement (Appendix 2.1 (ES Volume 3) **[EN0110012/APP/LVS/06.03.02.01**]). Note the programme (see Table 1-1) has taken account of the embedded mitigation set out in Chapter 12: Ornithology (ES Volume 1) **[EN0110012/APP/LVS/06.01.12**] to avoid wintering bird season where applicable along the length of the Cable Route Corridor. The programme takes account the seasonal restrictions on the construction of the southern section of Solar Development Site 1 and a section of CRC 1-4 to avoid wintering bird season and in respect of the establishment of the Bird Mitigation Area , and therefore the level of trips is expected to be slightly higher than similar developments, but over a shorter period of time.

5.2.15 The total number of movements per day across the various Cable Route Corridor activities is shown in Table 5-5.

Table 5-5 Cable Route Corridor – Peak Construction Movements (one-way)

Activity	HGV Trips	LGV / Car Trips
Haul Road and Laydown Areas	26	4
Construction (Open Cut)	24	16
Construction (Joint Bay)	14	28
Cabling/Jointing	14	21
SED Team	2	4
Joint Bay Demobilise	14	28
Haul Road and Laydown Demobilise	26	4
Total Movements	120	105

5.2.16 In addition to the construction movements associated with the Cable Route Corridor construction activities, JSM has identified that there could be up to 10

staff car movements each day to the six proposed Cable Route Corridor compound locations.

5.2.17 The forecasts provided in Table 5-5 are across the whole corridor. To forecast the anticipated number of daily movements at each Cable Route Corridor access location, and to distribute the vehicles on the highway network, the total Cable Route Corridor construction movements have been divided by 17, on the assumption that 17 locations along the Cable Route Corridor could be active at any one time based on the Cable Route Corridor programme:

1) Four locations on the northern section of the corridor;
2) Eight locations on the southern section of the corridor;
3) Three compounds active; and
4) Two horizontal directional drilling locations.

5.2.18 The resultant daily movements at each Cable Route Corridor access location is shown in Table 5-6. The assignment of the trips on the highway network is shown in the traffic flow diagrams attached in Annex A.

Table 5-6 Cable Route Corridor – Daily Forecast Construction Movements (one-way)

Site	HGV Movements	LGV / Car Movements
Each Cable Route Corridor access along corridor	7	5
Each Cable Construction Compound	7	10

Total Construction Movements

5.2.19 Combining both the Solar Development Site trip generation, and the Cable Route Corridor movements, the average total of movements per day is shown in Table 5-7, alongside the potential peak in activity.

Table 5-7 Total Forecast Daily Construction Vehicle Movements (two-way)

Location	Average HGV Movements	Average LGV Movements	Peak HGV Movements	Peak LGV Movements
Solar Development Site 1	8	72	12	144
Solar Development Site 2	6	24	10	48
Solar Development Site 3	3	6	6	12
Solar Development Site 4	8	91	12	182

Location	Average HGV Movements	Average LGV Movements	Peak HGV Movements	Peak LGV Movements
Solar Development Site 6	7	32	12	64
Solar Development Site 7	2	3	4	6
Solar Development Site 8	7	23	10	46
BESS (Site 2)	10	38	16	76
Cable Route Corridor	200	210	240	210
Total	251	499	322	788

5.2.20 It can be seen Table 5-7 that the Cable Route Corridor is the largest overall trip generator, with 82% (240) of the peak HGV movements that are forecast each day being associated with the Cable Route Corridor works. These movements will however be distributed along the corridor, and across the highway network, with further information in the following section.

5.3 Abnormal Load Movements

5.3.1 There will be a number of abnormal load movements associated with the construction of the Solar Development Sites as outlined in Table 5-8.

Table 5-8 Solar Development Sites – Forecast Abnormal Load Movements

Site	Number of AIL Movements
Solar Development Site 1 Substation	2
Solar Development Site 2 Substation	5
Solar Development Site 4 Substation	3

5.3.2 In addition, there will be deliveries of cable drums to the Cable Route Corridor which are considered AILs. There will be approximately 156 AIL movements associated with cable drum deliveries over the length of the Cable Route Corridor.

5.3.3 Based on the cable route access locations, and the AIL routes identified in the AIL Assessment Report attached in Annex C, the approximate number of AIL movements on the main routes to the Cable Route Corridor are shown in Table 5-9.

Table 5-9 Abnormal Load Movements to Cable Route Corridor

Access Route	Number of AIL movements
A162 from M62	33
A162 North of A163 (and B1222)	39
A63	45
A19 Total (North and South of Escrick)	39
A19 South of Escrick	18

5.3.4 The final number of AIL movements will be determined during detailed design and may be less than forecast.

5.3.5 AIL movements will be managed by a specialist haulage company so that the potential effects are mitigated. In addition, to ensure minimal impact upon on the local road network, AIL vehicle movements will be undertaken during off-peak times and delivered in convoy, whenever practicable, to minimise incidents of disruption. This will be coordinated with the local highways authorities and police prior to being undertaken, with the final routes subject to agreement with highways authorities.

5.3.6 An abnormal load assessment report has been prepared and is attached in Annex C. This identifies the routes the abnormal loads are expected to take, the swept path analysis and any required mitigation measures. The temporary modifications to the highway such as the removal of street furniture, widening of junctions, and vegetation removal are referred to as Highways Improvement Areas, and are shown in Figure 1.2: Elements of the Proposed Development (ES Volume 2) [**EN0110012/APP/LVS/06.02.01.02**].

5.3.7 Additional swept path drawings have been included in Annex D showing access by Abnormal Indivisible Loads to Solar Development Site 2 to demonstrate that the access located on the A63 can accommodate such traffic.

5.3.8 These areas will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to the Site and, to the extent that the AIL dimensions and sizing still require these changes to be made at the time of construction, the relevant Highways Improvement Areas works must take place prior to the relevant AIL movements which could affect those areas.

5.3.9 The Highways Improvements Areas also indicates sections of road where space has been allowed for, within the Order Limits, for passing places. Given the rural nature of the area, many of the construction routes are single carriageway roads that narrow in sections. Subsequently, a number of stretches of highway where passing places will be needed have been allowed for within the Order Limits, with final positions within those stretches of highway to be identified by the contractor and agreed with NYC, when the detailed CTMP is approved.

5.3.10 Where passing places are required, and for any other amendments to the highway to accommodate the AIL movements, the works will be agreed and implemented prior to the use of the affected roads by construction vehicles.

5.3.11 Prior to the movement of the abnormal load, there will also be extensive public awareness to allow residents to be informed and plan their journeys to avoid disruption. The haulage contractor will also be responsible for obtaining the necessary permits from the relevant highway and bridge authorities along the route.

5.4 Vehicle Trip Distribution

5.4.1 HGV deliveries and staff vehicles have been distributed on the highway network by identifying the shortest route between the accesses into the Solar Development Sites, the Cable Route Corridor and the Strategic Network.

5.4.2 The routes however also take into consideration HGV restrictions, and seek to route HGVs away from residential areas, where practicable. The final distribution also takes into account feedback from stakeholders and feedback received from the public through Statutory Consultation. Further information about the construction routes is contained in the oCTMP [**EN0110012/APP/LVS/07.12**].

5.4.3 The Cable Route Corridor construction movements have also been assigned onto the network based on the shortest route between each access point or compound, and the Strategic Network.

5.4.4 Where there are two cable route crossovers on the same road, the trips onto the road have been capped as it is assumed that just one crossover will be in use at any one point in time.

5.4.5 The Network Diagrams are attached in Annex A**.** This includes a diagram showing the Proposed Development movements, alongside the diagrams that show the peak construction scenario (50% uplift).

5.4.6 Table 5-10 shows the daily average number of construction trips that are forecast to use each road within the Study Area.

Table 5-10 Proposed Development - Average Movements by Route - AADT

Link	Road	HGV Movements	LGV/Car Movements	Total Movements
1	Hirst Road	0	0	0
2	Fox Lane	0	0	0
3	Fryston Common Lane	0	0	0
4	Austfield Lane	15	12	27
5	Hilliam Common Lane	1	2	3
6	Roe Lane	6	72	78
7	Haddlesey Road	6	72	78
8	Birkin Road	6	72	78
9	Skipwith Road	0	67	67

Link	Road	HGV Movements	LGV/Car Movements	Total Movements
10	Main Street	0	0	0
11	Wheldrake Lane (S)	20	67	87
12	Carr Lane	0	0	0
13	Wheldrake Lane	20	0	20
14	A19, Escrick	20	67	87
15	Phillip Lane, Hambleton	4	12	16
16	Common Lane, Hambleton	14	10	24
17	Ingthorne Lane	0	0	0
18	Common Lane, South Milford	8	20	28
19	Main Road	0	0	0
20	New Lennerton Lane	4	12	16
21	Bishopdyke Lane	4	12	16
22	A162, South Milford	4	12	16
23	Mill Hill Road / Skipwith Road	14	10	24
24	King Rudding Lane	28	30	58
25	A19 Riccall	84	90	174
26	Wistow Road	28	30	58
27	B1223 / Millgate Service Station	28	30	58
28	Dam Lane	28	30	58
29	Leeds Road	42	40	82
30	A63, Hambleton	14	10	24
31	Field Lane	14	10	24
32	St Mary's Approach	0	0	0
33	Selby Road / A63 Monk Fryston	40	76	117
34	Fairfield Lane	0	0	0
35	Betteras Hill Road	0	0	0
36	Main Street	41	78	120
37	Hillam Road / Hillam Lane	28	30	58
38	Rawfield Lane	14	10	24
39	Birkin Lane	0	0	0
DfT1	A63 (west of A162)	65	133	198
DfT2	A19 North of Chapel Haddlesey	0	0	0
DfT3	A19 (at Chapel Haddlesey)	6	72	78
DfT4	A1(M) north of A63	65	133	198
DfT5	Gateforth New Road	20	82	102

5.5 Operational Phase

5.5.1 Once the Proposed Development is fully operational, there will be no staff based on site. It will not generate any significant traffic movements, with security and maintenance staff the only occasional visitors. These trips would typically be made by small vans and 4 x 4 vehicles.

5.5.2 During the operation and maintenance phase of the Proposed Development, each Solar Development Site is expected to receive approximately five maintenance visits per month.

5.6 Replacement Phase

5.6.1 Alongside regular maintenance trips it is expected that some infrastructure i.e. solar panels and batteries, will require replacement during the 60-year life cycle.

5.6.2 The Applicant has provided the following assumptions for maintenance and replacement of principal parts during the operational phase with more detail on the Operational programme of replacement activities set out in Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**]:

1) It is expected that the operational life of Solar PV Panels is 40 years or more, and that all the Solar PV Panels will be replaced once during the operational phase. The Solar PV Panels are anticipated to be replaced over a maximum 12 to 24 month period;
2) It is expected that the BESS Compound infrastructure could be replaced up to five times during the operational phase;
3) Accesses to the Solar PV Sites defined for construction would be used. If any abnormal loads are required for the replacement of equipment, consultation will be carried out and approvals will be sought from the relevant local planning and highways authorities;
4) Components such as Solar PV Mounting Structures, cabling and the Substation are not anticipated to be replaced during the operational phase. No intrusive ground works are anticipated to replace Solar PV Panels or BESS;
5) It is anticipated that the Proposed Development replacement phase could create 188 Full Time Equivalent employees, with a peak month requiring up to 541 construction workers on-site during the replacement activities; and
6) Transformers are assumed to have a design life of 30 years, transformers may require replacement once during the lifetime of the Proposed Development although replacement will only be carried out if required for performance or health and safety reasons.

5.6.3 Based on the assumptions listed above, and noting that the Cable Route Corridor movements are a large proportion of construction traffic movements (and would not form part of the replacement activities), any replacement traffic is expected to result in fewer vehicle trips across the Proposed Development compared to traffic associated with the construction phase for both HGV and total traffic movements.

5.6.4 Relevant measures to manage replacement traffic are detailed in the oOEMP [**EN0110012/APP/LVS/07.03**]. A high-level replacement programme is set out in Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**].

5.7 Decommissioning Phase

5.7.1 The Proposed Development is expected to have a design life of 60 years. At the end of its operational lifespan, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase. As such, the construction assessment provides a worst-case scenario for potential impacts on the highway network during decommissioning.

5.7.2 Furthermore, given that the future baseline transport conditions are likely to have changed significantly when the Proposed Development is decommissioned in a manner that cannot be predicted at this early stage, it has been agreed through the Scoping Opinion that that no further assessment of the transport impacts be undertaken for the decommissioning phase.

5.7.3 An Outline Decommissioning Environmental Management Plan (oDEMP **[EN0110012/APP/LVS/07.04])** has been developed. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the oDEMP **[EN0110012/APP/LVS/07.04]** and will need to be approved prior to the commencement of the decommissioning phase of the Proposed Development.

6 Transport Impacts

6.1 Construction Phase

6.1.1 The construction phase for the Proposed Development is expected to last approximately 2-3 years in total, though different sites and sections of the Cable Route Corridor will have different construction durations. The assessment of the effects of the construction phase is based on the construction vehicle movements set out in Section 5.

Comparison to Baseline

6.1.2 The percentage change in link flow on each route within the Study Area has been calculated to assess the impact the Proposed Development could have on the highway network.

6.1.3 The network diagram showing the percentage change can be seen in Annex A.

6.1.4 A summary comparing the 2029 baseline daily flows with the total Proposed Development traffic (total vehicles and HGVs) is provided in Table 6-1. This data is for the Annual Average Daily Traffic.

Table 6-1 Percentage change to 2029 AADT Baseline from Construction Vehicles

Link	Road	2029 Base AADT-Total Vehicles	2029 Base AADT-HGVs	2029 Base + Light Vally AADT-Total Vehicles	% increase from 2029 Baseline	2029 Base + Light Valley AADT-HGVs	% increase from 2029 Baseline
1	Hirst Road	773	29	773	0%	29	0%
2	Fox Lane	119	4	119	0%	4	0%
3	Fryston Common Lane	70	3	70	0%	3	0%
4	Austfield Lane	831	29	858	3%	44	52%
5	Hilliam Common Lane	1,030	39	1,033	0%	40	3%
6	Roe Lane	564	21	642	14%	28	30%
7	Haddlesey Road	355	9	433	22%	15	69%
8	Birkin Road	516	25	594	15%	31	26%
9	Skipwith Road	2,070	58	2,137	3%	58	0%
10	Main Street	268	4	268	0%	4	0%

Link	Road	2029 Base AADT-Total Vehicles	2029 Base AADT-HGVs	2029 Base + Light Vally AADT-Total Vehicles	% increase from 2029 Baseline	2029 Base + Light Valley AADT-HGVs	% increase from 2029 Baseline
11	Wheldrake Lane (S)	1,516	58	1,603	6%	78	35%
12	Carr Lane	1,531	42	1,531	0%	42	0%
13	Wheldrake Lane	2,367	95	2,387	1%	115	21%
14	A19, Escrick	19,058	728	19,145	0%	748	3%
15	Phillip Lane, Hambleton	29	5	45	55%	9	70%
16	Common Lane, Hambleton	50	5	74	48%	19	297%
17	Ingthorne Lane	46	1	46	0%	1	0%
18	Common Lane, South Milford	292	17	320	10%	23	32%
19	Main Road	931	34	931	0%	34	0%
20	New Lennerton Lane	1,688	117	1,688	0%	120	3%
21	Bishopdyke Lane	6,001	207	6,017	0%	221	2%
22	A162, South Milford	13,433	1159	13,449	0%	1,163	0%
23	Mill Hill Road / Skipwith Road	2,555	101	2,579	1%	115	14%
24	King Rudding Lane	393	28	451	15%	56	101%
25	A19 Riccall	20,087	852	20,261	1%	936	10%
26	Wistow Road	2,812	49	2,870	2%	77	57%
27	B1223 / Millgate Service Station	6,934	166	6,992	1%	194	17%
28	Dam Lane	3,210	69	3,268	2%	97	41%
29	Leeds Road	6,859	237	6,941	1%	279	18%

Link	Road	2029 Base AADT-Total Vehicles	2029 Base AADT-HGVs	2029 Base + Light Vally AADT-Total Vehicles	% increase from 2029 Baseline	2029 Base + Light Valley AADT-HGVs	% increase from 2029 Baseline
30	A63, Hambleton	11,781	575	11,805	0%	589	2%
31	Field Lane	486	9	510	5%	23	153%
32	St Mary's Approach	730	17	730	0%	17	0%
33	Selby Road / A63 Monk Fryston	9,981	396	10,097	1%	437	10%
34	Fairfield Lane	24	2	24	0%	2	0%
35	Betteras Hill Road	119	7	119	0%	7	0%
36	Main Street	8,512	406	8,632	1%	447	10%
37	Hillam Road / Hillam Lane	1024	21	1,082	6%	49	134%
38	Rawfield Lane	471	16	495	5%	30	89%
39	Birkin Lane	597	14	597	0%	14	0%
DfT1	A63 west of A162	20,490	3,510	20,688	1%	3,575	2%
DfT2	A19 north of Chapel Haddlesey	10,706	103	10,783	1%	109	6%
DfT3	A19 south of Chapel Haddlesey	10,205	978	10,283	1%	985	1%
DfT4	A1(M) north of A63	51,822	9,509	52,020	0%	9,573	1%
DfT5	Gateforth New Road	829	24	930	12%	44	85%

6.1.5 Table 6-1 shows that for the majority of routes within the Study Area (36 of the 43), the average percentage change in traffic flows, as a result of the Proposed Development, would be less than 10%, which is reasonably assumed to be within the expected range of daily fluctuation and would go unnoticed to the majority of other road users.

6.1.6 Table 6-2 provides a comparison of the 2029 AADT baseline traffic flows and the total peak construction flows (total vehicles and HGVs). The network diagram showing the percentage change in the construction peak can be seen in Annex A.

Table 6-2 Percentage change to 2029 AADT Baseline from Peak Construction Vehicles

Link	Road	2029 Base + Peak Light Vally AADT- Total Vehicles	% increase from 2029 Baseline	2029 Base + Peak Light Valley AADT- HGVs	% increase from 2029 Baseline
1	Hirst Road	773	0%	0	0%
2	Fox Lane	119	0%	0	0%
3	Fryston Common Lane	70	0%	3	0%
4	Austfield Lane	873	5%	48	65%
5	Hilliam Common Lane	1,048	2%	44	13%
6	Roe Lane	758	34%	33	57%
7	Haddlesey Road	550	55%	21	132%
8	Birkin Road	710	38%	37	49%
9	Skipwith Road	2,224	7%	58	0%
10	Main Street	268	0%	4	0%
11	Wheldrake Lane (S)	1,696	12%	83	44%
12	Carr Lane	1,531	0%	42	0%
13	Wheldrake Lane	2,392	1%	120	27%
14	A19, Escrick	19,238	1%	753	3%
15	Phillip Lane, Hambleton	84	193%	16	193%
16	Common Lane, Hambleton	74	48%	19	297%
17	Ingthorne Lane	46	0%	1	0%
18	Common Lane, South Milford	376	29%	32	83%
19	Main Road	931	0%	34	0%
20	New Lennerton Lane	1,688	0%	127	9%
21	Bishopdyke Lane	6,056	1%	217	5%
22	A162, South Milford	13,489	0%	1169	1%
23	Mill Hill Road / Skipwith Road	2,579	2%	115	3%
24	King Rudding Lane	451	15%	56	12%
25	A19 Riccall	20,261	2%	936	1%
26	Wistow Road	2,870	1%	77	1%
27	B1223 / Millgate Service Station	6,992	1%	194	14%
28	Dam Lane	3,268	15%	97	101%
29	Leeds Road	6,941	1%	279	10%
30	A63, Hambleton	11,805	2%	589	57%
31	Field Lane	510	1%	23	17%
32	St Mary's Approach	730	2%	17	41%

Link	Road	2029 Base + Peak Light Vally AADT- Total Vehicles	% increase from 2029 Baseline	2029 Base + Peak Light Valley AADT- HGVs	% increase from 2029 Baseline
33	Selby Road / A63 Monk Fryston	10,187	1%	449	18%
34	Fairfield Lane	24	0%	2	2%
35	Betteras Hill Road	119	5%	7	153%
36	Main Street	8,736	0%	463	0%
37	Hillam Road / Hillam Lane	1,082	2%	49	13%
38	Rawfield Lane	495	0%	30	0%
39	Birkin Lane	597	0%	14	0%
DfT1	A63 west of A162	20,887	3%	3606	14%
DfT2	A19 north of Chapel Haddlesey	10,900	6%	115	134%
DfT3	A19 south of Chapel Haddlesey	10,399	5%	990	89%
DfT4	A1(M) north of A63	52,219	0%	9605	0%
DfT5	Gateforth New Road	1,047	26%	50	110%

6.1.7 The routes where traffic would increase by 10% or more are covered in Table 6-3. It can be seen that the larger percentage increase is usually a result of the low baseline daily traffic, with the actual number of construction movements expected to be low. The percentage shown in brackets is the change when applying the peak construction forecasts.

Table 6-3 Percentage change >10% from Construction vehicles

Link No.	Road	% increase from 2029 Baseline	Review
6	Roe Lane	14% (34%)	Two-way flows on Roe Lane in 2029, without the Proposed Development, would be 568. Roe Lane provides an access into Solar Development Site 4 which, being the largest Solar Development Site, is expected to average 36 staff vehicle movements per day, and 3 HGV movements per day (39 trips in total, 78 two way) during the construction period.
7	Haddlesey Road	22% (55%)	Lightly trafficked in the base (355 daily flow) but as a main access into Solar Development Site 4, there could be 39 construction movements in and out of the area each day (78 two-way trips), a 22% daily increase in total movements. Note that the same assumption has been applied to Roe Lane above – that all trips into Solar Development Site 4 could use this access. In reality, the construction trips into Solar Development Site 4 would be distributed across the access locations, reducing the impacts at each location.
8	Birkin Road	15% (38%)	Birkin Road provides a connection from Solar Development Site 4 to the A19 to the east. It has therefore been assumed

Link No.	Road	% increase from 2029 Baseline	Review
			that all 39 movements in and out of Solar Development Site 4 could use Birkin Road, which is a 15% increase on 2029 forecast base flows of 516 vehicles per day.
15	Phillip Lane, Hambleton	55% (193%)	Phillip Lane is proposed as one of the potential access locations into Solar Development Site 8. If used, there could be an additional 16 movements per day on this road during the average construction period. At peak of construction, Solar Development Site 8 could attract 23 employee movements, and 5 HGV movements (56 two-way movements) which would be an uplift of 193% compared with the baseline flow of 29 vehicles per day on the route.
16	Common Lane, Hambleton	48% (48%)	There is a cable route corridor access location on Common Lane, located to the west of Hambleton Village. Up to 7 HGVs and 5 LGVs (12 vehicles) may need to access the corridor from this location (24 two-way movements). The 2029 base traffic count data indicate that there are just 50 vehicles per day that use this route so the Cable Route Corridor traffic would represent a 48% increase on this low baseline flow. There is no peak figure as it is the Cable Route Corridor access trips only.
18	Common Lane, South Milford	10% (29%)	Common Lane, which in the base has 292 movements per day, is proposed as the access route into Solar Development Site 6 and 7. At the peak of construction, this could add 84 additional vehicles per day onto the route (29%).
24	King Rudding Lane	15% (15%)	A cable route corridor construction compound is located on King Rudding Lane, as well as a cable route corridor construction access. This activity could add 58 additional movements onto the road, which would be a 15% increase on the 393 daily movement forecast in the 2029 base. There is no peak figure as it is just the cable route corridor access trips.
DfT 5	Gateforth New Road	12% (26%)	Gateforth New Road provides access to the Cable Route Corridor and could also be used to access the northern Solar Development Site 4 accesses, with baseline flow of approximately 829 vehicles per day in 2029. Applying a robust worst-case assumption that all traffic associated with Solar Development Site 4 uses this route would result in an average daily increase of 12% in total traffic movements, and 26% during the peak construction period). As with Haddlesey Road and Roe Lane, this represents a reasonable worst-case assessment, as construction traffic serving Solar Development Site 4 would in practice be distributed across multiple access locations and phases of work. The route is therefore being considered as a potential

Link No.	Road	% increase from 2029 Baseline	Review
			means of serving the northern Site 4 accesses whilst reducing impacts on other local roads.

6.1.8 Whilst the overall percentage change in traffic is below 10% for the majority of routes, many routes within the Study Area (21 of the 43) experience a change in the composition of traffic, with HGV movements increasing by more than 10%. These routes are discussed in Table 6-4 and again the percentage shown in brackets is the change when applying the peak construction forecasts.

Table 6-4 Percentage change in HGV Traffic >10% from Construction vehicles

Link	Road	% HGV increase	Review
4	Austfield Lane	52% (65%)	Austfield Lane provides access to Solar Development Site 3, and could also be used to access the cable route corridor access locations on Hillam Common Lane. It is the latter that has the greatest impact, with 7 HGV movements per day forecast to access the cable route corridor (14 two-way movements). With 1 additional HGV trip forecast each day to Solar Development Site 3, the increase would be approximately 52% on the base HGV traffic on Austfield Lane of 29 HGVs per day.
6	Roe Lane	30% (57%)	Roe Lane provides an access into Solar Development Site 4 which is forecast to attract 3 HGV movements per day (6 in total two-way). At the peak of construction 6 HGVs (12 two-way HGV movements) are forecast to access the site (57% increase on existing HGV flows).
7	Haddlesey Road	69% (132%)	Another access into Solar Development Site 4, with a potential peak of 6 HGV movements per day (12 two-way HGV movements), a 69% increase on existing HGV flows. Note that the same assumption has been applied to Roe Lane above – that all trips into Site 4 could use this access. In reality, the HGV construction movements into Solar Development Site 4 would be distributed across the access locations.
8	Birkin Road	26% (49%)	Birkin Road provides a connection from Solar Development Site 4 to the A19 to the east. It has therefore been assumed that all HGV movements in and out of Solar Development Site 4 would use Birkin Road (6 HGV trips two way on average, or 12 two-way at the peak of construction).
11	Wheldrake Lane	35% (44%)	The northern access of Solar Development Site 1 is located on Wheldrake Lane, and the road could also be used to provide access into the Cable Route Corridor, with up to 13 HGVs forecast to arrive in the peak of construction (26 movements each day) which would be a 44% increase on the base.

Link	Road	% HGV increase	Review
13	Wheldrake Lane (north, near to A19 junction)	21% (27%)	As above, Wheldrake Lane where it connects to the A19 would be the construction route for HGVs to Solar Development Site 1 and the cable route corridor accesses located to the south of Skipwith Road. As noted above, up to 13 HGVs may use this route at the peak of construction (26 two-way daily movements) but as there is a higher proportion of HGVs already on this section of highway in the base, the increase during the peak is 27%, compared with 44% on the section close to Escrick and Solar Development Site 1.
15	Phillip Lane, Hambleton	70% (193%)	Phillip Lane is proposed as one of the potential access locations into Solar Development Site 8 which could, at the peak of construction, attract 5 HGV arrivals and 5 departures per day (10 in total), compared with just under 5 HGV movements in total recorded by the baseline surveys during the day.
16	Common Lane, Hambleton	297% (297%)	There is a cable route corridor access location on Common Lane, located to the west of Hambleton Village. The survey data showed that this route is lightly trafficked, with only 5 HGV movements in total recorded throughout the day. If 7 HGVs access the Cable Route Corridor, as forecast, this would be 14 additional HGV movements (7 in / 7 out) on the road.
18	Common Lane, South Milford	32% (83%)	Common Lane is proposed as the access route into Solar Development Site 6 and 7 which could generate up to 14 two-way HGV movements during the peak of construction. The average is expected to be about 6 – 7 two-way HGV trips per day. As there are only 17 HGV movements in total in the baseline, the percentage increases are quite high.
23	Mill Hill Road / Skipwith Road	14% (14%)	Skipwith Road provides access to a cable route corridor access and is therefore forecast to attract 7 HGV arrivals and departures each day (14 in total), a 14% increase on the 101 HGVs recorded on the road in the baseline surveys. There will also be some AIL movements that access the cable route corridor via Skipwith Road. AIL movements are expected to be undertaken during off-peak times and will be regulated by the highway authorities.
24	King Rudding Lane	101% (101%)	King Rudding Lane contains a cable route corridor compound and a cable route corridor access point. Therefore, a worst case assumption assumes 28 HGV movements in total (two-way) could be added onto the network during the construction period. There are just 28 existing HGVs using the route in the baseline.
25	A19 Riccall	10% (10%)	Access is required off the A19 at Riccall into the cable route corridor. The A19 would also be used to access the compound and cable accesses on King Rudding Lane, adding a total of 84 HGV movements onto the A19 corridor.

Link	Road	% HGV increase	Review
			There will also be some AIL movements that access the cable route corridor via the A19. A total of 39 AIL movements are forecast, but these movements will need to be arranged with the highway authorities and are therefore expected to be undertaken during off-peak times.
26	Wistow Road	57% (57%)	Wistow Road contains a Cable Construction Compound and a Cable Route Corridor access point. Therefore, a worst case assumption assumes 28 HGV movements (in total, two way) could be added onto the network during the construction period. This is a 57% increase from the 49 HGV movements in the 2029 baseline. In addition to these trips, there will be some AIL movements on Wistow Road, with the potential for 6 movements to be required to transport the cable drums to the cable route corridor access location.
27	B1223 / Millgate Service Station	17% (17%)	A cable route corridor compound and a cable route corridor access point, with 28 HGV movements in total (two-way) added onto the route during the construction period, a 17% increase on the baseline.
28	Dam Lane	41% (41%)	A cable route corridor compound and a cable route corridor access point are located on Dam Lane, with 28 HGV movements in total (two-way) added onto the route during the construction period, compared with 69 in the 2029 baseline, a 41% increase.
29	Leeds Road	18% (18%)	Two cable route corridor access locations could use Leeds Road as the construction route, adding 42 HGV movements in total (two-way) onto the route, a 18% increase on baseline HGV flows.
31	Field Lane	153% (153%)	Field Lane, just south of Hambleton, is a lightly trafficked route which just 9 HGV trips in the baseline flows. A cable route corridor access is located on Field Lane which could add 7 HGV trips (14 two-way) onto Field Lane during the cable route corridor construction period, a 153% increase.
33	Selby Road / A63 Monk Fryston	10% (13%)	As well as access into Solar Development Site 2, the A63 at Monk Fryston provides access into the cable route corridor. This could, during the peak of construction, add 52 HGV movements in total onto the route per day.
36	Main Street	10% (14%)	This location is just east of the A162/A63 roundabout and the main route through Monk Fryston Village. It could be used by vehicles accessing Solar Development Site 2, and also some trips to other cable route access locations and Solar Development Sites. On average, an additional 41 HGV movements (total two way) could use the route to access the Proposed Development. This could peak at 57, which is a 14% increase on the 406 HGVs that use the route in the base.

Link	Road	% HGV increase	Review
37	Hillam Road / Hillam Lane	134% (134%)	There is a cable route corridor compound and access location on Hillam Lane which could add 28 HGV movements in total (two-way) onto the route during construction, a large increase given that only 21 HGVs are forecast in the 2029 baseline, a 134% increase.
38	Rawfield Lane	89% (89%)	A cable route corridor access could add 14 HGV movements in total (two way) onto this route, which would be a 89% increase on the 16 total daily HGV movements recorded by baseline surveys.
DfT 5	Gateforth New Road	85% (110%)	Gateforth New Road provides access to the Cable Route Corridor as well as access to the northern Solar Development Site 4 accesses. Applying a robust worst-case assumption that all traffic associated with these accesses uses Gateforth New Road would result in approximately 20 two-way HGV movements per day, representing an 85% increase on the existing 2029 baseline HGV flow of 24 HGVs per day (110% during peak construction). These percentage increases should be considered in the context of the relatively low existing HGV flows on the route and the reasonable worst-case assumption applied. In practice, construction traffic would be distributed across access locations and phases of work, reducing impacts at any individual point on the network.

6.1.9 Table 6-4 shows that many of the higher percentage increases are a result of the low baseline flows on the roads within the Study Area. The area is predominantly rural and therefore the construction traffic will temporarily alter the composition of the traffic flows on the network.

6.1.10 The accompanying Environmental Statement (Chapter 14: Traffic and Movement (ES Volume 1) [**EN0110012/APP/LVS/06.01.14**] notes that the increase in HGV traffic will have a minor adverse impact on the amenity of the routes for other users. However, the oCTMP [**EN0110012/APP/LVS/07.12**] does include measures to ensure HGV traffic arrives and depart from the Proposed Development outside the network peaks, with measures to control and monitor this outlined in the oCTMP.

6.1.11 By applying the management measures contained within the oCTMP, the effects of these changes in the traffic flows are not expected to have a significant impact over the course of a typical working day. The total construction period is between 24-36 months, meaning the effects will be temporary in nature, and many of the construction locations will be used for shorter periods.

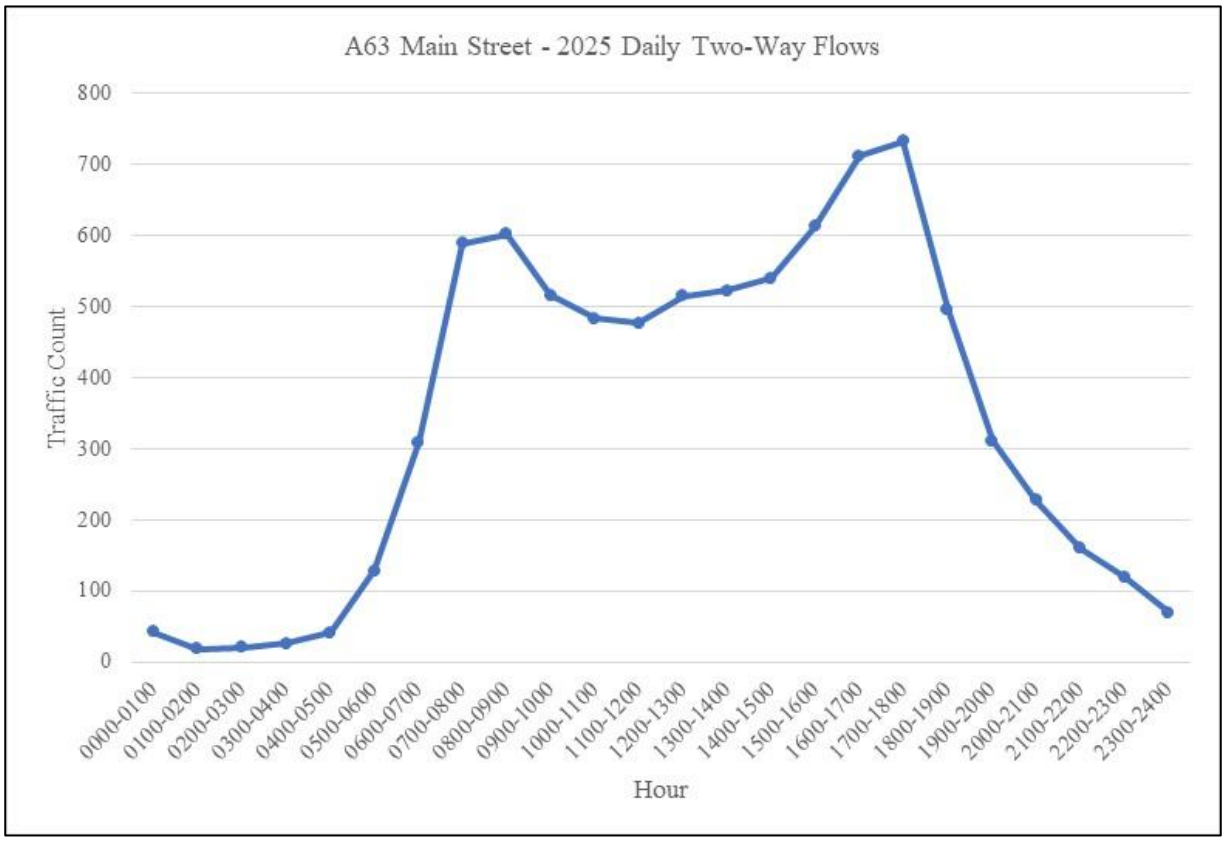
6.1.12 A junction within the study area that has been identified, through discussions with transport officers at NYC as operating at capacity is the A63 / A162 Monk Fryston roundabout junction. NYC highlighted that they are looking at upgrades to the junction to create additional highway capacity to accommodate existing traffic, and future traffic related to local developments.

6.1.13 Construction vehicles and staff movements accessing Solar Development Sites 2, 6 and 7 and the Cable Route Corridor access locations in this area are forecast to route via the A63/A162 Monk Fryston roundabout. There are 120 movements in total added to the A63 Main Street arm (60 in / 60 out), and 44 movements to the A162 northern arm (22 in / 22 out).

6.1.14 The traffic survey location on the A63 Main Street, to the east of the roundabout, counted an average weekly flow of 8,260 vehicles.

6.1.15 Plate 6-1 shows the daily profile of this traffic on Main Street. It can be seen that there are distinct peaks between 08:00 – 09:00 and 17:00 – 18:00.

Plate 6-1 A63 Main Street – Traffic Count Data



6.1.16 The trip generation forecasts have been calculated on the assumption that where there is a Cable Route Corridor access, that access would be in use. In reality, the Cable Route Corridor trips will be staggered across the programme as construction moves along the corridor, and similarly it is unlikely that movements to each of the Solar Development Sites will peak at the same time.

6.1.17 Whilst this roundabout is currently at capacity, and adding up to 198 additional trips could exacerbate delays, engagement with NYC indicated planned junction improvements that are expected to be complete prior to the start of construction works (2028). These junction improvements would increase the junction capacity.

6.1.18 As can be seen in Annex A and Table 6-6 in the cumulative assessment section below, other nearby developments are forecast to add around 3,000 daily movements onto this part of the network, including the Gascoigne Wood Power

Plant planning application, which alone adds more than 1,000 movements on the network (and subsequently has a planning commitment to contribute to improvements at the junction). The construction movements associated with the Proposed Development would amount to around 1% of traffic on this part of the network.

6.1.19 The oCTMP includes measures to manage traffic associated with the Proposed Development to arrive and depart outside the network peaks identified in Plate 6-1. It is therefore reasonable that the construction traffic will be using the junction during the hours of the day where the average traffic flows are well below the peaks as shown in Plate 6-1.

6.1.20 The detailed CTMP could also commit to alternative routing should the junction improvements not be completed ahead of the Proposed Development's construction phase. For example, Figure 14.4 Construction Routing [**EN0110012/APP/LVS/06.02.14.04**] shows an alternative route to the strategic network via Birkin. The detailed CTMP will consider the construction phasing of nearby committed developments at the period of time it is being reviewed, and ensure the construction routes are still the most appropriate to use to access the Proposed Development. Any amendments to construction routing would need to be discussed with NYC and outlined in the updated CTMP.

6.1.21 Overall, whilst there is an acknowledgement that the Proposed Development will impact on this junction, the construction trips will be a very small proportion of traffic using the junction temporarily, and furthermore, there are measures to mitigate impacts through measures contained within the CTMP to ensure that there would not be an unacceptable impact on the highway.

6.2 Cumulative Effects

6.2.1 The construction of the Proposed Development is anticipated to start in 2028 and run for 24-36 months. A number of cumulative schemes are proposed in the local area; these have been identified through reviewing the location of developments and details contained in the planning applications. The review of potential cumulative schemes considered the following:

1) Timescales - some of the potential cumulative developments are only at scoping stage or the development movements would not be on the network at the same time as the construction trips from the Proposed Development. As such, the traffic has not been included within the assessment of cumulative effects; and
2) Whilst nearby, some proposals did not assign any development trips to the routes covered within the Study Area. These were not therefore included within the assessment of cumulative effects.

6.2.2 Those nearby developments that would use routes within the Study Area have been identified and any additional vehicle movements on those routes have been included in a future cumulative assessment scenario. Developments considered include:

3) **Land Off Snowdrop Rise, Hambleton (ZG2023/1356/OUTM)** – This site includes the development of up to 110 dwellings and associated infrastructure and is to be accessed via the A63. Construction is anticipated to conclude in 2028, so the development trips will be on the network by the time of construction of the Proposed Development. There is forecast to be an additional 490 movements within the Study Area. These movements are included in the cumulative assessment scenario.
4) **Land At Manor Farm, Chapel Street, Hambleton (2022/0665/OUTM)** – Granted permission on appeal in 2025, this proposal is for the development of up to 156 dwellings, with access to the site from north of Chapel Street/ Garth Lane, with a large proportion of the vehicles predicted to use the A63, A162 and A1 (M). The site is expected to generate 877 movements daily. These movements have been added to the cumulative assessment scenario.
5) **Gascoigne Wood Power Plant, Sherburn-in-Elmet (ZG2025/0529/REMM)** - This site, approved in 2024, is for the development of up to 1,460,000sq ft of employment floorspace comprising of Class B2, B8 and E(g). The site is located adjacent to Solar Development Site 8, and shares the use of the A63 and A1(M). The site is expected to generate 1,192 daily movements. These movements have been included in the cumulative assessment scenario.
6) **Land East of Gateforth Lane, Hambleton (ZG2023/1033/FULM)** – The development is for the erection of 65 residential dwellings, formation of roads and associated infrastructure. Access to the site will be from Gateforth Lane via the A63, resulting in overlap with the access routes within the Study Area that utilise the A63. The Transport Assessment provides the peak hour trip generation rather than daily trips. Based on information contained in the Transport Assessment, the trip generation has been factored up to provide an estimate of 384 additional daily movements. These movements are included in the cumulative assessment scenario.
7) **Land North of Meadway, Thorpe Willoughby (2022/0099/FULM)** – The development includes the demolition of existing buildings and structures and the erection of a vehicle bridge and 187 residential dwellings. The site is in proximity to the Study Area, with access from Meadway via the A123 Leeds Road and the A19. There is an expected 1,078 additional daily movements generated by the proposal; these movements have been added to the cumulative scenario.
8) **Land North of Leeds Road, Thorpe Willoughby (ZG2023/0551/OUTM**) – This application is for the development of 140 dwellings and associated infrastructure. The proposal is situated in proximity to Solar Development Sites 2 and 4. The main access to the site is via Leeds Road via an existing roundabout with the A63. Based on the information provided in the Transport Assessment, the proposal will result in an additional 802 daily movements. These movements are included in the cumulative assessment scenario.
9) **Land At Station Road, Wistow (ZG2025/0840/OUTM)** – This application is for the development of up to 99 dwellings and other works including

access, landscaping and infrastructure. The application is currently awaiting a decision. The development is in proximity to the Cable Route Corridor at Wistow where movements may share Wistow Road towards Selby. Based on trip rates included in the Transport Assessment, the development is expected to bring an additional 532 daily movements to the local road network. These movements are included in the cumulative assessment scenario.

10) **Land Off Gateforth Lane, Hambleton (ZG2025/1019/FULM)** – This development is for the erection of 75 dwellings and other works including landscaping and infrastructure. The application is currently awaiting a decision. The development is located in Hambleton, in close proximity to the Cable Route Corridor and accesses to Solar Development Site 8. Impacted routes include the A63. The Transport Assessment for this development outlines daily trip rates, totalling 430 daily trips. These movements are included in the cumulative assessment scenario.
11) **Land At Tadcaster Road, Sherburn-in-Elmet (ZG2025/0982/OUTM)** – This application includes the development of up to 300 dwellings with other works including access, landscaping and infrastructure. The application is currently awaiting a decision. The development is located in Sherburn-in-Elmet, sharing the routing network of the Proposed Development along the A162. This may impact routing to Solar Development Site 8 via access 3. Trip rates included in the Transport Assessment assume 1490 trip movements will be added to the local road network. These movements are located in the cumulative assessment scenario.
12) **Land At Former Airfield Lennerton Lane, Sherburn-in-Elmet (ZG2025/0711/S73)** – The proposed development includes the erection of employment floor space with ancillary office accommodation, parking and servicing areas. This application was permitted on 05/12/2025. The development is located at Sherburn Airfield, sharing Solar Development Site 8 access routes including the B1222 and the A162. Based on a trip rate calculation, the development is expected to generate 957 daily movements. These movements are included in the cumulative assessment scenario.
13) **Land At Low Street to South Milford By-pass, South Milford (ZG2025/0983/OUTM)** – This application is for the development of up to 180 dwellings including access from Low Street. The application is currently awaiting a decision. The development is located at South Milford on the A162. Traffic to the development would impact routing to the Cable Route Corridor, alongside Solar Development Sites 6, 7, and 8. Based on trip rates set out in the Transport Assessment, the development will generate 902 total daily trips. These movements are included in the cumulative assessment scenario.
14) **Land South of Leeds Road, Thorpe Willoughby (ZG/2023/0358/OUTM)** – This application includes the development of up to 145 dwellings and associated works including access from Leeds Road. The development is located west of Thorpe Willoughby impacting the Cable Route Corridor routing along the A1238. The trip rates included in the development's

Transport Assessment suggest an additional 938 daily trips could be added to the road network. These movements are included in the cumulative assessment scenario.

15) **Gateforth Park, New Road, Selby (2021/1162/S73)** – This application involves the development of 168 residential caravan homes. The development is located at Gateforth Park, a residential park south of Thorpe Willoughby. This development will impact routing to the Cable Route Corridor on Gateforth New Road. Based on a trip rate calculation, the development is expected to generate 564 daily trip movements. These movements are included in the cumulative assessment scenario.
16) **Land Off Snowdrop Rise, Hambleton (ZG2023/1356/OUTM)** – This application includes the development of up to 110 dwellings, landscaping and infrastructure. The development is awaiting a decision. This development is located in Hambleton and would build upon a current residential access onto the A63. This would impact traffic to the Cable Route Corridor and Solar Development Sites 2 and 8. Based on a trip rate calculation, the development could generate 577 daily trips to the network. These movements are included in the cumulative assessment scenario.
17) **Land Off Main Street, Hillam (ZG2023/0888/FULM)** – Works include the demolition of a single property and developing 27 dwellings with landscaping and infrastructure works. The development is awaiting a decision. This development is located in Hillam, in close proximity to the Cable Route Corridor and Solar Development Site 3. Access will be provided on Main Street. Based on trip rates set out in the Transport Statement, the development could generate 157 daily trips. These movements are included in the cumulative assessment scenario.
18) **Land South of Bartlett View and Rochester Row, Milford Road, Sherburn-in-Elmet (ZG2023/0774/FULM)** – This application is for the erection of 106 dwellings and associated works. This scheme has been refused, with an appeal accepted on 22/04/2025. The development is located in Sherburn-in-Elmet, with access provided on the A162, overlapping routes that provide access to Solar Development Site 8. Based on trip rates set out in the Transport Assessment, the development could generate 561 daily trips. These movements are included in the cumulative assessment scenario.
19) **Land Immediately South of Scalm Park, Wistow (ZG2024/1129/FULM)** – The development proposal is for a Solar development with co-located Battery Energy Storage System and associated works. This application was permitted on 11/09/2025. The development is located within close proximity to the Cable Route Corridor to the north of Thorpe Willoughby. Development trips will use Scalm Lane, impacting Solar Development Site 8 access routes and the routes to the Cable Route Corridor. Based on trip rates set out in the Transport Assessment, the development is expected to generate 70 daily HGV trips during construction. These movements are included in the cumulative assessment scenario.

6.2.3 Other developments have been considered and excluded from the cumulative scenario for various reasons, see Chapter 17: Cumulative and In-Combination Effects (ES Volume 1) [**EN0110012/APP/LVS/06.01.17**] for further information.

6.2.4 The movements from the nearby developments listed above have been included alongside the 2029 baseline scenario to generate a future (2029) cumulative scenario which can be seen in Annex A.

6.2.5 The traffic movements for each cumulative development have been derived from the data provided in the respective Transport Assessments, if the data is provided. If the data in the Transport Assessments reflects 12-hour vehicle trip generation, a 20% uplift has been applied to the 12-hour trip rates to estimate the daily vehicle traffic associated with the developments. This methodology is often used to estimate daily traffic volumes from a 12 hour traffic count.

6.2.6 Table 6-5 summarises the daily movements from the nearby developments within proximity to the Proposed Development which have been included in the 2029 cumulative scenario.

Table 6-5 Summary of Vehicular Movements generated by Cumulative Developments

Ref Number	Development	Total Daily Movements
2021/1531/EIA	Gascoigne Wood Power Plant	1,192
2022/0665/OUTM	Land At Manor Farm Chapel Street, Hambleton	877
ZG2023/1356/OUTM	Land Off Snowdrop Rise, Hambleton North Yorkshire	490
ZG2023/1033/FULM	Land East of Gateforth Lane	384
2022/0099/FULM	Land North of Meadway	1,078
ZG2023/0551/OUTM	Land North of Leeds Road	802
ZG2025/0840/OUTM	Land At Station Road, Wistow	532
ZG2025/1019/FULM	Land Off Gateforth Lane Hambleton	430
ZG2025/0982/OUTM	Land At Tadcaster Road Sherburn-in-Elmet	1,490
ZG2025/0711/S73	Land At Former Airfield, Lennerton Lane, Sherburn-in-Elmet	957
ZG2025/0983/OUTM	Land At Low Street to South Milford By-pass South Milford	902
ZG/2023/0358/OUTM	Land South of Leeds Road Thorpe Willoughby	938
2021/1162/S73	Gateforth Park, Gateforth New Road, Selby	564
ZG2023/0888/FULM	Land Off Main Street, Hillam	157

Ref Number	Development	Total Daily Movements
SHERBURN/011	Land South of Bartlett View and Rochester Row, Milford Road Sherburn-in-Elmet	561
ZG2024/1129/FULM	Land Immediately South of Scalm Park, Wistow	70

6.2.7 It can be seen from Table 6-5 that the other developments are forecast to generate a significant number of movements onto the local highway network. These movements have been assigned onto the network as shown in Table 6-6. None of the routes listed in Table 6-6 were identified in the assessment of the Proposed Development traffic as a route where traffic would increase by more than 10%.

6.2.8 The cumulative developments do however add a large number of movements to the network, with approximately 3,000 trips added daily to the A63 the A162.

Table 6-6 Cumulative Development Movements

Road	2029 Baseline AADT	Committed Development Movements	2029 Cumulative Scenario (Base + Committed)	Light Valley Trips (% of Baseline)
A63 west of A162	20,490	2,957	23,447	198 (1%)
A63 Main Street (east of A162)	8,512	1,807	10,319	120 (1%)
A162 South Milford	13,433	3,283	16,716	16 (0%)
B1222 Bishopdyke Lane	6,001	2,754	8,755	16 (0%)
New Lennerton Lane	1,688	2,149	3,837	16 (1%)
A63 at Hambleton	11,871	3,327	15,198	24 (0%)
A19	20,087	2,183	22,270	174 (1%)
Wistow Rd	2,812	532	3,344	58 (2%)

6.2.9 As shown in Table 6-6, the Proposed Development would have minimal impact (1% to 2%) on the routes that are forecast to see a change in baseline traffic conditions due to the committed developments.

6.2.10 However, the A63/A162 roundabout is at capacity, with NYC developing proposals to upgrade the junction to accommodate trips associated with committed developments, including the proposals at Gascoigne Wood which adds over 1,000 trips on the roundabout.

6.2.11 If the proposed improvements at the roundabout are not in place prior to commencement of construction, alternative routing could be agreed with NYC to access those Solar Development Sites that use the A63 / A162 junction. Figure 14.4: Construction Routing [**EN0110012/APP/LVS/06.02.14.04**] includes an alternative route to the strategic road network via Birkin. However, as shown in Table 6-6 the additional trips generated by the Proposed Development would be

a small proportion of the future baseline traffic flows, and a small proportionate increase when compared with the trips that are forecast to be generated by the nearby developments. Mitigation in the oCTMP [**EN0110012/APP/LVS/07.12**]) includes measures to manage construction vehicle arrival and departure times to avoid the network peak hours, which will further minimise the magnitude of any cumulative impact.

6.2.12 Furthermore, the construction phasing of all the committed developments will be considered when updating the CTMP, to ensure that the construction routing of traffic associated with the Proposed Development would not have an unacceptable cumulative effect on local traffic conditions.

6.3 Peak Hour Traffic Flows

6.3.1 The construction vehicle forecasts have been based on daily activities and requirements. It is expected, and will be controlled through the CTMP, that delivery vehicles will be programmed to arrive and depart the Proposed Development outside the highway network peaks.

6.3.2 To give an indication on the potential impacts during the network peaks, profiles and information from other solar developments have been reviewed to inform the forecasts.

6.3.3 Both the West Burton (PINS Reference EN010132) and Cottam (PINS Reference EN010133) Solar developments forecast no traffic at all in their daily typical trip profiles during the AM and PM peak hour.

6.3.4 Other similar developments, including the Longfield Solar Farm (PINS reference EN010118) and Green Hill Solar development, forecast that approximately 10% of the total traffic could fall within each of the network peak hours. Given that measures will be put in place to discourage peak hour travel, this provides a worst case scenario if some traffic arrives in the network peaks. This would equate to approximately 29 HGV movements and 50 LGV movements, in total, on the local highway network during the morning and evening peak hour.

6.3.5 As these trips would be distributed on the network, the impact on all the routes during the network peaks will be negligible.

6.4 Operational Phase

6.4.1 During the operation and maintenance phase of the Proposed Development, there will be a small number of daily vehicle trips, with additional staff attending when required for maintenance and cleaning activities.

6.4.2 The Proposed Development is expected to receive approximately five maintenance visits per month, typically by car, appropriate 4x4 type vehicle or LGVs. HGVs may be required for the ad-hoc replacement of batteries, inverters and transformers associated with the substations and the BESS.

6.4.3 As the expected operational traffic is so low, it is considered that no additional mitigation measures are required.

6.5 Replacement Phase

6.5.1 Alongside regular maintenance trips it is expected that some infrastructure i.e. solar panels and batteries, will require replacement during the product life cycle. However, it is expected that the replacement traffic is likely to be less than that of construction, as replacement of infrastructure does not require trips related to excavation, route construction or landscaping.

6.5.2 Additionally, the programme for infrastructure replacement is likely to be staggered, unlike the construction period which assumes the sites will be constructed simultaneously.

6.5.3 The assumptions for replacement activities are set out in Section 5.6. Based on these assumptions, and noting that the Cable Route Corridor movements are a large proportion of construction traffic movements (and would not form part of the replacement activities), any replacement traffic is expected to result in fewer vehicle trips across the Proposed Development compared to traffic associated with the construction phase for both HGV and total traffic movements.

6.5.4 As replacement traffic is expected to be lower than construction traffic this assessment has been based solely on the phase with the highest traffic volumes; the construction phase.

6.6 Decommissioning Phase

6.6.1 The Proposed Development will have a design life of up to 60 years. At the end of its operational lifespan, it will be decommissioned.

6.6.2 Decommissioning of the Proposed Development could give rise to similar levels of forecast trip generation as the construction phase of the Proposed Development for the Solar Development Sites. However, the Cable Route Corridor would not be decommissioned, and therefore the movements associated with the Cable Route Corridor would not form part of the decommissioning phase. As such, the construction assessment provides a worst-case scenario for potential effects.

6.6.3 Furthermore, given that the future baseline transport conditions are likely to have changed significantly when the Proposed Development is decommissioned in a manner that cannot be predicted at this early stage, it has been agreed through the Scoping Opinion that that no further assessment of transport and movement be undertaken for the decommissioning phase at this stage.

6.6.4 An Outline Decommissioning Environmental Management Plan (oDEMP **[EN0110012/APP/LVS/07.04]**) has been developed. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the oDEMP **[EN0110012/APP/LVS/07.04]** and will need to be approved prior to the commencement of the decommissioning phase of the Proposed Development

6.7 Mitigation

6.7.1 An outline CTMP has been prepared [**EN0110012/APP/LVS/07.12**], with a detailed CTMP to be agreed with North Yorkshire Council, in consultation with National Highways, prior to commencement of construction.

6.7.2 The Outline CTMP identifies measures to minimise the effect of construction traffic on the surrounding highway network. This will include, but will not be limited to the following:

1) Signs to direct construction vehicles associated with the Proposed Development will be installed along the agreed construction traffic routes. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivery to the Proposed Development to ensure that vehicles follow the identified route;
2) Temporary construction compounds will be established within the Order Limits for contractors, which will include the provision of car parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visiting the Proposed Development and that they should not park on-street;
3) A wheel wash facility will be provided ahead of exiting the Proposed Development, allowing vehicles to be hosed down so that no construction vehicles will take mud or debris onto the local highway network;
4) A road sweeper will be provided for surrounding local roads along the designated route to alleviate any residual debris generated during the construction phase, as required;
5) The construction areas of the Proposed Development will be secured at all times;
6) A requirement for engines to be switched off on-site when not in use;
7) Spraying of areas with water supplied as and when conditions dictate to prevent the spread of dust;
8) Vehicles carrying waste material off-site to be sheeted;
9) Banksmen will be provided at Site access junctions where required to indicate to construction traffic when it is safe for them to enter and exit the Proposed Development; and
10) All residents who live within or close to the Order Limits will be provided with contact details of the Community Liaison Manager via notices on the website, and details will also be provided on a noticeboard at each site access and egress junctions.

6.7.3 The detailed Construction Traffic Management Plan(s), in substantial accordance with the outline CTMP [**EN0110012/APP/LVS/07.12]**, will be submitted for approval prior to construction under a DCO Requirement.

6.7.4 A separate Travel Plan has not been developed for the Proposed Development as the rural nature of the surrounding area and the shift patterns (early starts) means that the majority of construction workers will rely on a vehicle to get to Site. The outline CTMP [**EN0110012/APP/LVS/07.12]** does however include sustainable transport measures appropriate to the geographical context of the

Proposed Development and the shift working patterns. The measures to reduce the number of single occupancy car trips are:

1) Providing shared transport (minibuses) and encouraging workers to use the minibuses to travel to the site;
2) Encouraging those travelling by car to car share with others; and
3) Providing secure cycle parking, where safe to do so, within the compounds.

6.7.5 Commitment to measures to manage traffic, including those listed above, are within the oCTMP [**EN0110012/APP/LVS/07.12**].

7 Summary and Conclusion

7.1.1 This Transport Assessment outlines the development proposals, the baseline transport conditions and reviews the potential impacts of the development on the local transport network. Key findings include:

1) The Solar Development Sites are located in a rural area, with most access locations being the existing access points to areas of agricultural land;
2) The construction period of the Proposed Development will have the greatest impact on the transport network;
3) Traffic survey data was collected in 2025 and this has been uplifted to a 2029 baseline when the construction of the Proposed Development is expected to peak;
4) There is limited direct access to the Proposed Development by public transport. Similarly, there is limited walking and cycling accessibility;
5) It is therefore acknowledged that the majority of construction employees will rely on a vehicle to travel to and from the Proposed Development. Construction employees will be encouraged to travel via minibus or car share, in order to reduce the number of vehicle trips on the highway network;
6) Based on employee numbers and assuming the use of shared transport for 50% of employees, it is forecast that there could be an average of up to 500 car / LGV movements generated by the Proposed Development on a daily basis during the construction period;
7) In addition, there could be up to 251 HGV movements in total (two-way) on a daily basis generated by the Proposed Development. The majority of these movements (200 / 80%) are associated with the Cable Route Corridor construction;
8) As these movements are dispersed across the network, there are only seven roads within the Study Area where it is forecast that overall daily traffic would increase by more than 10%;
9) There are a number of Abnormal Indivisible Load movements forecast, with 10 AIL movements required to transport equipment to the Solar Development Sites, and up to 156 AIL movements forecast to transfer cable drums to the Cable Route Corridor. Abnormal load movements need to be arranged in advance, and to ensure minimal impact upon on the local road network, AIL vehicle movements will be undertaken during off-peak times and delivered in convoy, whenever practicable, to minimise incidents of disruption. This will be subject to the agreement and instructions of the Local Planning and Highway Authorities and the Police;
10) There are a range of cumulative developments that could add traffic onto the network in the future scenario. These movements have been considered in the assessment;
11) None of the other developments will impact the routes that see a greater than 10% increase in traffic from the Proposed Development. The

Proposed Development has a 2% or less impact on traffic flows on those routes impacted by other developments so there should not a noticeable cumulative impact from the Proposed Development;

12) It is noted that there could be a large increase in traffic at the A63/A162 roundabout from other cumulative developments, a junction that NYC has advised is operating at capacity. Analysis has shown the roundabout traffic does have distinct peaks – the Proposed Development is expected to generate few trips in the network peak hours;
13) An Outline Construction Traffic Management Plan (CTMP) [**EN0110012/APP/LVS/07.12**] has been developed to minimise impacts during construction, and this includes measures to reduce HGV movements during the peak hours, and manage employee movements; and
14) Once the Proposed Development is operational, it will not generate any significant traffic movements, with security and maintenance staff the only likely regular visitors.

7.1.2 In conclusion therefore, the assessment demonstrates that any temporary impacts from the Proposed Development can be managed through the CTMP, and there is not expected to be any long-term significant impacts on the transport network.

7.1.3 There are subsequently no transport related reasons why the Proposed Development should not be granted consent.

References

Ref 1 UK Government (2025) Department for Transport Road Traffic Statistics [Online]. Available at: [redacted]

Ref 2 CrashMap UK (2025) [Online]. Available at: https://www.crashmap.co.uk/

Ref 3 Department for Energy Security and Net Zero (2025) Overarching National Policy Statement for Energy (EN-1). [Online]. Available at: https://www.gov.uk/government/consultations/planning-for-new-energy-infrastructure-2025-revisions-to-national-policy-statements/draft-overarching-national-policy-statement-for-energy-en-1-accessible-webpage

Ref 4 Ministry of Housing, Communities and Local Government (2025) National Planning Policy Framework. [Online]. Available at: https://www.gov.uk/guidance/national-planning-policy-framework

Ref 5 York and North Yorkshire Combined Authority (2025) Local Growth Plan. [Online]. Available at: https://yorknorthyorks-ca.gov.uk/our-strategy/localgrowthplan/

Ref 6 North Yorkshire Council (2025) North Yorkshire Consolidated Planning Policy. [Online]. Available at: https://www.northyorks.gov.uk/sites/default/files/2025-10/NY%20Consolidated%20Planning%20Policy%20Framework%20-%20update%20October%202025.pdf

Ref 7 Selby District Council (2013) Selby District Core Strategy Plan. [Online]. Available at: [redacted]

Ref 8 Selby District Council (2005) Selby District Local Plan. [Online]. Available at: https://www.northyorks.gov.uk/sites/default/files/fileroot/planning_migrated/planning_policy/LOCAL_PLAN_PART2_CONTENTS.PDF

Ref 9 North Yorkshire Council (2024) Selby Local Plan Revised Publication 2024 [online]. Available at: https://edemocracy.northyorks.gov.uk/documents/s26268/Appendix%201%20Draft%20Revised%20Pub%20Local%20Plan%201.pdf

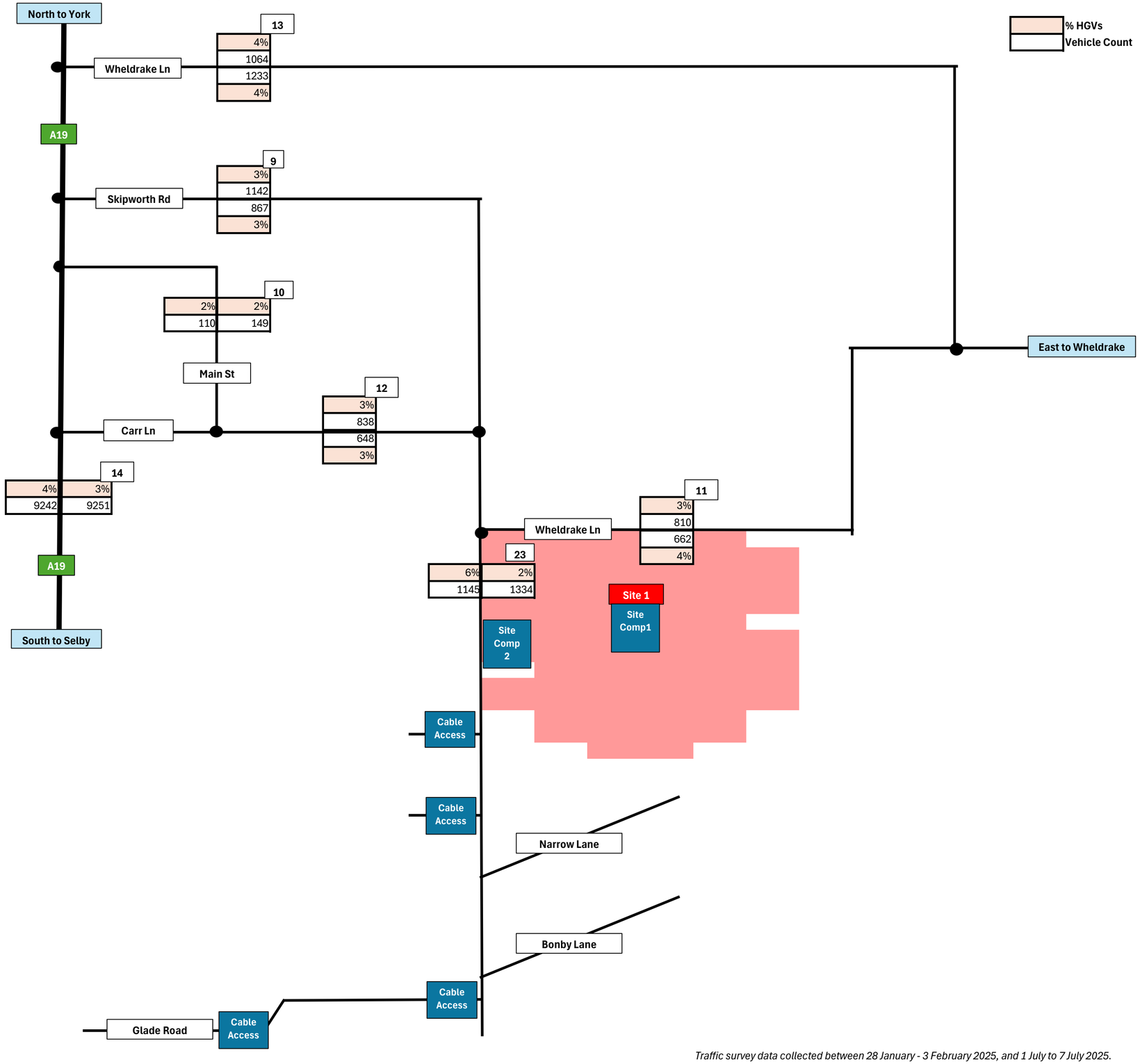
Ref 10 North Yorkshire Council (2016) North Yorkshire Local Transport Plan 2016-2045 [online]. Available at: [redacted]

Ref 11 Department for Transport (2022) Strategic Road Network and the delivery of sustainable development circular. [Online]. Available at: https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development

Annex A Traffic Flow Diagrams

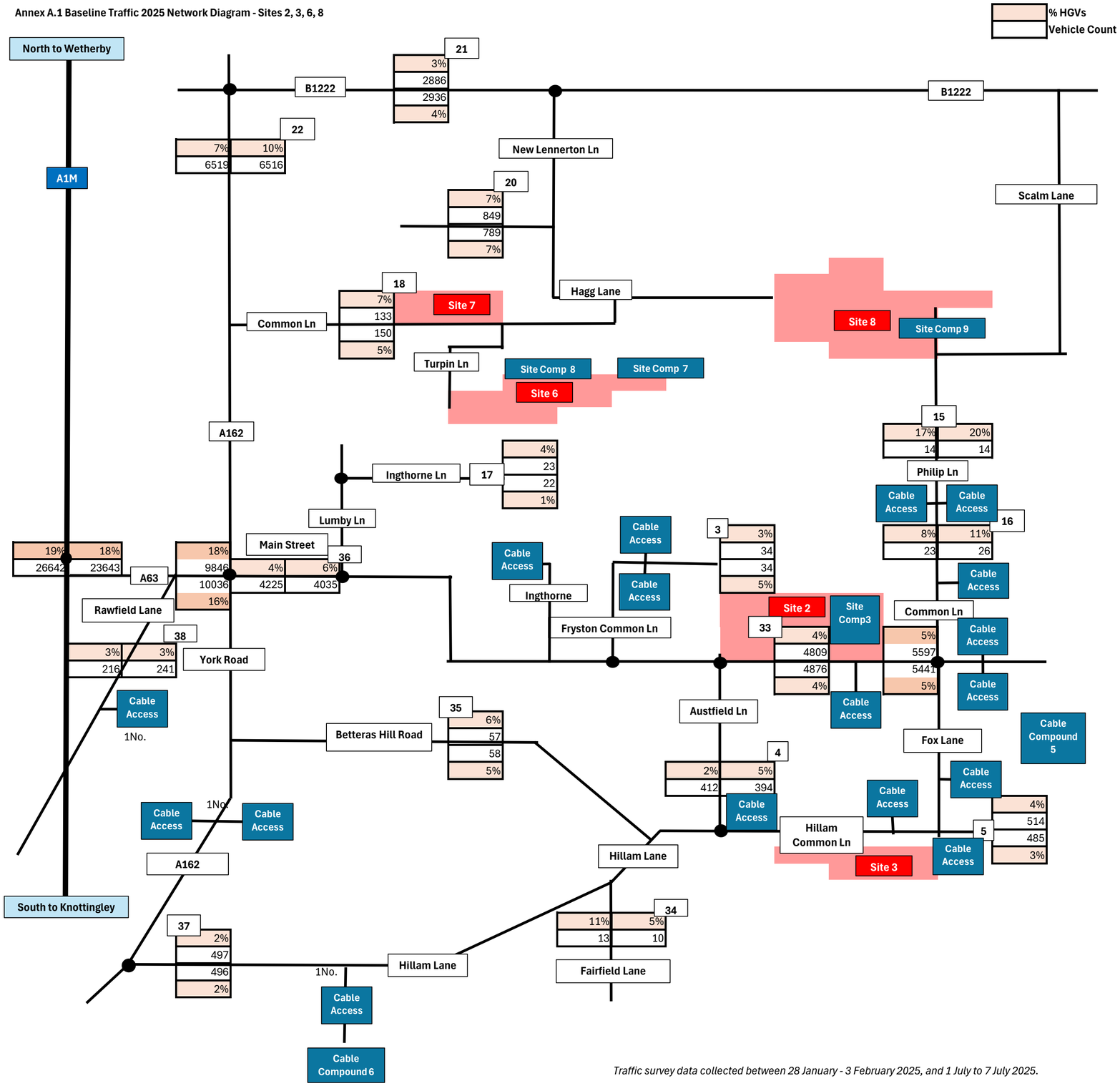
A.1. 2025 Baseline Traffic

Annex A.1 Baseline Traffic 2025 Network Diagram - Solar Development Site 1



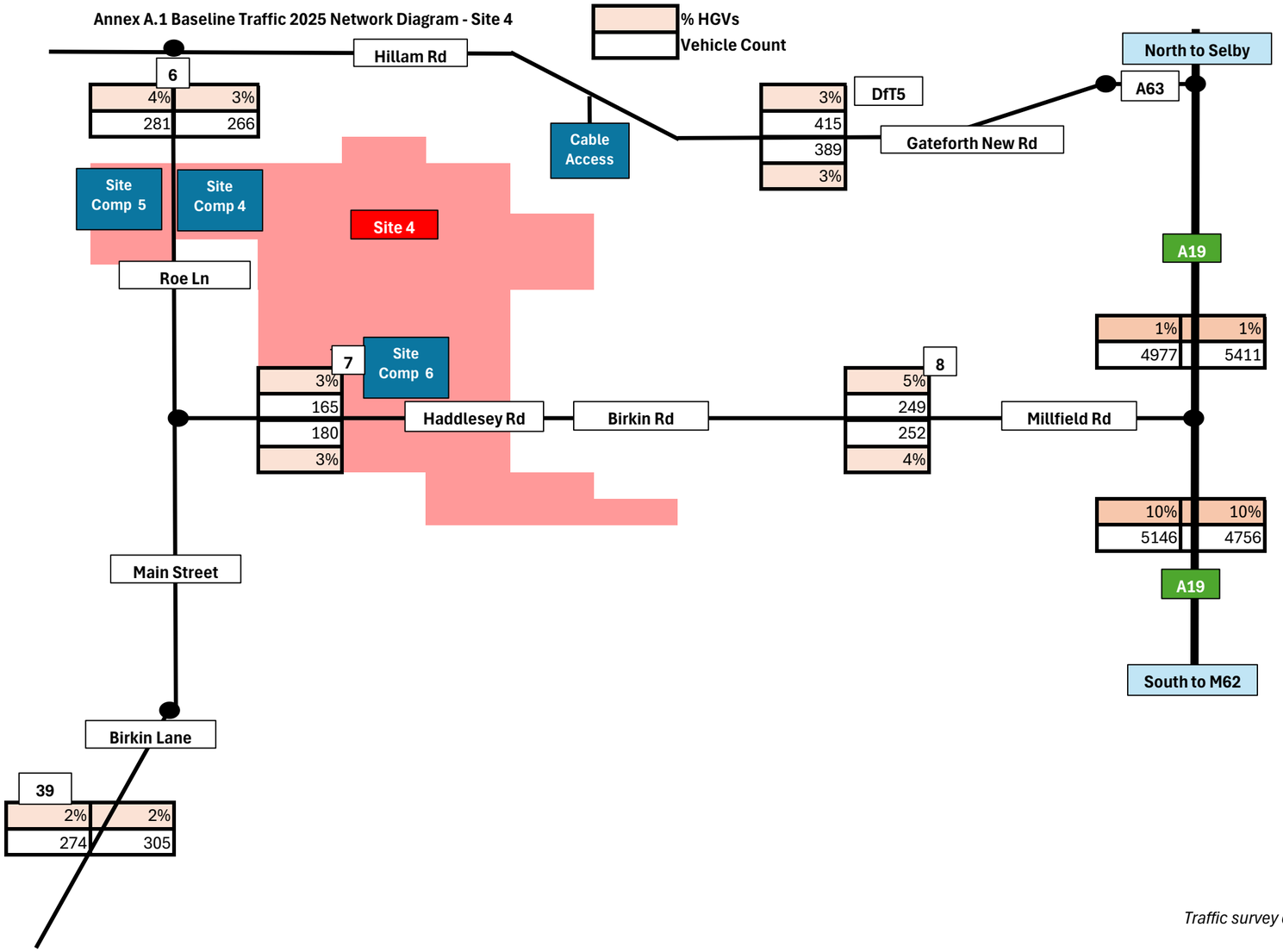
Traffic survey data collected between 28 January - 3 February 2025, and 1 July to 7 July 2025.

Annex A.1 Baseline Traffic 2025 Network Diagram - Sites 2, 3, 6, 8



Traffic survey data collected between 28 January - 3 February 2025, and 1 July to 7 July 2025.

Annex A.1 Baseline Traffic 2025 Network Diagram - Site 4

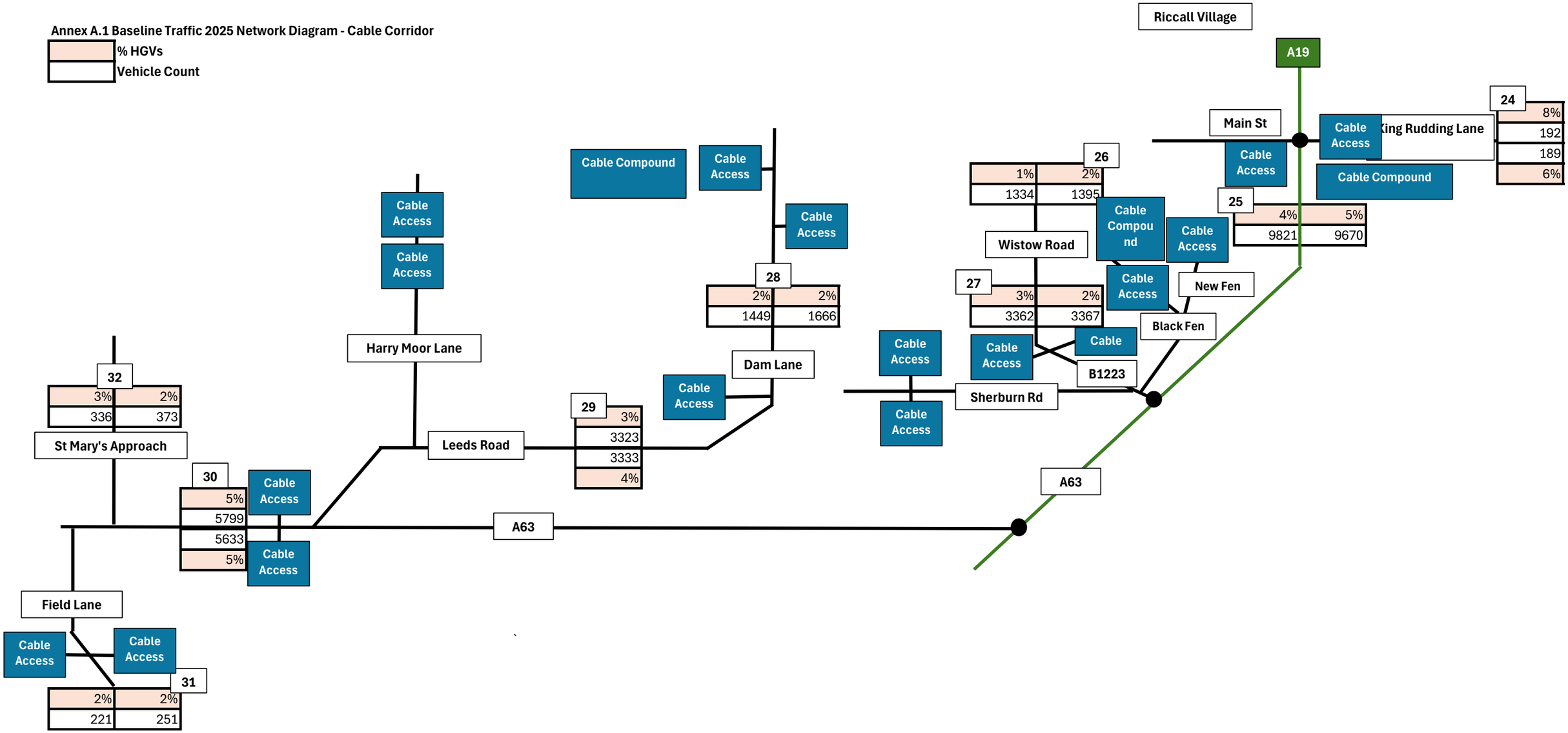


Traffic survey data collected between 28 January - 3 February 2025, and 1 July to 7 July 2025.

Annex A.1 Baseline Traffic 2025 Network Diagram - Cable Corridor

% HGVs

Vehicle Count



Traffic survey data collected between 28 January - 3 February 2025, and 1 July to 7 July 2025.

A.2. 2029 Baseline Traffic

Annex A.2 Baseline Traffic 2029 Network Diagram - Site 1

% HGVs
Vehicle Count

North to York

13
4%
1097
1270
4%

Wheldrake Ln

A19

9
3%
1177
893
3%

Skipworth Rd

10
2%
114
2%
154

Main St

12
3%
863
668
3%

Carr Ln

14
4%
9525
3%
9533

A19

South to Selby

East to Wheldrake

11
3%
834
682
4%

Wheldrake Ln

6%
1180
2%
1375
23

Site 1

Cable Access

Cable Access

Narrow Lane

Bonby Lane

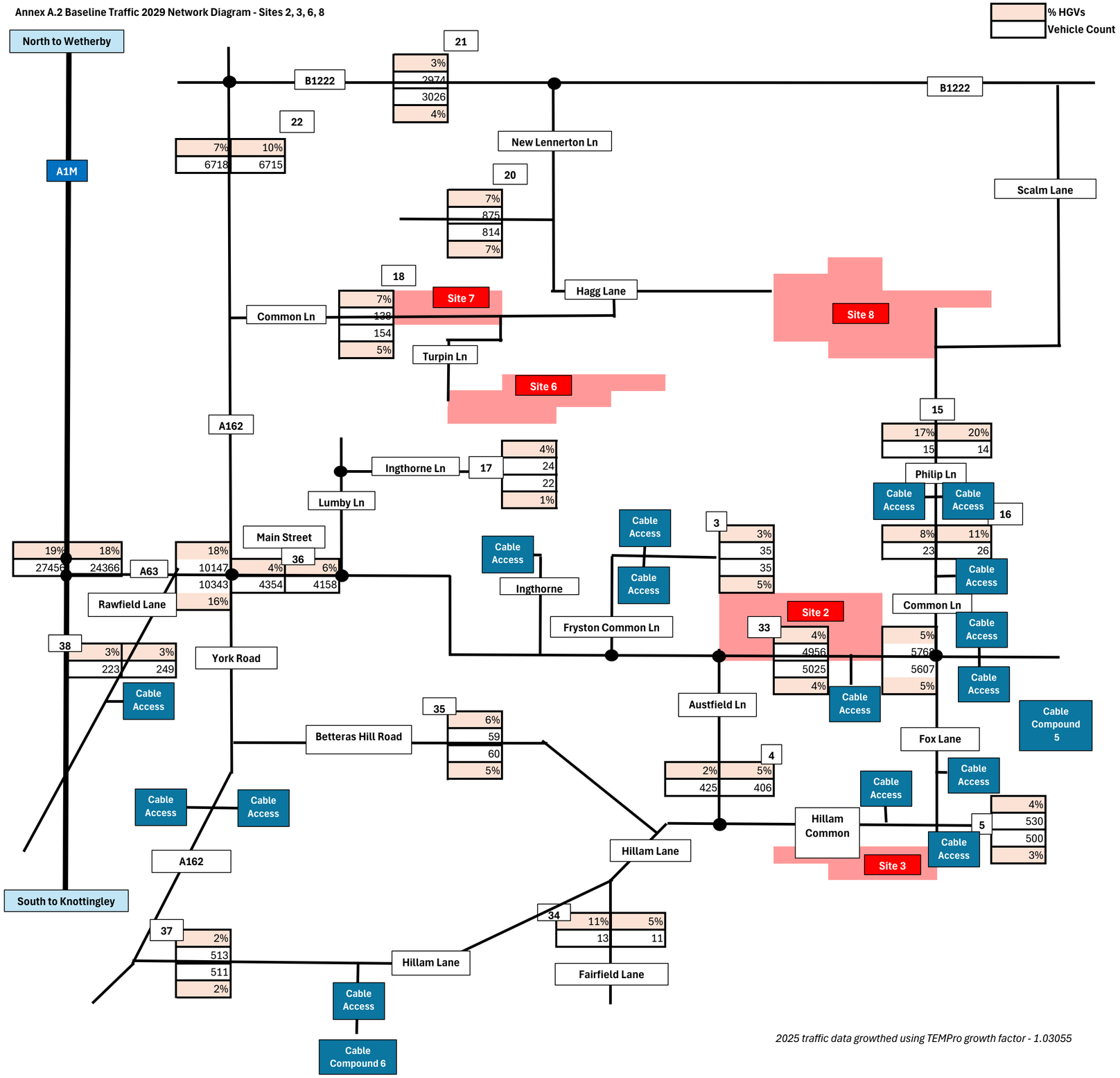
Cable Access

Glade Road

Cable Access

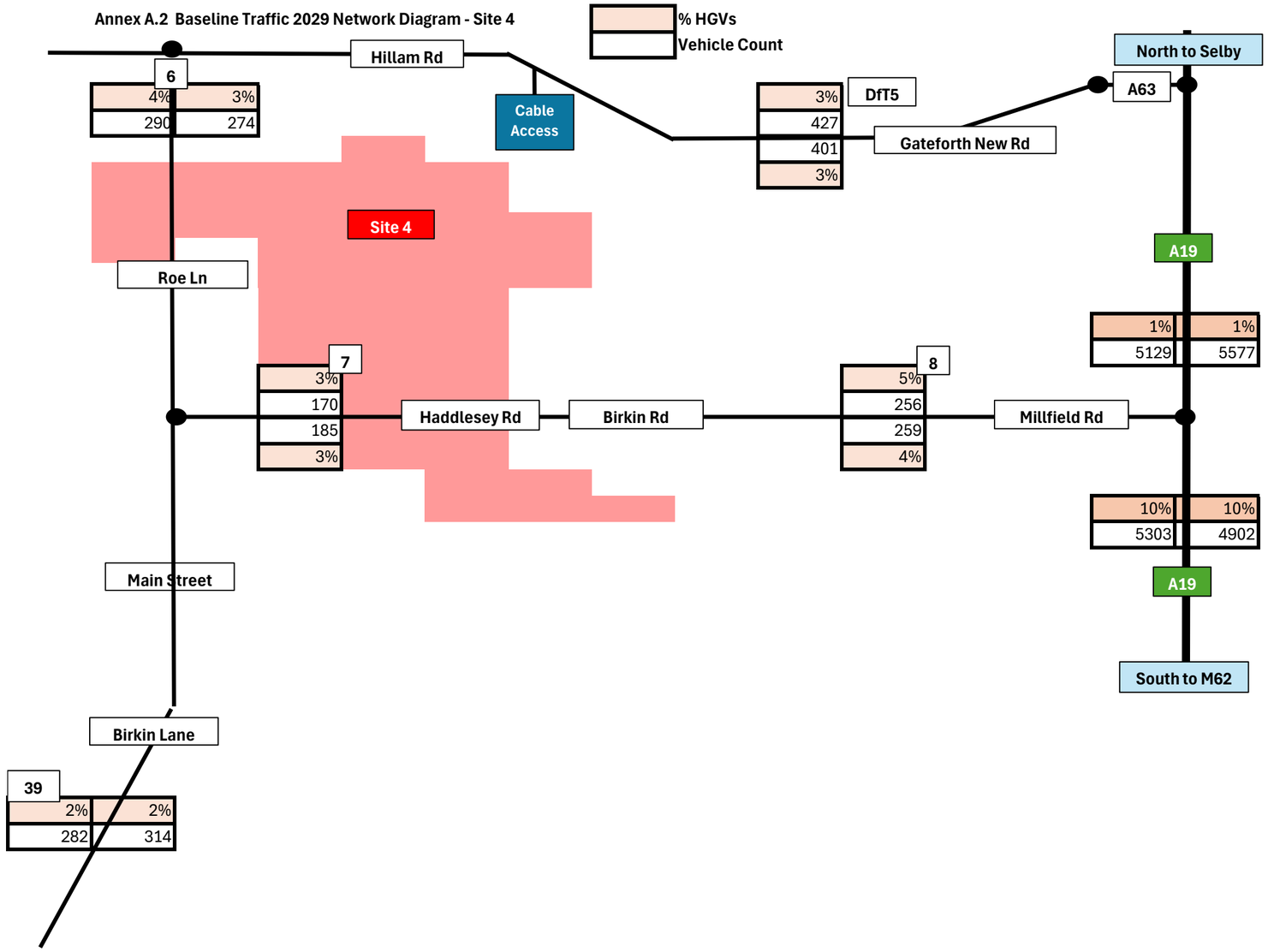
2025 traffic data growthed using TEMPro growth factor - 1.03055

Annex A.2 Baseline Traffic 2029 Network Diagram - Sites 2, 3, 6, 8



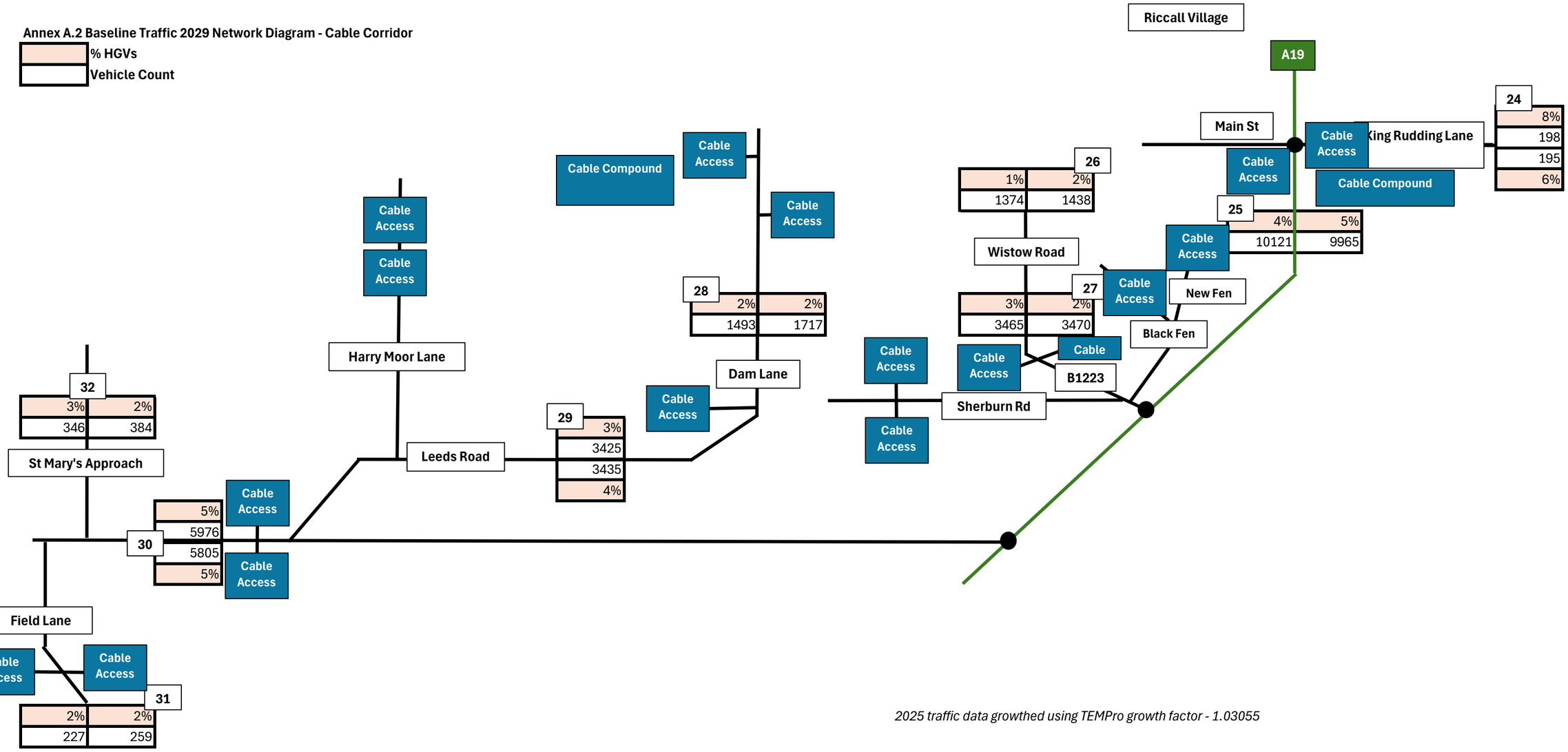
2025 traffic data growthed using TEMPro growth factor - 1.03055

Annex A.2 Baseline Traffic 2029 Network Diagram - Site 4



2025 traffic data growthed using TEMPro growth factor - 1.03055

Annex A.2 Baseline Traffic 2029 Network Diagram - Cable Corridor



2025 traffic data growthed using TEMPro growth factor - 1.03055

A.3. Proposed Development Traffic

Annex A.3 Development Traffic Network Diagram - Site 1

% HGVs
Vehicle Count

North to York

13
100%
10
10
100%

Wheldrake Ln

A19

9
0%
33
33
0%

Skipworth Rd

10

Main St

12

Carr Ln

14
23%
43
23%
43

A19

South to Selby

East to Wheldrake

11
23%
43
43
23%

Wheldrake Ln

58%
12
58%
12
23

Site 1

1No.
Cable Access

1No.
Cable Access

Narrow Lane

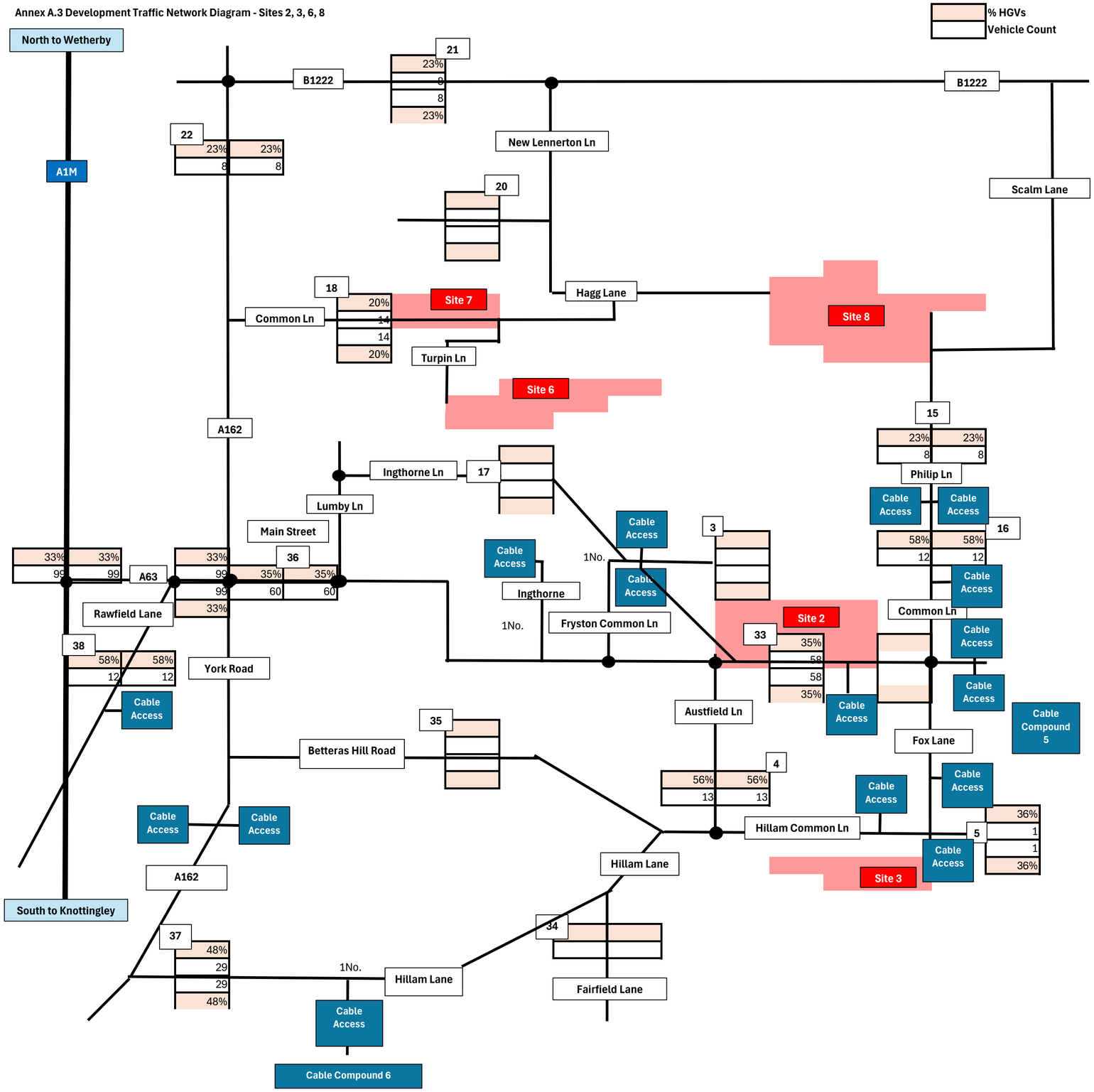
3No. Sites total

Bonby Lane

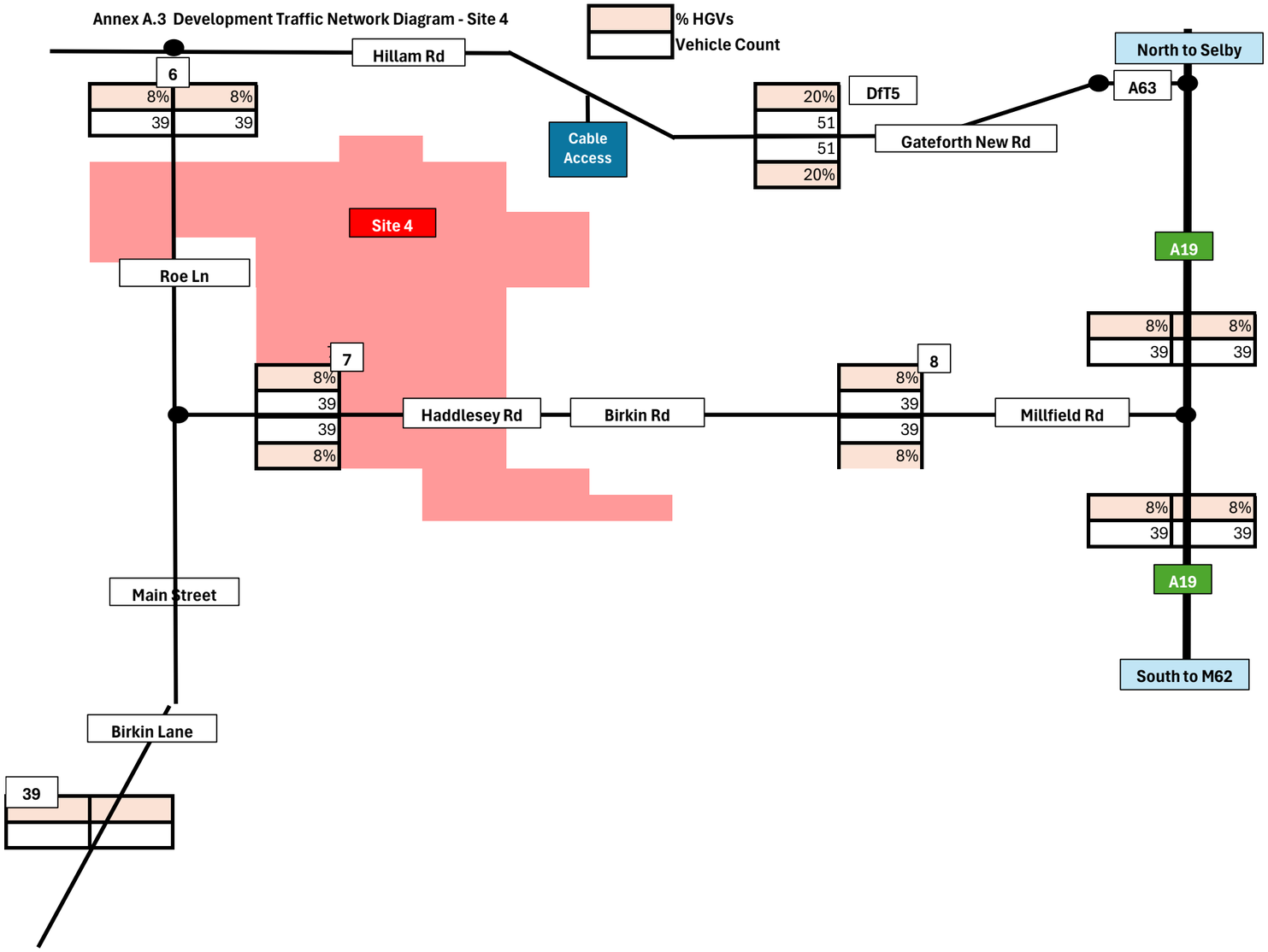
1No.
Cable Access

Glade Road
Cable Access

Annex A.3 Development Traffic Network Diagram - Sites 2, 3, 6, 8



Annex A.3 Development Traffic Network Diagram - Site 4



Annex A.3 Development Traffic Network Diagram - Cable Corridor

% HGVs

Vehicle Count

Riccall Village

A19

Cable Access

King Rudding Lane

24

48%

29

29

48%

Cable Access

Cable Compound

25

48% 48%

87 87

Cable Access

New Fen

Black Fen

Cable Access

Cable Compound

26

48% 48%

29 29

Wistow Road

27

48% 48%

29 29

Cable

B1223

Cable Access

Cable Access

Sherburn Rd

Cable Access

Cable Access

Cable Compound

Cable Access

28

48% 48%

29 29

Dam Lane

Cable

Cable Access

29

51%

41

41

51%

Leeds Road

Harry Moor Lane

Cable Access

Cable Access

32

St Mary's Approach

30

58%

12

12

58%

Cable Access

Cable Access

Field Lane

Cable Access

Cable Access

1No.

31

58% 58%

12 12

A.4. 2029 Baseline + Development Traffic

Annex A.4 Baseline 2029 + Development Traffic Network Diagram - Site 1

% HGVs
Vehicle Count

North to York

A19

Wheldrake Ln

13
5%
1107
1280
5%

Skipworth Rd

9
3%
1210
926
3%

Main St

10
2%
114
2%
154

Carr Ln

12
3%
863
668
3%

14
4%
9568
3%
9577

A19

South to Selby

East to Wheldrake

Wheldrake Ln

11
4%
878
725
5%

23
7%
1192
2%
1387

Site 1

Narrow Lane

Bonby Lane

Glade Road

Annex A.4 Baseline 2029 + Development Traffic Network Diagram - Sites 2, 3, 6, 8

% HGVs
Vehicle Count

North to Wetherby

A1M

B1222

21
3%
2982
3034
4%

B1222

22
7%
6726
10%
6723

New Lennerton Ln

20
7%
875
814
7%

Scalm Lane

18
8%
152
168
6%

Site 7

Common Ln

Hagg Lane

Site 8

Turpin Ln

Site 6

A162

15
19%
23
21%
22

Ingthorne Ln

17
4%
24
22
1%

Lumby Ln

Main Street

Philip Ln

16
25%
35
26%
38

3
3%
35
35
5%

19%
27555
18%
24465

A63

18%
10246
10442
17%

36
4%
4414
6%
4218

Fryston Common Ln

Site 2

33
4%
5014
5083
4%

Common Ln

Rawfield Lane

38
6%
239
6%
261

York Road

Austfield Ln

35
6%
59
60
5%

Betteras Hill Road

Fox Lane

4
4%
438
6%
420

Hillam Common Ln

5
4%
531
501
3%

Site 3

Hillam Lane

A162

South to Knottingley

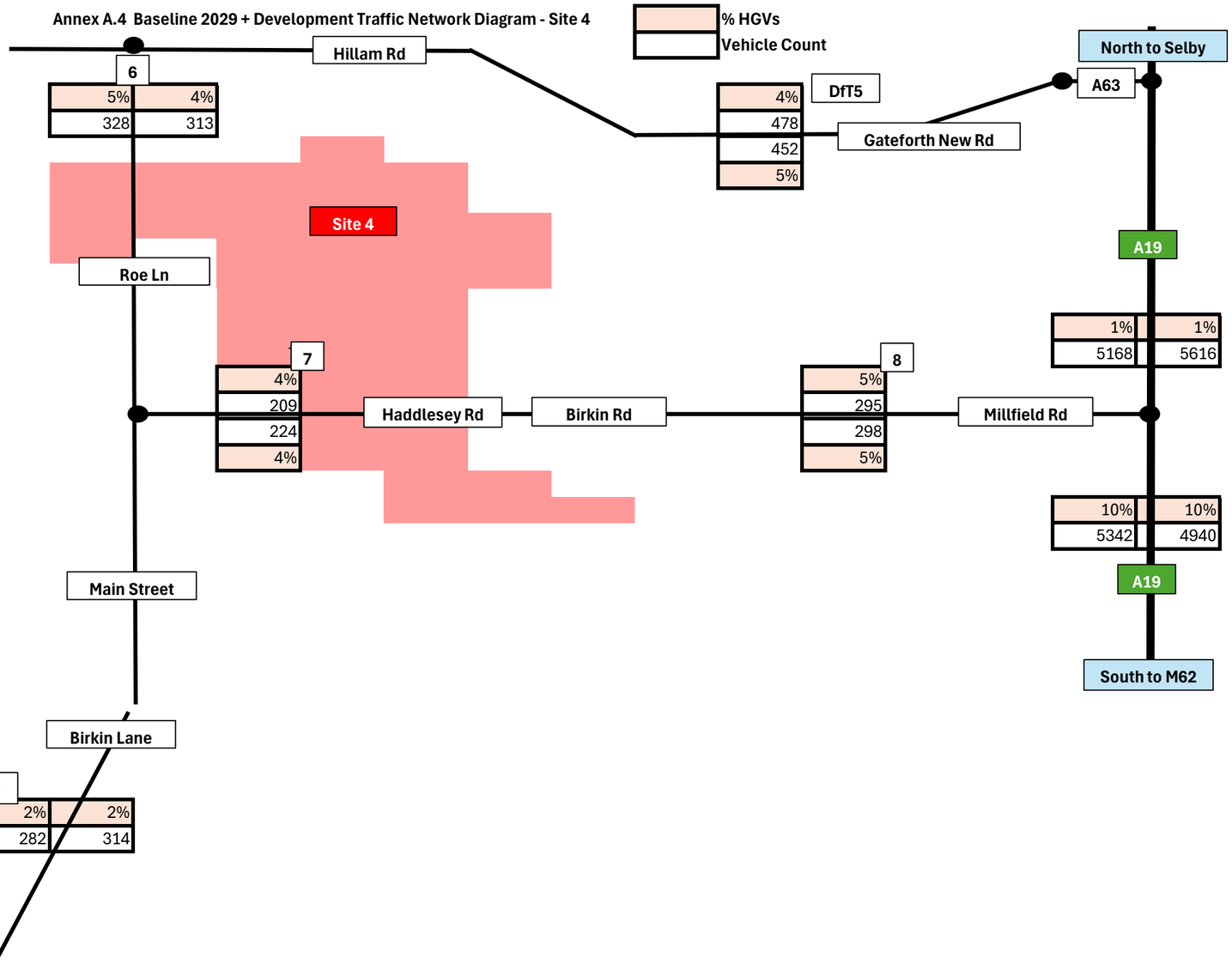
34
11%
13
5%
11

37
5%
542
540
4%

Hillam Lane

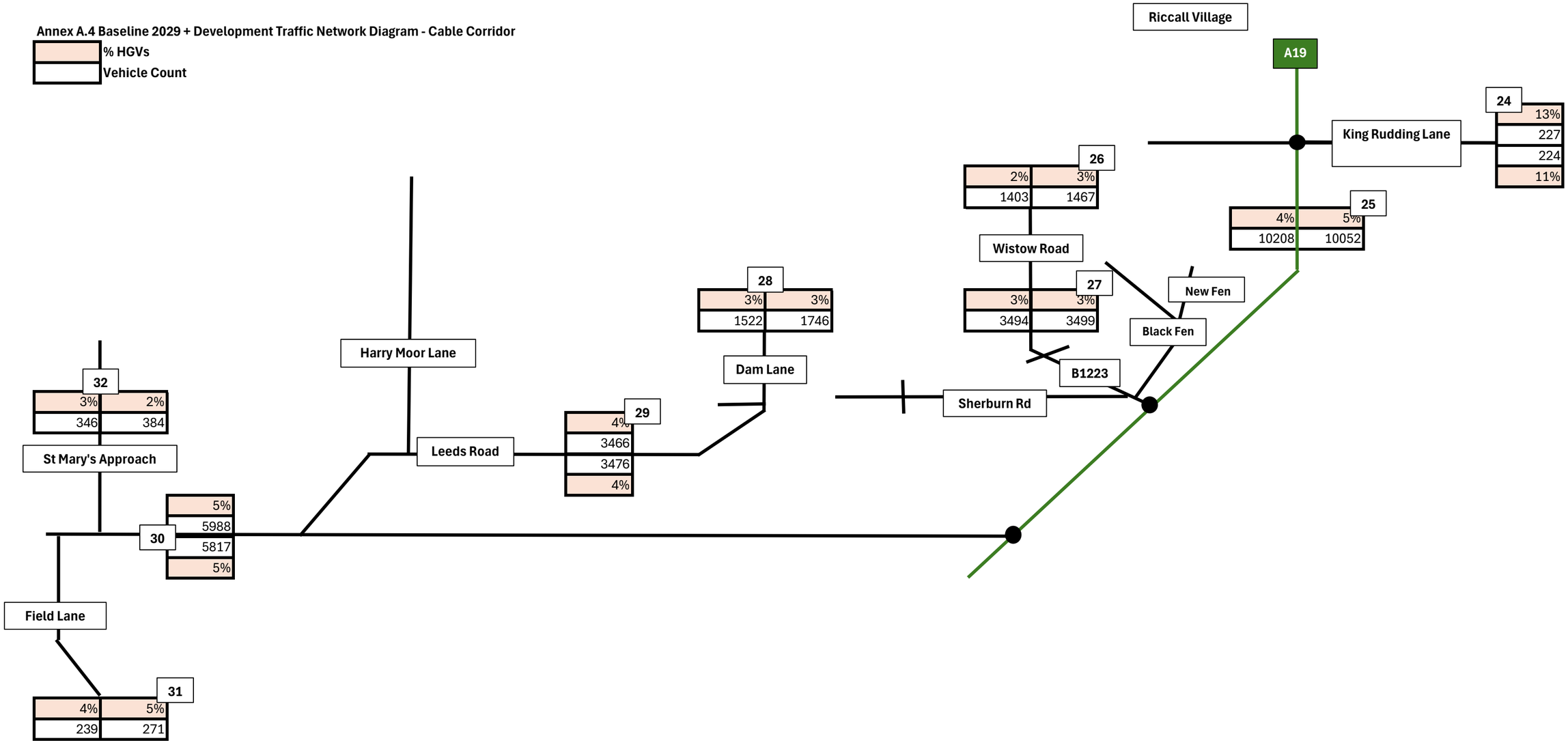
Fairfield Lane

Annex A.4 Baseline 2029 + Development Traffic Network Diagram - Site 4



Annex A.4 Baseline 2029 + Development Traffic Network Diagram - Cable Corridor

	% HGVs
	Vehicle Count



A.5. Committed Development Traffic

Annex A.5 Committed Developments Traffic Network Diagram - Site 1

% HGVs

Vehicle Count

North to York

13

Wheldrake Ln

A19

9

Skipworth Rd

10

Main St

12

Carr Ln

14

A19

South to Selby

East to Wheldrake

11

Wheldrake Ln

23

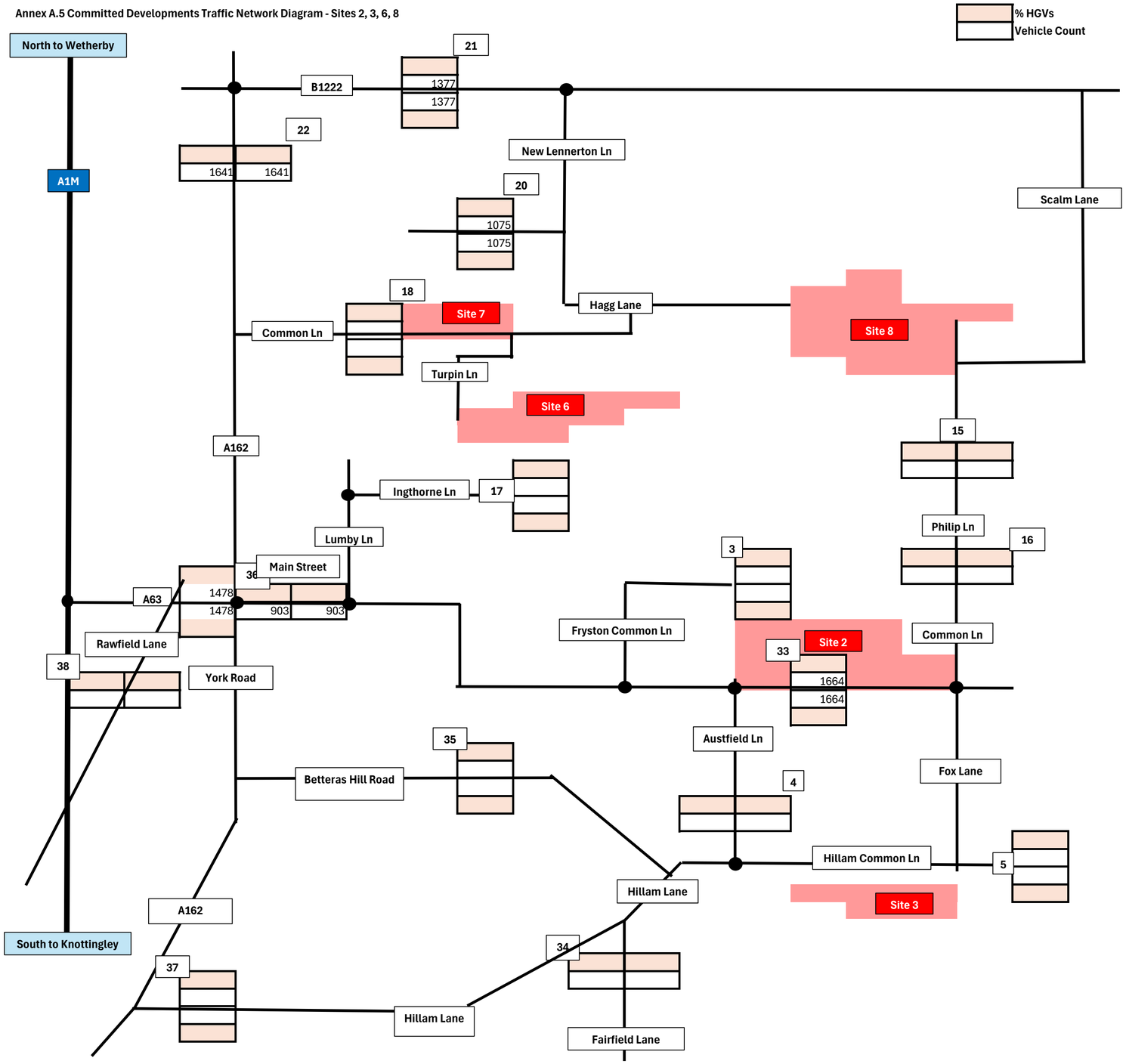
Site 1

Narrow Lane

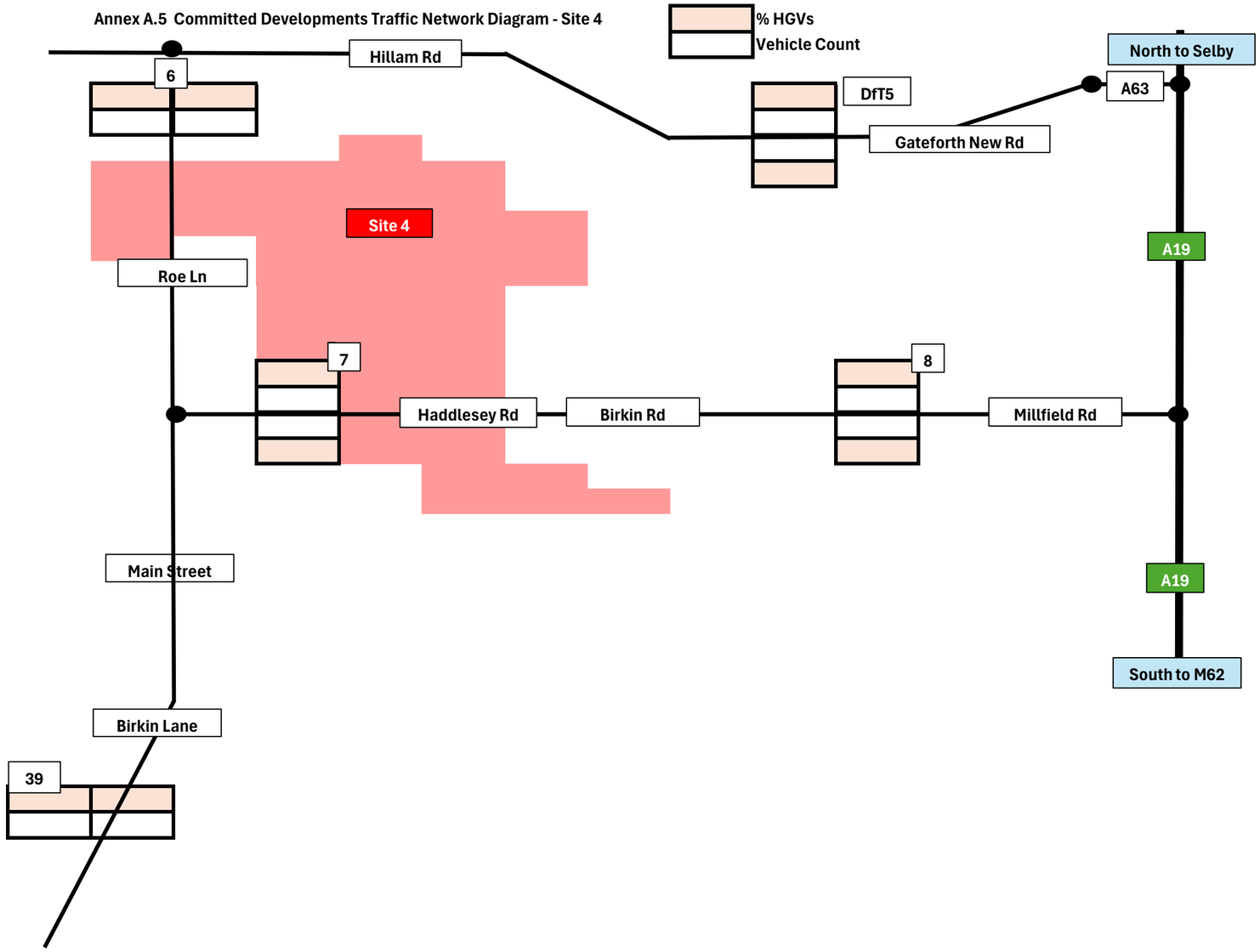
Bonby Lane

Glade Road

Annex A.5 Committed Developments Traffic Network Diagram - Sites 2, 3, 6, 8



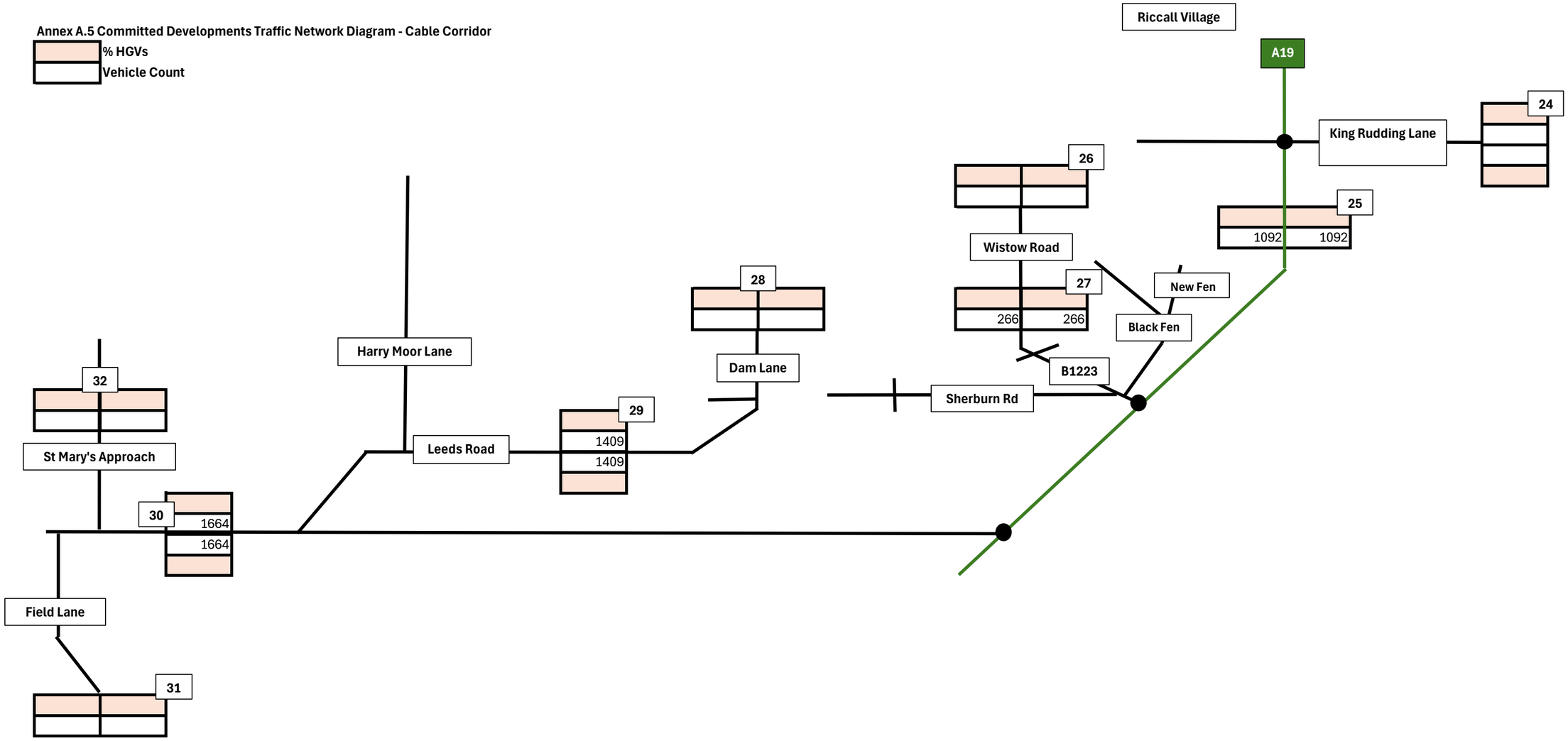
Annex A.5 Committed Developments Traffic Network Diagram - Site 4



Annex A.5 Committed Developments Traffic Network Diagram - Cable Corridor

% HGVs

Vehicle Count



A.6. 2029 Baseline + Committed Development

Annex A.6 Baseline 2029 + Committed Developments Traffic Network Diagram - Site 1

% HGVs (Excluding Committed Developments)

Vehicle Count

North to York

13
4%
1097
1270
4%

Wheldrake Ln

A19

9
3%
1177
893
3%

Skipworth Rd

10
2%
114
2%
154

Main St

12
3%
863
668
3%

Carr Ln

14
4%
9525
3%
9533

A19

South to Selby

East to Wheldrake

11
3%
834
682
4%

Wheldrake Ln

23
6%
1180
2%
1375

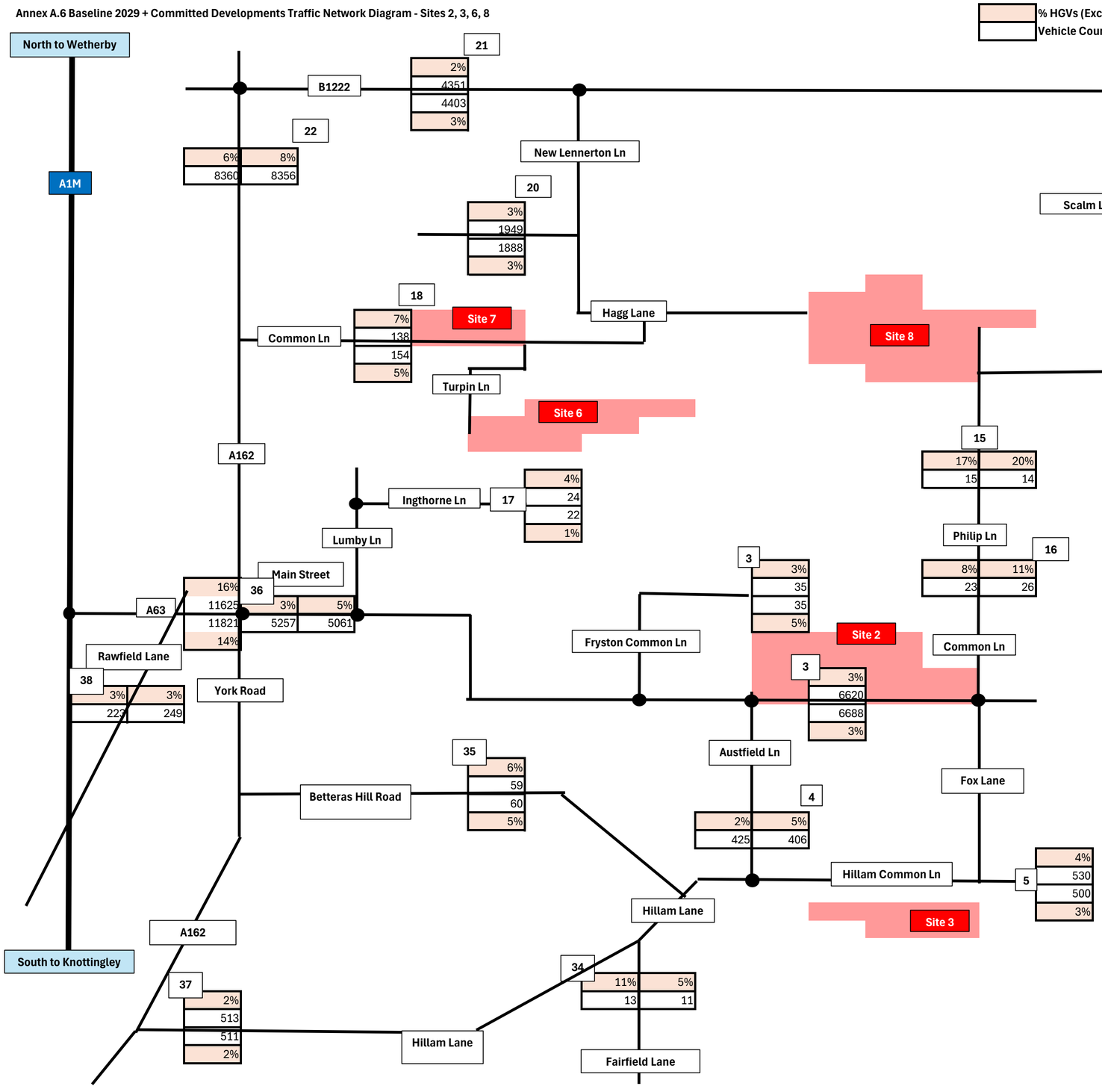
Site 1

Narrow Lane

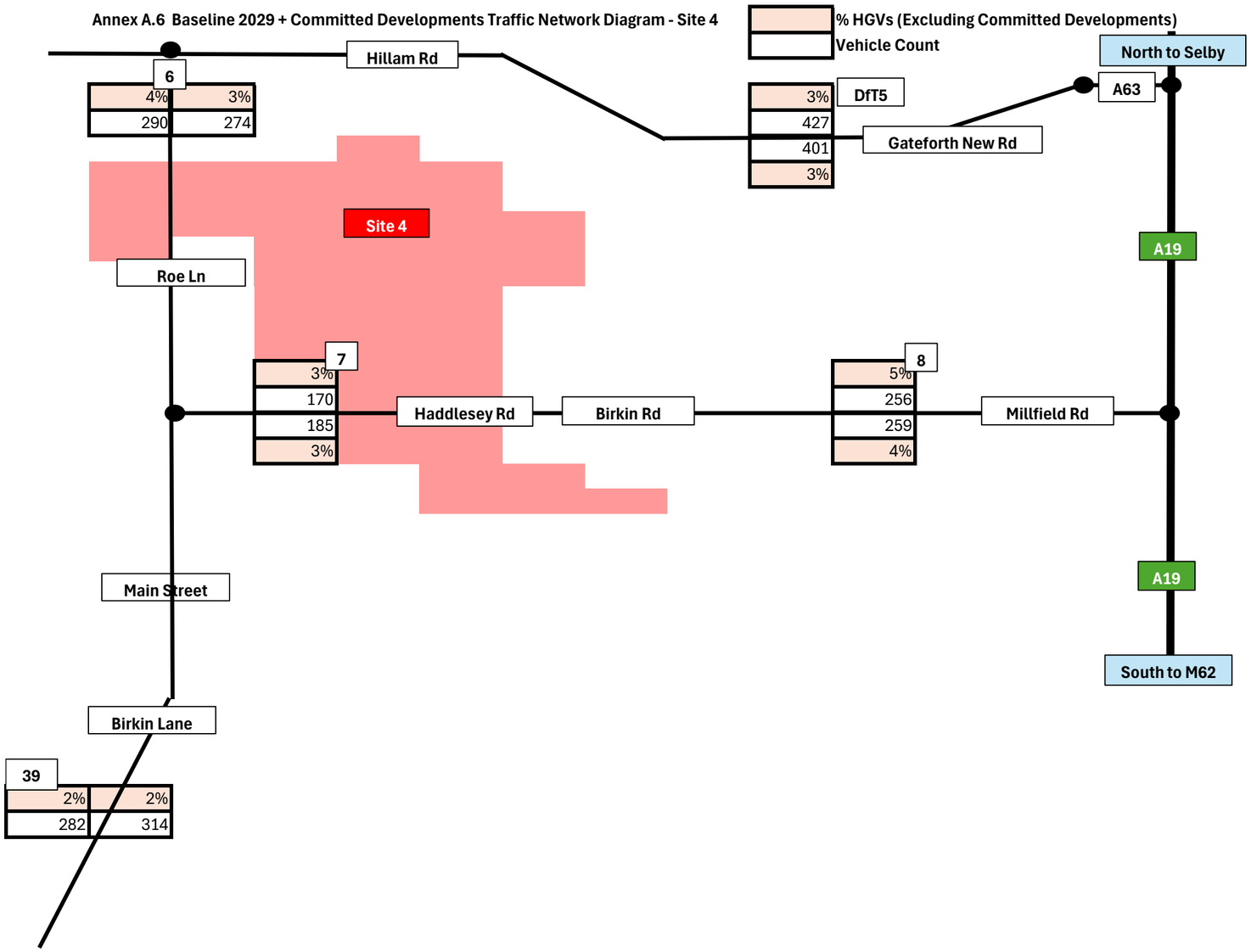
Bonby Lane

Glade Road

Annex A.6 Baseline 2029 + Committed Developments Traffic Network Diagram - Sites 2, 3, 6, 8



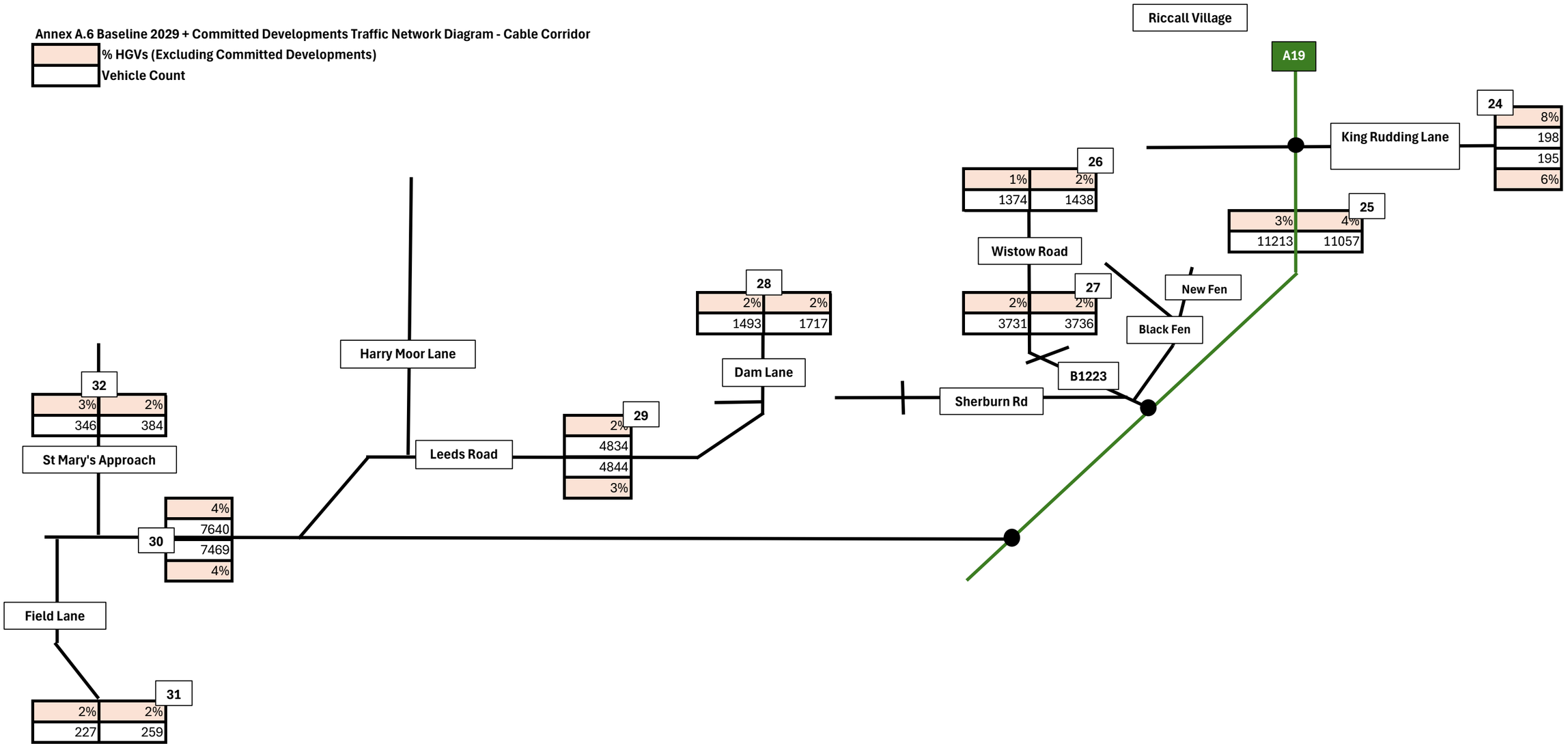
Annex A.6 Baseline 2029 + Committed Developments Traffic Network Diagram - Site 4



Annex A.6 Baseline 2029 + Committed Developments Traffic Network Diagram - Cable Corridor

% HGVs (Excluding Committed Developments)

Vehicle Count



A.7. 2029 Baseline + Committed Development Traffic + Development Traffic

Annex A.7 Baseline 2029 + Committed Developments + Development Traffic Network Diagram - Site 1

% HGVs (Excluding Committed Developments)
Vehicle Count

North to York

Wheldrake Ln

13
5%
1107
1280
5%

A19

Skipworth Rd

9
3%
1210
926
3%

10
2%
114
2%
154

Main St

Carr Ln

12
3%
863
668
3%

14
4%
9568
3%
9577

A19

South to Selby

East to Wheldrake

Wheldrake Ln

11
4%
878
725
5%

23
7%
1192
2%
1387

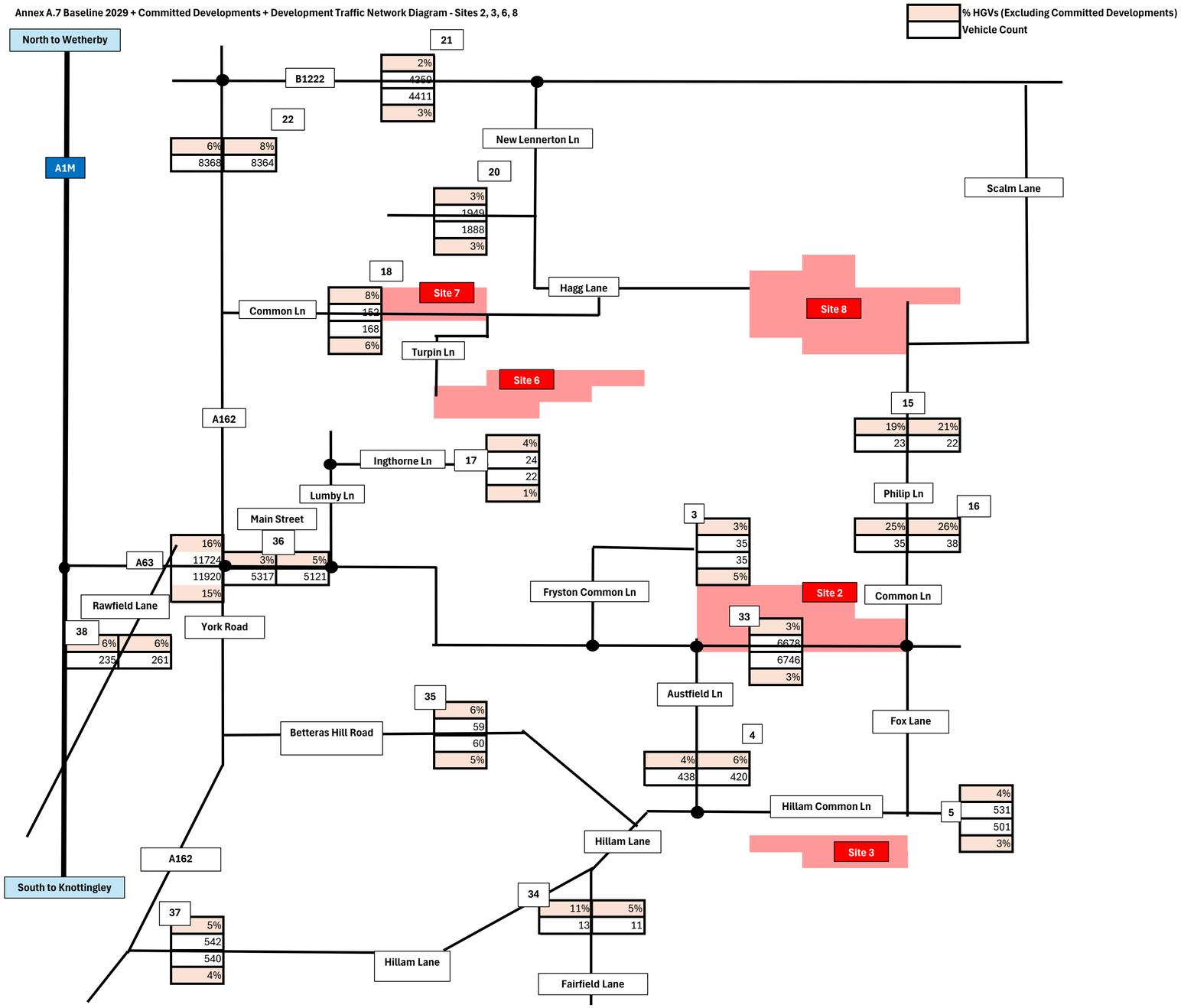
Site 1

Narrow Lane

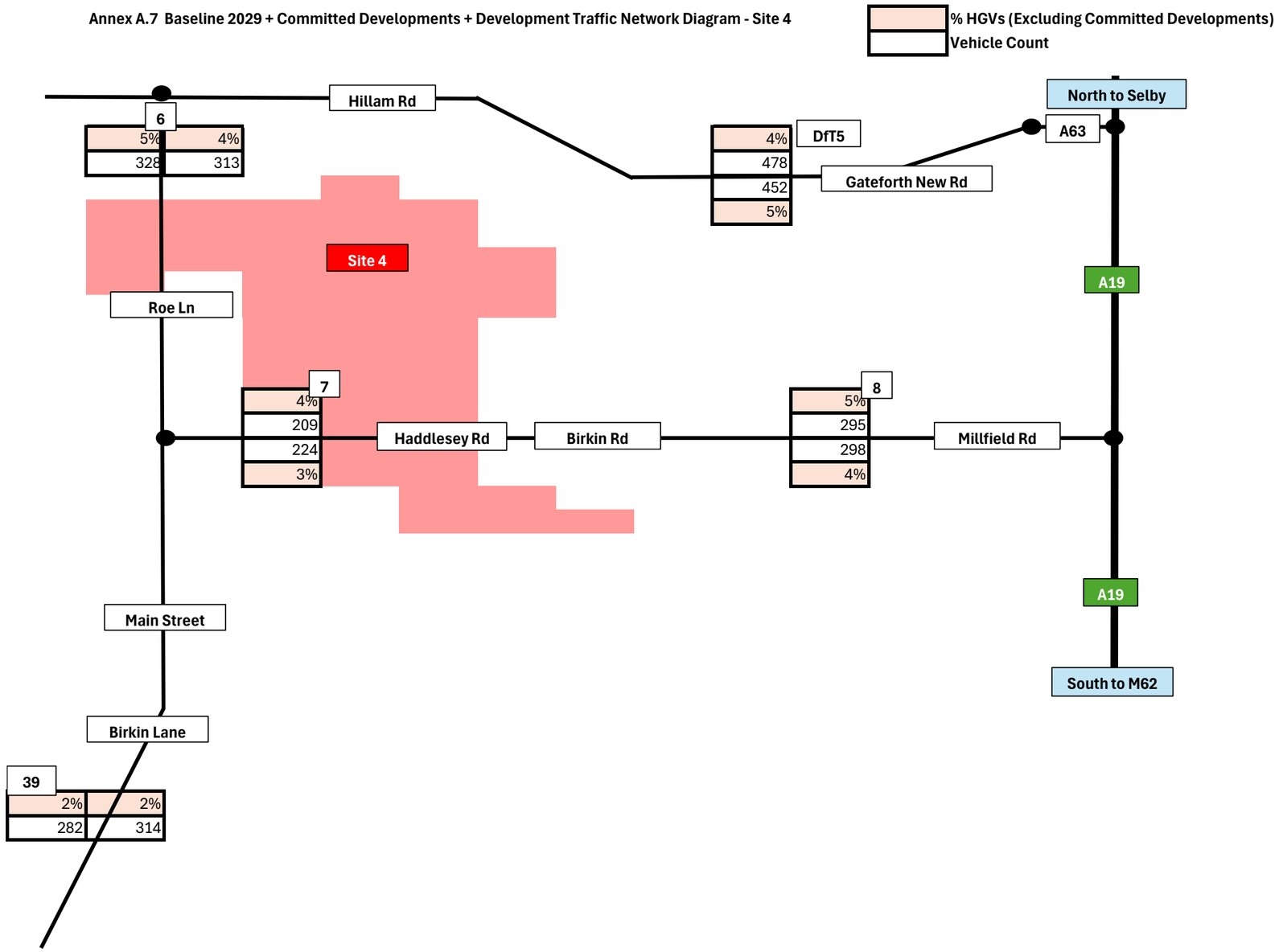
Bonby Lane

Glade Road

Annex A.7 Baseline 2029 + Committed Developments + Development Traffic Network Diagram - Sites 2, 3, 6, 8



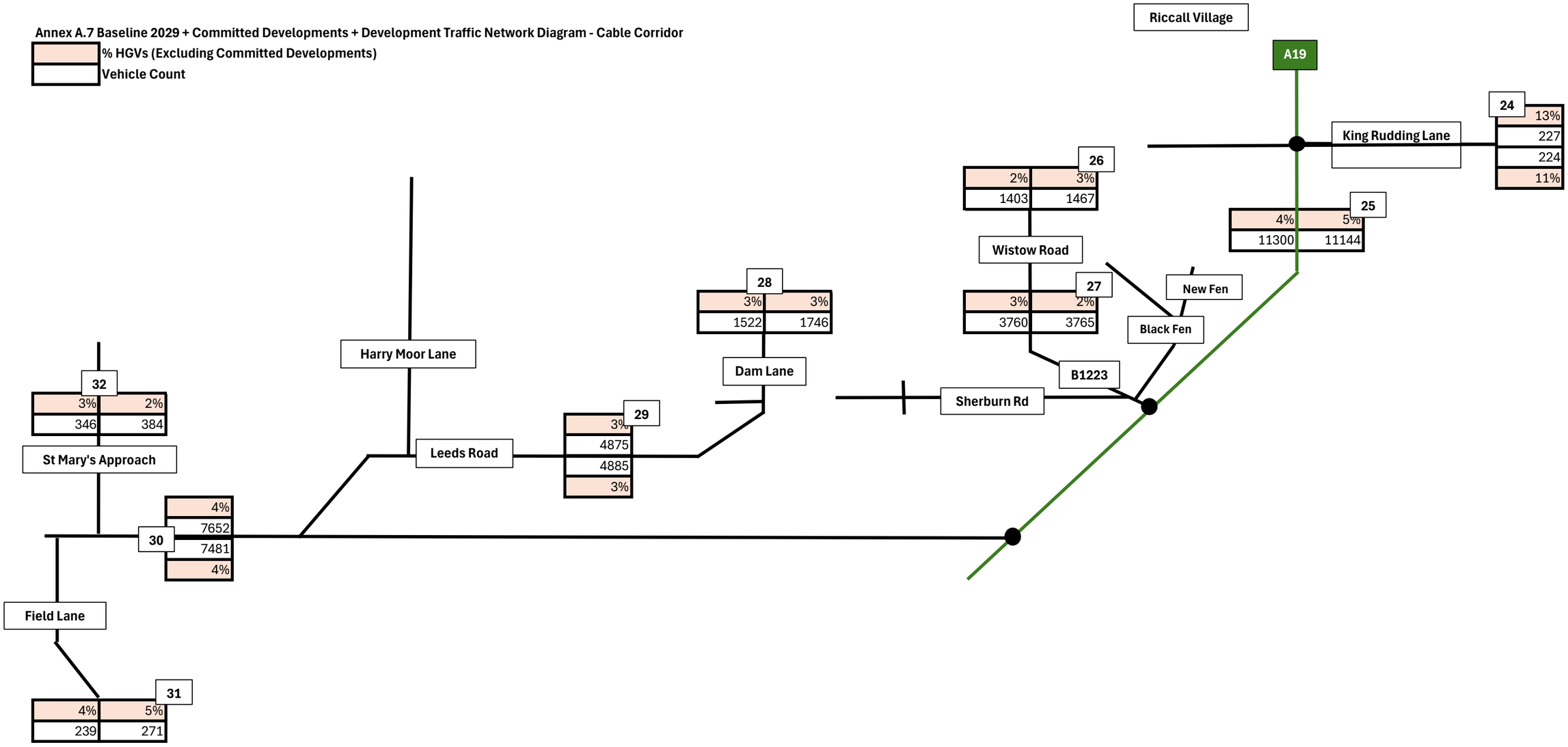
Annex A.7 Baseline 2029 + Committed Developments + Development Traffic Network Diagram - Site 4



Annex A.7 Baseline 2029 + Committed Developments + Development Traffic Network Diagram - Cable Corridor

% HGVs (Excluding Committed Developments)

Vehicle Count



A.8. Peak Development Traffic

Annex A.8 Peak Development Traffic Network Diagram - Site 1

% HGVs

Vehicle Count

North to York

Wheldrake Ln

13

100%
13
13
100%

A19

Skipworth Rd

9

0%
77
77
0%

10

Main St

Carr Ln

12

14

14% 14%
90 90

A19

South to Selby

East to Wheldrake

11

14%
90
90
14%

Wheldrake Ln

58% 58% 23
12 12

Site 1

1No. Cable Access

1No. Cable Access

Narrow Lane

3No. Sites total

Bonby Lane

1No. Cable Access

Glade Road

Cable Access

Annex A.3 Development Traffic Network Diagram - Sites 2, 3, 6, 8

% HGVs
Vehicle Count

North to Wetherby

A1M

B1222

21
18%
28
28
18%

B1222

22
18% 18%
28 28

New Lennerton Ln

20

Scalm Lane

18
17%
42
42
17%

Site 7

Common Ln

Hagg Lane

Site 8

Turpin Ln

Site 6

A162

15
18% 18%
28 28

Philip Ln

Ingthorne Ln

17

Lumby Ln

Cable Access

Cable Access

Main Street

Cable Access

3

1No.

24% 24%
199 199

A63

24%
199
199
24%

36
26% 26%
112 112

Cable Access

Ingthorne

Cable Access

16
58% 58%
12 12

Rawfield Lane

1No.

Fryston Common Ln

Site 2

Common Ln

Cable Access

38
58% 58%
12 12

York Road

33
25%
103
103
25%

Cable Access

Cable Access

Austfield Ln

Cable Access

Cable Compound 5

35

Fox Lane

Betteras Hill Road

7

4
45% 45%
21 21

Cable Access

Cable Access

Cable Access

Cable Access

Hillam Common Ln

5
28%
9
9
28%

Cable Access

Hillam Lane

A162

Site 3

South to Knottingley

34

37
48%
29
29
48%

1No.

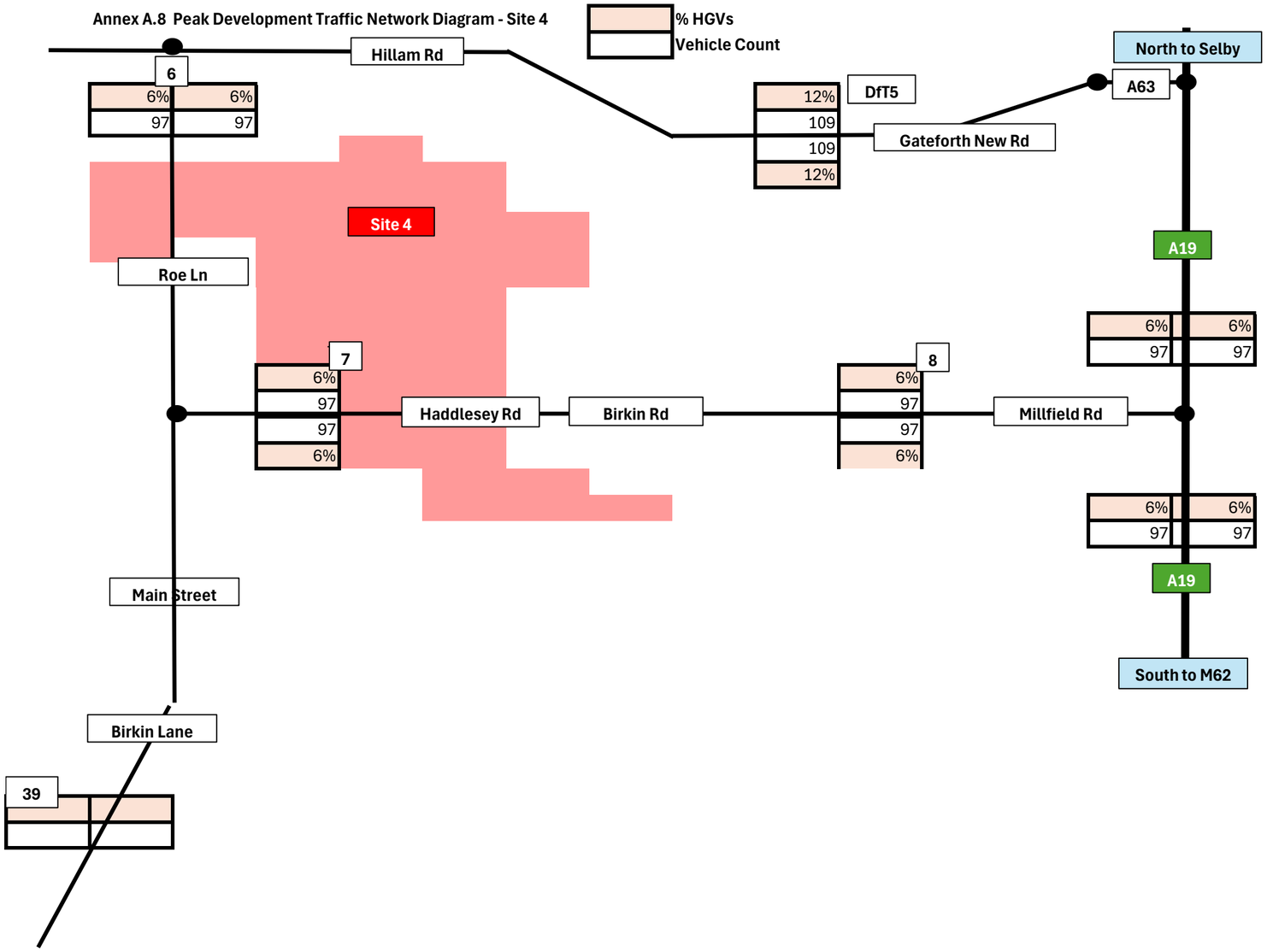
Hillam Lane

Fairfield Lane

Cable Access

Cable Compound 6

Annex A.8 Peak Development Traffic Network Diagram - Site 4



A.9. Baseline 2029 + Peak Development Traffic

Annex A.9 Baseline 2029 + Peak Development Traffic Network Diagram - Site 1

% HGVs
Vehicle Count

North to York

A19

Wheldrake Ln

13
5%
1109
1283
5%

Skipworth Rd

9
3%
1254
970
3%

10
2%
114
2%
154

Main St

Carr Ln

12
3%
863
668
3%

14
4%
9615
3%
9623

A19

South to Selby

East to Wheldrake

Wheldrake Ln

11
4%
924
772
5%

23
7%
1192
2%
1387

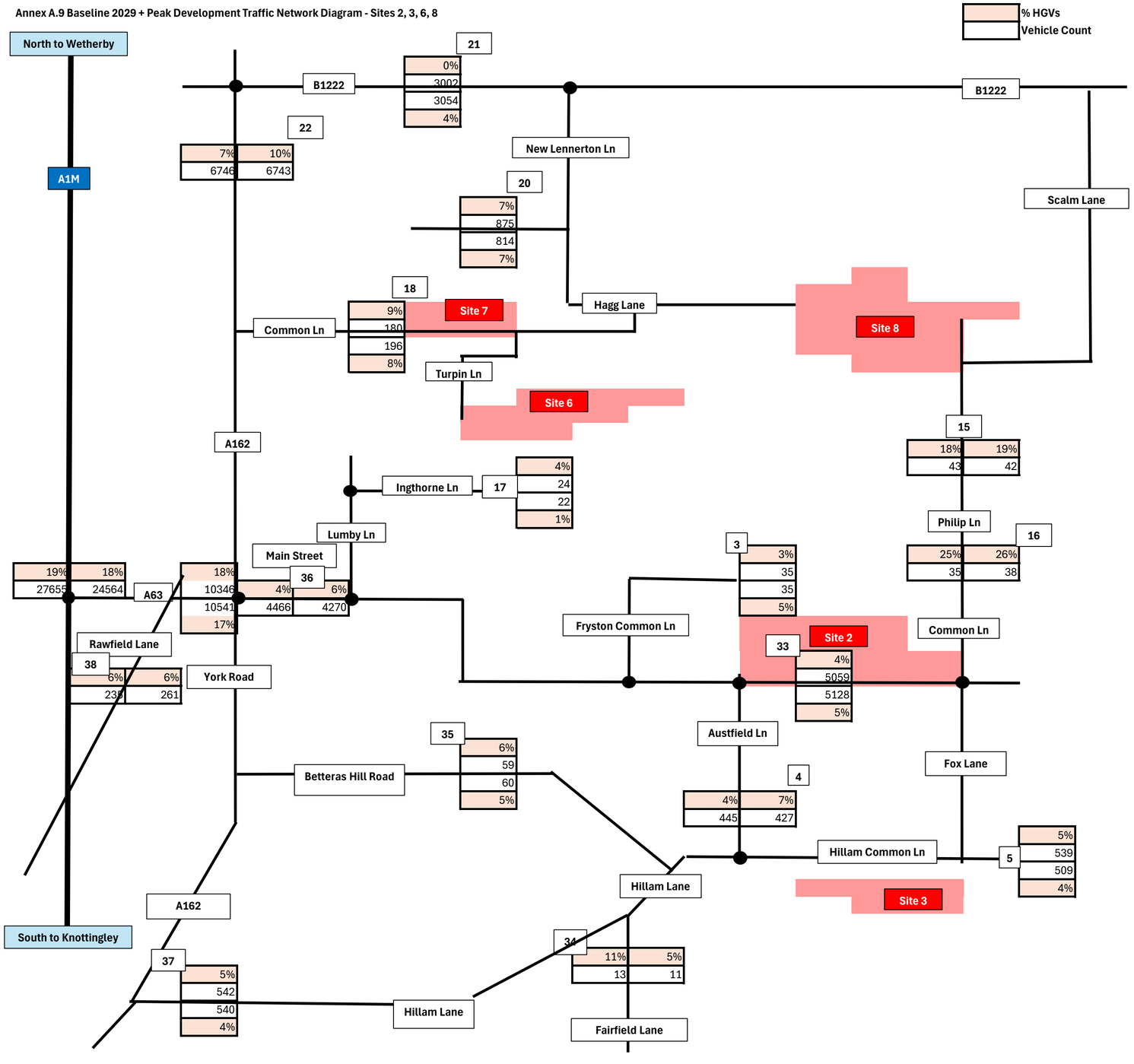
Site 1

Narrow Lane

Bonby Lane

Glade Road

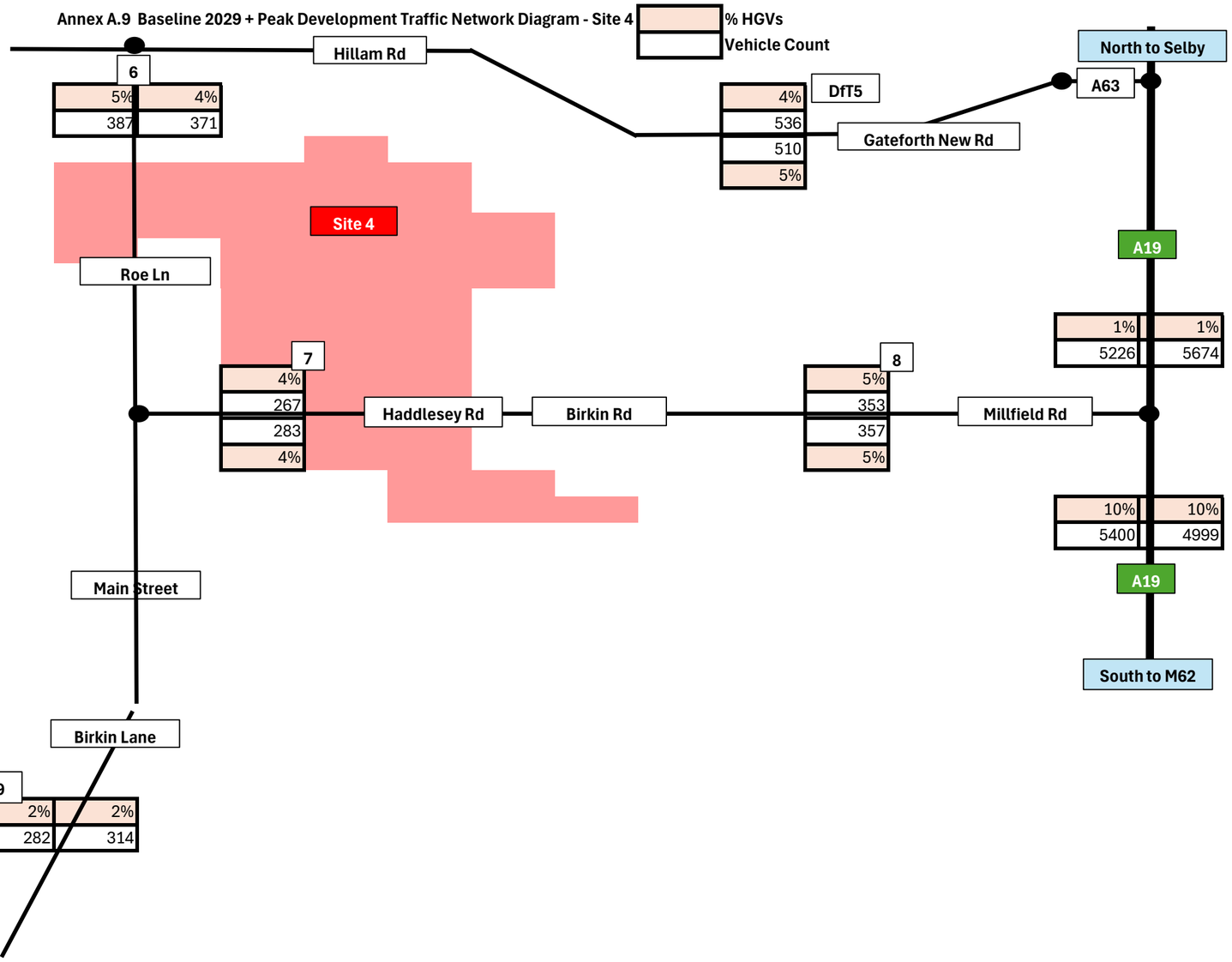
Annex A.9 Baseline 2029 + Peak Development Traffic Network Diagram - Sites 2, 3, 6, 8



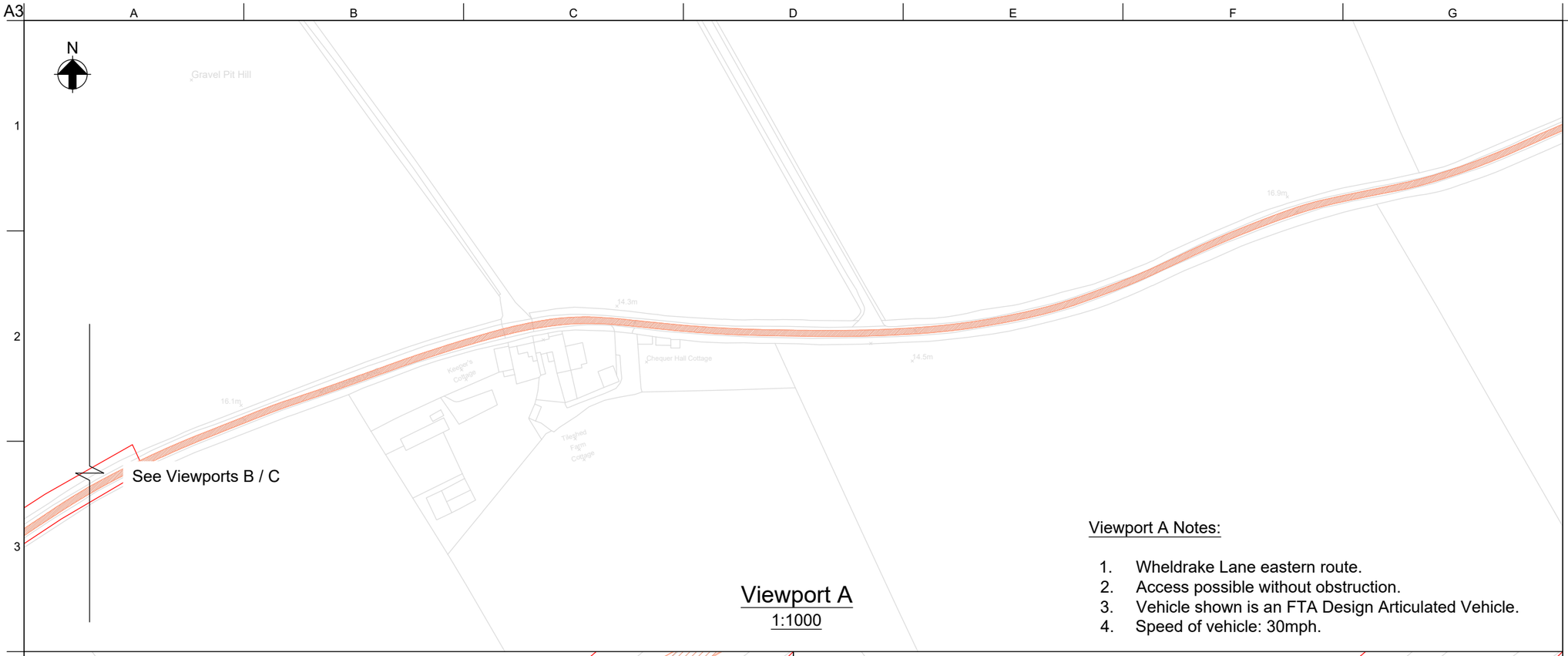
Annex A.9 Baseline 2029 + Peak Development Traffic Network Diagram - Site 4

% HGVs

Vehicle Count



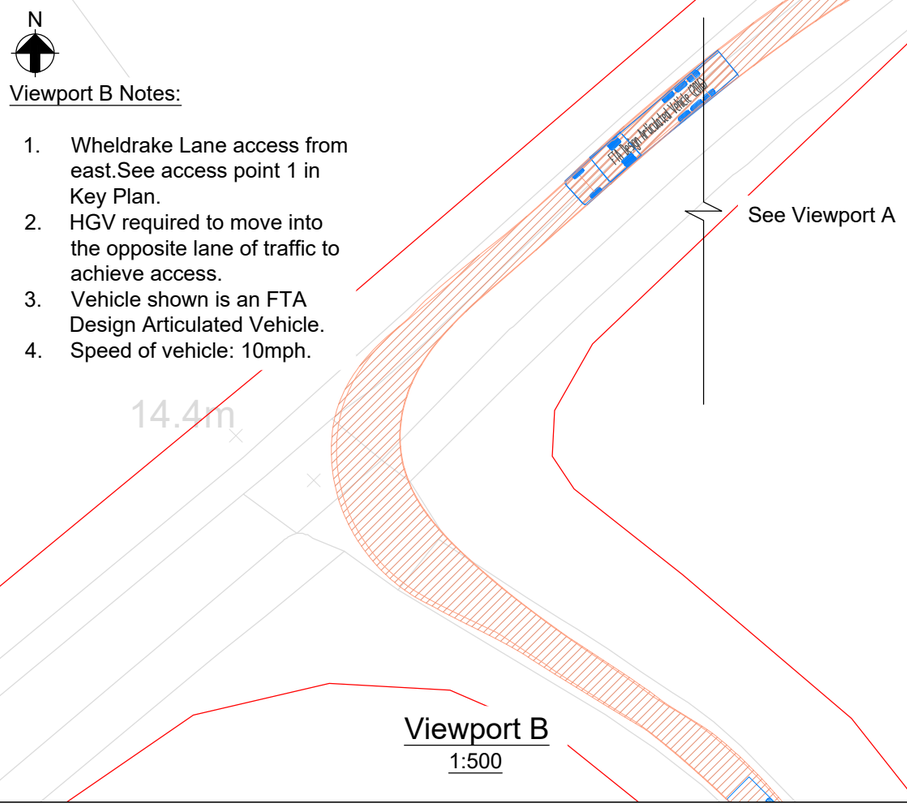
Annex B Access Maps



Viewport A
1:1000

Viewport A Notes:

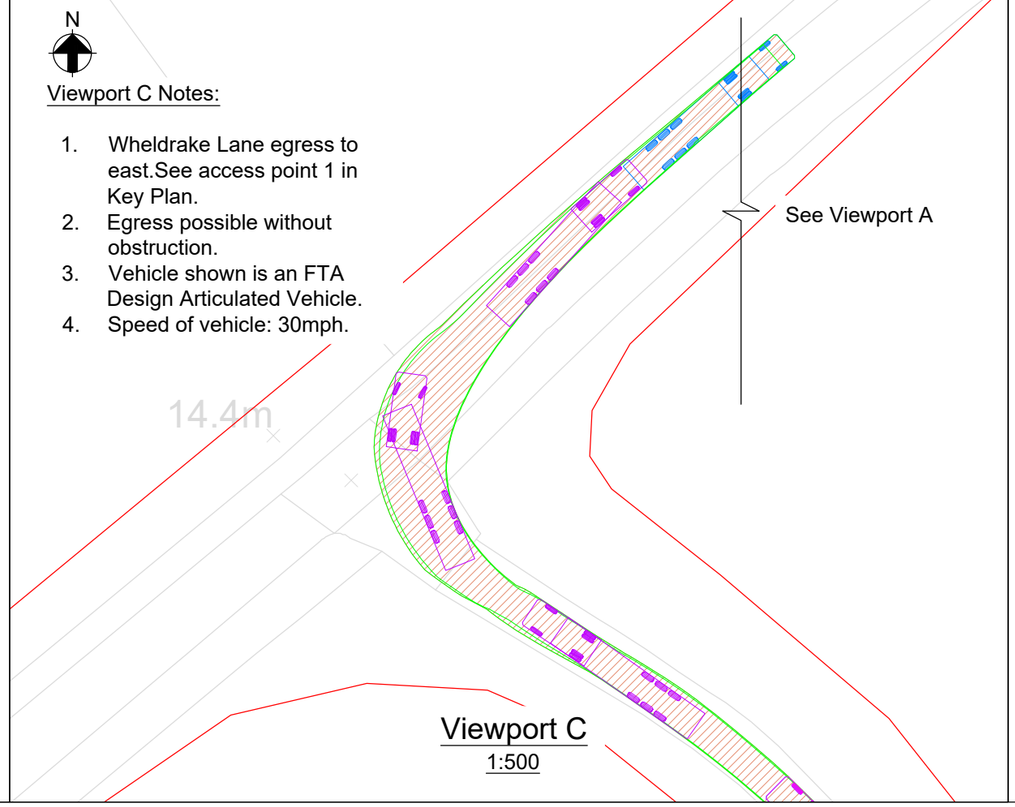
1. Wheldrake Lane eastern route.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 30mph.



Viewport B Notes:

1. Wheldrake Lane access from east.See access point 1 in Key Plan.
2. HGV required to move into the opposite lane of traffic to achieve access.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport B
1:500



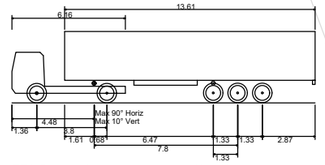
Viewport C Notes:

1. Wheldrake Lane egress to east.See access point 1 in Key Plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 30mph.

Viewport C
1:500

Legend

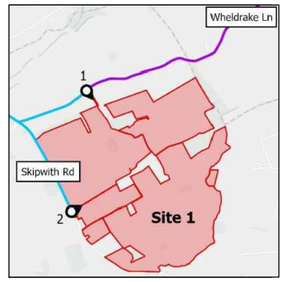
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P02	01/09/26	BW	NH	TE
For information only				

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 1
Wheldrake Lane Eastern Route
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/ 06.03.14.B.T001_2**

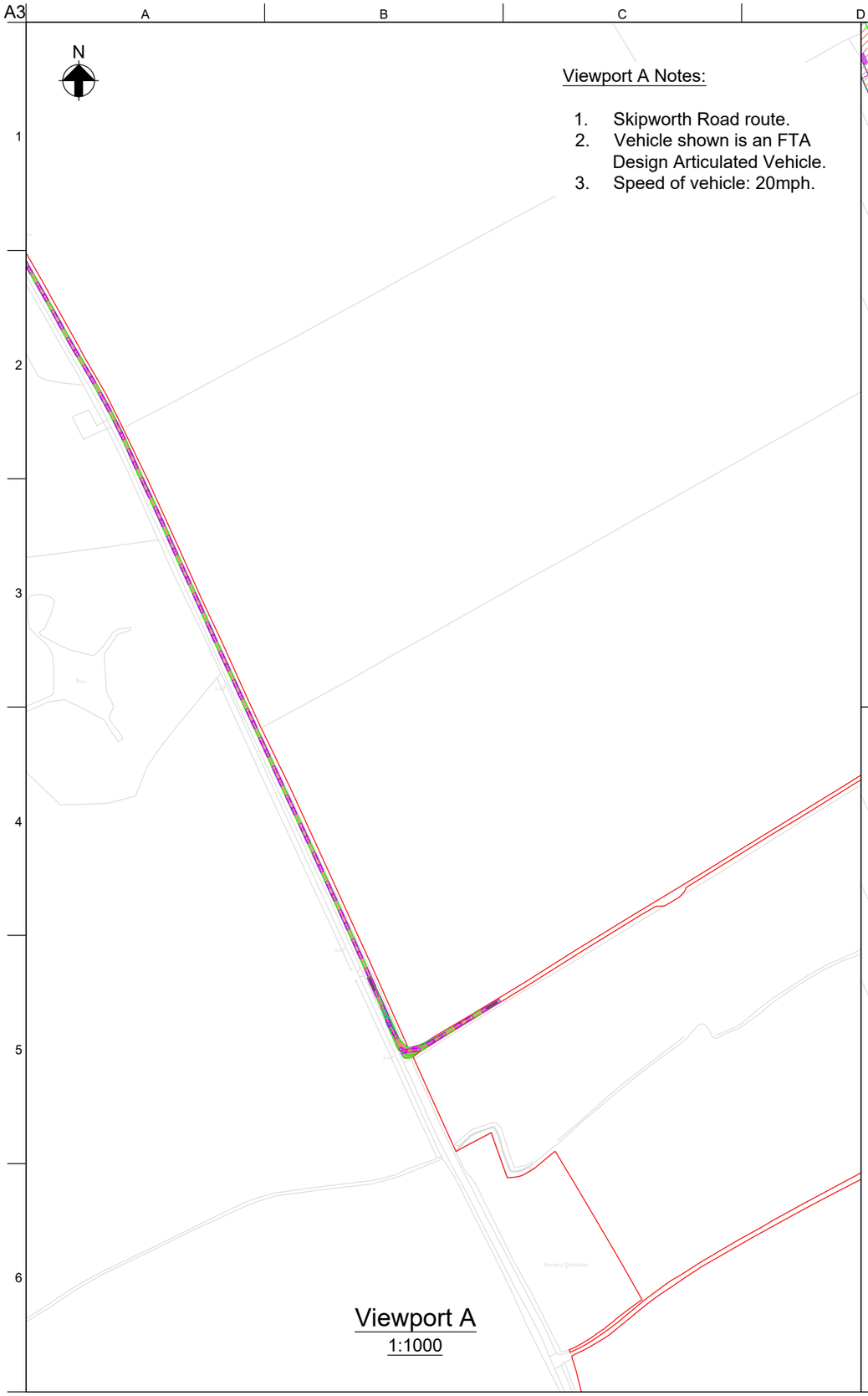
Issue: **P02**

Do not scale

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\\global\GIS\UK302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\EN0110012-APP-LVS-06.03.14.B.T001_2.dwg 28 Aug 2026 10:47:27

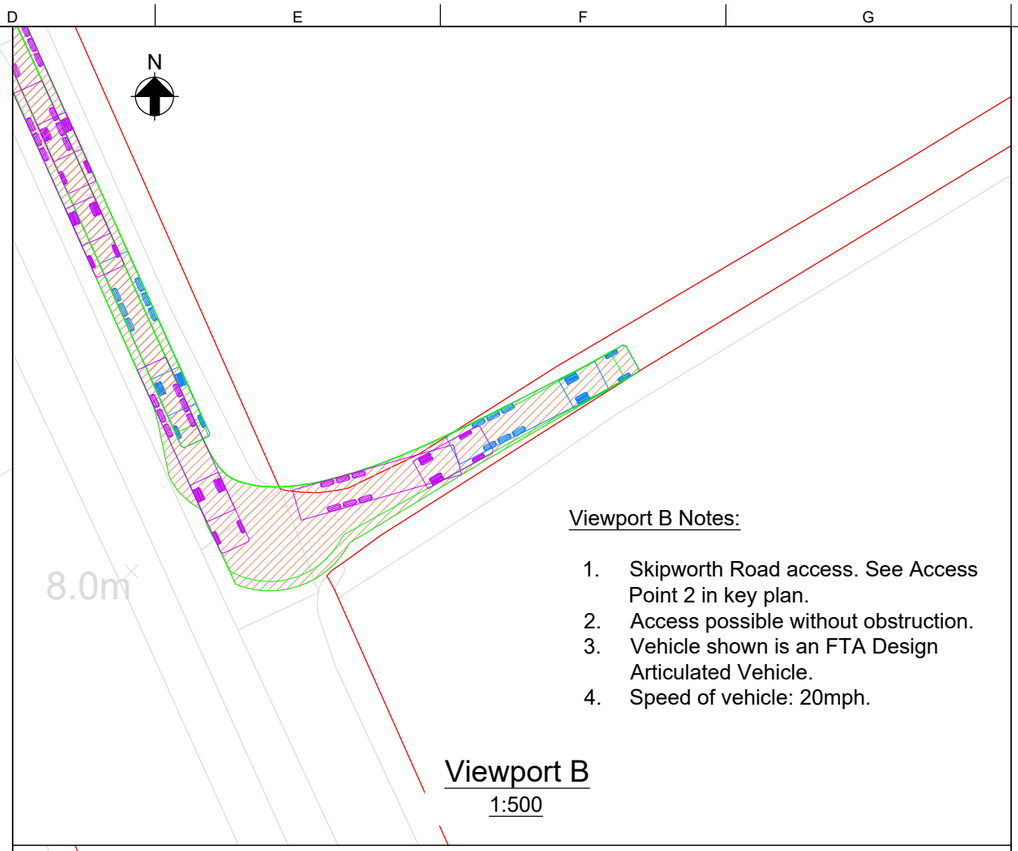
A3



Viewport A Notes:

1. Skipworth Road route.
2. Vehicle shown is an FTA Design Articulated Vehicle.
3. Speed of vehicle: 20mph.

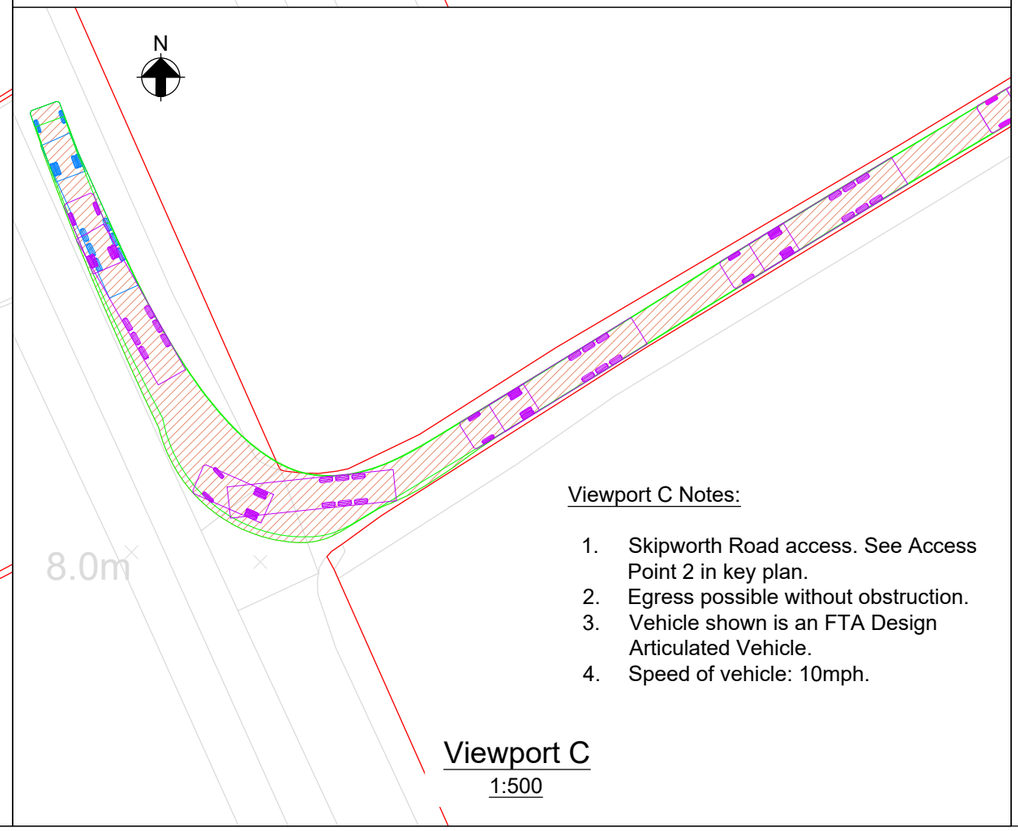
Viewport A
1:1000



Viewport B Notes:

1. Skipworth Road access. See Access Point 2 in key plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 20mph.

Viewport B
1:500



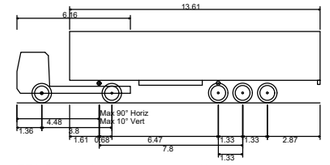
Viewport C Notes:

1. Skipworth Road access. See Access Point 2 in key plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport C
1:500

Legend

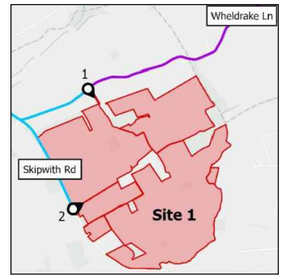
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	22/01/26	BW	NH	TE
For information only				

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 1
Skipworth Road
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/ 06.03.14.B.T001_3**

Issue: **P01**

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Do not scale

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Viewport A
1:1000

Viewport A Notes:

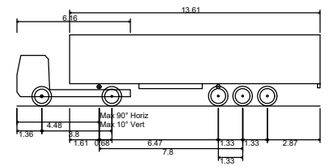
1. Wheldrake Lane egress.
2. Manoeuvre possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport B
1:1000

Viewport B Notes:

1. Wheldrake Lane access.
2. Manoeuvre possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Legend



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	02/11/26	BW	NH	TE

For information only

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 1
Wheldrake Lane Eastern Route
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/ 06.03.14.B.T001_4**

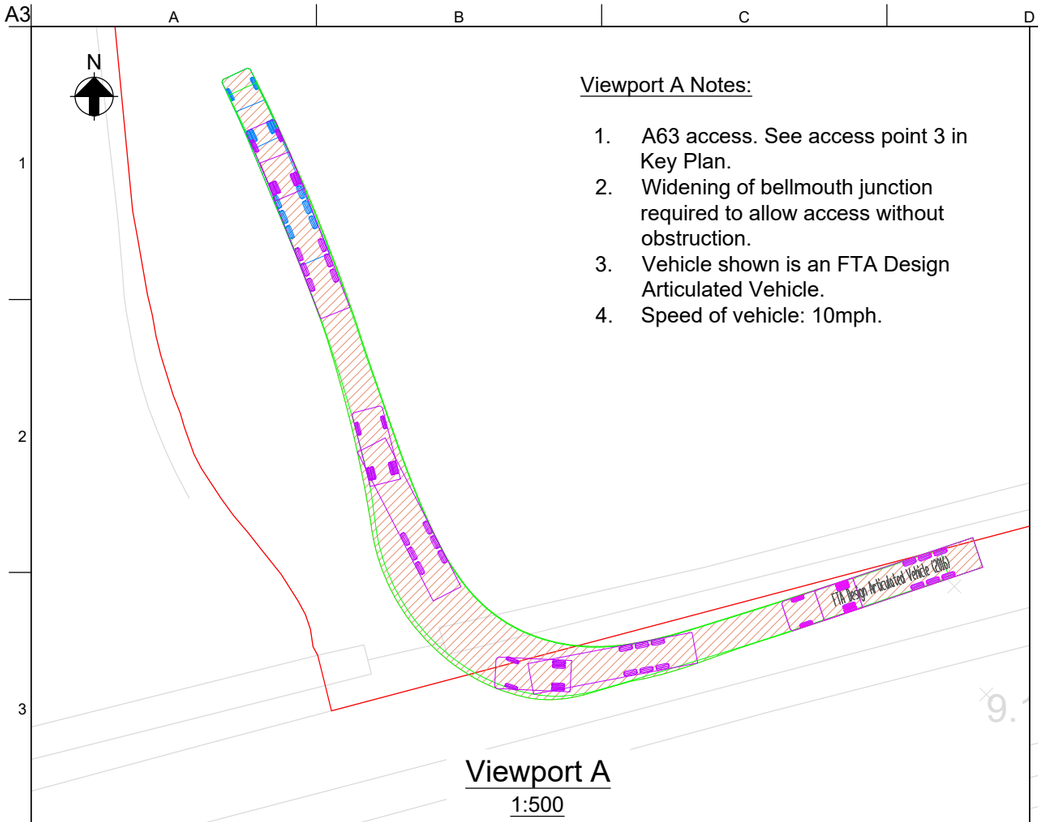
Issue: **P01**

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Do not scale

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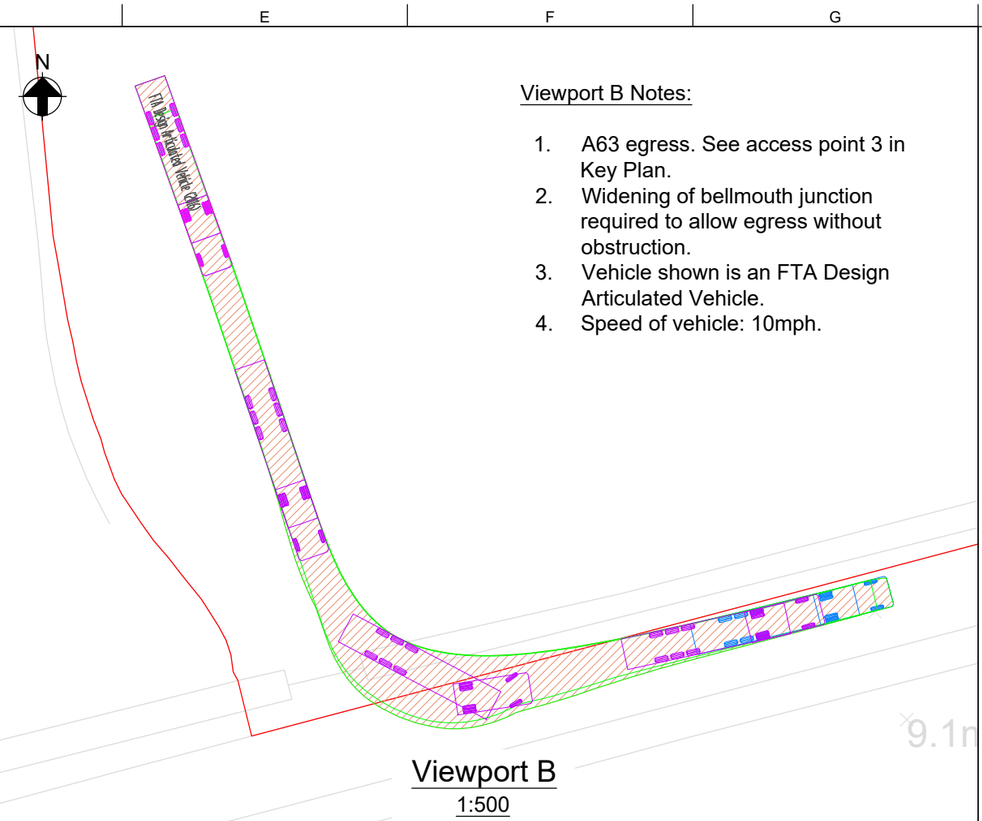
Created in an evaluation version of CarPlot. http://www.oneys-software.com/carplot/



Viewport A Notes:

1. A63 access. See access point 3 in Key Plan.
2. Widening of bellmouth junction required to allow access without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

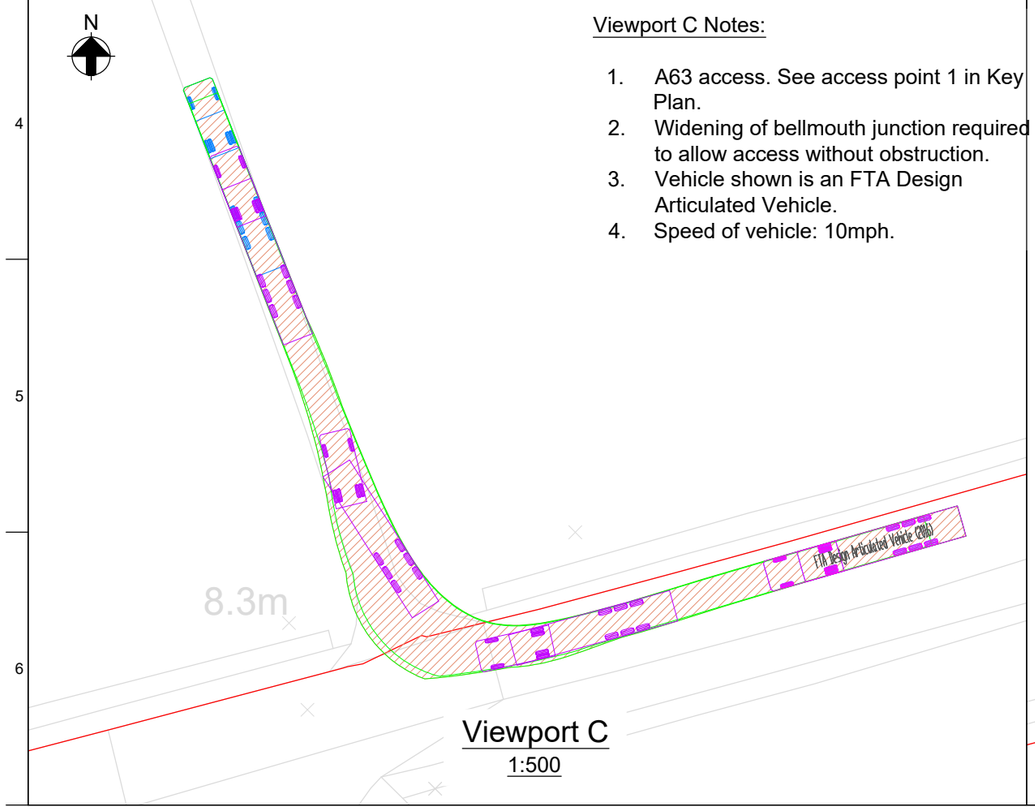
Viewport A
1:500



Viewport B Notes:

1. A63 egress. See access point 3 in Key Plan.
2. Widening of bellmouth junction required to allow egress without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

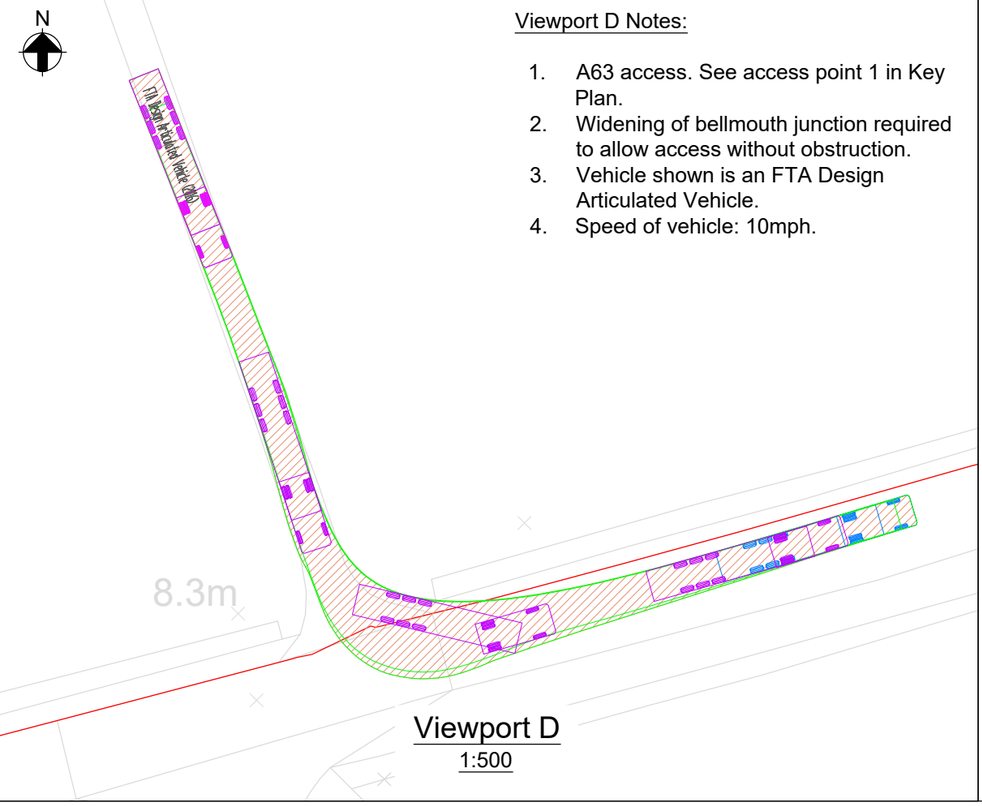
Viewport B
1:500



Viewport C Notes:

1. A63 access. See access point 1 in Key Plan.
2. Widening of bellmouth junction required to allow access without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport C
1:500



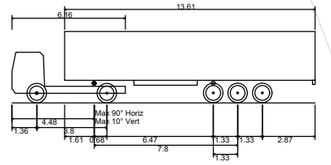
Viewport D Notes:

1. A63 access. See access point 1 in Key Plan.
2. Widening of bellmouth junction required to allow access without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport D
1:500

Legend

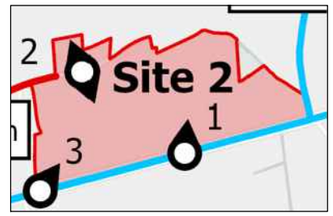
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	06/11/26	BW	NH	TE

For information only

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 2
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/06.03.14.B.T002_3**

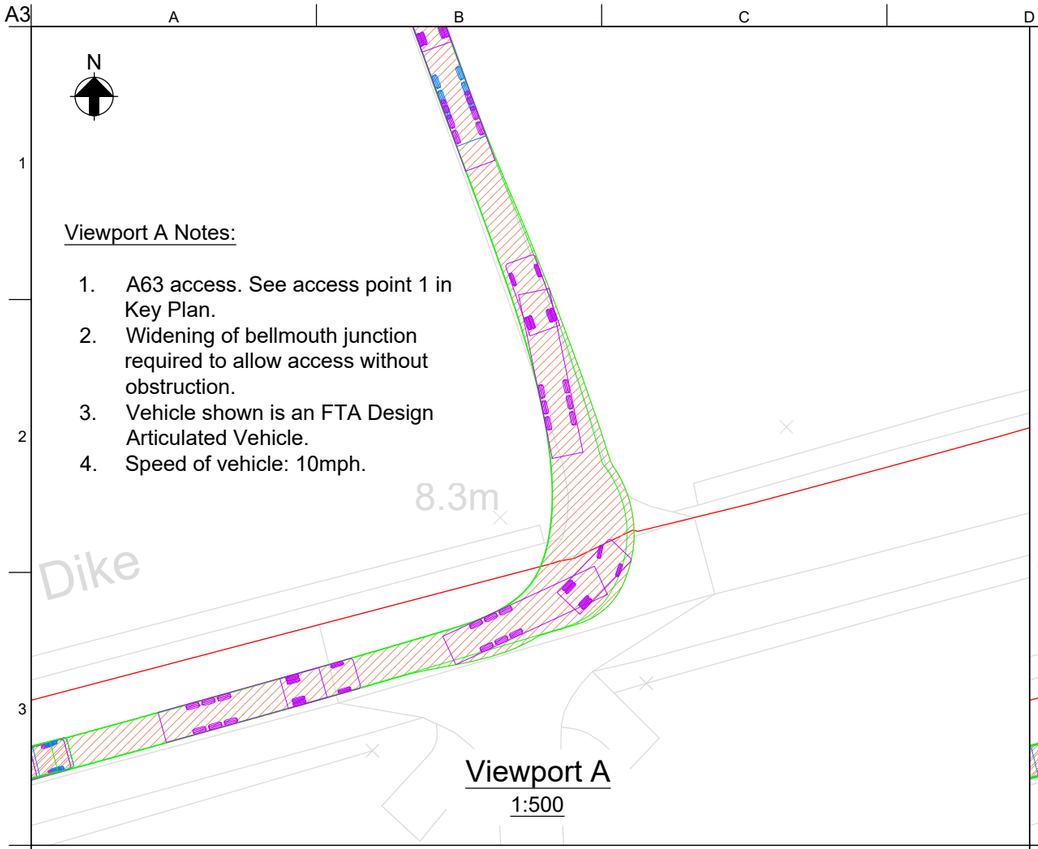
Issue: **P01**

Do not scale

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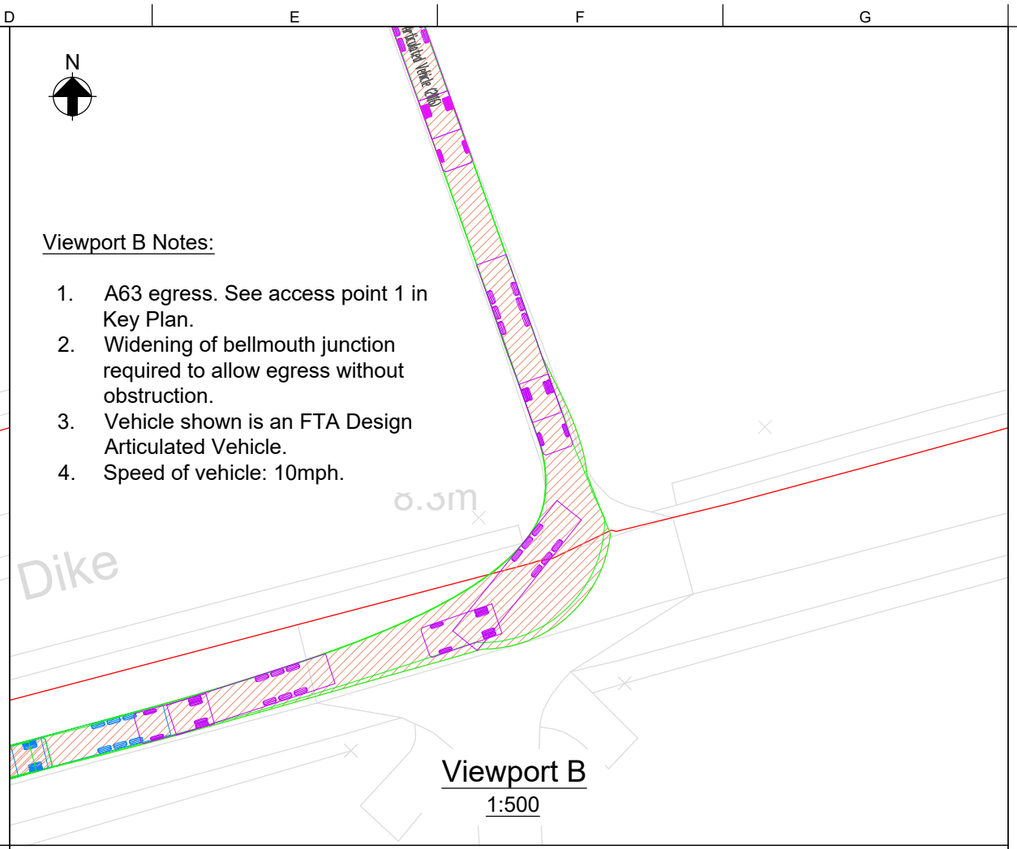
A3



Viewport A Notes:

1. A63 access. See access point 1 in Key Plan.
2. Widening of bellmouth junction required to allow access without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

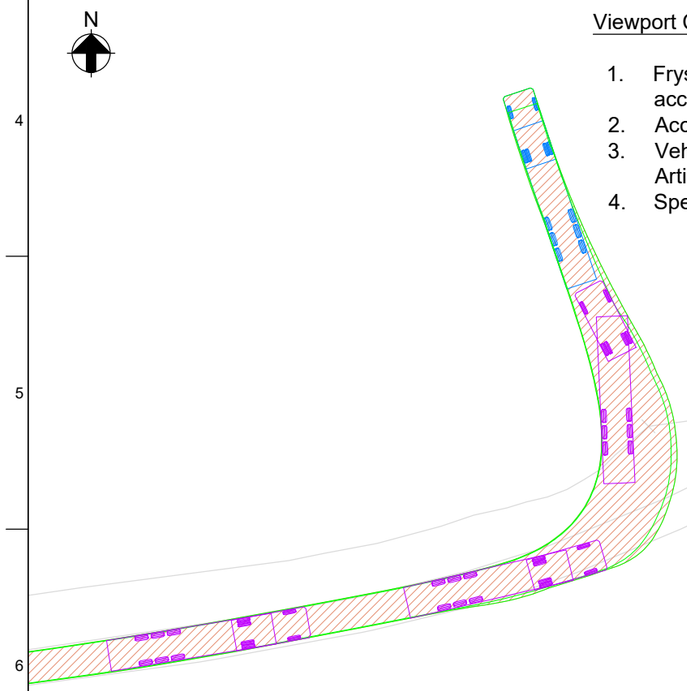
Viewport A
1:500



Viewport B Notes:

1. A63 egress. See access point 1 in Key Plan.
2. Widening of bellmouth junction required to allow egress without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport B
1:500



Viewport C Notes:

1. Fryston Common lane access.See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport C
1:500



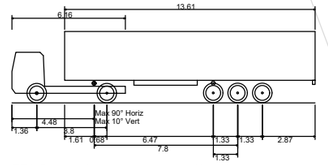
Viewport D Notes:

1. Fryston Common lane egress. See access point 2 in Key Plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport D
1:500

Legend

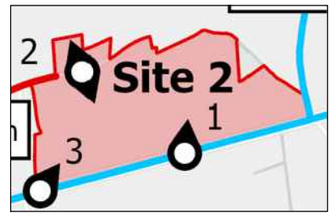
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	22/01/26	BW	NH	TE

For information only

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 2
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

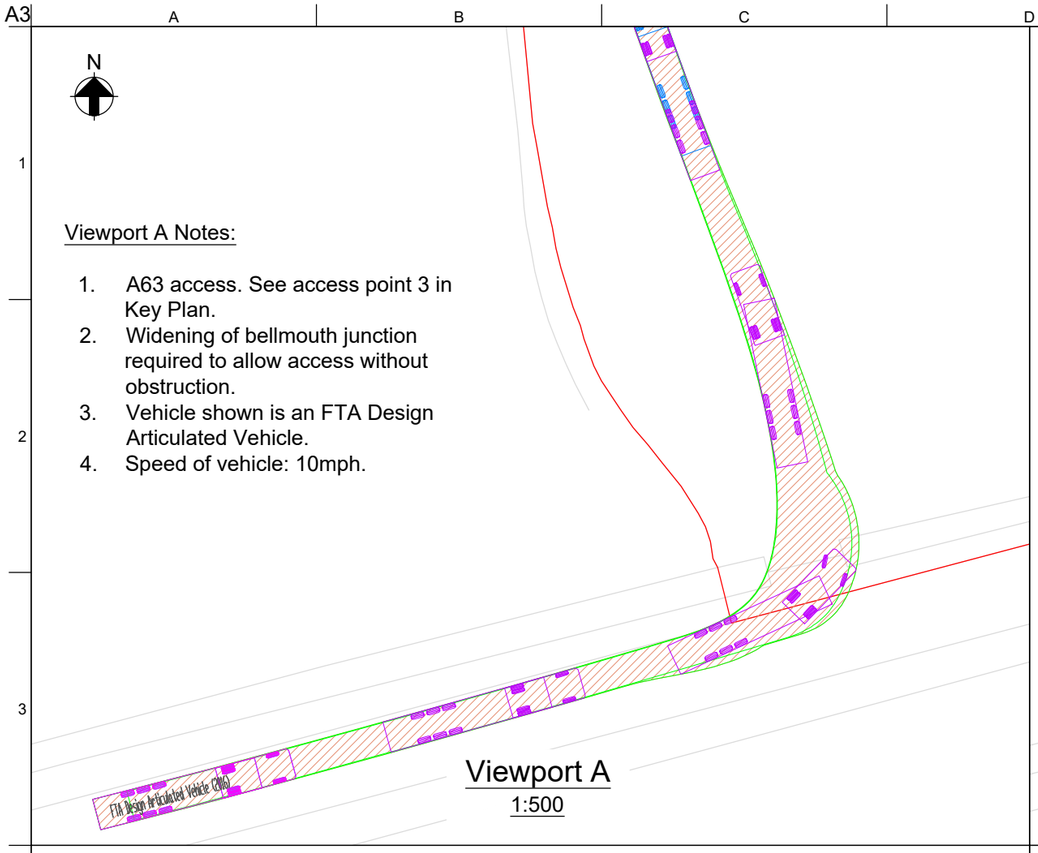
Job No	Drawing Status
302939-00	For Information

Drawing No	Issue
EN0110012/APP/LVS/ 06.03.14.B.T002_1	P01

Do not scale

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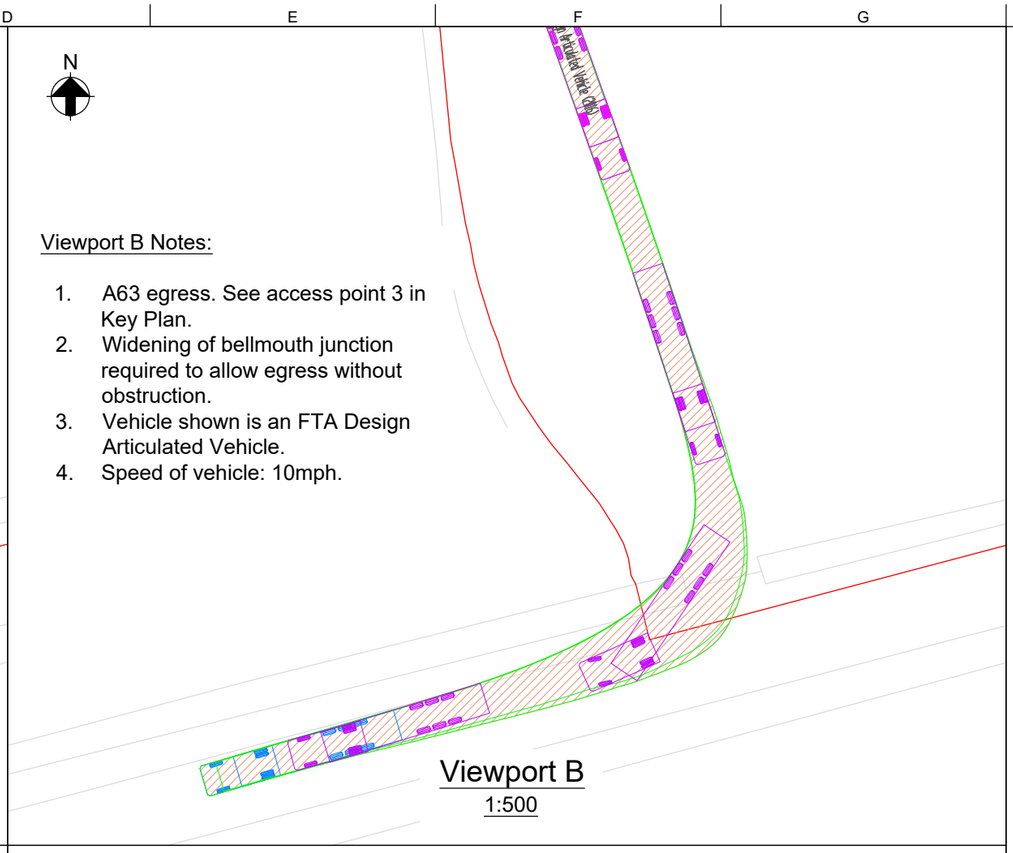
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Viewport A Notes:

1. A63 access. See access point 3 in Key Plan.
2. Widening of bellmouth junction required to allow access without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

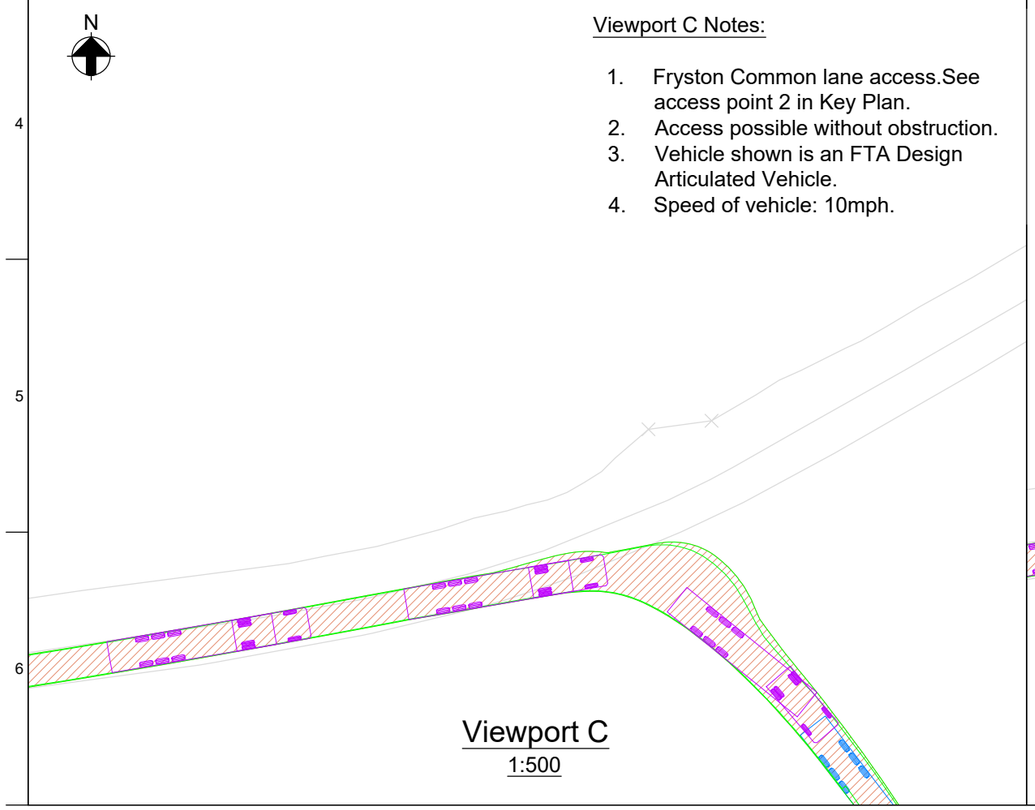
Viewport A
1:500



Viewport B Notes:

1. A63 egress. See access point 3 in Key Plan.
2. Widening of bellmouth junction required to allow egress without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

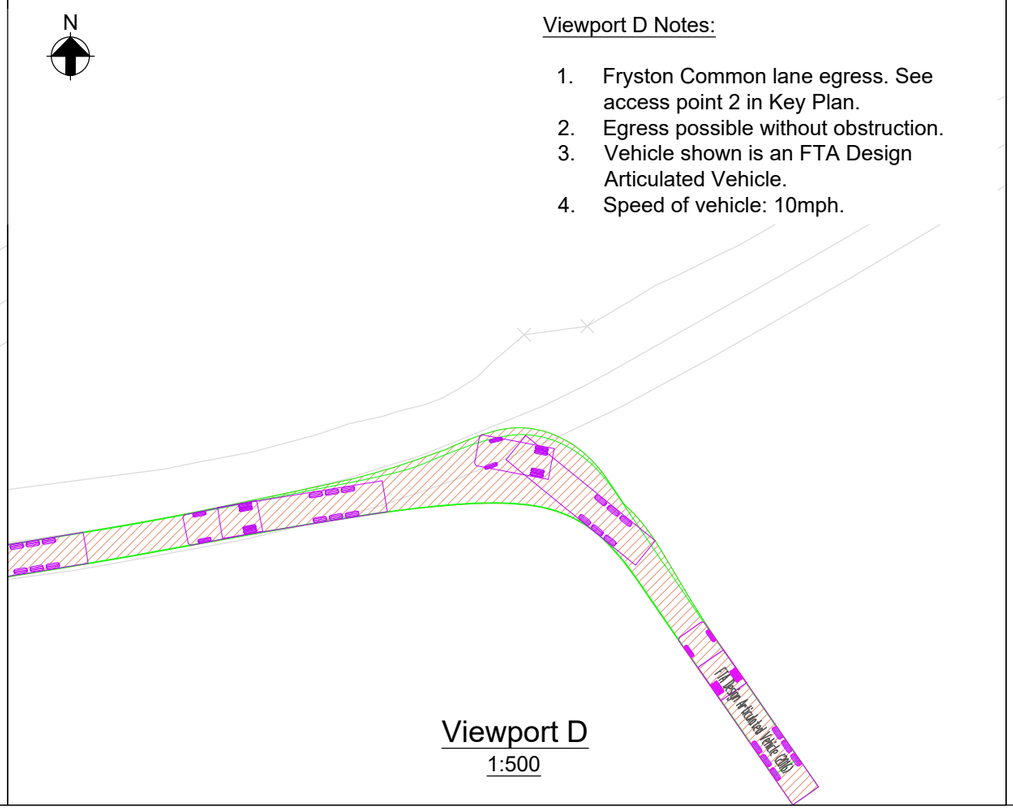
Viewport B
1:500



Viewport C Notes:

1. Fryston Common lane access.See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport C
1:500



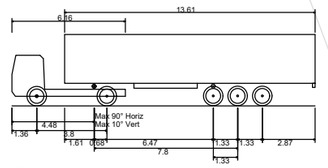
Viewport D Notes:

1. Fryston Common lane egress. See access point 2 in Key Plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport D
1:500

Legend

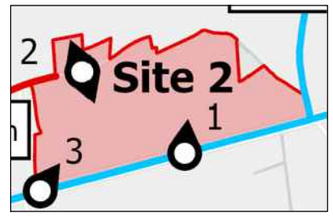
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
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Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	01/09/26	BW	NH	TE

For information only

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 2
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/06.03.14.B.T002_2**

Issue: **P01**

Do not scale

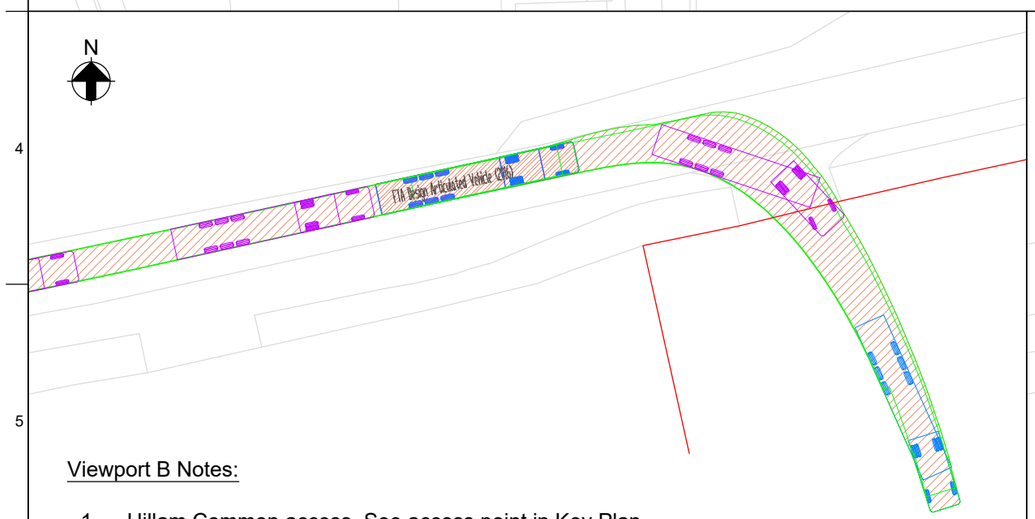
© Arup

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A3



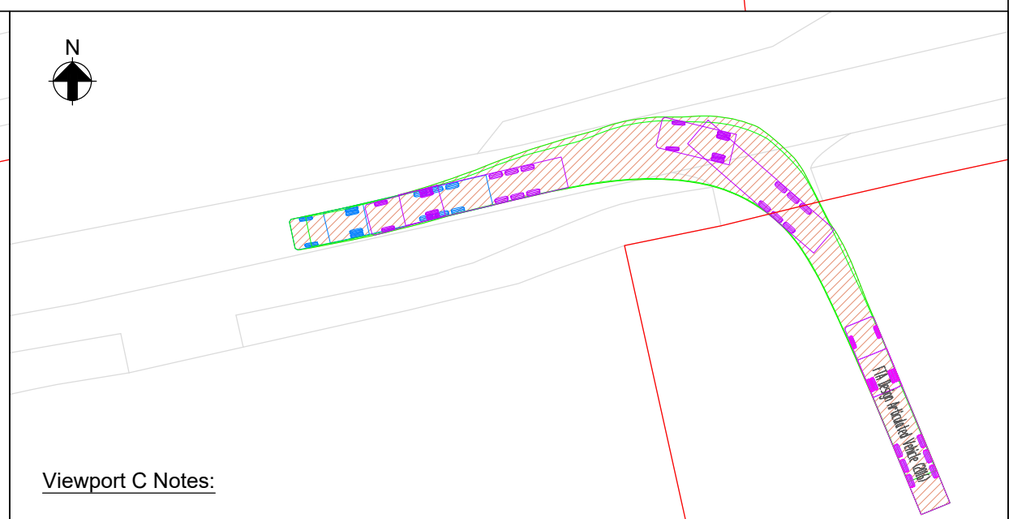
Viewport A
1:2000



Viewport B Notes:

1. Hillam Common access. See access point in Key Plan.
2. To allow access, reinforcement of culvert crossing drainage channel may be required.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport B
1:500



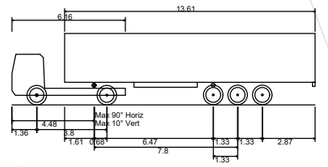
Viewport C Notes:

1. Hillam Common egress.See access point in Key Plan.
2. To allow egress, reinforcement of culvert crossing drainage channel may be required.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport C
1:500

Legend

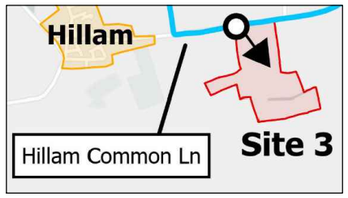
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P02	01/09/26	BW	NH	TE
	Tracking updated			

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 3
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/ 06.03.14.B.T003_1**

Issue: **P02**

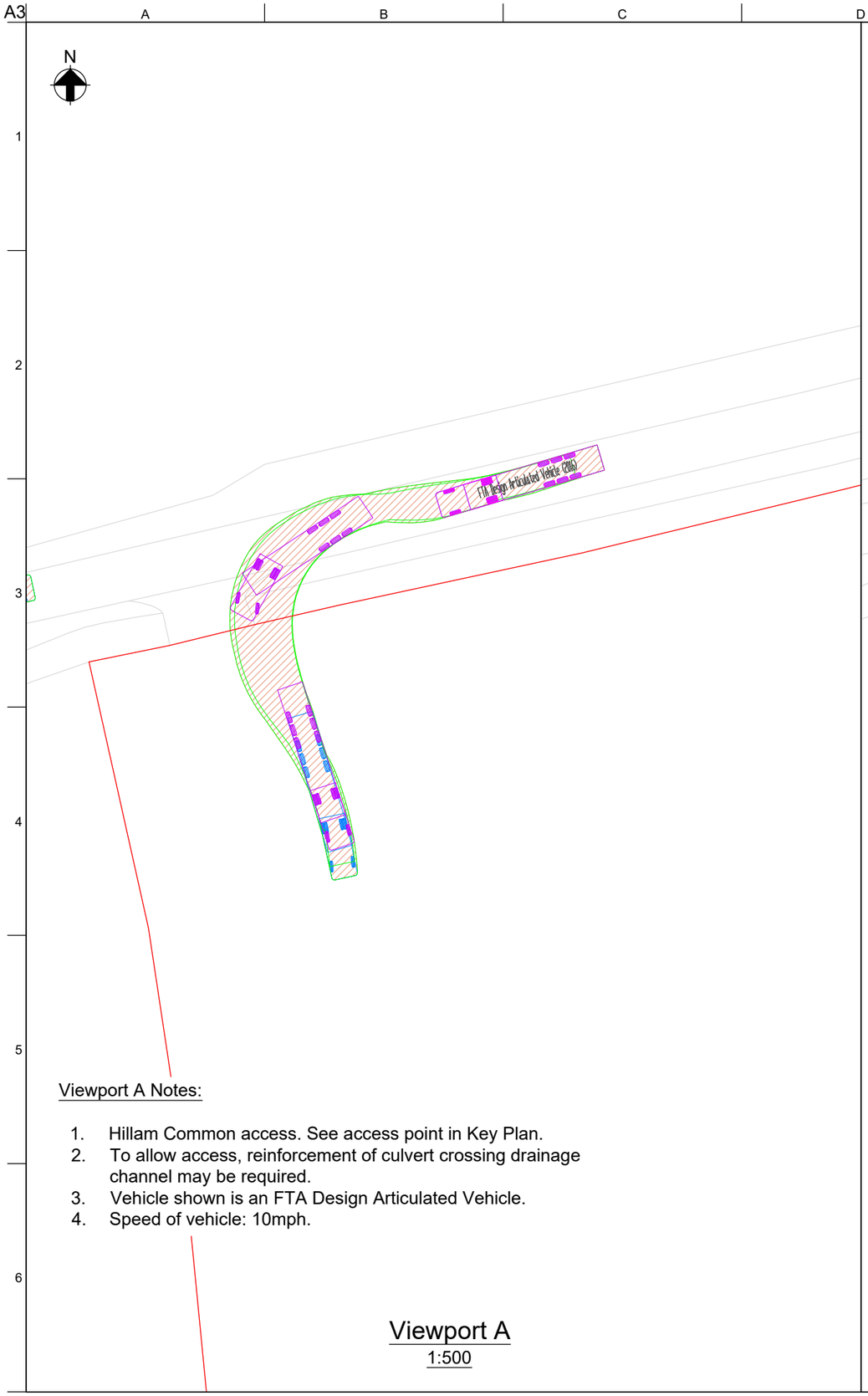
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Do not scale

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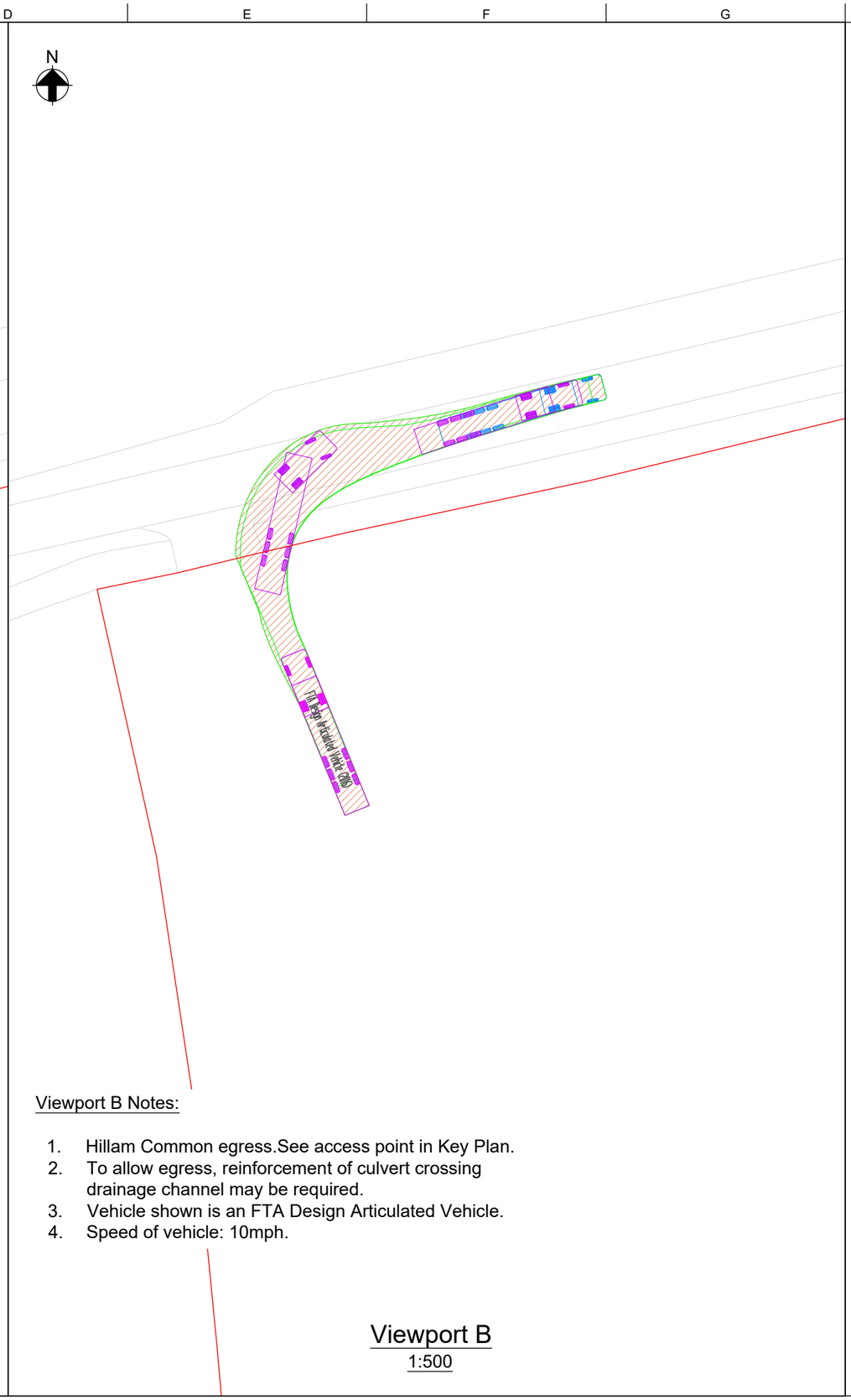
A3



Viewport A Notes:

1. Hillam Common access. See access point in Key Plan.
2. To allow access, reinforcement of culvert crossing drainage channel may be required.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport A
1:500



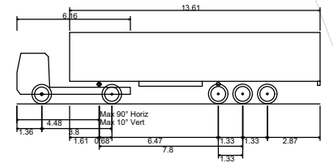
Viewport B Notes:

1. Hillam Common egress.See access point in Key Plan.
2. To allow egress, reinforcement of culvert crossing drainage channel may be required.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport B
1:500

Legend

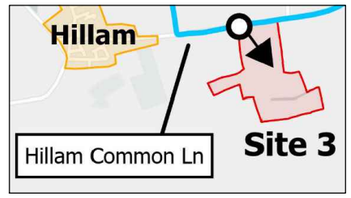
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	06/11/26	BW	NH	TE
For information only				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 3
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

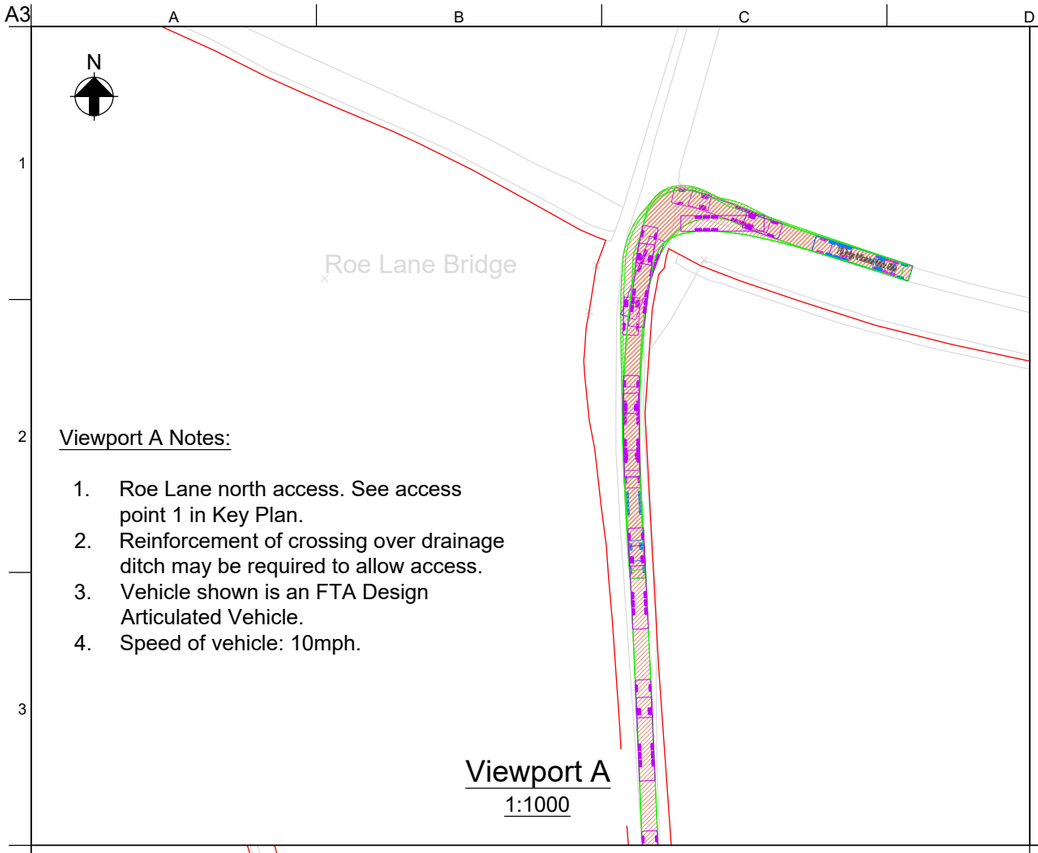
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Issue: **P01**

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Do not scale

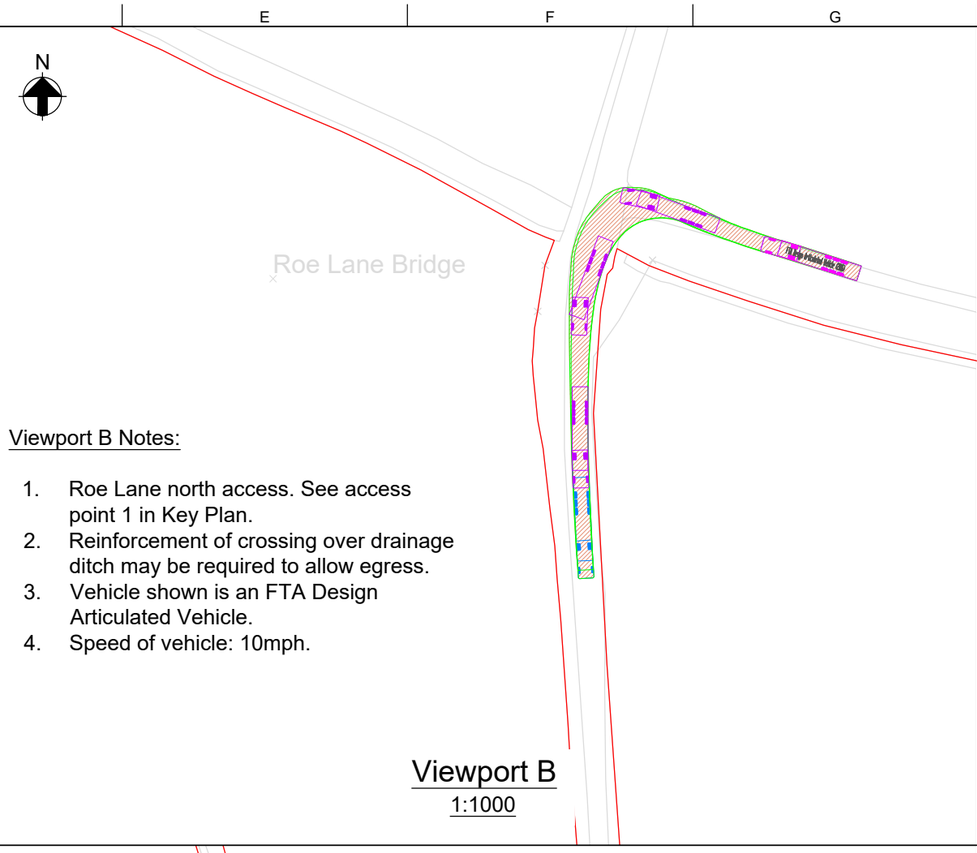
© Arup



Viewport A Notes:

1. Roe Lane north access. See access point 1 in Key Plan.
2. Reinforcement of crossing over drainage ditch may be required to allow access.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

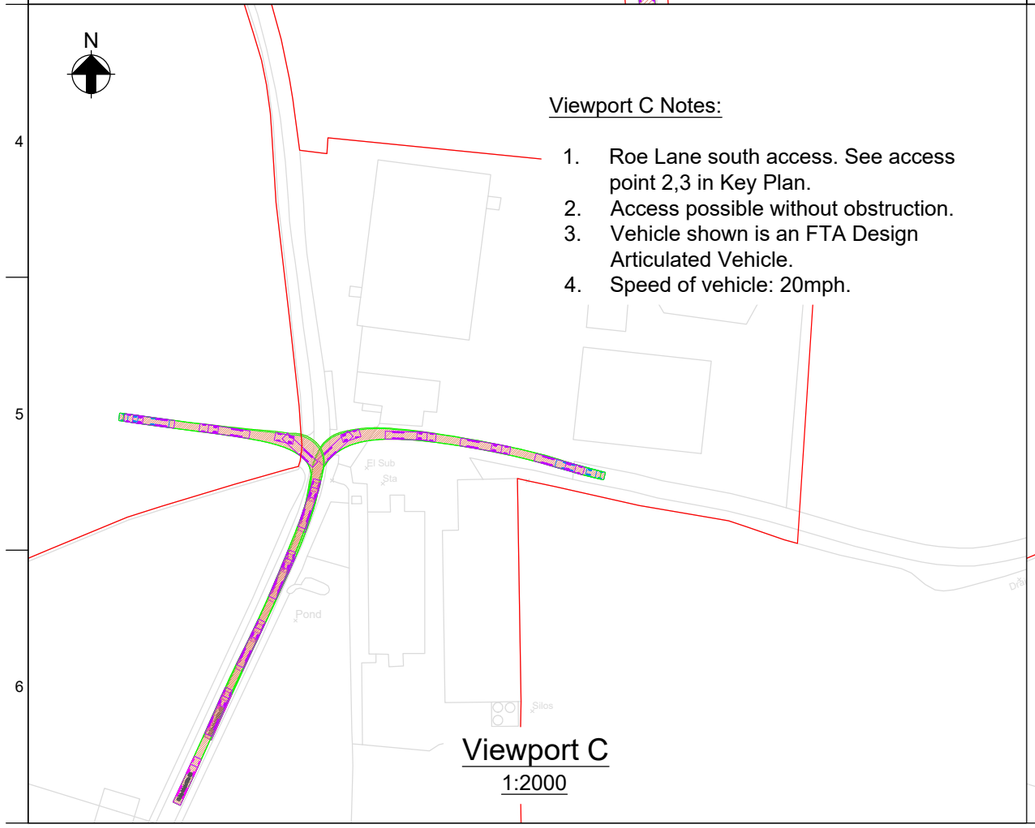
Viewport A
1:1000



Viewport B Notes:

1. Roe Lane north access. See access point 1 in Key Plan.
2. Reinforcement of crossing over drainage ditch may be required to allow egress.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

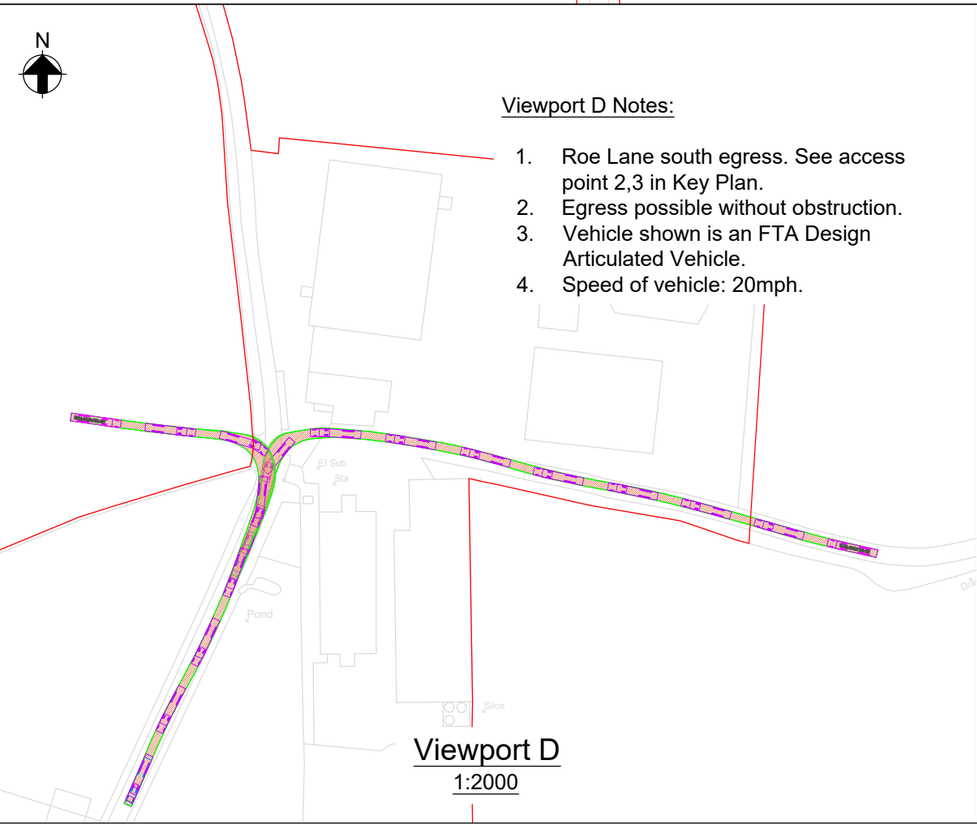
Viewport B
1:1000



Viewport C Notes:

1. Roe Lane south access. See access point 2,3 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 20mph.

Viewport C
1:2000



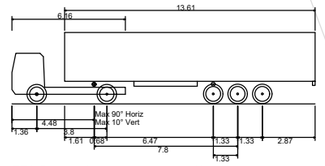
Viewport D Notes:

1. Roe Lane south egress. See access point 2,3 in Key Plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 20mph.

Viewport D
1:2000

Legend

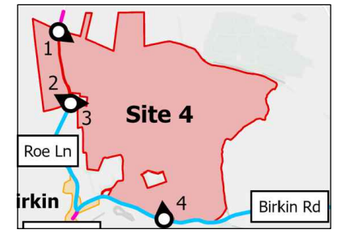
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P02	01/09/26	BW	NH	TE
Updated tracking				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 4
Roe Lane
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

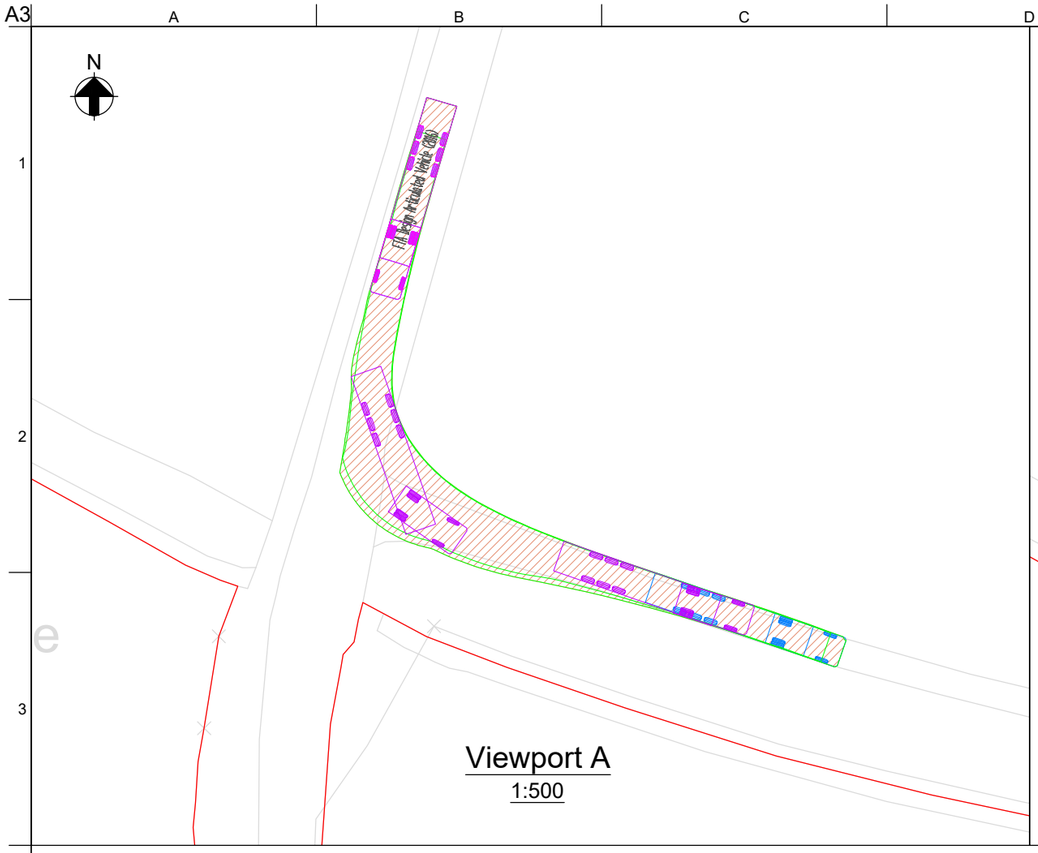
Job No	Drawing Status
302939-00	For Information

Drawing No	Issue
EN0110012/APP/LVS/ 06.03.14.B.T004_1	P02

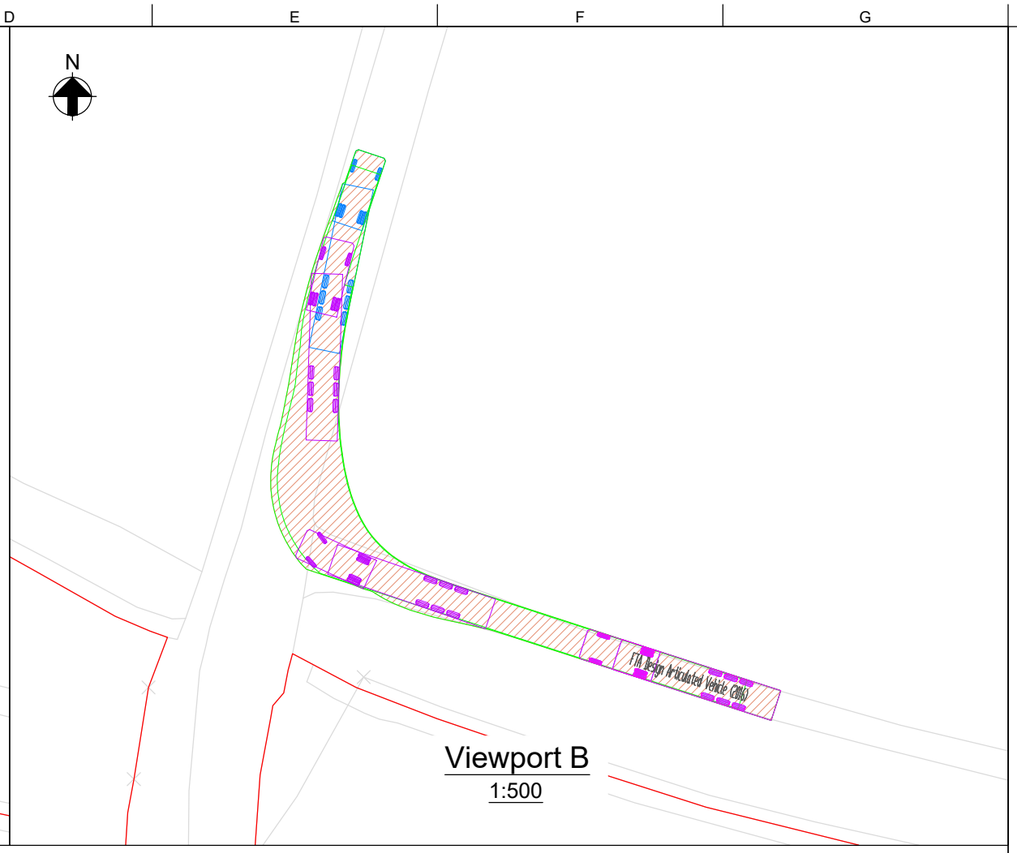
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Viewport A
1:500



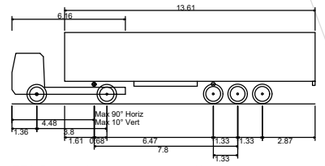
Viewport B
1:500

Notes:

1. Roe Lane south access. See access point 3 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 20mph.

Legend

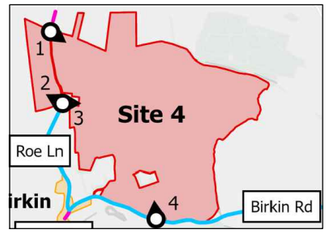
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	06/11/26	BW	NH	TE
For information only				

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 4
Birkin
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

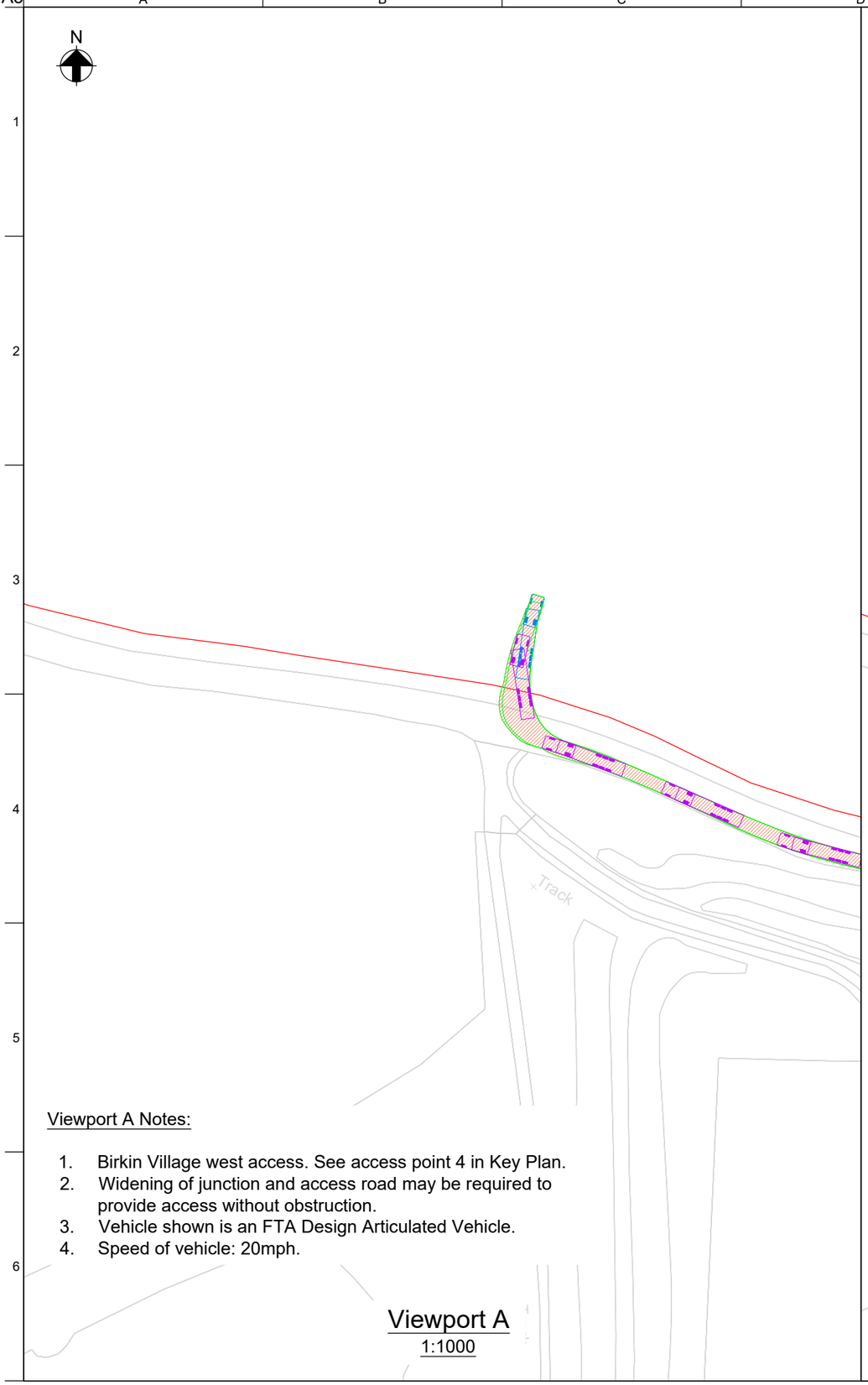
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Issue: **P01**

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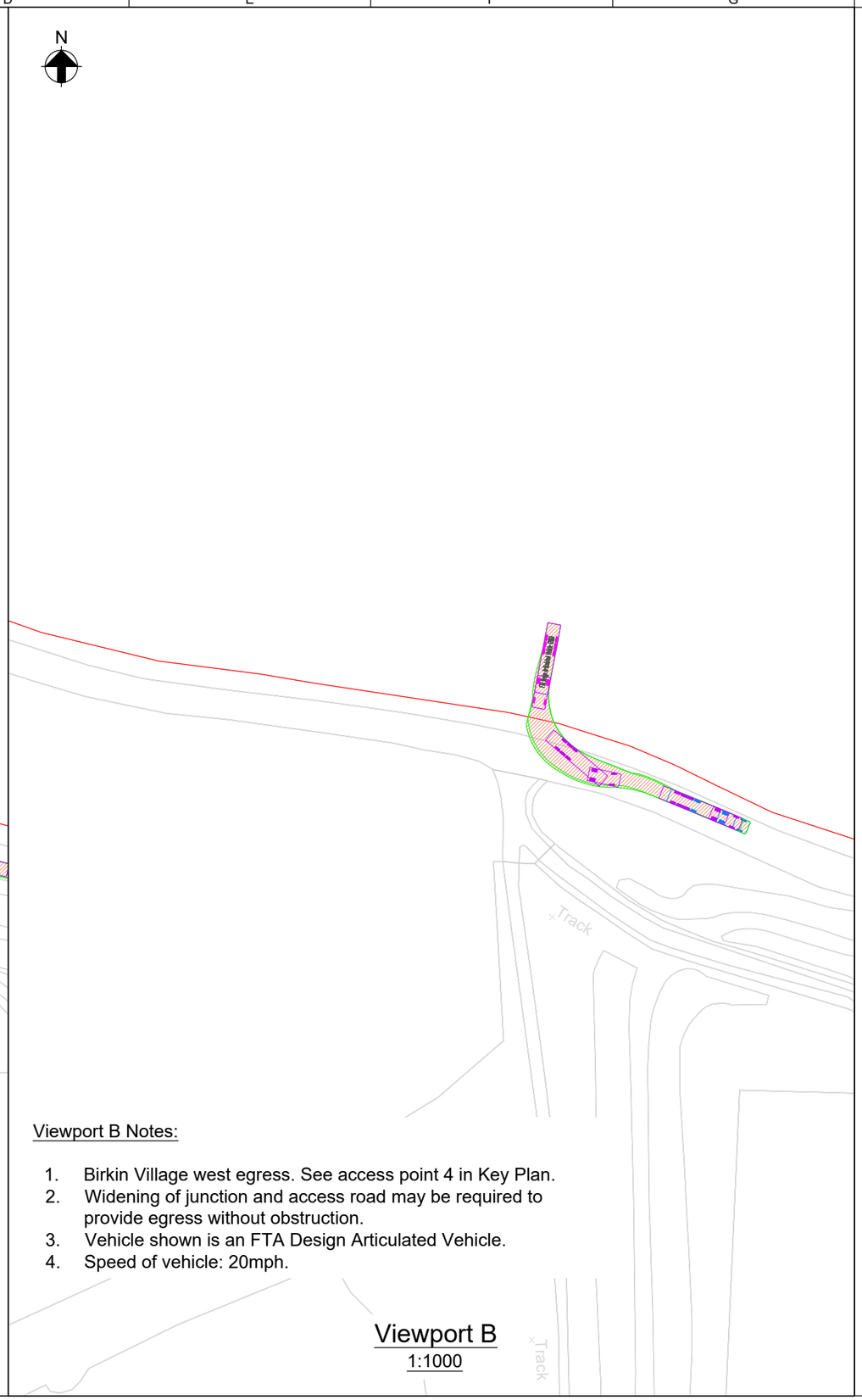
© Arup



Viewport A Notes:

1. Birkin Village west access. See access point 4 in Key Plan.
2. Widening of junction and access road may be required to provide access without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 20mph.

Viewport A
1:1000



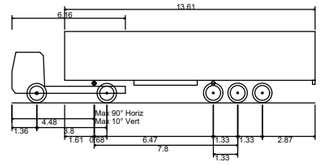
Viewport B Notes:

1. Birkin Village west egress. See access point 4 in Key Plan.
2. Widening of junction and access road may be required to provide egress without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 20mph.

Viewport B
1:1000

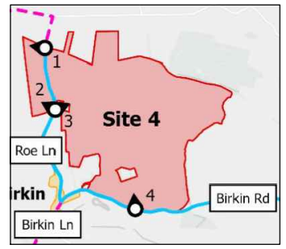
Legend

Site boundary



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

Key Plan



Issue	Date	By	Chkd	Appd
P01	22/01/26	BW	NH	TE

For information only

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Central Square, Forth Street
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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 4
Birkin Village
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No	Drawing Status
302939-00	For Information

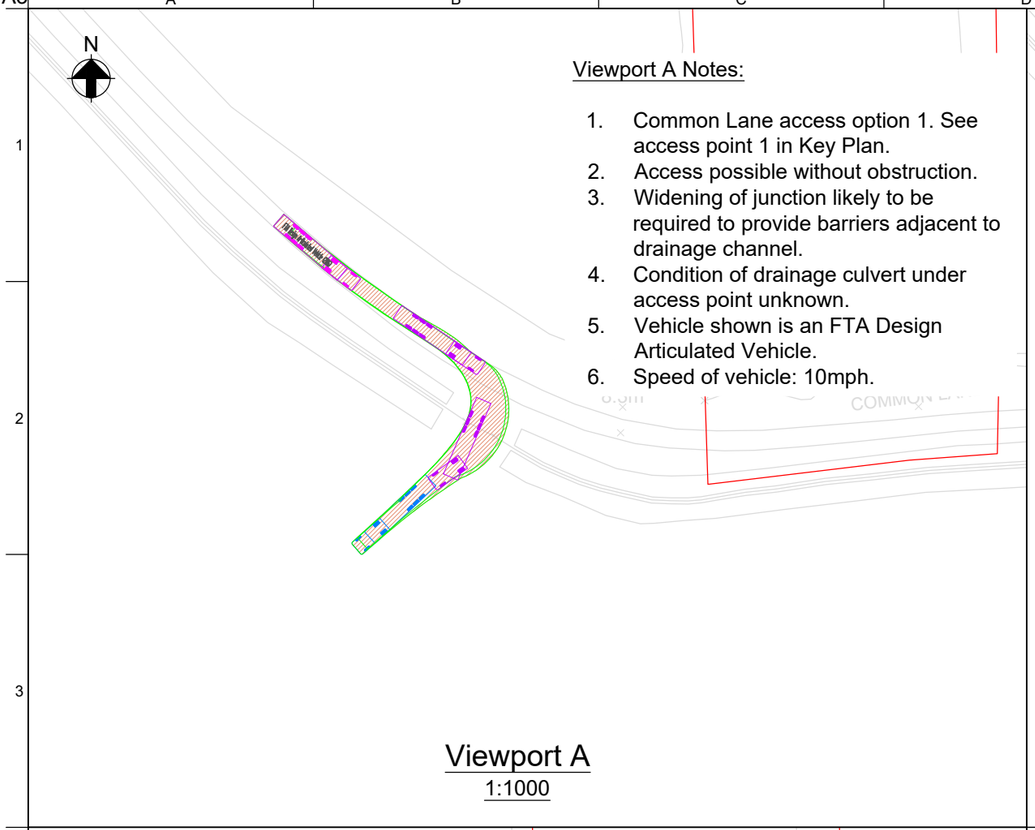
Drawing No	Issue
EN0110012/APP/LVS/ 06.03.14.B.T004_2	P01

Do not scale

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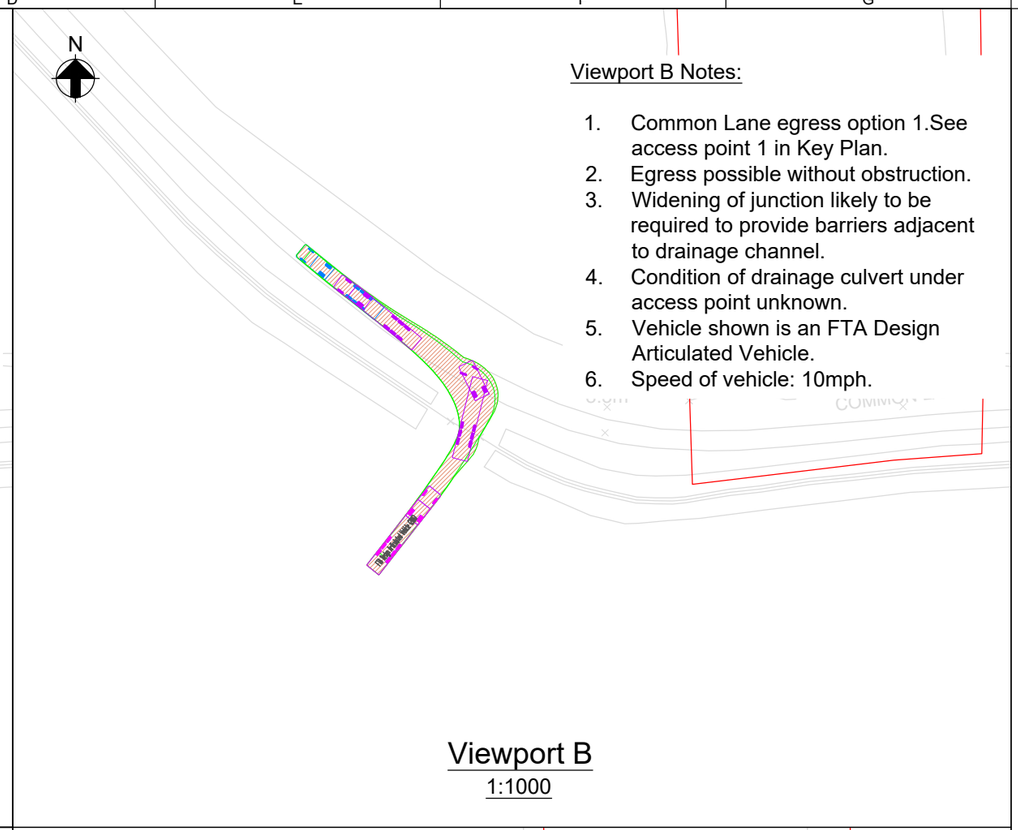
Created in an evaluation version of Oasys software. See http://www.oasys-software.com/civilplot/



Viewport A Notes:

1. Common Lane access option 1. See access point 1 in Key Plan.
2. Access possible without obstruction.
3. Widening of junction likely to be required to provide barriers adjacent to drainage channel.
4. Condition of drainage culvert under access point unknown.
5. Vehicle shown is an FTA Design Articulated Vehicle.
6. Speed of vehicle: 10mph.

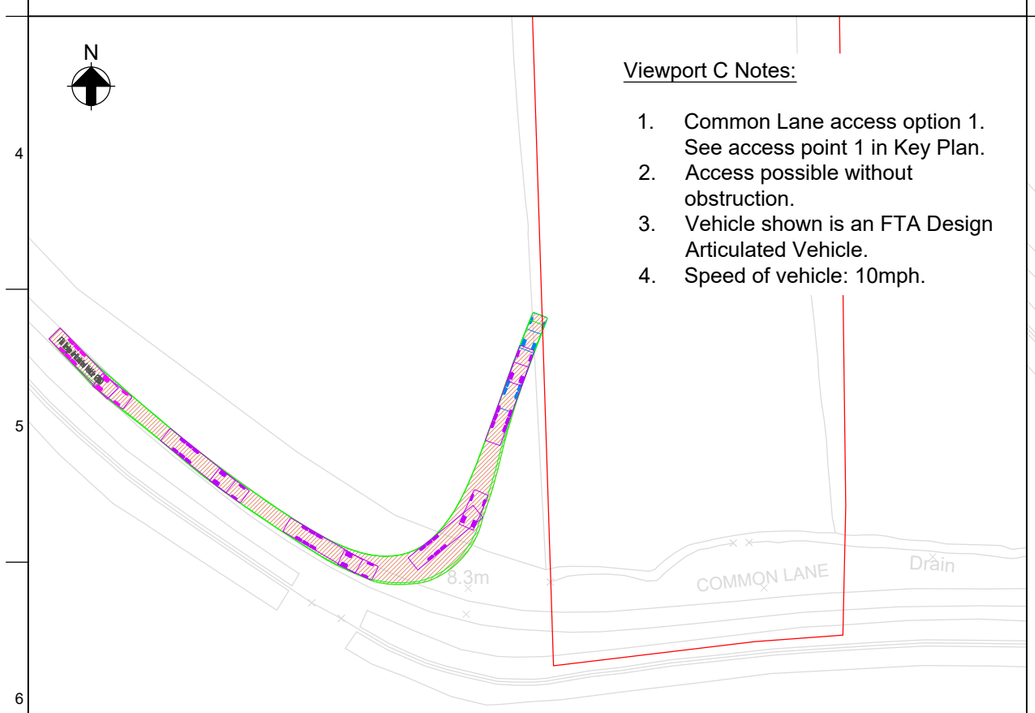
Viewport A
1:1000



Viewport B Notes:

1. Common Lane egress option 1.See access point 1 in Key Plan.
2. Egress possible without obstruction.
3. Widening of junction likely to be required to provide barriers adjacent to drainage channel.
4. Condition of drainage culvert under access point unknown.
5. Vehicle shown is an FTA Design Articulated Vehicle.
6. Speed of vehicle: 10mph.

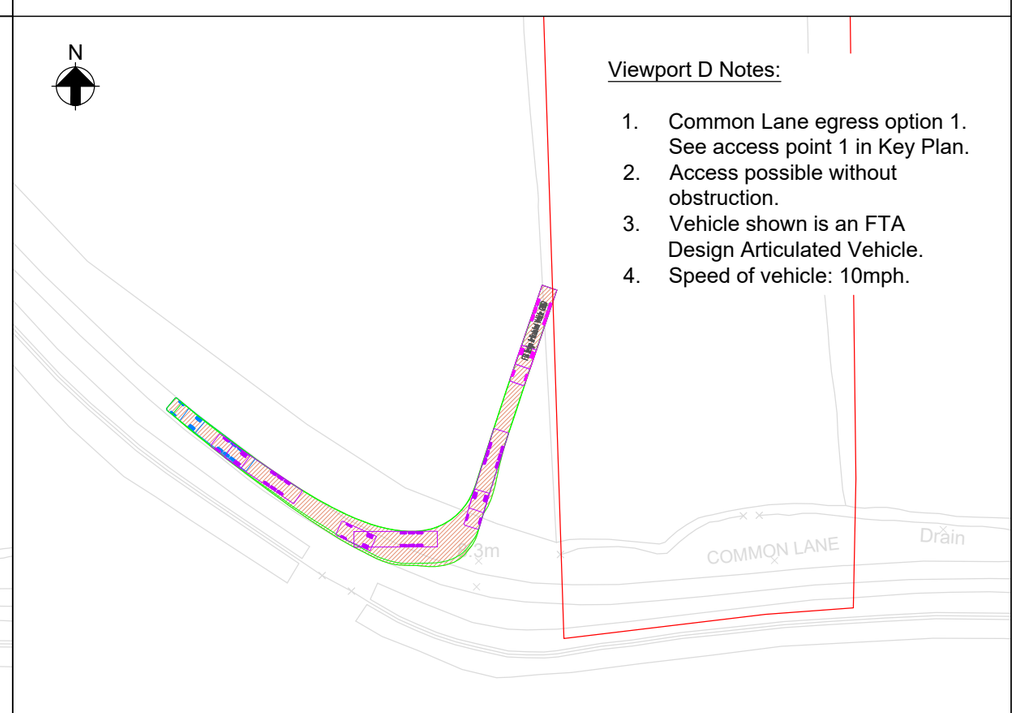
Viewport B
1:1000



Viewport C Notes:

1. Common Lane access option 1. See access point 1 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport C
1:1000



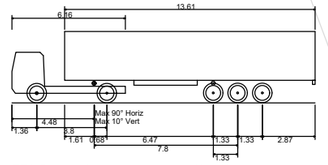
Viewport D Notes:

1. Common Lane egress option 1. See access point 1 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport D
1:1000

Legend

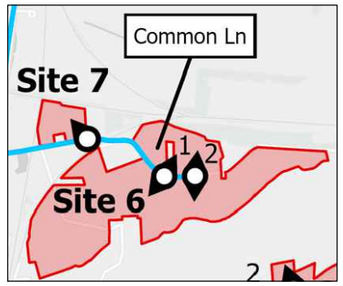
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P02	01/09/26	BW	NH	TE
Trackinh updated				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 6
Common Lane
HGV Access / Egress
Vehicle Tracking

Scale at A3
As Shown

Discipline
Civils

Job No
302939-00

Drawing Status
For Information

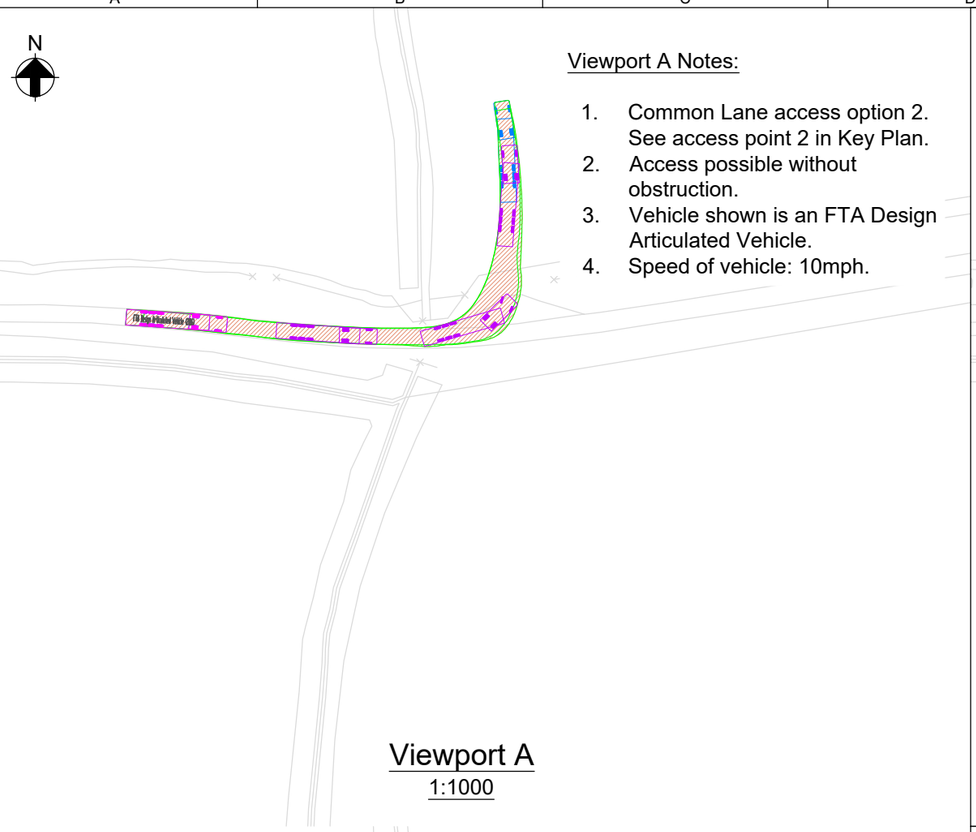
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Issue
P02

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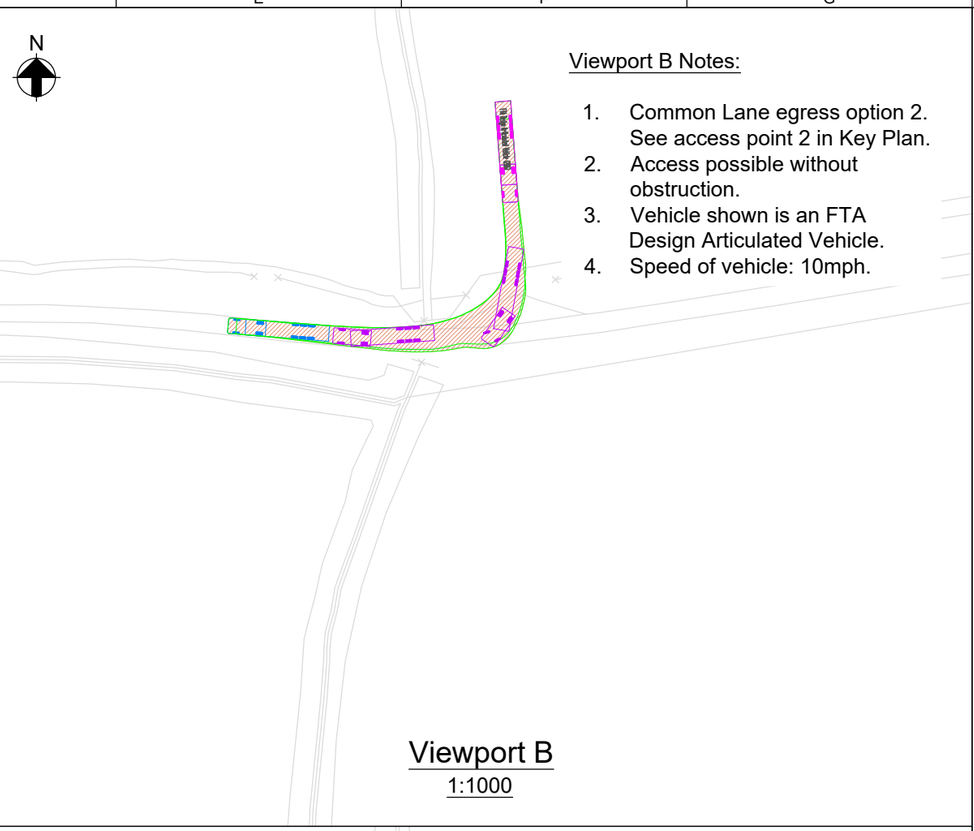
© Arup



Viewport A Notes:

1. Common Lane access option 2. See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

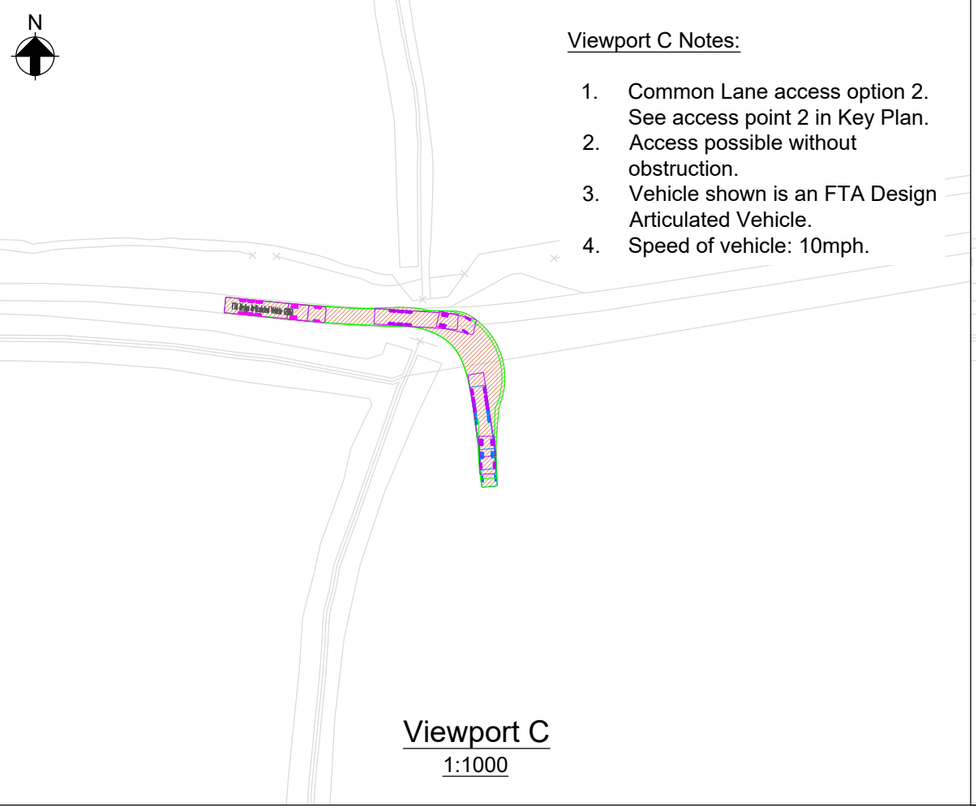
Viewport A
1:1000



Viewport B Notes:

1. Common Lane egress option 2. See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

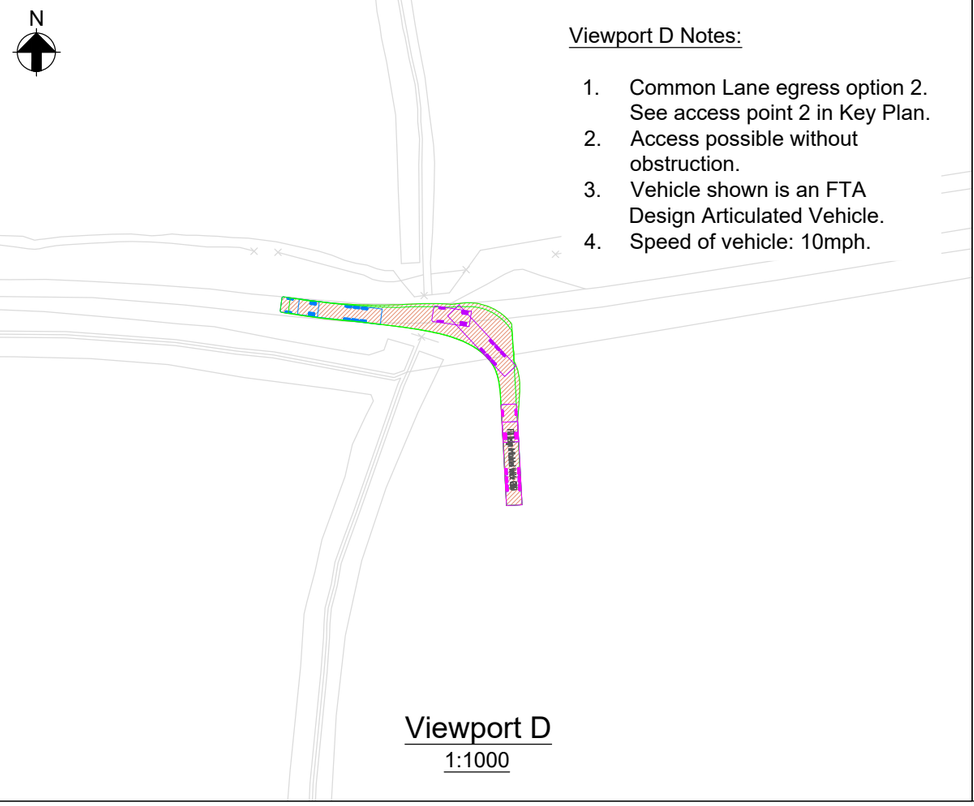
Viewport B
1:1000



Viewport C Notes:

1. Common Lane access option 2. See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport C
1:1000



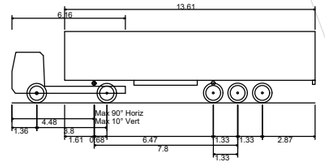
Viewport D Notes:

1. Common Lane egress option 2. See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Viewport D
1:1000

Legend

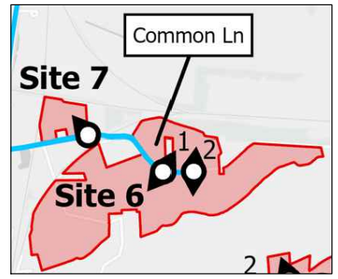
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	01/09/26	BW	NH	TE

For information only

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 6
Common Lane
HGV Access / Egress
Vehicle Tracking

Scale at A3
As Shown

Discipline
Civils

Job No
302939-00

Drawing Status
For Information

Drawing No
EN0110012/APP/LVS/ 06.03.14.B.T006_2

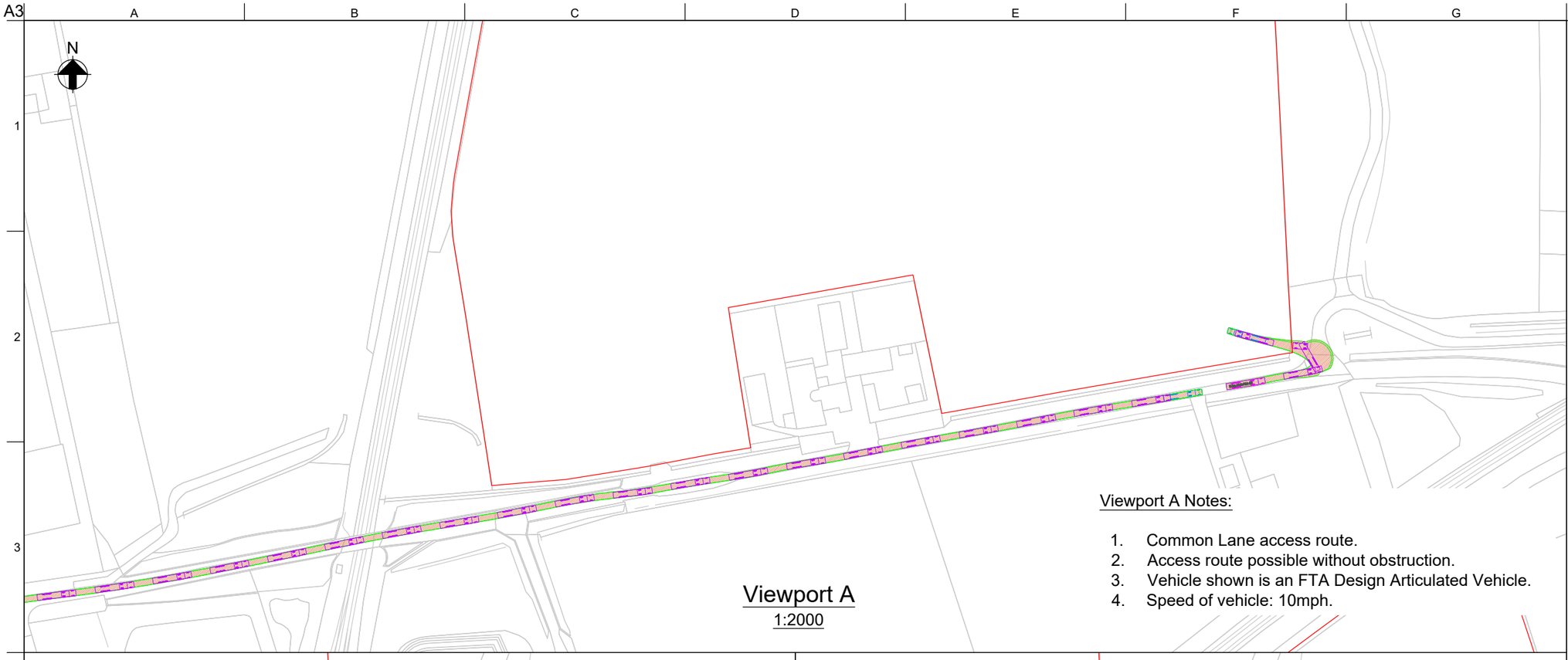
Issue
P01

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Do not scale

© Arup

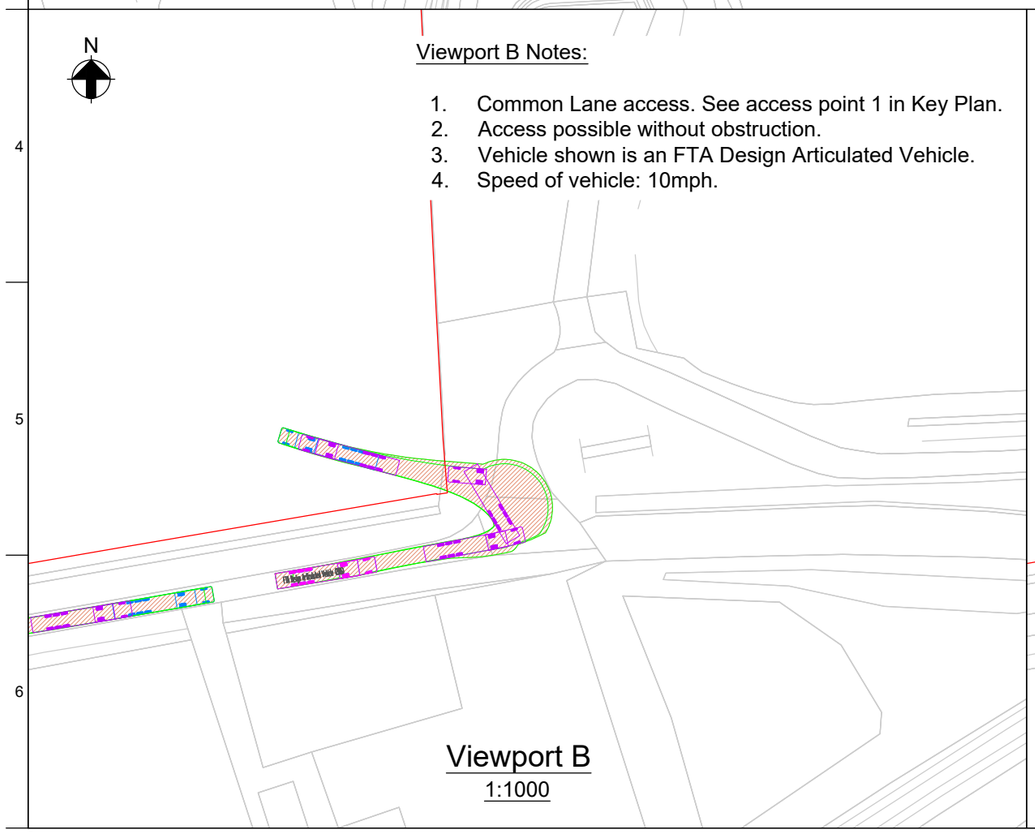
A3



Viewport A
1:2000

Viewport A Notes:

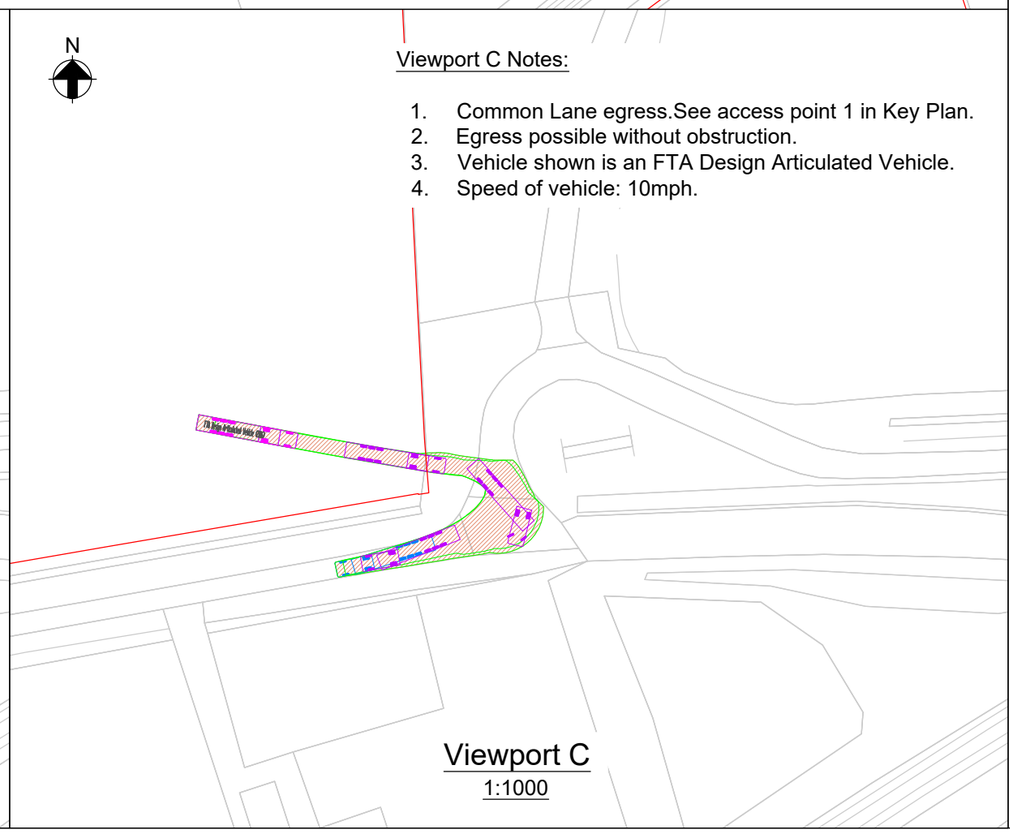
1. Common Lane access route.
2. Access route possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.



Viewport B
1:1000

Viewport B Notes:

1. Common Lane access. See access point 1 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.



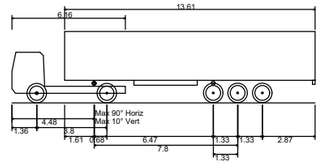
Viewport C
1:1000

Viewport C Notes:

1. Common Lane egress.See access point 1 in Key Plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Legend

Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	22/01/26	LJ	NH	TE
For information only				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 7
Common Lane
HGV Access / Egress
Vehicle Tracking

Scale at A3
As Shown

Discipline
Civils

Job No
302939-00

Drawing Status
For Information

Drawing No
EN0110012/APP/LVS/ 06.03.14.B.T007_1

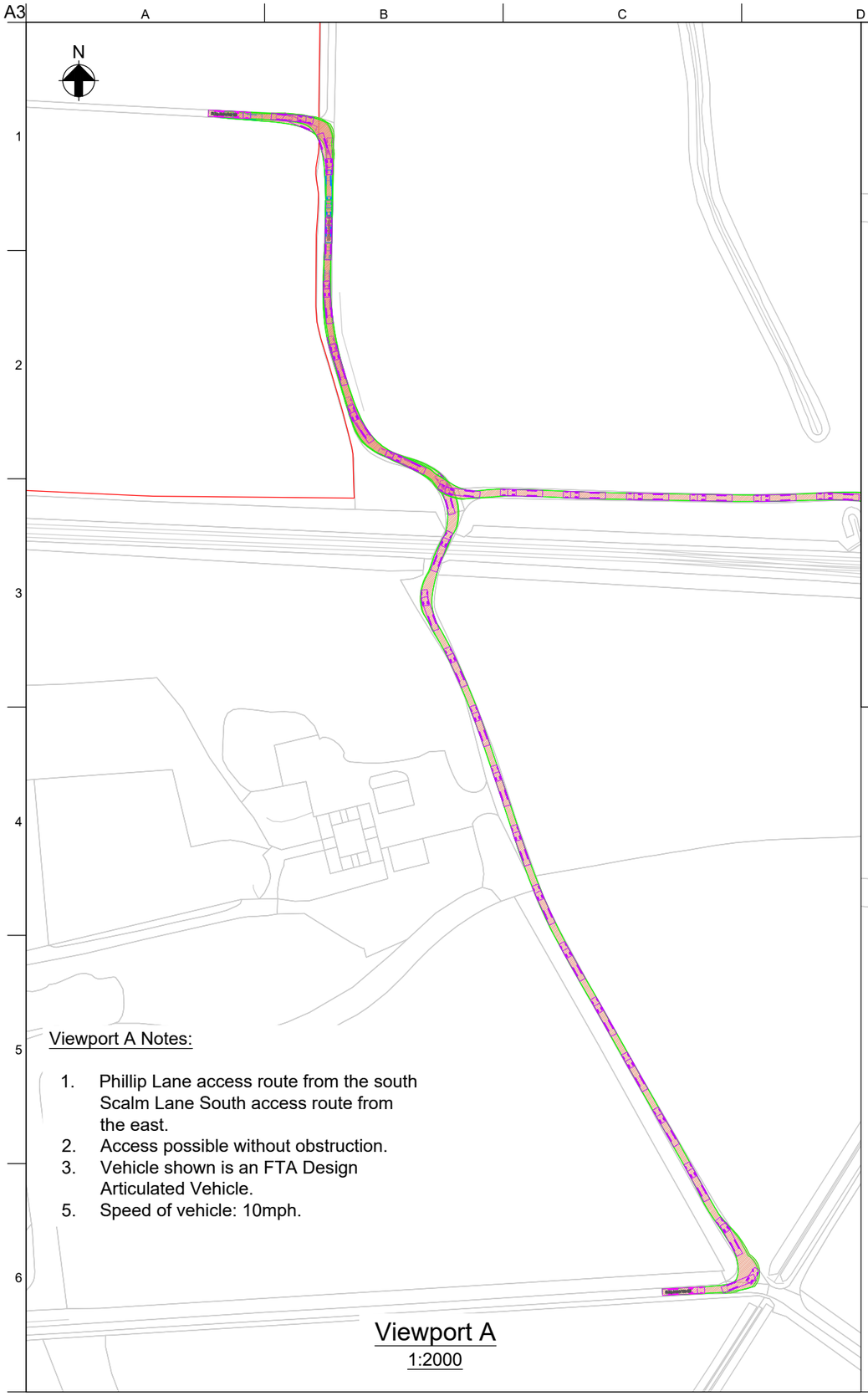
Issue
P01

Do not scale

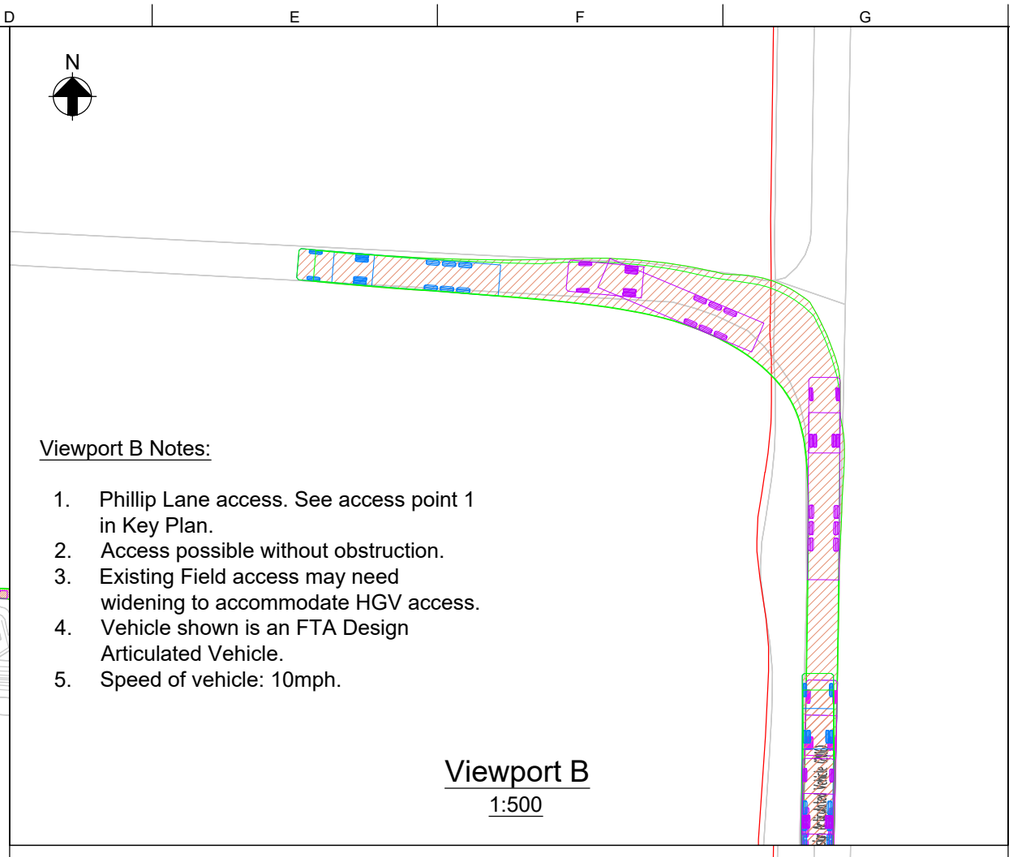
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\\global\GISUK302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\EN0110012-APP-LVS-06.03.14.B.T007_1.dwg 28 Jan 2026 14:58:23

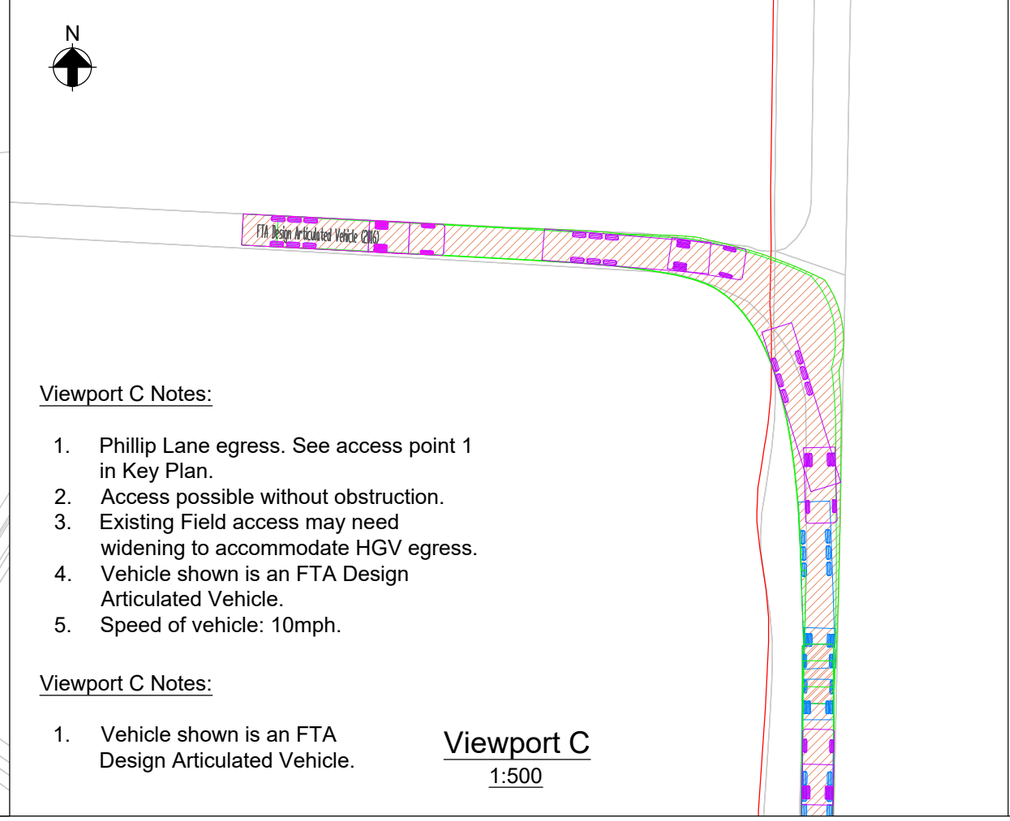
Created in an evaluation version of CADPipeline-Civil 3D by Sivelogics (http://www.sivelogics.com)



Viewport A
1:2000



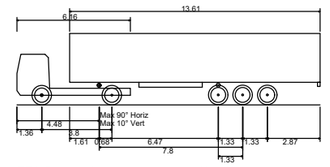
Viewport B
1:500



Viewport C
1:500

Legend

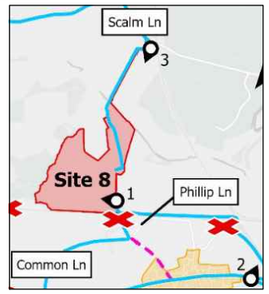
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	22/01/26	BW	NH	TE

For information only

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 8
Phillip Lane
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/ 06.03.14.B.T008_1**

Issue: **P01**

Do not scale
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\\global\GIS\UK302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\EN0110012-APP-LVS-06.03.14.B.T008_1.dwg 29 Jan 2026 12:07:50

A3

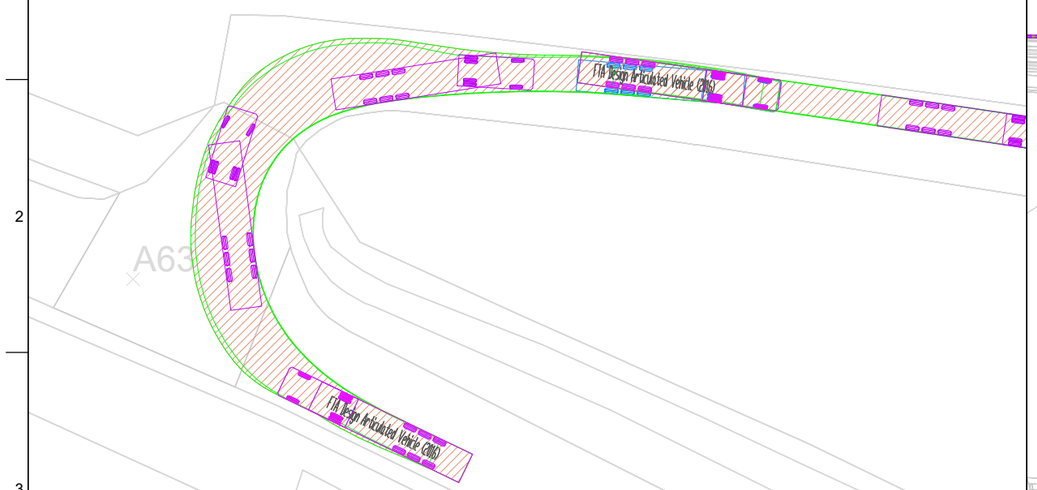
A B C D E F G

1 2 3 4 5 6

N

Viewport B Notes:

1. Scalm Lane South access. See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

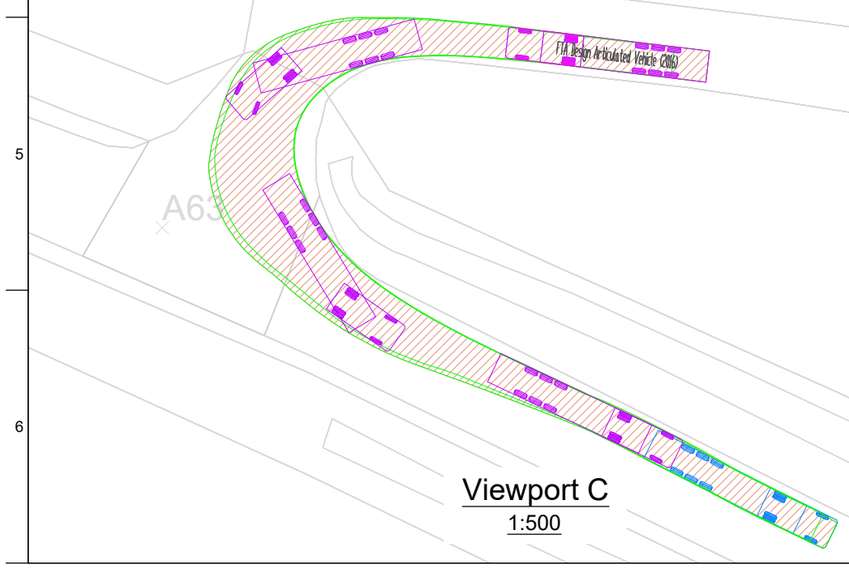


Viewport B
1:500

N

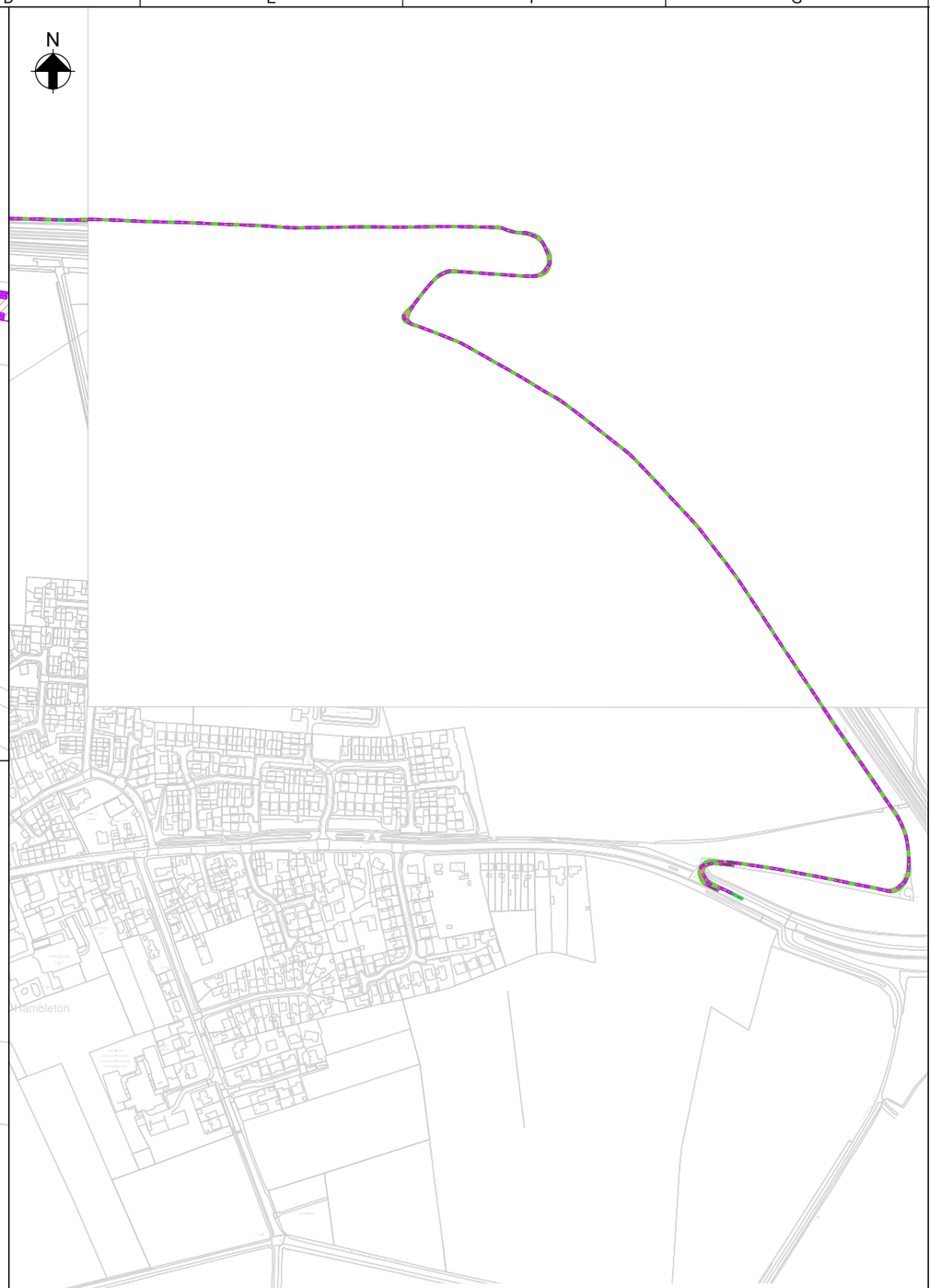
Viewport C Notes:

1. Scalm Lane South egress. See access point 2 in Key Plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.



Viewport C
1:500

N



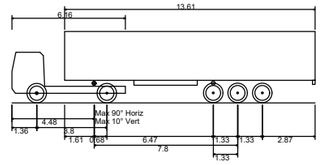
Viewport A Notes:

1. Scalm Lane South access route.
2. Unclear from OS mapping as to whether access possible without obstruction.
3. Unable to investigate route through ground level imagery
4. Vehicle shown is an FTA Design Articulated Vehicle.
5. Speed of vehicle: 10mph.

Viewport A
1:4000

Legend

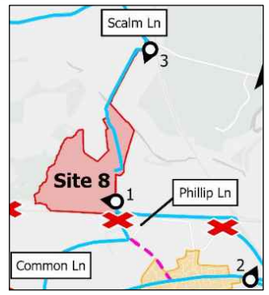
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	22/01/26	BW	NH	TE

For information only

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 8
Scalm Lane South
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/06.03.14.B.T008_2**

Issue: **P01**

\\global\GIS\UK302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\EN0110012-APP-LVS-06.03.14.B.T008_2.dwg 28 Jan 2026 15:00:47

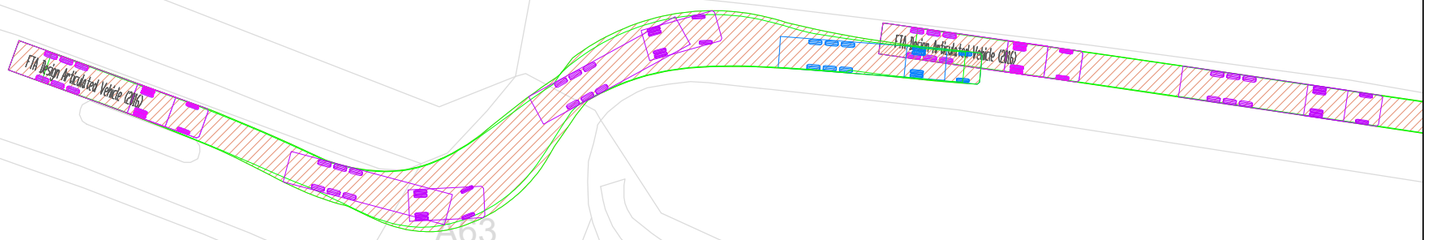
Do not scale

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A3 | A | B | C | D | E | F | G

1 | 2 | 3 | 4 | 5 | 6



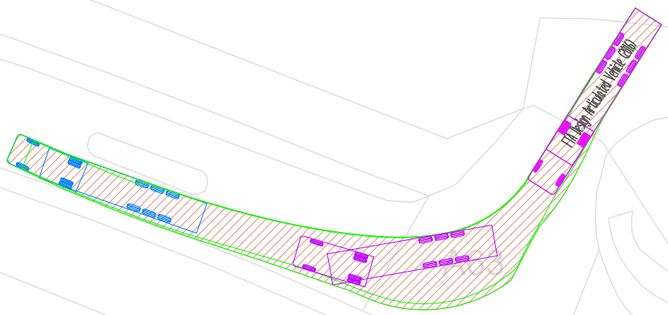


Viewport A
1:500

Viewport A Notes:

1. Scalm Lane South access. See access point 2 in Key Plan.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.





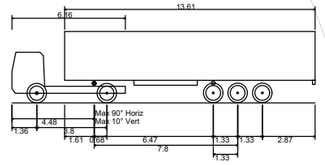
Viewport B
1:500

Viewport B Notes:

1. Scalm Lane South egress. See access point 2 in Key Plan.
2. Egress possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

Legend

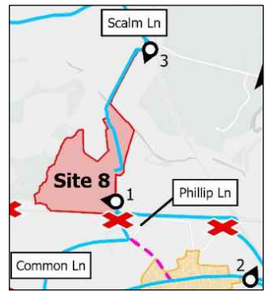
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P01	06/11/26	BW	NH	TE

For information only

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 8
Scalm Lane South
HGV Access / Egress
Vehicle Tracking

Scale at A3: As Shown

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/ 06.03.14.B.T008_4**

Issue: **P01**

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Do not scale

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ot http://www.ozsys-software.com/ctsplot/

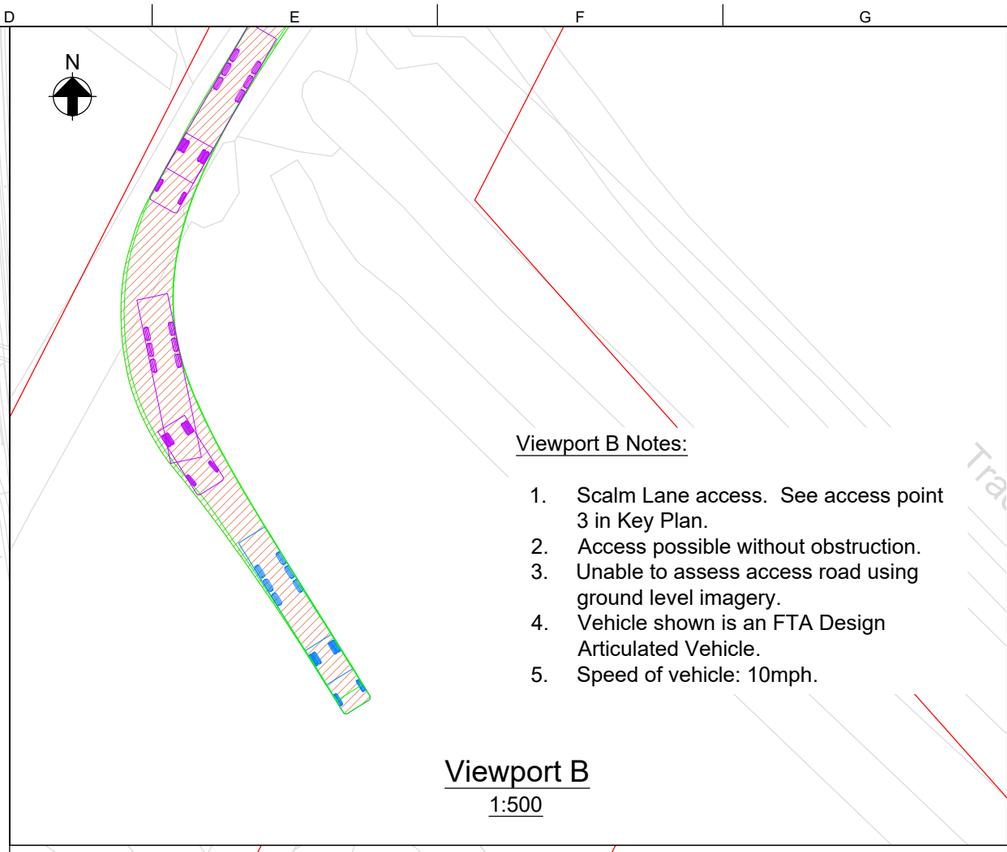
A3



Viewport A Notes:

1. Scalm Lane access route.
2. Access possible without obstruction.
3. Vehicle shown is an FTA Design Articulated Vehicle.
5. Speed of vehicle: 10mph.

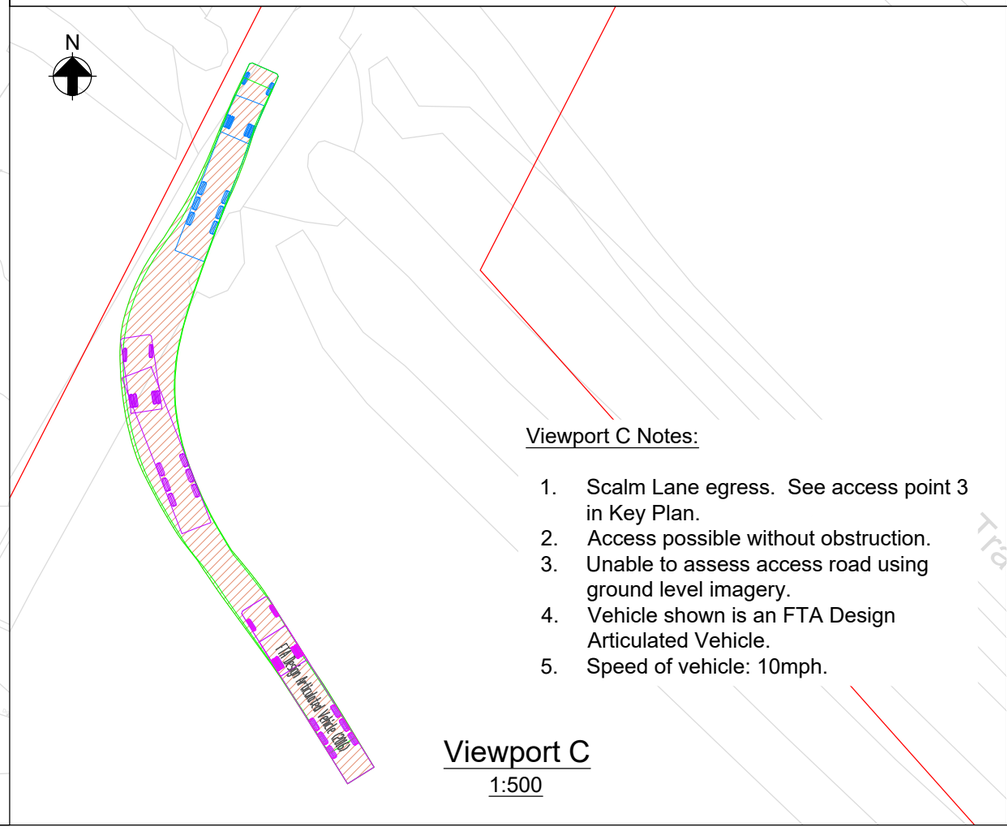
Viewport A
1:2000



Viewport B Notes:

1. Scalm Lane access. See access point 3 in Key Plan.
2. Access possible without obstruction.
3. Unable to assess access road using ground level imagery.
4. Vehicle shown is an FTA Design Articulated Vehicle.
5. Speed of vehicle: 10mph.

Viewport B
1:500



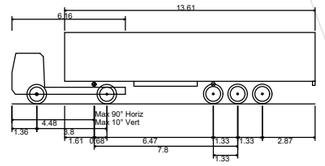
Viewport C Notes:

1. Scalm Lane egress. See access point 3 in Key Plan.
2. Access possible without obstruction.
3. Unable to assess access road using ground level imagery.
4. Vehicle shown is an FTA Design Articulated Vehicle.
5. Speed of vehicle: 10mph.

Viewport C
1:500

Legend

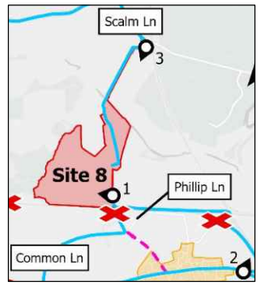
Site boundary



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key Plan



Issue	Date	By	Chkd	Appd
P02	01/09/26	BW	NH	TE
	Updated tracking			

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 8
Scalm Lane
HGV Access / Egress
Vehicle Tracking

Scale at A3 As Shown

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.T008_3**

Issue **P02**

\\global\GIS\UK302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\EN0110012-APP-LVS-06.03.14.B.T008_3.dwg 28 Aug 2026 10:54:28

Do not scale

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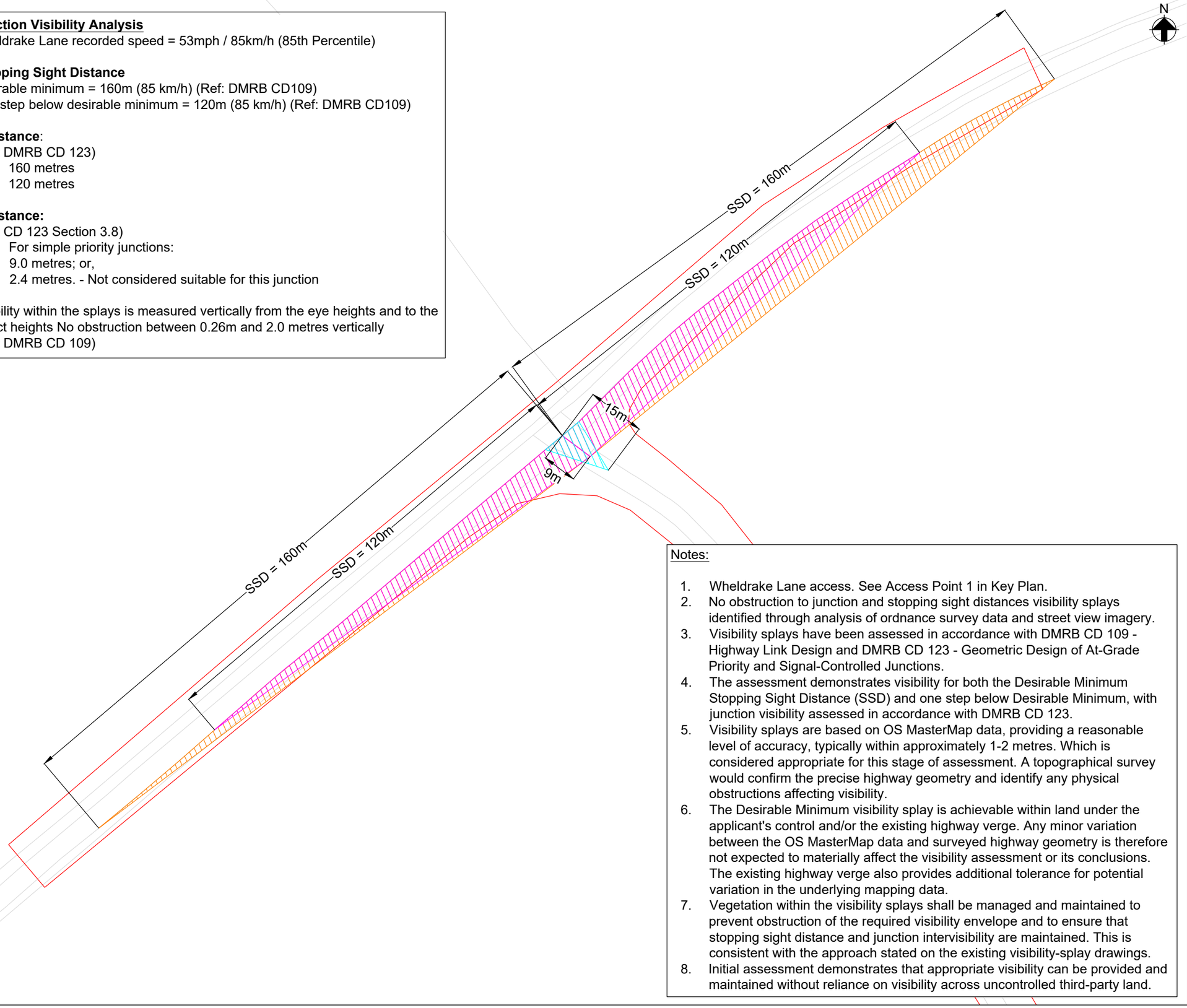
Junction Visibility Analysis
Wheldrake Lane recorded speed = 53mph / 85km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 160m (85 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 120m (85 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 160 metres
b) 120 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)



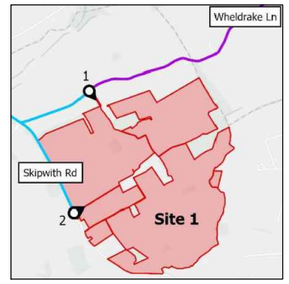
Notes:

1. Wheldrake Lane access. See Access Point 1 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 160m SSD
- **Major Route Visibility Splay** 120m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
Update notes				

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 1
Wheldrake Lane Western Route
Junction Visibility Analysis

Scale at A3 1:1000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

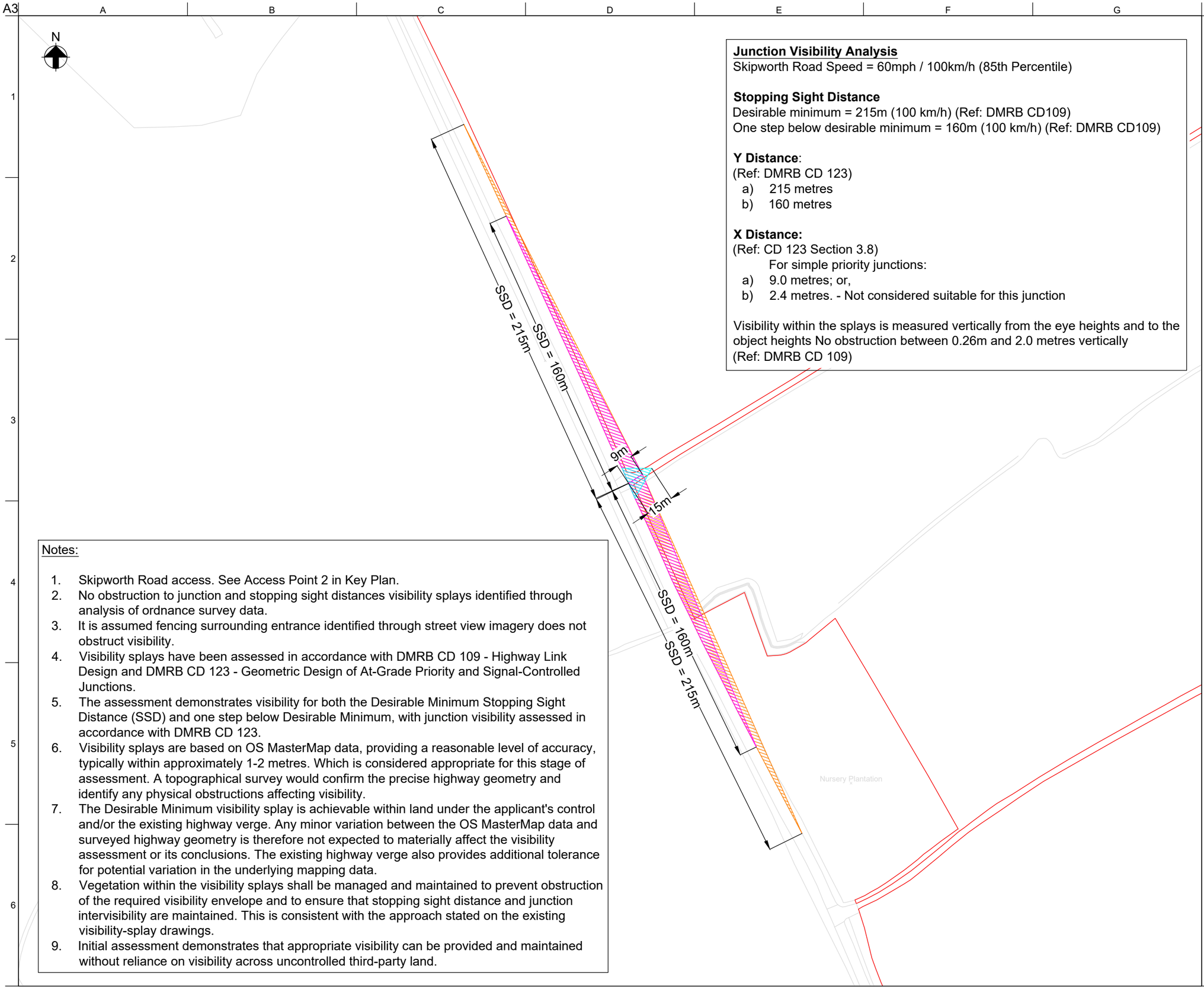
Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V001_1**

Issue **P02**

\\global\GISUK\302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\Visibility Splays\EN0110012-APP-LVS-06.03.14.B.V001_1.dwg 5 Nov 2026 09:46:00

Do not scale

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Junction Visibility Analysis
Skipworth Road Speed = 60mph / 100km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 215m (100 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 160m (100 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 215 metres
b) 160 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)

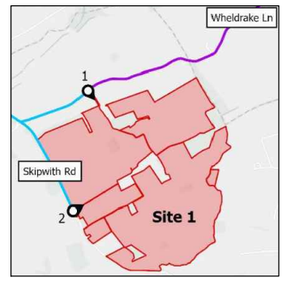
Notes:

1. Skipworth Road access. See Access Point 2 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data.
3. It is assumed fencing surrounding entrance identified through street view imagery does not obstruct visibility.
4. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
5. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
6. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
7. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
8. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
9. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 215m SSD
- **Major Route Visibility Splay** 160m SSD
- **Site Boundary**

Key Plan



P02	02/11/26	BW	NH	TE
Update notes				
Issue	Date	By	Chkd	Appd

ARUP

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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 1
Skipworth Road
Junction Visibility Analysis

Scale at A3 1:2000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V001_2**

Issue **P02**

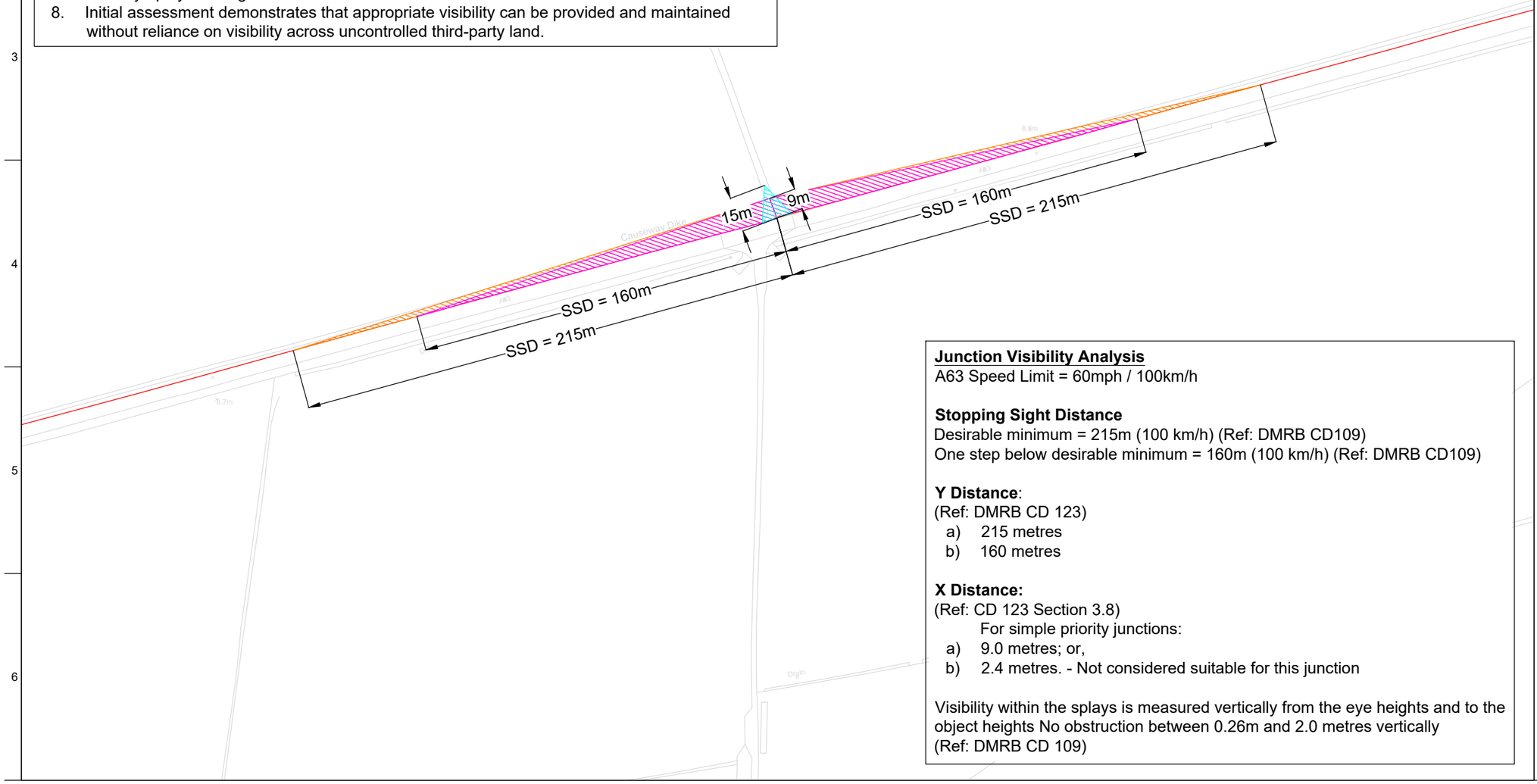
Do not scale

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\\global\GISUK\302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\Visibility Splays\EN0110012-APP-LVS-06.03.14.B.V001_2.dwg 5 Nov 2026 09:55:22

Notes:

1. A63 access. See Access Point 1 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
A63 Speed Limit = 60mph / 100km/h

Stopping Sight Distance
Desirable minimum = 215m (100 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 160m (100 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 215 metres
b) 160 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

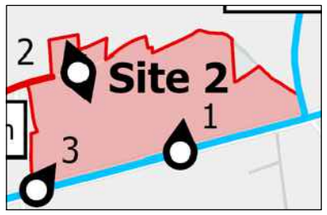
Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)

N

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 215m SSD
- **Major Route Visibility Splay** 160m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 2
A63
Junction Visibility Analysis

Scale at A3 1:2000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V002_1**

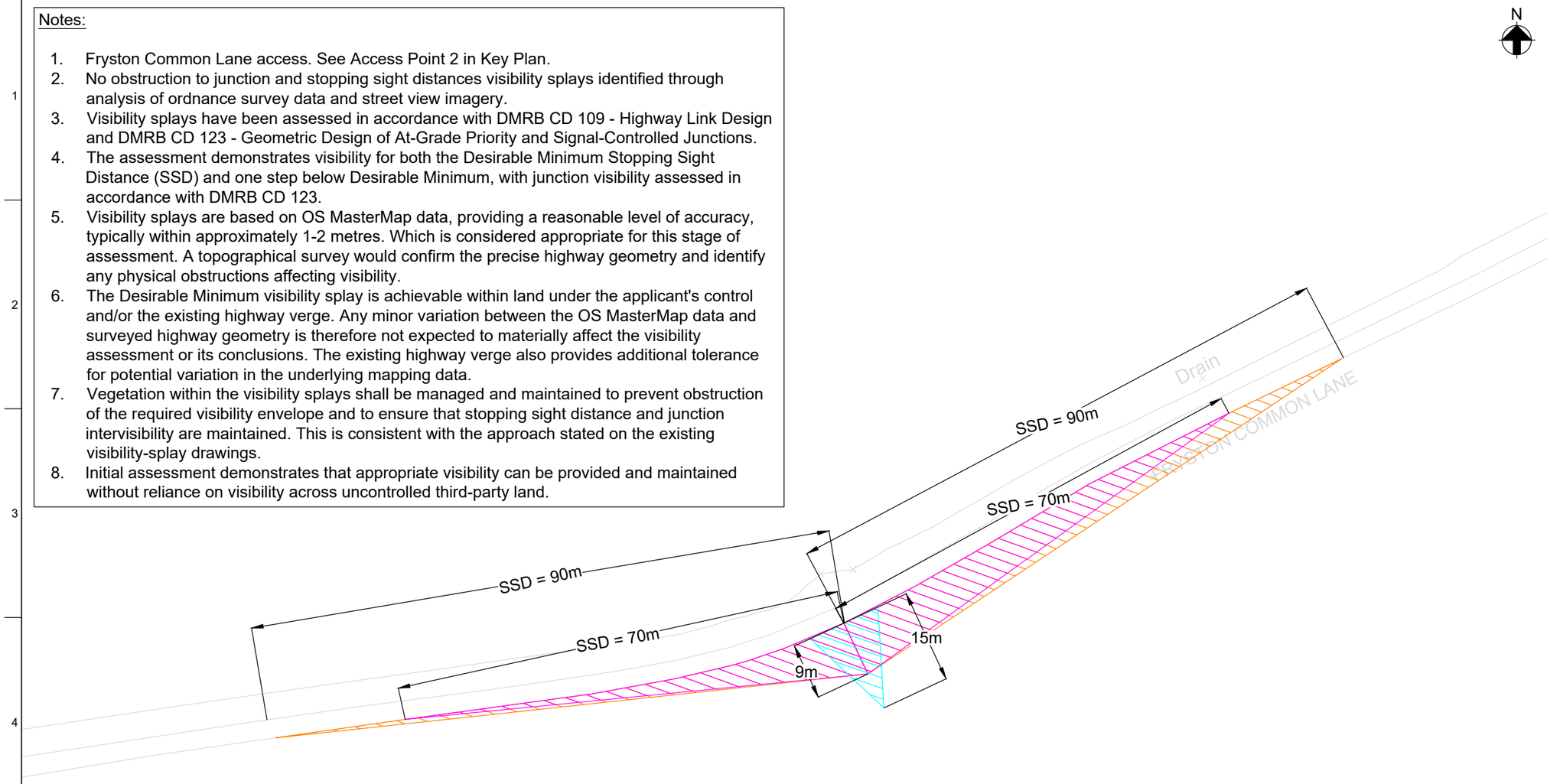
Issue **P03**

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Notes:

1. Fryston Common Lane access. See Access Point 2 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Fryston Common Lane Recorded Speed = 37mph / 60km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 90m (60 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 70m (60 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 90 metres
b) 70 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

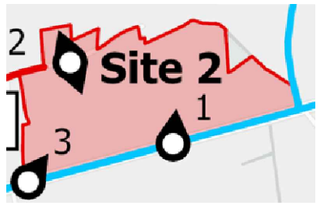
Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)

N

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 90m SSD
- **Major Route Visibility Splay** 70m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 2
Fryston Common Lane
Junction Visibility Analysis

Scale at A3 1:750

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V002_2**

Issue **P03**

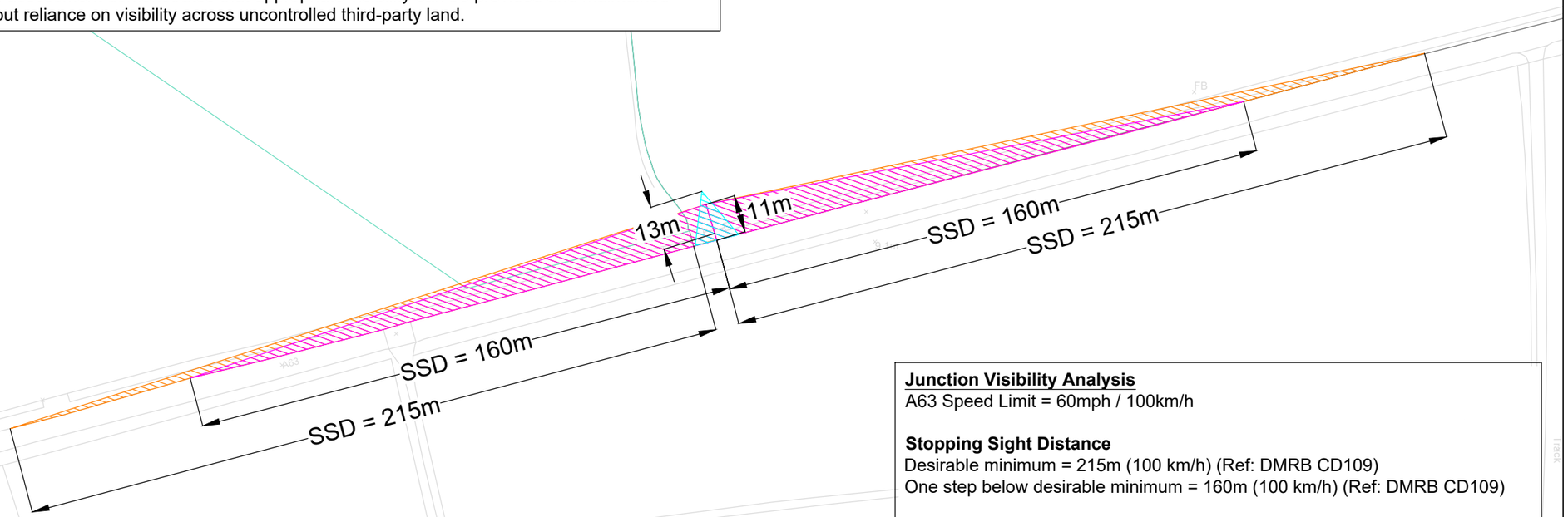
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Do not scale

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Notes:

1. A63 access. See Access Point 1 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
A63 Speed Limit = 60mph / 100km/h

Stopping Sight Distance
Desirable minimum = 215m (100 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 160m (100 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 215 metres
b) 160 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

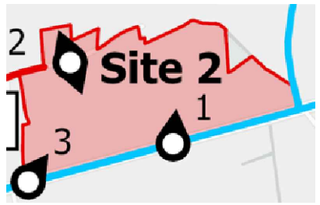
Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)

N

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 215m SSD
- **Major Route Visibility Splay** 160m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 2
A63
Junction Visibility Analysis

Scale at A3 1:1500

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V002_3**

Issue **P02**

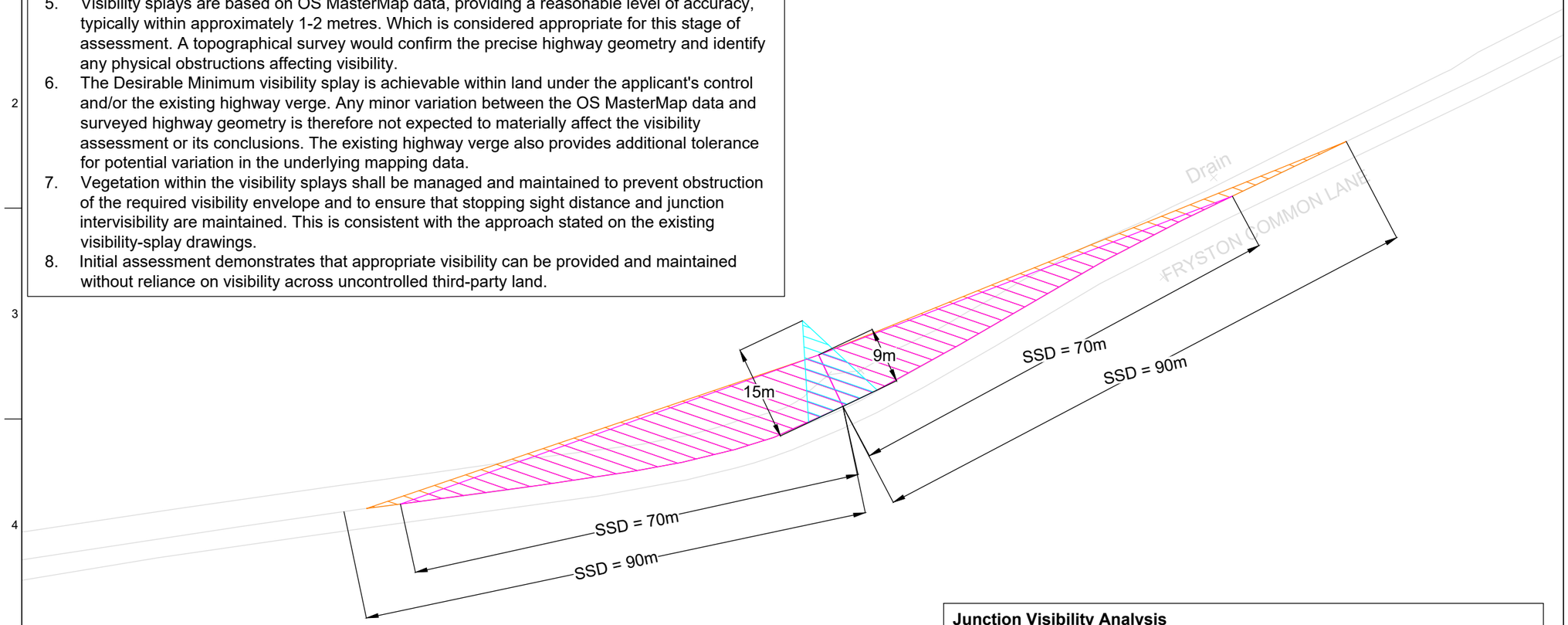
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Do not scale

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Notes:

1. Fryston Common Lane access. See Access Point 2 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Fryston Common Lane Recorded Speed = 37mph / 60km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 90m (60 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 70m (60 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 90 metres
b) 70 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 90m SSD
- **Major Route Visibility Splay** 70m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
Update notes				

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www.arup.com

Client: Light Valley Solar Limited

Job Title: Light Valley Solar

Drawing Title: Site 2
Fryston Common Lane
Junction Visibility Analysis

Scale at A3: 1:750

Discipline: Civils

Job No: **302939-00**

Drawing Status: **For Information**

Drawing No: **EN0110012/APP/LVS/ 06.03.14.B.V002_4**

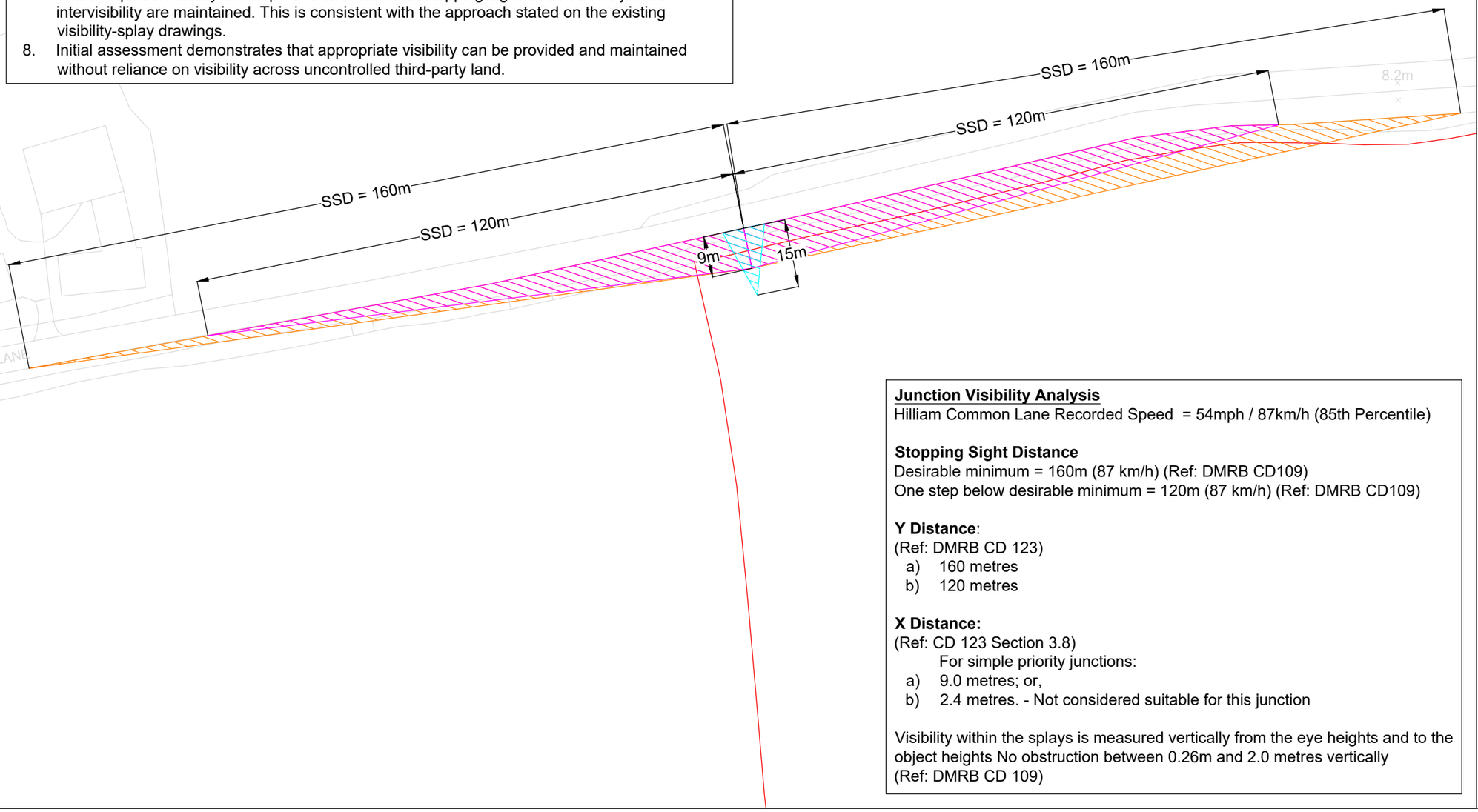
Issue: **P02**

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A3 A B C D E F G
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Print http://www.nosys-software.com/cadprint/

Notes:

1. Hillam Common Lane access. See Access Point in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
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7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Hilliam Common Lane Recorded Speed = 54mph / 87km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 160m (87 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 120m (87 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 160 metres
b) 120 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

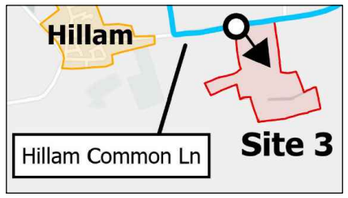
Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)

N

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 160m SSD
- **Major Route Visibility Splay** 120m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE

Update notes

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 3
Hillam Common Lane
Junction Visibility Analysis

Scale at A3 1:1000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V003_1**

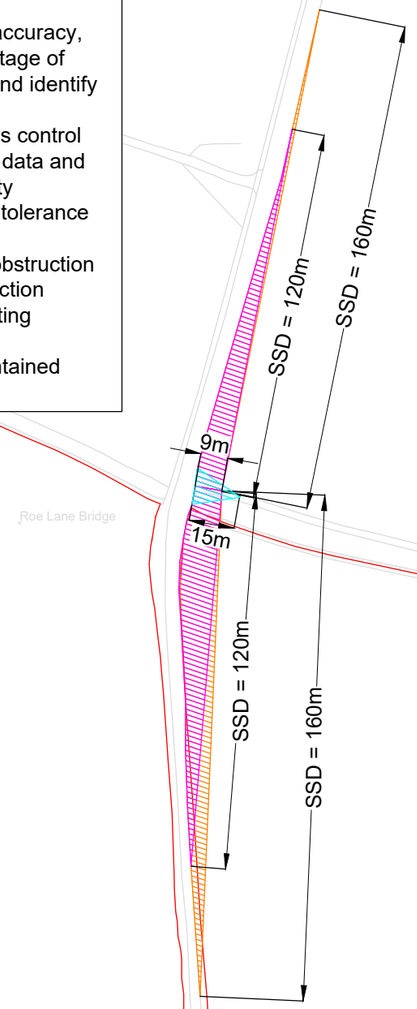
Issue **P02**

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Notes:

1. Roe Lane North access. See Access Point 1 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Roe Lane North Recorded Speed = 47mph / 76km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 160m (76 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 120m (76 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 160 metres
b) 120 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

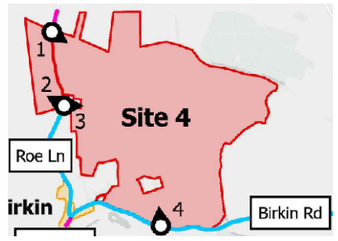
Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

N

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 60m SSD
- **Major Route Visibility Splay** 120m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
	Update notes			

ARUP

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 4
Roe Lane North
Junction Visibility Analysis

Scale at A3 1:2000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V004_1**

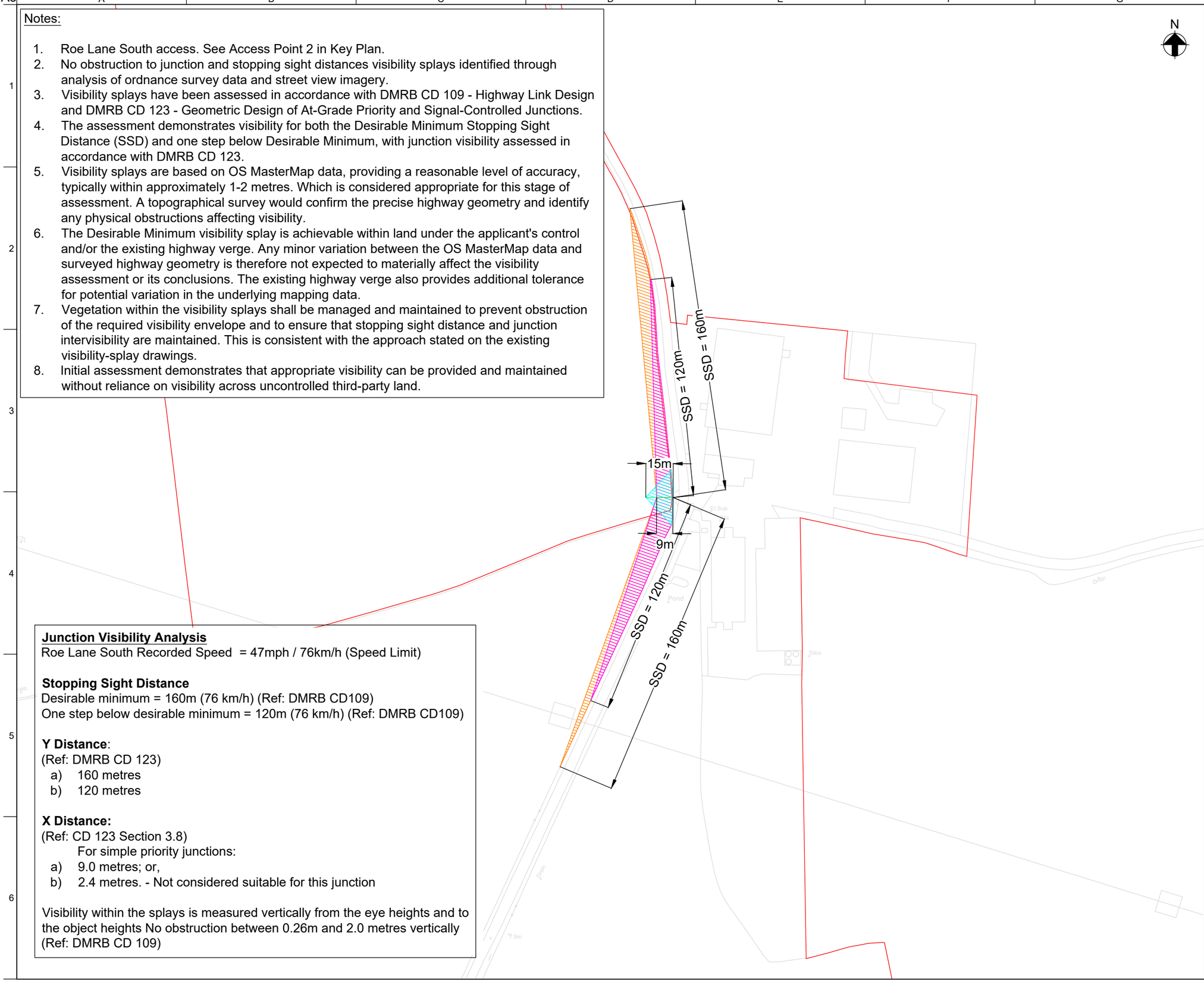
Issue **P02**

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Notes:

1. Roe Lane South access. See Access Point 2 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Roe Lane South Recorded Speed = 47mph / 76km/h (Speed Limit)

Stopping Sight Distance
Desirable minimum = 160m (76 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 120m (76 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 160 metres
b) 120 metres

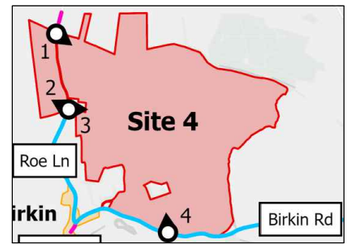
X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 160m SSD
- **Major Route Visibility Splay** 120m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
Updated notes				

ARUP
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www.arup.com

Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 4
Roe Lane South
Junction Visibility Analysis

Scale at A3 1:1000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V004_2**

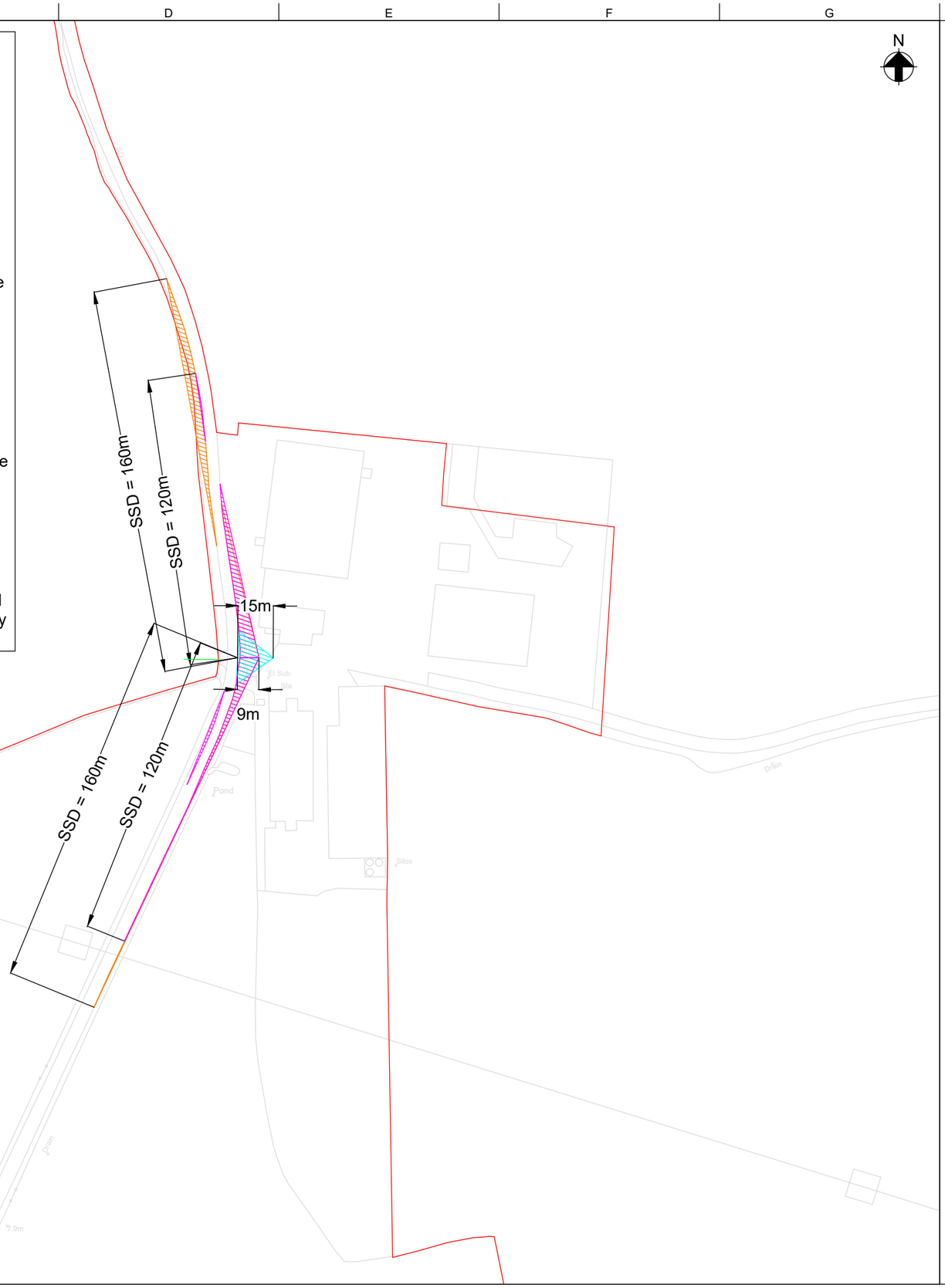
Issue **P03**

Do not scale
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Notes:

1. Roe Lane South access. See Access Point 3 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Roe Lane South Recorded Speed = 47mph / 76km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 160m (76 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 120m (76 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 160 metres
b) 120 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

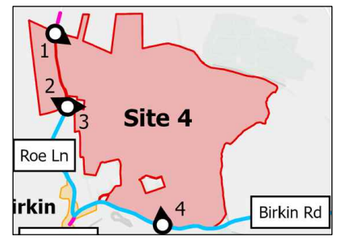
Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

N

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 160m SSD
- **Major Route Visibility Splay** 120m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 4
Roe Lane South
Junction Visibility Analysis

Scale at A3 1:2000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V004_3**

Issue **P03**

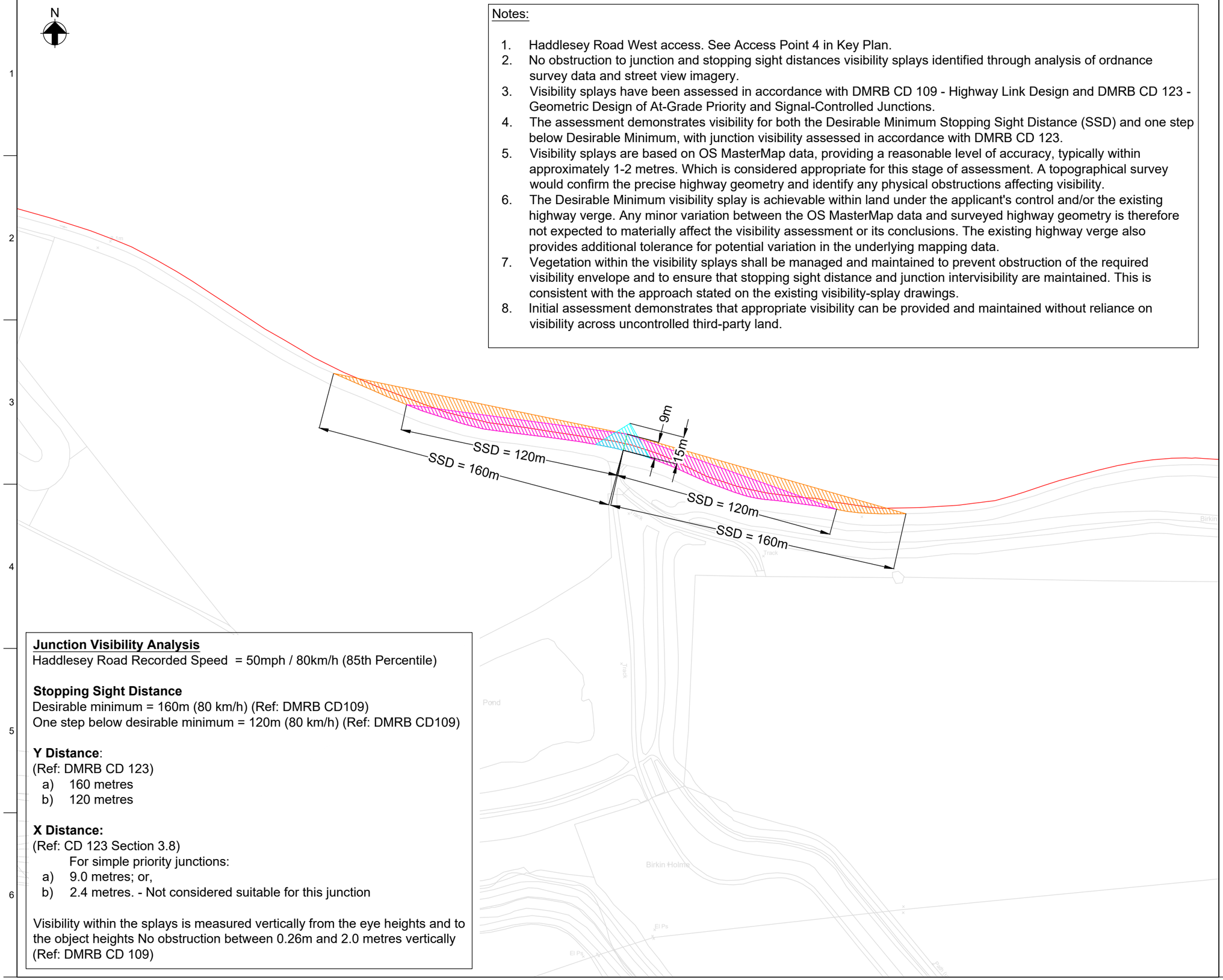
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Notes:

1. Haddlesey Road West access. See Access Point 4 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Haddlesey Road Recorded Speed = 50mph / 80km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 160m (80 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 120m (80 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 160 metres
b) 120 metres

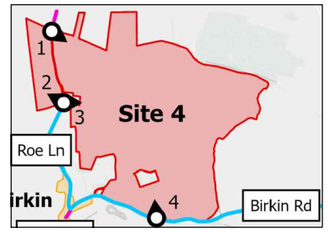
X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 160m SSD
- **Major Route Visibility Splay** 120m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 4
Haddlesey Road West
Junction Visibility Analysis

Scale at A3 1:2000

Discipline Civils

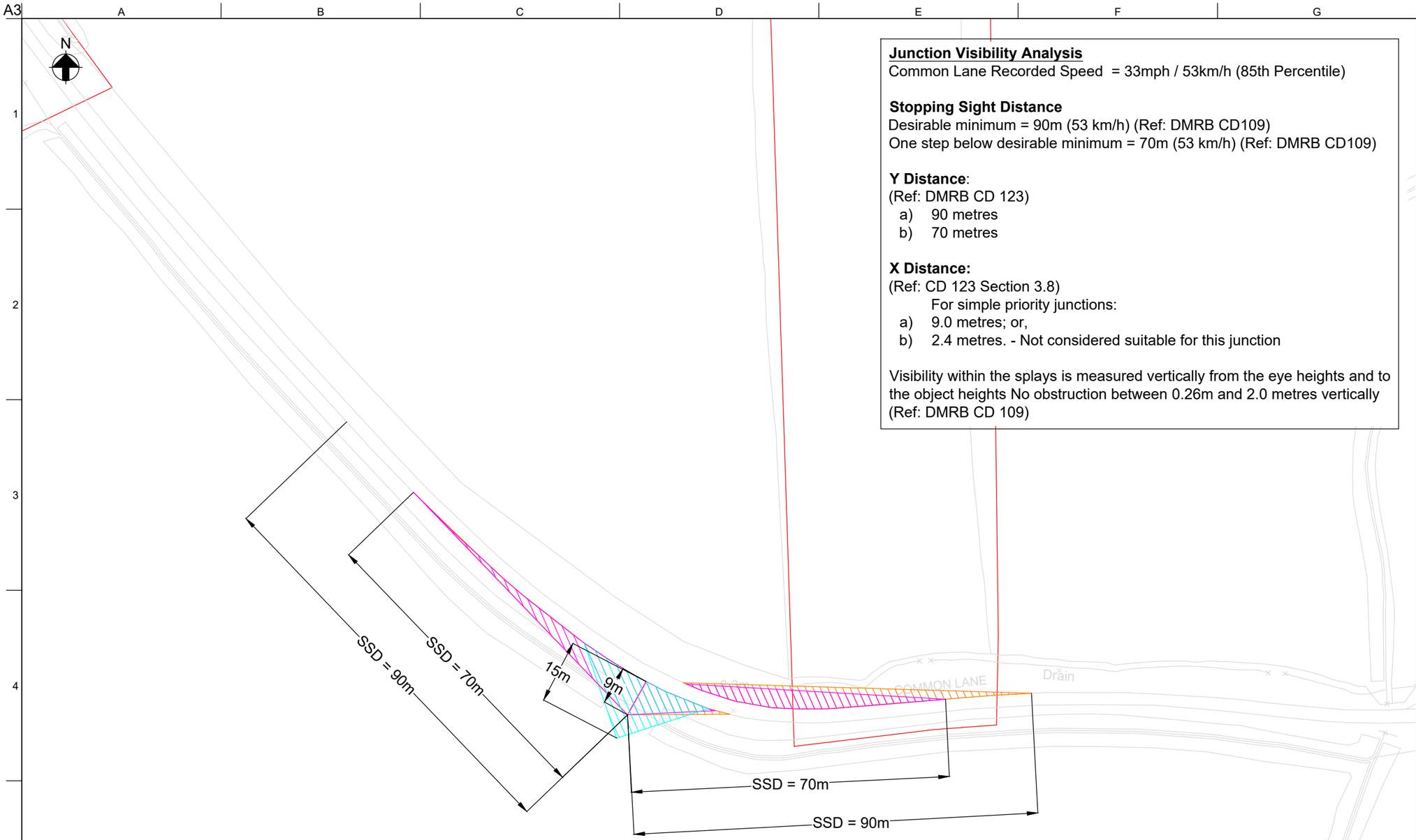
Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V004_4**

Issue **P03**

A3 A B C D E F G
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Junction Visibility Analysis
Common Lane Recorded Speed = 33mph / 53km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 90m (53 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 70m (53 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 90 metres
b) 70 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

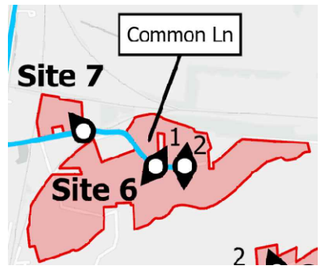
Notes:

1. Common Lane west access. See Access Point 1 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 90m SSD
- **Major Route Visibility Splay** 70m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 6
Common Lane West
Junction Visibility Analysis

Scale at A3 1:500

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V006_1**

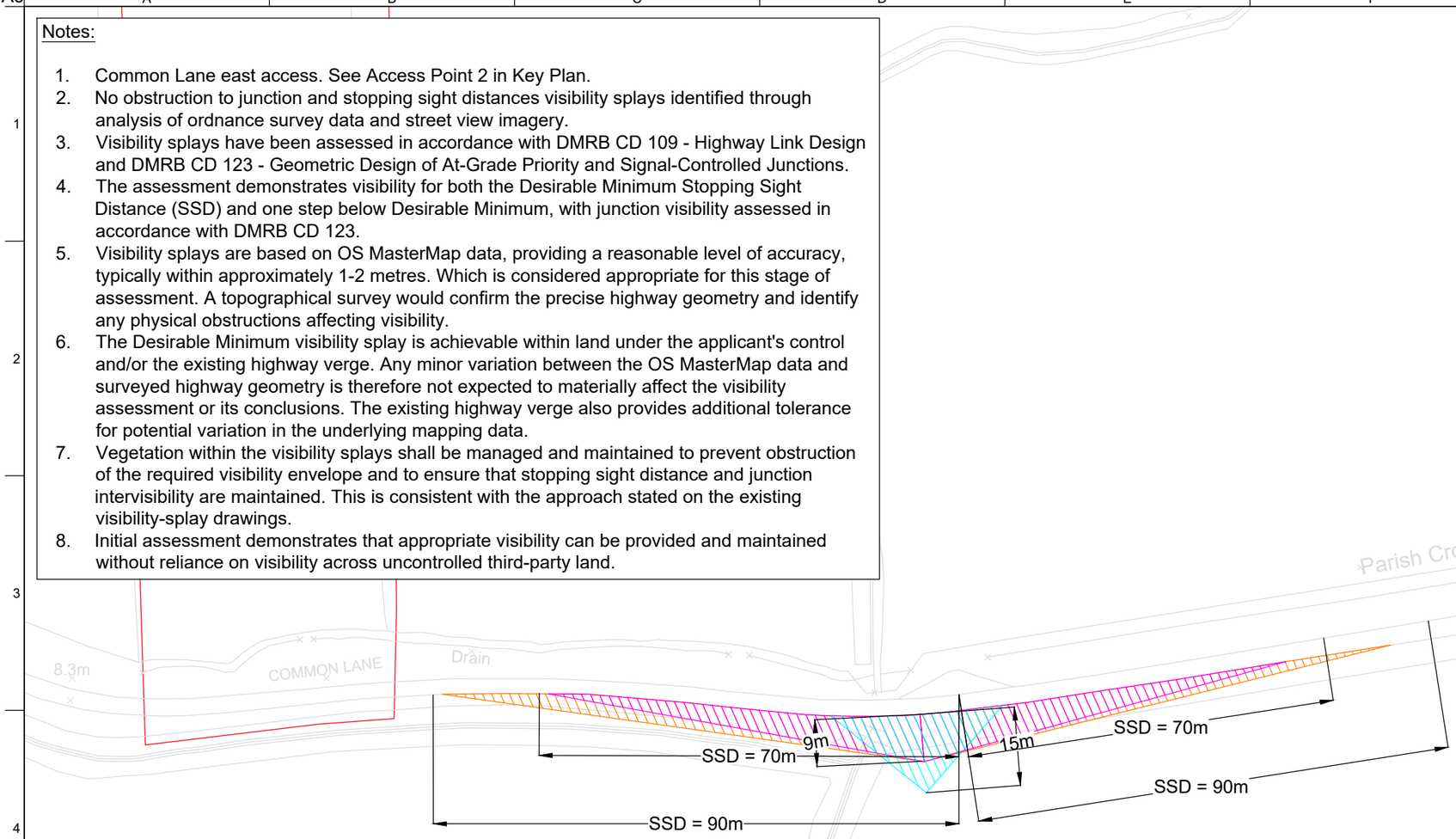
Issue **P03**

Do not scale
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Notes:

1. Common Lane east access. See Access Point 2 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Common Lane Recorded Speed = 33mph / 53km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 90m (53 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 70m (53 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 90 metres
b) 70 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

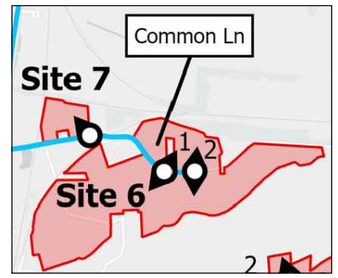
Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

N

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 90m SSD
- **Major Route Visibility Splay** 70m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 6
Common Lane East
Junction Visibility Analysis

Scale at A3 1:500

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

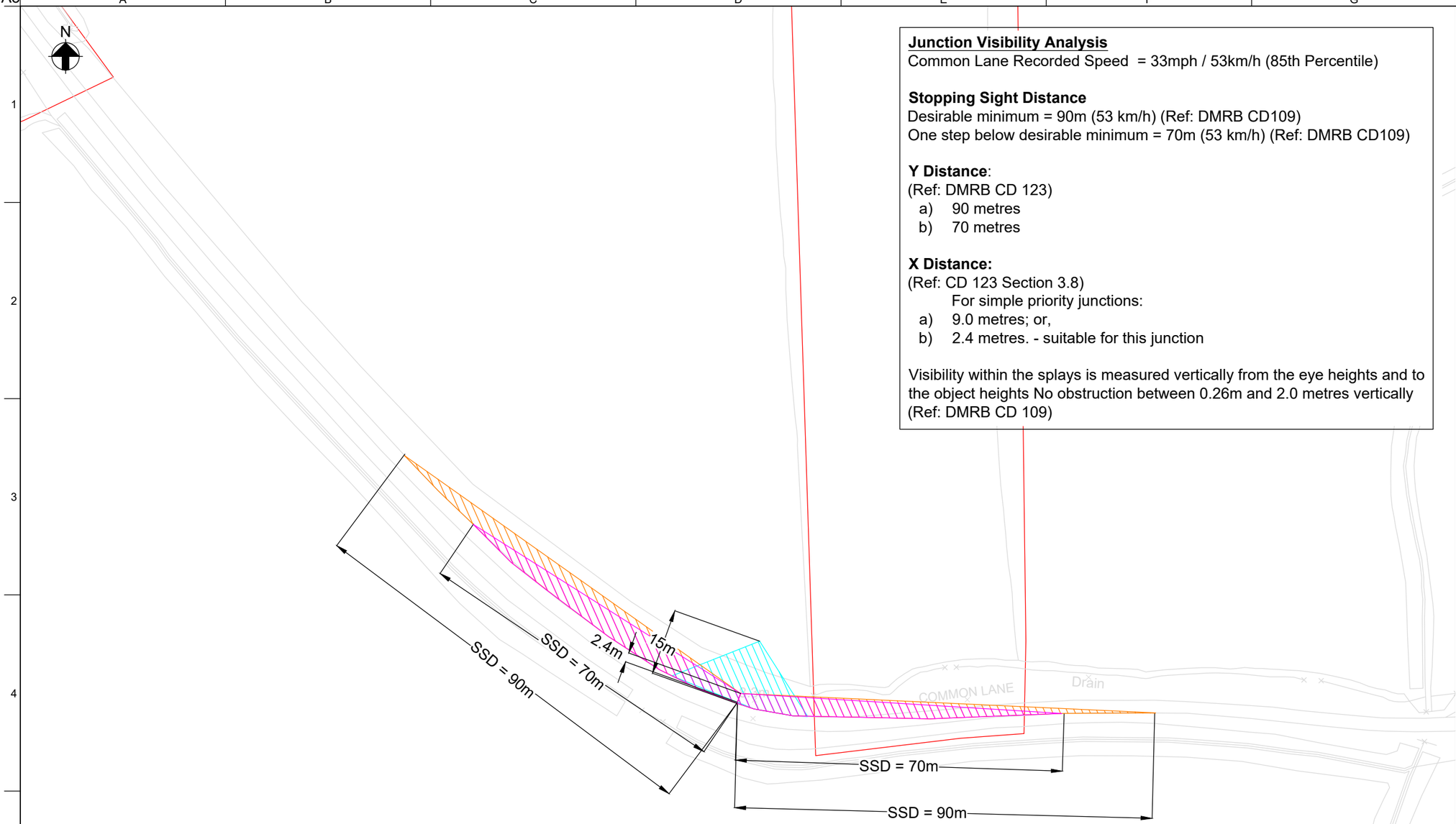
Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V006_2**

Issue **P03**

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Do not scale

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Junction Visibility Analysis
Common Lane Recorded Speed = 33mph / 53km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 90m (53 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 70m (53 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 90 metres
b) 70 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

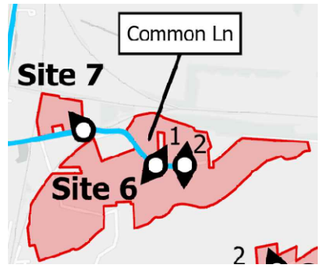
Notes:

1. Common Lane west access. See Access Point 1 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 90m SSD
- **Major Route Visibility Splay** 70m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 6
Common Lane West
Junction Visibility Analysis

Scale at A3 1:1000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V006_3**

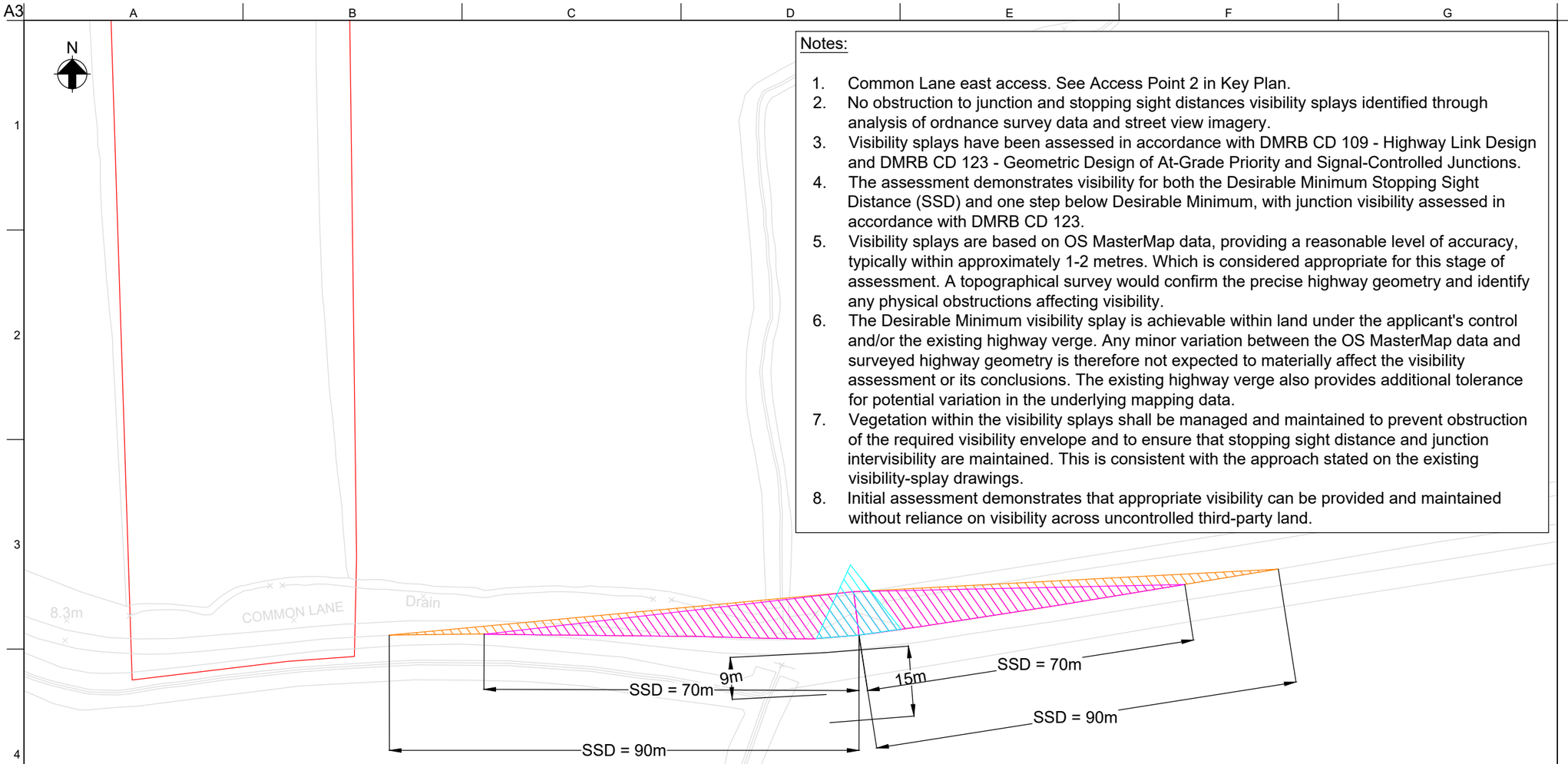
Issue **P02**

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A3

N



Notes:

1. Common Lane east access. See Access Point 2 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Junction Visibility Analysis
Common Lane Recorded Speed = 33mph / 53km/h (85th Percentile)

Stopping Sight Distance
Desirable minimum = 90m (53 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 70m (53 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 90 metres
b) 70 metres

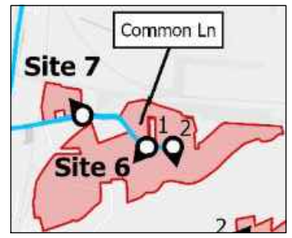
X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 90m SSD
- **Major Route Visibility Splay** 70m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 6
Common Lane East
Junction Visibility Analysis

Scale at A3 1:500

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V006_4**

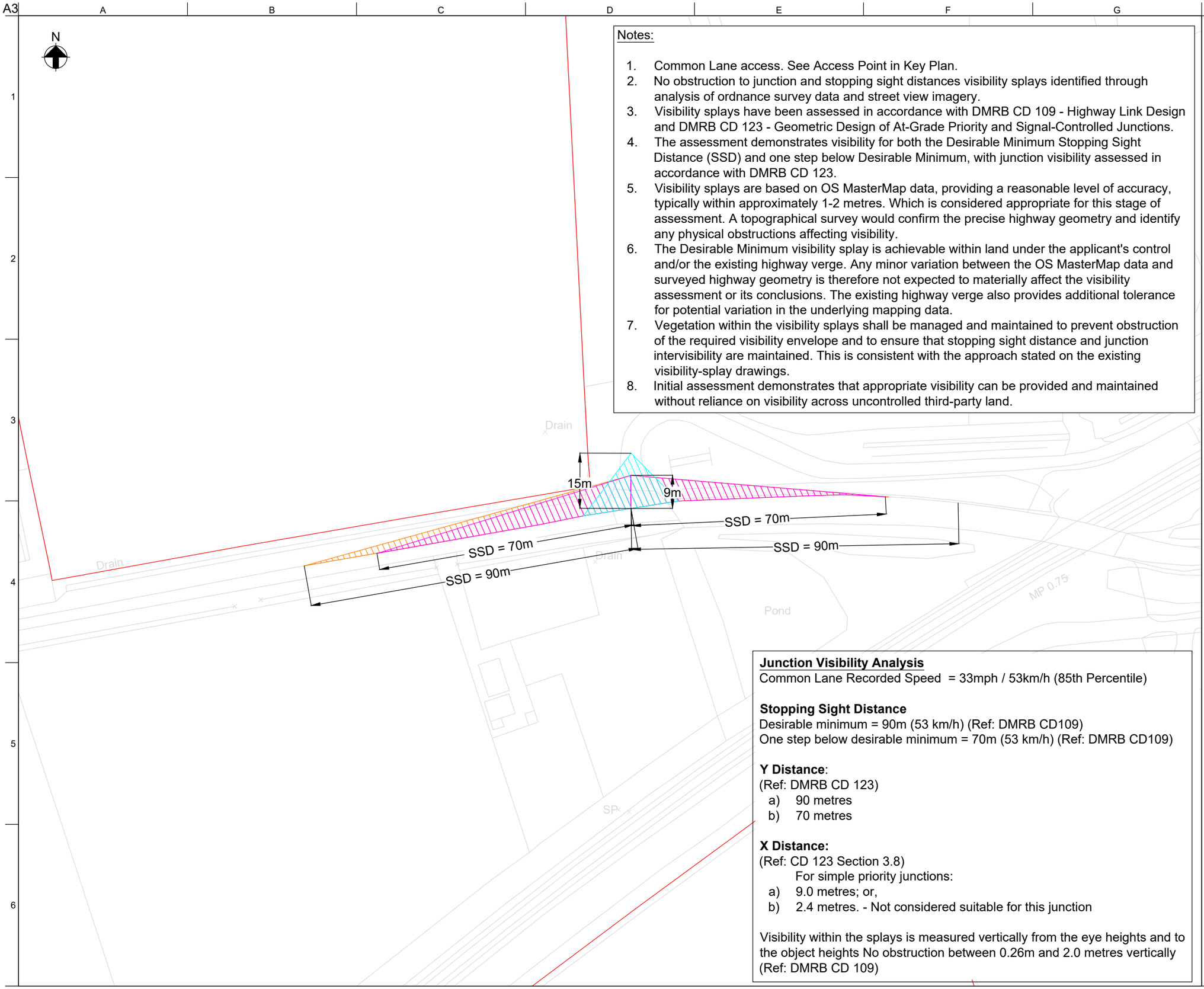
Issue **P02**

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Do not scale

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A3



Notes:

1. Common Lane access. See Access Point in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data and street view imagery.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
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8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Junction Visibility Analysis

Common Lane Recorded Speed = 33mph / 53km/h (85th Percentile)

Stopping Sight Distance

Desirable minimum = 90m (53 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 70m (53 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 90 metres
b) 70 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 90m SSD
- **Major Route Visibility Splay** 70m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 7
Common Lane
Junction Visibility Analysis

Scale at A3 1:1000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V007_1**

Issue **P02**

\\global\GIS\UK\302000\302939-00 Monk Fryston\Data\Vehicle Tracking\Drawings\Visibility Splays\EN0110012-APP-LVS-06.03.14.B.V007_1.dwg 5 Nov 2026 10:50:38

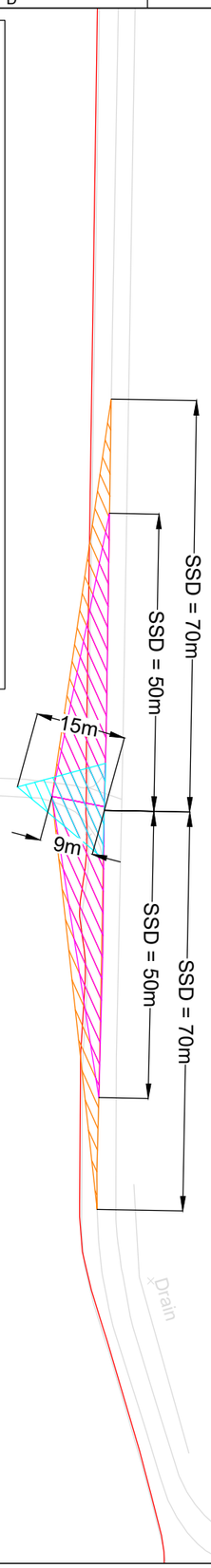
Do not scale

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Created in http://www.ansys-software.com/complot/

Notes:

1. Phillip Lane access. See Access Point 1 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data.
3. Street view imagery unavailable for this location.
4. It is assumed vegetation within visibility splay will be maintained to avoid causing obstruction.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.



Junction Visibility Analysis
Philip Lane Option 1 Recorded Speed = 30mph / 48km/h (Speed Limit)

Stopping Sight Distance
Desirable minimum = 70m (48 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 50m (48 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 70 metres
b) 50 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

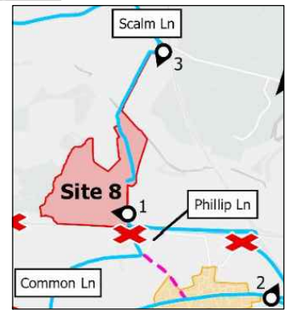
N

Main Drain

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 70m SSD
- **Major Route Visibility Splay** 50m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	Bw	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 8
Phillip Lane Option 1
Junction Visibility Analysis

Scale at A3 1:1000

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

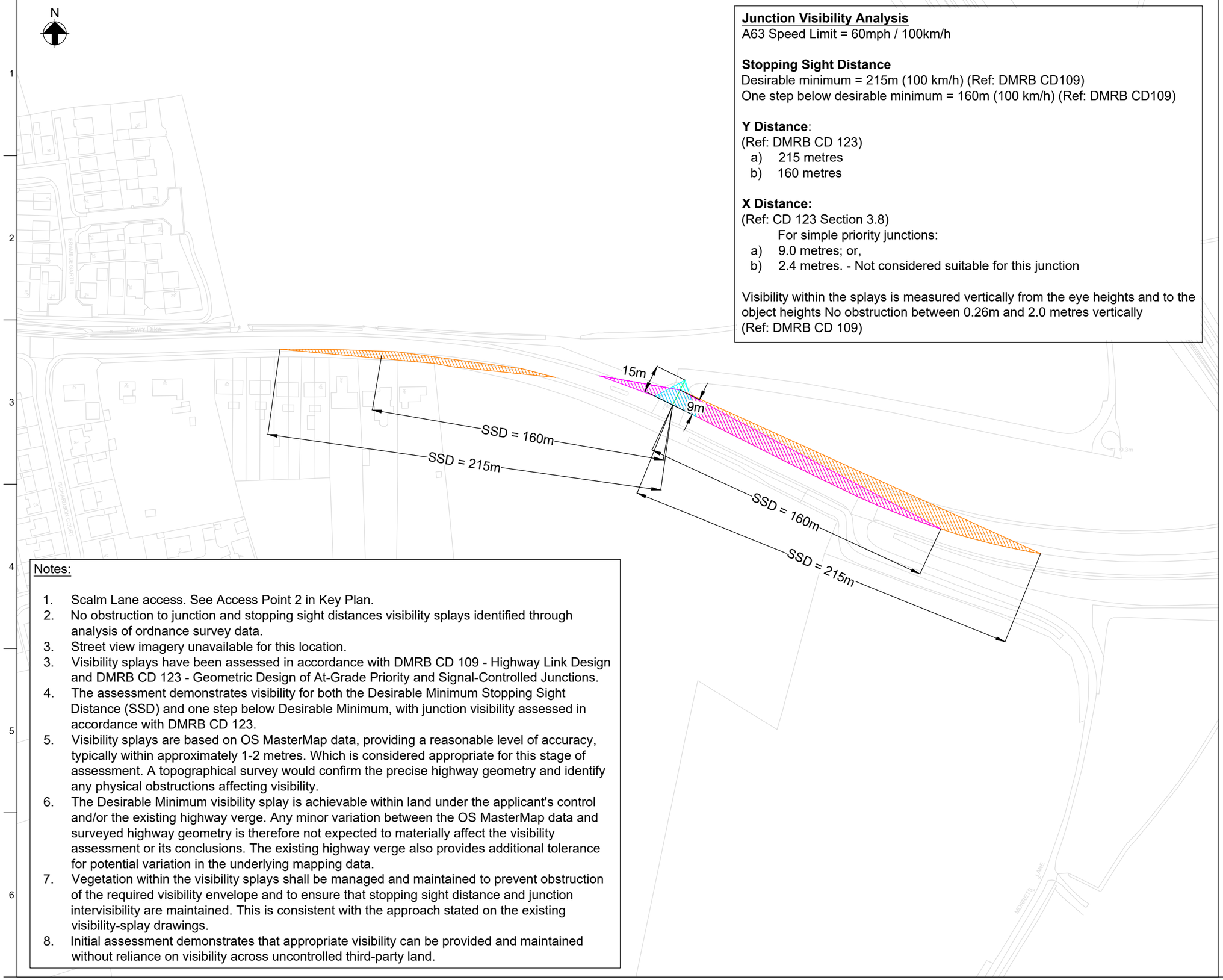
Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V008_1**

Issue **P02**

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Do not scale

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Junction Visibility Analysis
A63 Speed Limit = 60mph / 100km/h

Stopping Sight Distance
Desirable minimum = 215m (100 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 160m (100 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 215 metres
b) 160 metres

X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically
(Ref: DMRB CD 109)

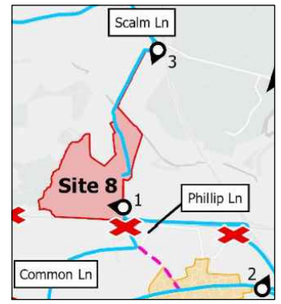
Notes:

1. Scalm Lane access. See Access Point 2 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data.
3. Street view imagery unavailable for this location.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 215m SSD
- **Major Route Visibility Splay** 160m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P02	02/11/26	BW	NH	TE
Updated notes				

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 8
Scalm Lane South
Junction Visibility Analysis

Scale at A3 1:2000

Discipline Civils

Job No **302939-00**

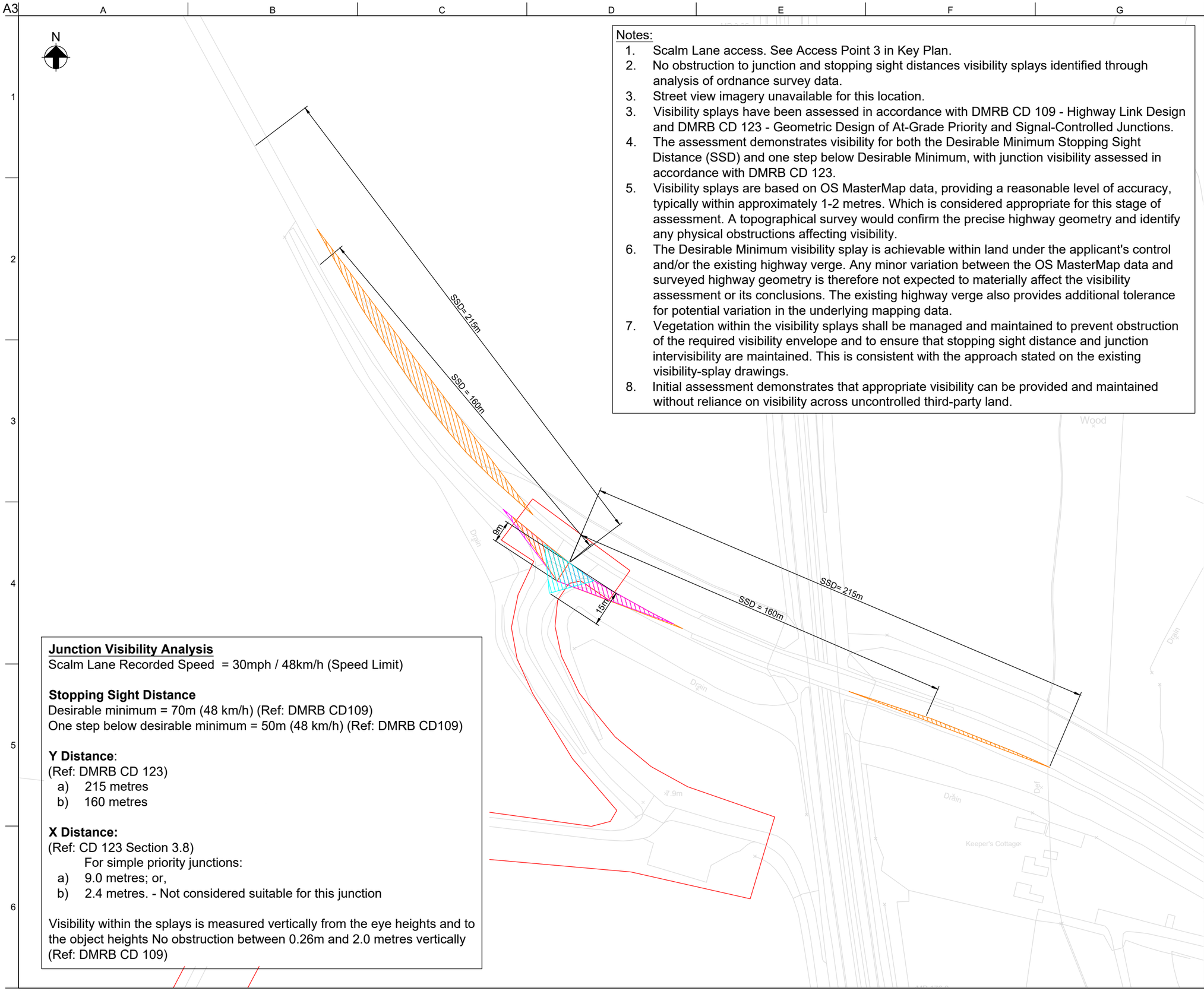
Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V008_2**

Issue **P02**

Do not scale
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Notes:

1. Scalm Lane access. See Access Point 3 in Key Plan.
2. No obstruction to junction and stopping sight distances visibility splays identified through analysis of ordnance survey data.
3. Street view imagery unavailable for this location.
3. Visibility splays have been assessed in accordance with DMRB CD 109 - Highway Link Design and DMRB CD 123 - Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
4. The assessment demonstrates visibility for both the Desirable Minimum Stopping Sight Distance (SSD) and one step below Desirable Minimum, with junction visibility assessed in accordance with DMRB CD 123.
5. Visibility splays are based on OS MasterMap data, providing a reasonable level of accuracy, typically within approximately 1-2 metres. Which is considered appropriate for this stage of assessment. A topographical survey would confirm the precise highway geometry and identify any physical obstructions affecting visibility.
6. The Desirable Minimum visibility splay is achievable within land under the applicant's control and/or the existing highway verge. Any minor variation between the OS MasterMap data and surveyed highway geometry is therefore not expected to materially affect the visibility assessment or its conclusions. The existing highway verge also provides additional tolerance for potential variation in the underlying mapping data.
7. Vegetation within the visibility splays shall be managed and maintained to prevent obstruction of the required visibility envelope and to ensure that stopping sight distance and junction intervisibility are maintained. This is consistent with the approach stated on the existing visibility-splay drawings.
8. Initial assessment demonstrates that appropriate visibility can be provided and maintained without reliance on visibility across uncontrolled third-party land.

Junction Visibility Analysis
Scalm Lane Recorded Speed = 30mph / 48km/h (Speed Limit)

Stopping Sight Distance
Desirable minimum = 70m (48 km/h) (Ref: DMRB CD109)
One step below desirable minimum = 50m (48 km/h) (Ref: DMRB CD109)

Y Distance:
(Ref: DMRB CD 123)
a) 215 metres
b) 160 metres

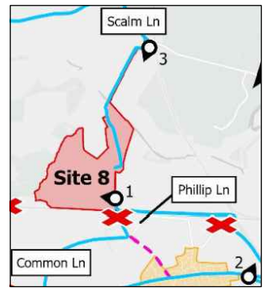
X Distance:
(Ref: CD 123 Section 3.8)
For simple priority junctions:
a) 9.0 metres; or,
b) 2.4 metres. - Not considered suitable for this junction

Visibility within the splays is measured vertically from the eye heights and to the object heights No obstruction between 0.26m and 2.0 metres vertically (Ref: DMRB CD 109)

Legend

- **Junction Visibility Splay** 15m Setback
- **Major Route Visibility Splay** 215m SSD
- **Major Route Visibility Splay** 160m SSD
- **Site Boundary**

Key Plan



Issue	Date	By	Chkd	Appd
P03	02/11/26	BW	NH	TE
	Updated notes			

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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 8
Scalm Lane
Junction Visibility Analysis

Scale at A3 1:1500

Discipline Civils

Job No **302939-00**

Drawing Status **For Information**

Drawing No **EN0110012/APP/LVS/ 06.03.14.B.V008_3**

Issue **P03**

A3 A B C D E F G
1 2 3 4 5 6

Do not scale

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Autodesk Docs: http://www.ndsys-software.com/compliant/

Annex C Abnormal Load Report

Abnormal Indivisible Load Access to Light Valley Solar Project Substations – High Level Summary Document

Prepared for Island Green Power (IGP)



Shaftesbury House, High Street, Eccleshall, Staffordshire ST21 6BZ, UK
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Registered in England & Wales No. 3162297

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Checked by:	Andy Pearce		02.12.25
Approved by:	Andy Pearce		02.12.25

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DOCUMENT REVISIONS

Issue	Date	Details
0	02.12.25	AIL Access Summary
1		
2		

Contents

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2. Transport Drawings 2

3. Light Valley Solar Project Individual Summary Reports 5

3.1. Light Valley Site 1 (Escrick) 5

3.2. Light Valley Site 2 (Monk Fryston) 11

3.3. Light Valley Site 4 (Birkin) 15

3.4. Cable Drum Highway Access Location Summary 21

1. Introduction

1.1. This document includes high level summary reports in respect to Abnormal Indivisible Loads (AIL) access to the proposed substations that are expected to be required for the Light Valley Solar Project.

1.2. This will require deliveries of transformer units to the following sites.

- Light Valley Solar Site 1 (Escrick) – 135te Transformer
- Light Valley Solar Site 2 (Monk Fryston) – 135te Transformer
- Light Valley Solar Site 4 (Birkin) – 135te Transformer

1.3. The report considers access to the proposed onshore substation in terms of AIL transportation of the main transformers and cable drums. Wider traffic and transport for Construction and Use vehicles is not within the scope of this document which details the issues on access for heavy transformers and cable drums only.

1.4. The report highlights preferred AIL access routes for transformer AILs via the public road network as far as is possible to date and highlights where additional remedial works will be necessary.

1.5. The report includes reference to the responses of highway and structural authorities where applicable including North Yorkshire Council and National Highways Yorkshire and North East. The high level summary is intended to inform planning documentation. A more detailed report discussing the various issues raised and routes rejected will be issued to Island Green Power (IGP) under separate cover. This will include more information on legislative requirements, route negotiability and the structural status of the routes.

2. Transport Drawings

2.1. The anticipated transport dimensions of the transformers for each of the substation location are shown below in Table 1 as is the indicative AIL transport arrangement that has been used for initial consultation with highway authorities that are reproduced on the following pages. These are based on standard AIL transport configuration that are generally used for transformers of the dimensions stated.

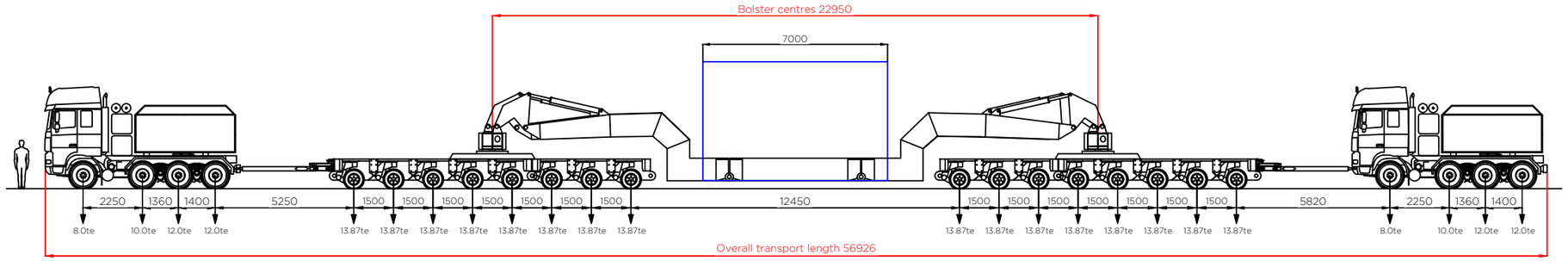
2.2. Drawings of indicative cable drum trailer arrangements are also included within this report.

Table 1 Transformer Transport Dimensions and Trailer Arrangements

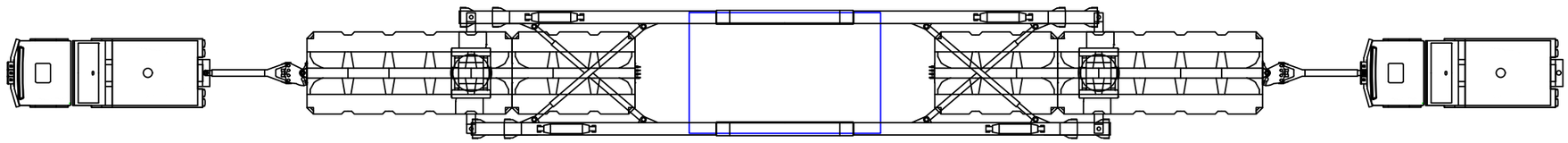
Site	Length (mm)	Width (mm)	Height (mm)	Weight (kgs)	Transport Arrangements
1, 2, & 4	7000	4570	4650	135,000kgs	16 axle girder frame trailer as shown in drawing number 25-1320.TC01
Cable Drum Sites	3800	4500	4500	30,000kgs	4 axle modular reeling trailer as shown in drawing number 25-1320.TC02

Attachment 1

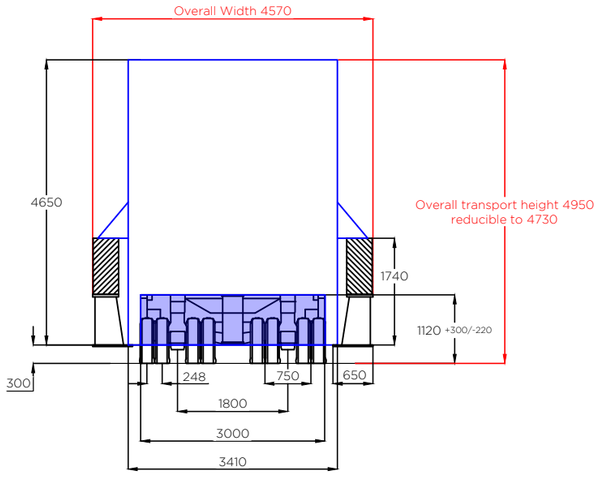
Transport Arrangements



Elevation view - 16 axle girder frame trailer - concept model only
Indicative 135 te transformer
Scale 1:200

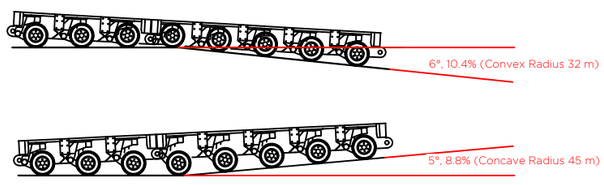


Plan view - 16 axle girder frame trailer - concept model only
Indicative 135 te transformer
Scale 1:200

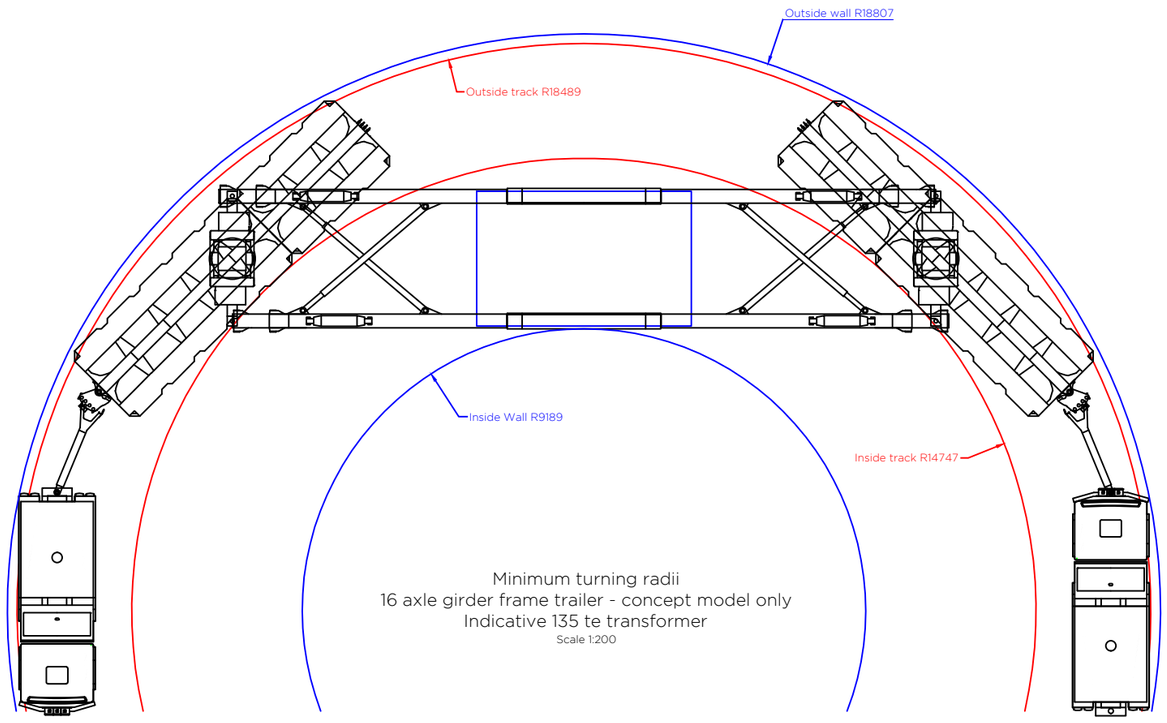


Profile view
Indicative 135 te transformer
Scale 1:100

Transformer Overall Dimensions:
7.0m (L), 4.4m (W), 4.65m (H)
*Transport Lugs and Final Carrying Arrangement/Height to be Confirmed



Vertical curve negotiabilty information
based on manufacturers literature



Minimum turning radii
16 axle girder frame trailer - concept model only
Indicative 135 te transformer
Scale 1:200

Load table	
16 axle girder frame trailer	
Self weight of transformer	135.0 te
Self weight of trailer	86.8 te
Self weight of aux. steelwork (for L&S)	0.0 te
Total combined weight	221.8 te
Load per trailer	110.9 te
Load per axle line	13.87 te
Load per axle	6.94 te
Load per wheel (4 per axle)	1.74 te
Overall ground bearing pressure	3.53 te/m²
Tractor(s) (42 te)	
Front axle	8.0 te
Second steer	10.0 te
Rear axle	12.0 te
Rear axle	12.0 te

Notes:

[1] The figures shown above are representative of the transport configuration portrayed. However as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.

[3] All linear measures in millimetres unless stated otherwise. CoG Indicative.

[4] Indicative transformer shown only, subject to change and confirmation from supplier regarding transport lugs - final arrangement will be impacted by this, should be confirmed by appointed haulier.

Rev.	Date	Amendments
1		
1		
0	04.03.25	Issued for comment

Revisions

Prepared by:
Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411
Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Indicative transport configuration
Conceptual 135 te transformer carried within 16 axle girder frame trailer
showing minimum turning radii

Drawing status: Final report

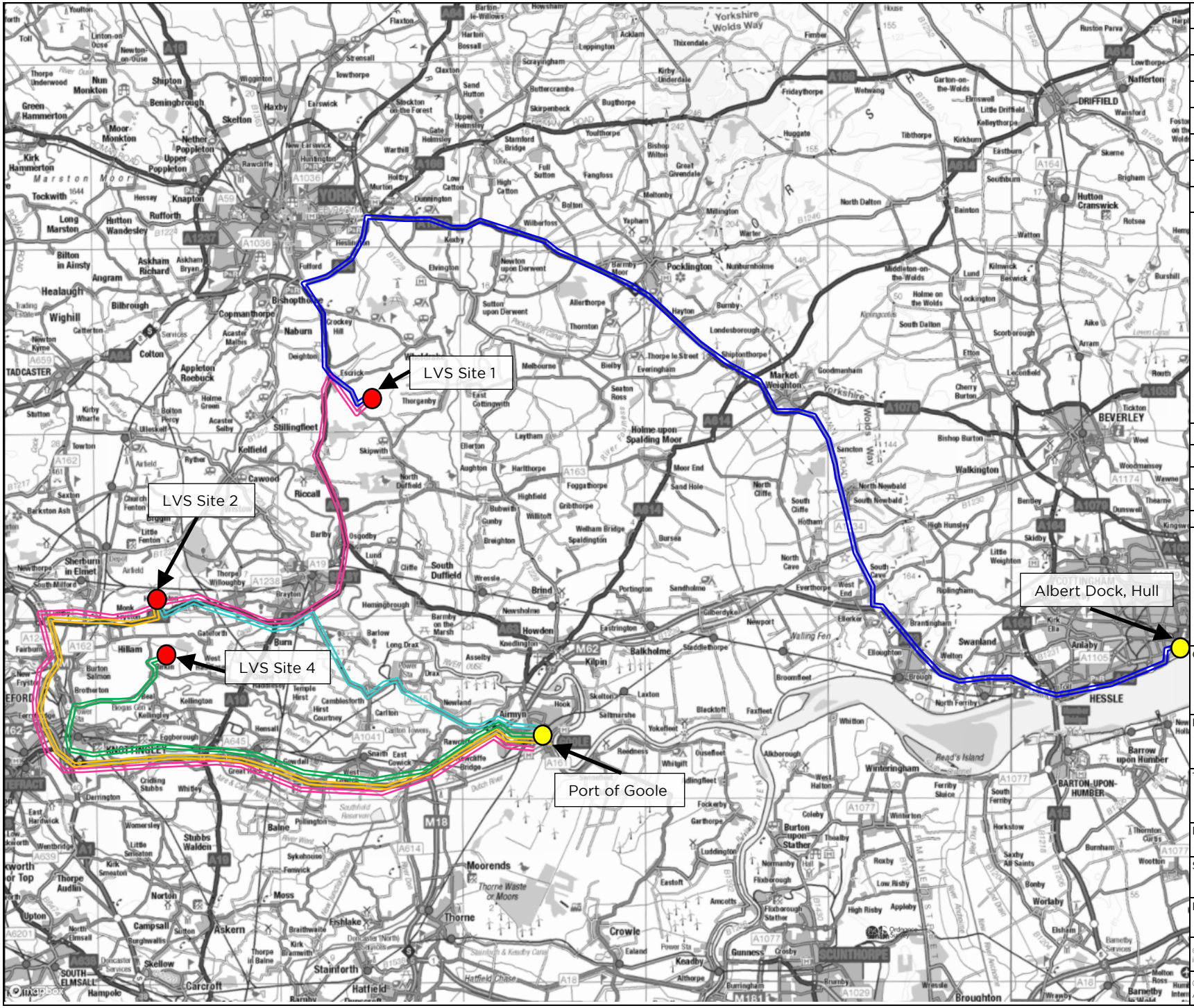
Scale (A3):	Drawn By:	Checked By:
As shown	JMB	ARP
Dwg. no:	Sheet:	Rev:
25-1320.TC01	1 of 1	0

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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Transport Configurations\25-1320.TC01 Light Valley Solar 16 axle small frame transport configuration.R0.dwg

Attachment 2

Overview Map



Key

	AIL Preferred Route to Site 1
	AIL Preferred Route to Site 2
	AIL Preferred Route to Site 4
	AIL Contingency Route to Site 1
	AIL Contingency Route to Site 2
	Point of Interest
	Light Valley Solar Site

Rev	Date	Amendments:
B		
A		
0	28.11.25	First Issue

Revisions

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Independent Transportation Engineers

Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411

Client: Island Green Power
Unit 25.7 Coda Studios
189 Munster Road
London
SW6 6AW

Project: Light Valley Solar

Title: Map 1 – Overview of Transformer AIL Preferred Routes

Drawing Status: Transformer Overview

Scale (A4):	Drawn by:	Checked by:
NTS	SMB	ARP

Ref No.:	Sheet:	Rev.:
25-1320.Map01	1 of 1	0

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3. Light Valley Solar Project Individual Summary Reports

3.1. *Light Valley Site 1 (Escrick)*

Site	AIL Access Summary Report for Light Valley Solar Site 1 (Escrick)
Level of Difficulty for AIL Access **RED – Major issues expected that present risk to access** **AMBER – Issues expected but remedial can be undertaken to allow access** **GREEN – AIL Access proven and no major issues**	Trunk road network has historically received acceptance for heavier loads than being considered here. Route within local road network is yet to be cleared and discussions remain ongoing with North Yorkshire Council.
Existing Substation or Potential New Site	New Solar Farm development to be located east of Escrick, North Yorkshire.
Route Inspection and AIL Access Report Recently undertaken by Wynns?	A route survey has been conducted commencing from the A64.
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	AIP request to be made once routes are structurally confirmed. Once the route is approved structurally, an AIP request will be made to the NH AIL team in Birmingham. This will stipulate the use of their preferred port in line with the Water Preferred Policy for AIL's.
National Highways AIP Reference Number	N/A
Proposed port/Marine access point of Delivery	Albert Dock, Hull or Goole depending on capacity of structures along route and depending on which of the 3 substations is to be accessed. Escrick (site 1) is expected to require access from Hull and Monk Fryston (site 2) and Birkin (site 3) from Goole. <u>Albert Dock Hull</u> Associated British Ports (ABP) changed their requirements for heavy lifts at all UK ports in April 2024 and this has resulted in additional geotechnical ground engineering studies being needed to confirm access from a marine perspective at Albert Dock, Hull. Wynns have been involved with geotechnical ground engineering

Site	AIL Access Summary Report for Light Valley Solar Site 1 (Escrick)
	studies undertaken by other similar Projects over the last 12months. It is envisaged that the results of the ground investigation studies will be made available to interested parties on request although it is understood specific load calculations related to the other Projects will not be made available and any additional load cases will need to be revisited with specific calculations undertaken by the consulting engineers. The current ABP guidance document available, updated in March 2025, is included in Appendix 3. Despite the fact that 255te Dogger Bank transformers have offloaded at the port in recent years, ABP are requesting detailed engineering studies to assess the possible structural capacity of the quayside for lifting operations. This required detailed investigations prior to a nett load of 220te in 2025 that did not in the end get transported to Hull and also a 215te transformer for the Thornton Green Energy Park in September 2024. The results of the geotechnical ground engineering studies at Albert Dock to date indicate that at present, only specifically designed offloading via a roll on roll off (Ro/Ro) barge is presently feasible at Albert Dock, Hull. The use of mobile cranes to lift from coaster vessels is not suitable at the present time due to limited ground capacity on the quay set back from the quay wall. It may be that this situation is improved in the future with remail works for the quay but there is no agreement as to what form this will take at this time. Heavy Lift Vessels (HLV) are also limited by the beam width at Albert Dock which is published as being 24.3m. Additionally, there is wider industry concern about the ABP requirements at all ports in terms of liability and indemnities which they are indicating are required to be agreed by the principal or shipping/transport contractors. The exact wording of this indemnity is being sought and needs to be clarified but it has been restrictive in the last 18 months. This will require detailed discussions and agreement in terms of legal implications for use in addition to the standard technical and commercial agreements needed to secure access. As of March 2025, it has been indicated that ABP may be willing to agree a cap on the customer's liability may with a minimum level of £50m (Section 10.1 of the Guidance Document refers) although

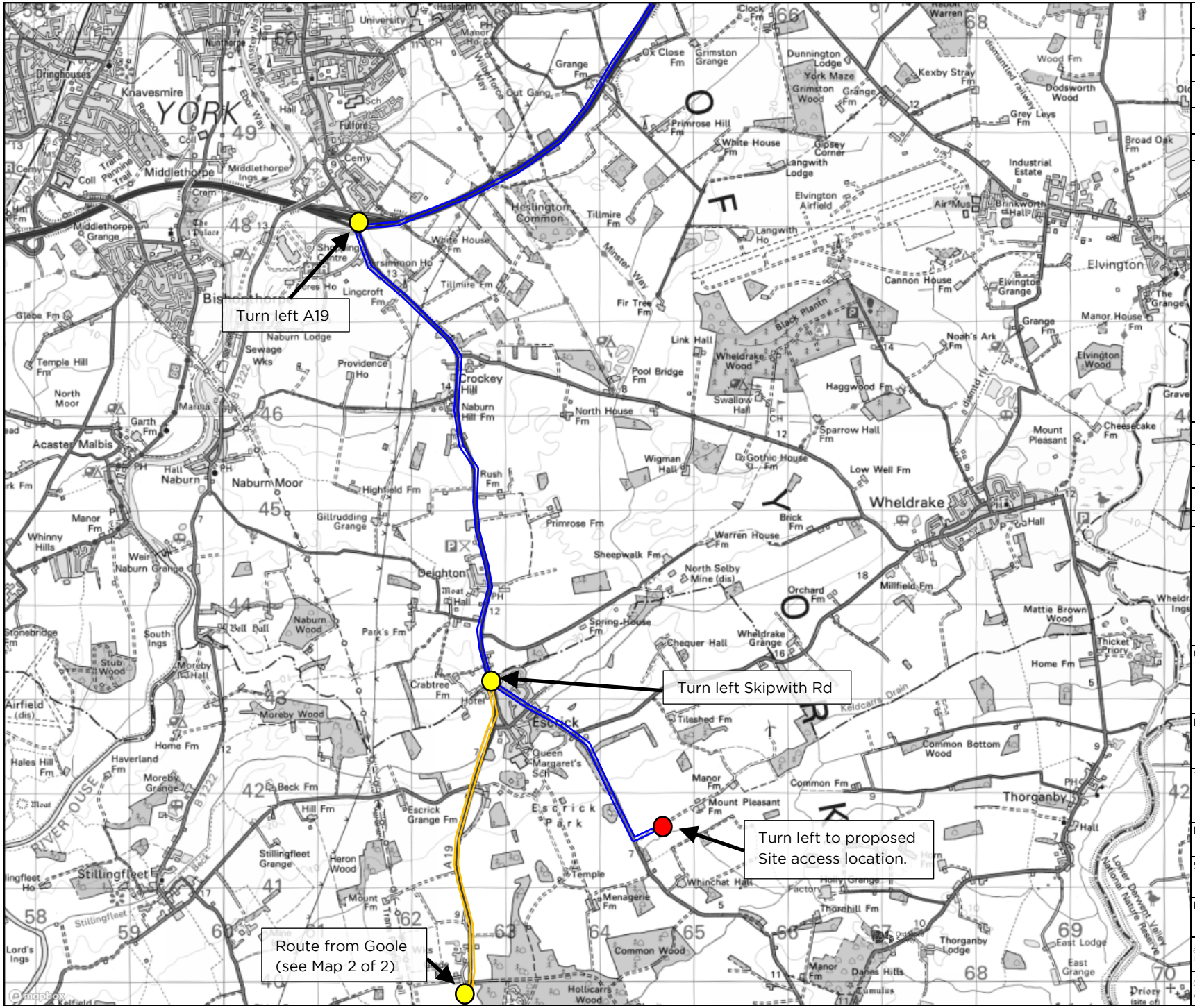
Site	AIL Access Summary Report for Light Valley Solar Site 1 (Escrick)
	this needs to be agreed on a project by project basis. The customer shall be entirely liable for the lift and any losses to ABP resulting from the Heavy Lift. This is a risk to the use of Albert Dock and all other ABP ports at this time. Heavy lifts are not restricted at the eastern Hull Docks. However, there is no known route to cross the A63 East Docks via the A63 Myton Swing Bridge. Other routes via the north east of the city of Hull to the A1079 are not suitable to take heavy load access either when investigated in recent years and would need further investigation but are not expected to be readily available. The port availability at Hull will be discussed in more detail in the detailed report presented in the ES.
Transformer Transport Weight considered during the most recent report in line with future project requirements	Weight - 135te nett transformer Length – 7.0m Width – 4.57m Height – 4.65m
Typical trailer used in Route Clearance works	A 16 axle girder frame trailer arrangement has been considered for the delivery of this transformer.
Expected delivery date of next planned transformer if known	To be confirmed
Known Maximum Transformer Weight (according to available records)	N/A – New site proposal
Last Recorded Special Order Movement **(according to available records)**	N/A – No recent AIL movements on record to this location.
Nearest Common Heavy Load Route	A1(M), A1079
Suggested route based on historical information	Wynns anticipate the A63 structure traversing the River Ouse Swing Bridge (OS Grid Ref: SE 63526 31681) on route from Goole to not have the required structural capacity to accommodate the proposed load. Therefore, a route

Site	AIL Access Summary Report for Light Valley Solar Site 1 (Escrick)
	originating from Albert Dock, Hull is also being investigated. **Preferred - Route from Albert Dock, Hull** Depart Albert Dock (OS Grid Ref: TA 09416 28030) Turn left onto Manor House St Turn left onto Kingston St Bear left onto English St Turn left onto A63 westbound slip road Take exit slip road for A1034 South Cave (OS Grid Ref: SE 92750 30260) Turn left A1079 Turn left A64 Turn left A19 Turn left Skipwith Rd Continue to site access (OS Grid Ref: SE 64360 41462) **Route from Port of Goole** Depart Port of Goole at West Dock South (OS Grid Ref: SE 74207 23104) Turn right onto Normandy Way Turn left to take M62 westbound entry slip road Take slip road for A1(M) northbound Take exit slip road A1(M) Junction 42 Turn right A63 eastbound Continue via Selby Continue A19 to Escrick Turn right Skipwith Rd Continue to site (OS Grid Ref: SE 64360 41462)
Is a map available of the proposed route(s)?	Yes – See attached in Appendix 1.
Any Known Problems for AIL Access in terms of structures?	Wynns anticipate a structural issue on the A63 River Ouse Swing Bridge which will limit the access from Goole via Selby to the south on route 2. Route 1 is therefore preferred at this time. As of 28.11.25, we have no known issues along the proposed route from Albert Dock, although the comments of local authorities and structural stakeholders remain to be confirmed. Wynns did secure access for loads in excess of 200te during 2024/25 as far as the A64 Hull Bypass. Assessments were needed on some structures on the A63 but at the 135te weight required for this project, it is not expected that there will be any major issues with structures between Hull and the A64 York Bypass. The

Site	AIL Access Summary Report for Light Valley Solar Site 1 (Escrick)
	status of the final approach to site remains to be confirmed in the ongoing discussions with North Yorkshire Council and will be detailed in the final reporting.
Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?	Manoeuvrability from Albert Dock, Hull is considered to be negotiable to the proposed site access location via route 1. An amount of temporary street furniture removal is expected.
Any Known Problems for AIL Access in terms of Onsite issues?	N/A – Proposal Stage. It is assumed that IGP will design the site access bellmouth and internal haul roads to be considerate of AIL requirements.
Do routing issues currently present a serious risk that access to the site may be restricted?	No major issues with access identified at this time.
Any other Relevant Information and Notes:	

Attachment 3

Site 1 - Map



Key	
	Route from Albert Dock, Hull
	Route from Goole
	Point of Interest
	Light Valley Solar – Site 1

Rev	Date	Amendments:
B		
A		
0	02.12.2025	First Issue

Revisions

Wynns Ltd.
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Engineers

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Client: Island Green Power
Unit 25.7 Coda Studios
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SW6 6AW

Project: Light Valley Solar

Title: Map 1 – Route to LVS Site 1

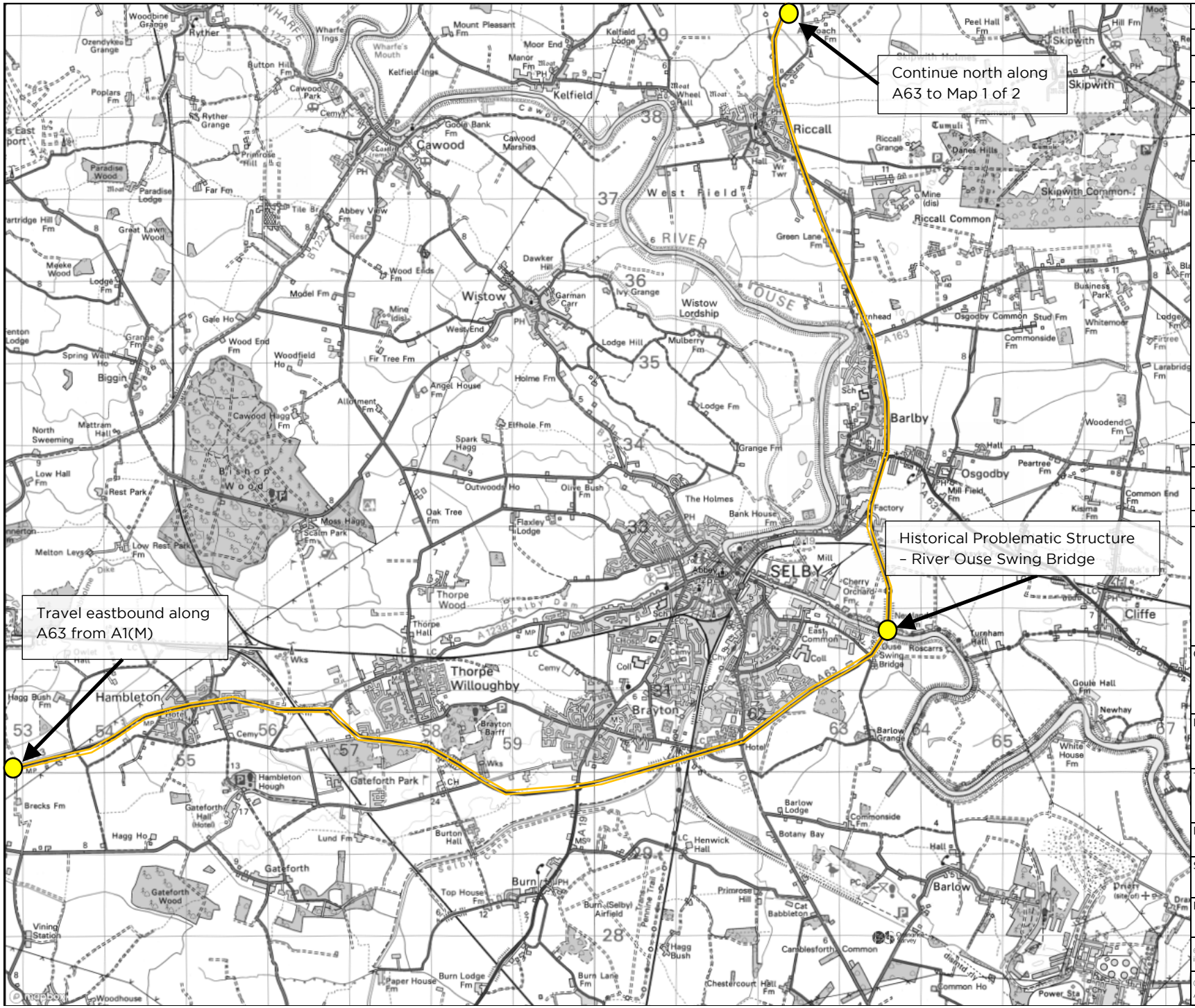
Drawing Status: Summary Report

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Key

	Route from Goole
	Point of Interest
	Light Valley Solar – Site 1

Rev	Date	Amendments:
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Project: Light Valley Solar

Title: Map 1 – Route to LVS Site 1

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3.2. *Light Valley Site 2 (Monk Fryston)*

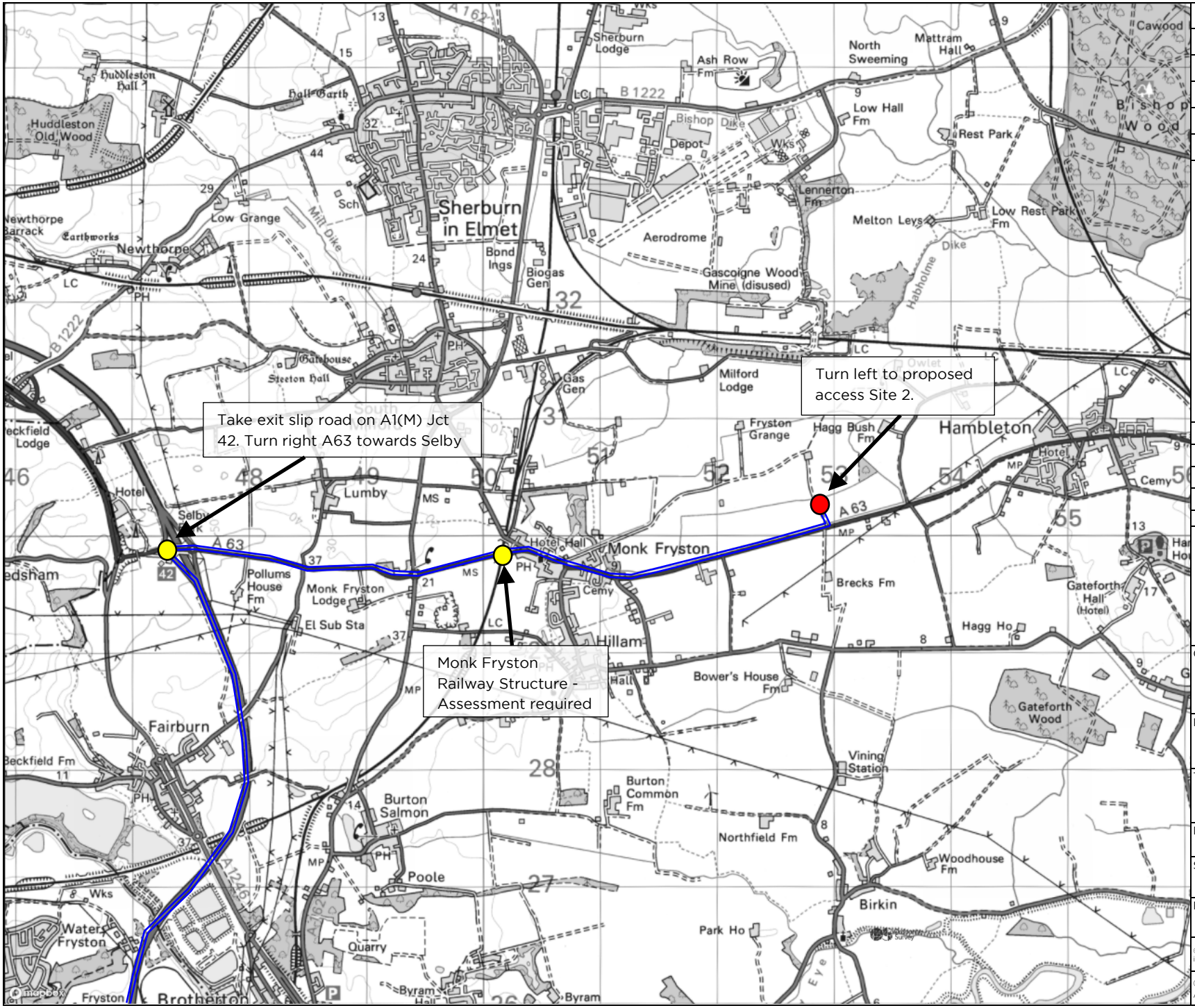
Site	AIL Access Summary Report for Light Valley Solar Site 2 (Monk Fryston)
Level of Difficulty for AIL Access **RED – Major issues expected that present risk to access** **AMBER – Issues expected but remedial can be undertaken to allow access** **GREEN – AIL Access proven and no major issues**	Trunk road network has historically received acceptance for heavier loads than being considered here. Local road network capacity is unknown. Route is yet to be cleared, initial route investigation has been made to North Yorkshire Council which identified the Monk Fryston Railway Structure (OS Grid Ref: SE 50160 29802) as requiring a full structural assessment.
Existing Substation or Potential New Site	New Solar Farm development to be located between Monk Fryston and Hambleton, accessible direct from the A63.
Route Inspection and AIL Access Report Recently undertaken by Wynns?	A route survey has been conducted commencing from the A1(M) to site.
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	AIP request to be made once routes are structurally confirmed. Once the route is approved structurally, an AIP request will be made to the NH AIL team in Birmingham. This will stipulate the use of their preferred port in line with the Water Preferred Policy for AIL's..
National Highways AIP Reference Number	N/A
Proposed port/Marine access point of Delivery	Port of Goole The port of Goole is able to accommodate various methods of heavy lift delivery including ro/ro and lo/lo and no major issues are anticipated although it is restrictive to large Heavy Lift Vessels (HLV). Depending on which quay is used for offloading it may be necessary to travel through the docking area to avoid the West Dock Bridge on Bridge Street turning right onto A161/Normandy Way. Associated British Ports (ABP) have introduced a heavy lift policy document in April 2024, and this was updated in March 2025. This requires that specific loads are considered by way of engineering studies to confirm they are suitable within the port. Sufficient time and resource

Site	AIL Access Summary Report for Light Valley Solar Site 2 (Monk Fryston)
	should be allowed for these studies to be consulted prior to delivery. No major issues are expected at Goole and the port has been used for the National Grid Yorkshire Green Monk Fryston Substation during 2025 for transformers in excess of 219te.
Transformer Transport Weight considered during the most recent report in line with future project requirements	Weight - 135te nett transformer Length – 7.0m Width – 4.57m Height – 4.65m
Typical trailer used in Route Clearance works	A 16 axle girder frame trailer arrangement has been considered for the delivery of this transformer.
Expected delivery date of next planned transformer if known	To be confirmed
Known Maximum Transformer Weight (according to available records)	N/A – New site proposal
Last Recorded Special Order Movement **(according to available records)**	There have been 4 transformers to Monk Fryston Yorkshire Green Substation during 2025 of up to 219te.
Nearest Common Heavy Load Route	A1(M), A63 (As far as access to Monk Fryston Substation)
Suggested route based on historical information	**Preferred - Route from Port of Goole** Depart Port of Goole at West Dock South (OS Grid Ref: SE 74207 23104) Turn right onto Normandy Way Turn left to take M62 westbound entry slip road Take slip road for A1(M) northbound Take exit slip road A1(M) Junction 42 Turn right A63 eastbound Continue to site (OS Grid Ref: SE 52912 30092) **Route from Port of Goole via DRAX** Depart Port of Goole at West Dock South (OS Grid Ref: SE 74207 23104) Turn right onto Normandy Way

Site	AIL Access Summary Report for Light Valley Solar Site 2 (Monk Fryston)
	Traverse M62 junction Continue along A614 Turn right A645 Turn right A1041 Turn left A63
Is a map available of the proposed route(s)?	Yes – See attached in Appendix 1.
Any Known Problems for AIL Access in terms of structures?	North Yorkshire Council have advised that the Monk Fryston Railway Structure (OS Grid Ref: SE 50160 29802) requires a full structural assessment. This is on the route from the A1 used for the exiting National Grid Monk Fryston Substations and may limit access from the west. North Yorkshire Council have advised that that the assessment could be undertaken by their own consulting engineers or a third party engineer could be appointed. The council will have to have all costs they incur reimbursed for their role as the Technical Approval Authority (TAA). Due to the possible concerns with this bridge, the alternative route via the Drax Power Station AIL route is also being considered. Discussions remain ongoing with North Yorkshire Council as to the suitability of both route options and will be discussed in the final reporting.
Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?	The route from Goole to the proposed site access from the A63 is negotiable.
Any Known Problems for AIL Access in terms of Onsite issues?	N/A – Proposal Stage. It is assumed that IGP will design the site access bellmouth and internal haul roads to be considerate of AIL requirements.
Do routing issues currently present a serious risk that access to the site may be restricted?	The North Yorkshire Council Monk Fryston Railway Bridge requires assessment before access from the west cand the A1(M) can be confirmed.
Any other Relevant Information and Notes: In 2025, 4no Super Grid Transformers of up to 219te were successfully delivered to Monk Fryston National Grid Yorkshire Green Substation. Monk Fryston National Grid Substation is situated west of the Monk Fryston Railway Bridge and therefore there was no need to traverse this structure.	

Attachment 4

Site 2 – Map



Rev	Date	Amendments:
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A		
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Revisions

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Project: Light Valley Solar

Title: Map 1 – Route to LVS Site 2

Drawing Status: Summary Report

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3.3. *Light Valley Site 4 (Birkin)*

Site	AIL Access Summary Report for Light Valley Solar Site 4 (Birkin)
Level of Difficulty for AIL Access **RED – Major issues expected that present risk to access** **AMBER – Issues expected but remedial can be undertaken to allow access** **GREEN – AIL Access proven and no major issues**	Trunk road network has historically received acceptance for heavier loads than being considered here. Route within local road network is yet to be cleared and discussions remain ongoing with North Yorkshire Council.
Existing Substation or Potential New Site	New Solar Farm development to be located near Birkin, North Yorkshire.
Route Inspection and AIL Access Report Recently undertaken by Wynns?	A route survey has been conducted commencing from the M62 Junction 33 to site.
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	AIP request to be made once routes are structurally confirmed. Once the route is approved structurally, an AIP request will be made to the NH AIL team in Birmingham. This will stipulate the use of their preferred port in line with the Water Preferred Policy for AIL's..
National Highways AIP Reference Number	N/A
Proposed port/Marine access point of Delivery	Port of Goole The port of Goole is able to accommodate various methods of heavy lift delivery including ro/ro and lo/lo and no major issues are anticipated although it is restrictive to large Heavy Lift Vessels (HLV). Depending on which quay is used for offloading it may be necessary to travel through the docking area to avoid the West Dock Bridge on Bridge Street turning right onto A161/Normandy Way. Associated British Ports (ABP) have introduced a heavy lift policy document in April 2024, and this was updated in March 2025. This requires that specific loads are considered by way of engineering g studies to confirm they are suitable within the port. Sufficient time and resource should be allowed for these studies to be

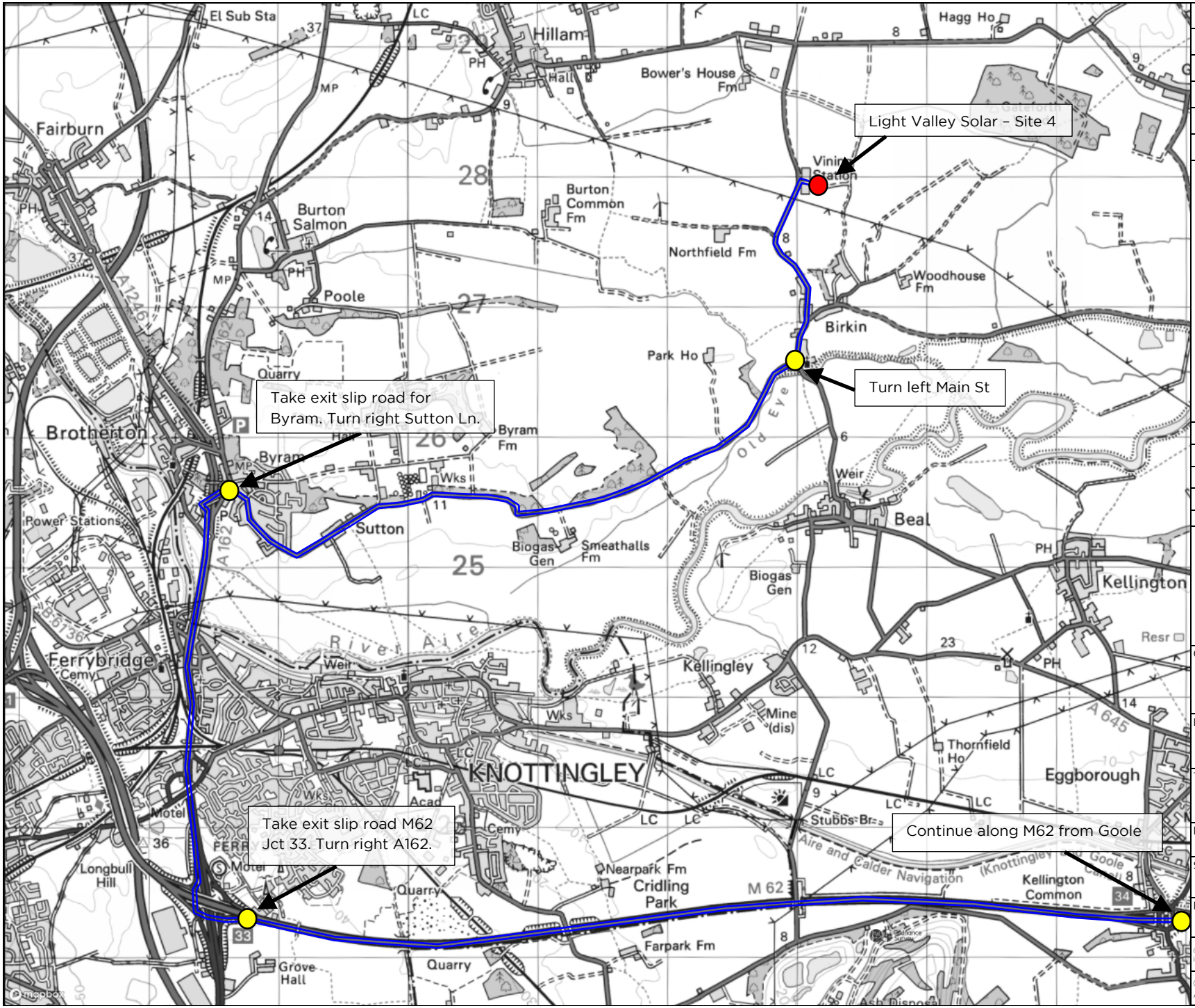
Site	AIL Access Summary Report for Light Valley Solar Site 4 (Birkin)
	consulted prior to delivery. No major issues are expected at Goole and the port has been used for the National Grid Yorkshire Green Monk Fryston Substation during 2025 for transformers in excess of 219te.
Transformer Transport Weight considered during the most recent report in line with future project requirements	Weight - 135te nett transformer Length – 7.0m Width – 4.57m Height – 4.65m
Typical trailer used in Route Clearance works	A 16 axle girder frame trailer arrangement has been considered for the delivery of this transformer.
Expected delivery date of next planned transformer if known	To be confirmed
Known Maximum Transformer Weight (according to available records)	N/A – New site proposal
Last Recorded Special Order Movement **(according to available records)**	There have been 4 transformers to Monk Fryston Yorkshire Green Substation during 2025 of up to 219te.
Nearest Common Heavy Load Route	M62, A1(M), A63 (As far as access to Monk Fryston Substation)
Suggested route based on historical information	Route from Port of Goole Depart Port of Goole at West Dock South (OS Grid Ref: SE 74207 23104) Turn right onto Normandy Way Turn left to take M62 westbound entry slip road Take exit slip road M62 Jct 33. Turn right A162 Take exit slip road for Byram Turn right Sutton Lane Turn left Main St Continue to site (OS Grid Ref: SE 53012 27932)

Site	AIL Access Summary Report for Light Valley Solar Site 4 (Birkin)
Is a map available of the proposed route(s)?	Yes – See attached in Appendix 1.
Any Known Problems for AIL Access in terms of structures?	Discussions remain ongoing with West Yorkshire Highways (Wakefield Council) and North Yorkshire Council as to the suitability of the route via the A162 and will be discussed in the final reporting. The Canal and River Trust (CRT) also have a bridge (Bridge 9, Skew Bridge, ID - AL-029-003) that crosses the Aire and Calder Navigation, and the suitability of this bridge remains to be confirmed. Network Rail also have a bridge on the route (WAG1/B/41 Pontefract Road) the status of which needs to be confirmed.
Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?	The route from Goole to A162 is negotiable. 3no Swept Path Assessments (see Attachment 6) have been conducted at pinch point locations from A162 to site. **SPA02 – RH turn from Old Great North Rd to Sutton Ln** Negotiable with small amount of street furniture remedial works. **SPA03 – LH turn from Birkin Ln to Main St** Overrun on outside of turn will require relevant load spreading to be installed at time of movement. **SPA04 – RH turn from Main St to Haddlesey Rd (Should site egress be via south of proposed site)** Manoeuvre negotiable.
Any Known Problems for AIL Access in terms of Onsite issues?	N/A – Proposal Stage
Do routing issues currently present a serious risk that access to the site may be restricted?	N/A – Site access bell mouth should be designed with consideration to accommodate the required AIL turning radius.
Any other Relevant Information and Notes: The A162 is the old A1 and the AIL route to the Ferrybridge Power Stations and Substations. This area has recently seen a large amount of redevelopment including Energy from Waste incinerator plants along with BESS installations. The M62 has recently accommodated larger loads than being considered here. National Highways Yorkshire and North East have verbally	

Site	AIL Access Summary Report for Light Valley Solar Site 4 (Birkin)
agreed for smaller, less onerous vehicle arrangements than that of recent projects to travel. Although formal application will be required by appointed Haulier.	

Attachment 5

Site 4 – Map



Key

Route 1	
Point of Interest	
Light Valley Solar – Site 4	

Rev	Date	Amendments:
B		
A		
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Revisions

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Project: Light Valley Solar

Title: Map 1 – Route to LVS Site 4

Drawing Status: Summary Report

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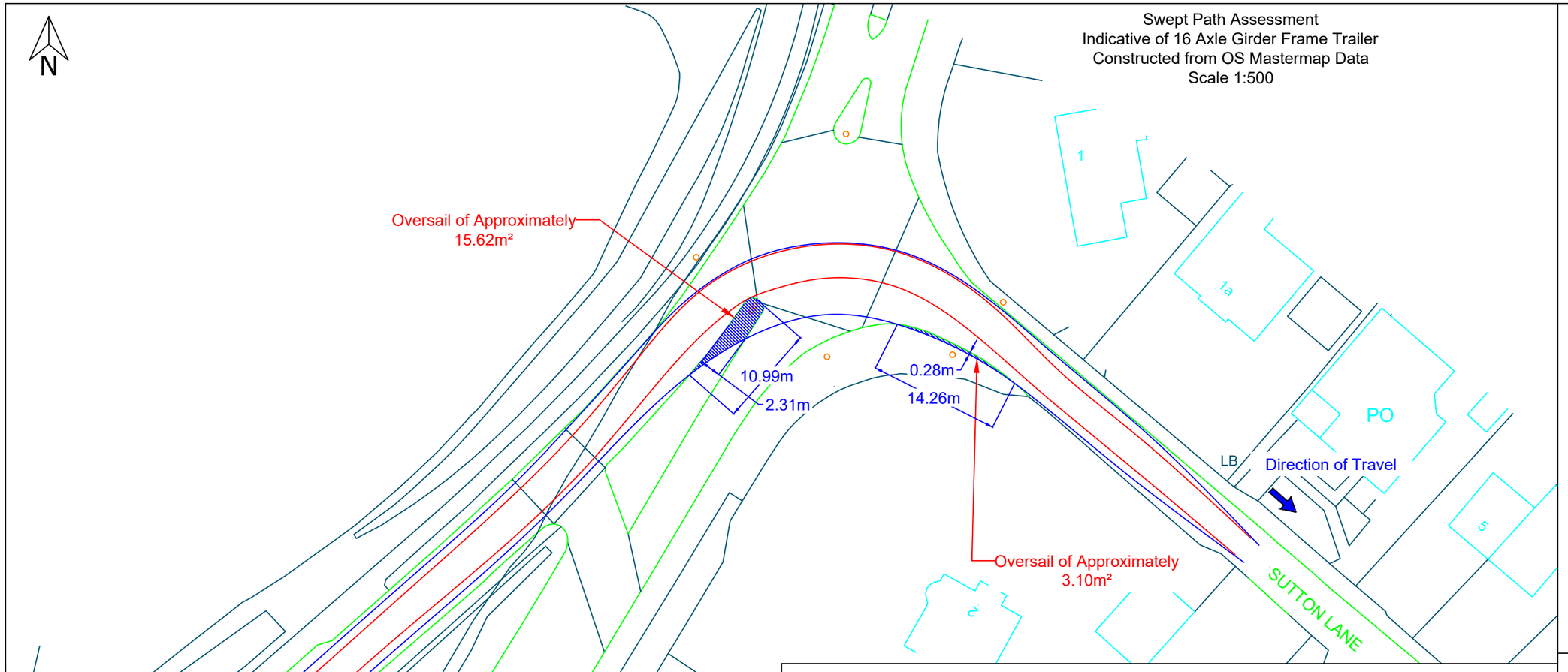
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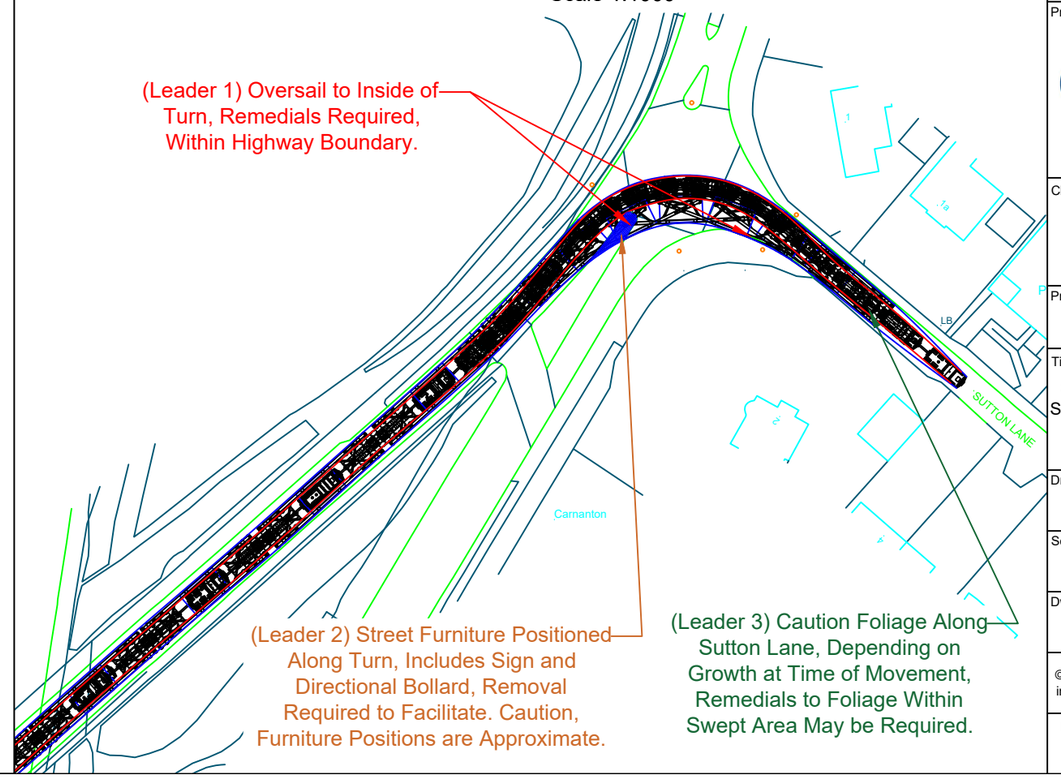
Attachment 6

Site 4 – Swept Path Assessments

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500



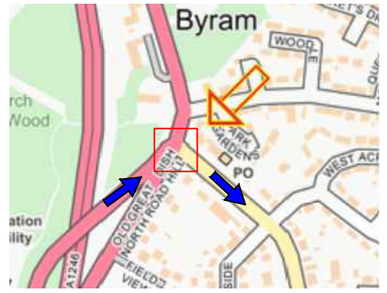
Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000



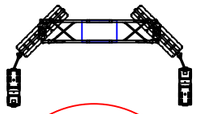
The delivery vehicle can be seen turning right from Old Great North Road onto Sutton Lane, at approximate OS grid reference: SE 48633 25567.

The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.
The configuration anticipates oversail on the inside of the turn, though is expected to remain within the highway boundary (Leader 1). Street furniture is positioned on the inside of the turn, this includes a sign and directional bollard, this would require removal to facilitate the manoeuvre (Leader 2). Additionally, foliage along Sutton Lane should be cautioned, depending on growth at the time of movement, trimming to foliage within the swept area may be required to facilitate delivery (Leader 3).
Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.

Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

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Revisions

Prepared by:

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Tel: (01785) 850411

Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the right turn from Old Great North Road onto Sutton Lane, at approximate OS grid reference: SE 48633 25567, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status: Final Report

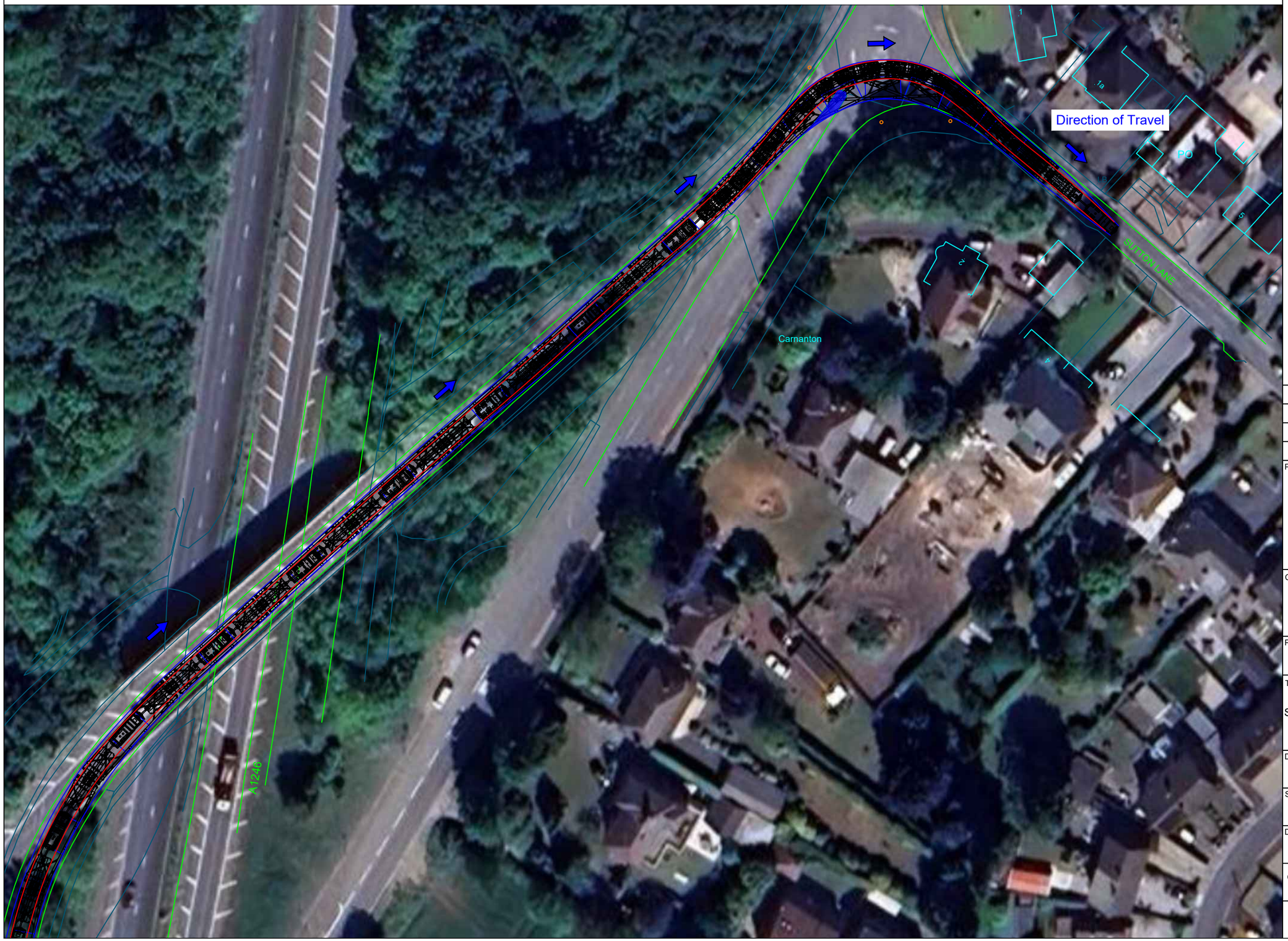
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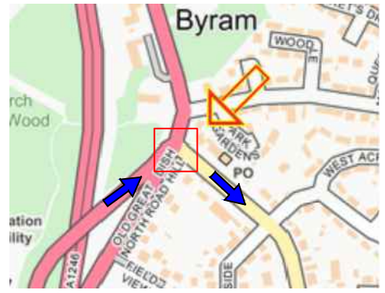
P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

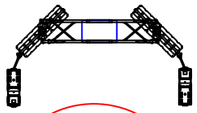
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.



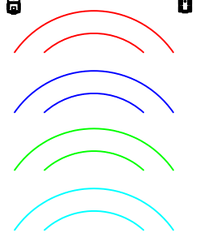
Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01



Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

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Prepared by:

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Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the right turn from Old Great North Road onto Sutton Lane, at approximate OS grid reference: SE 48633 25567, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status: Final Report

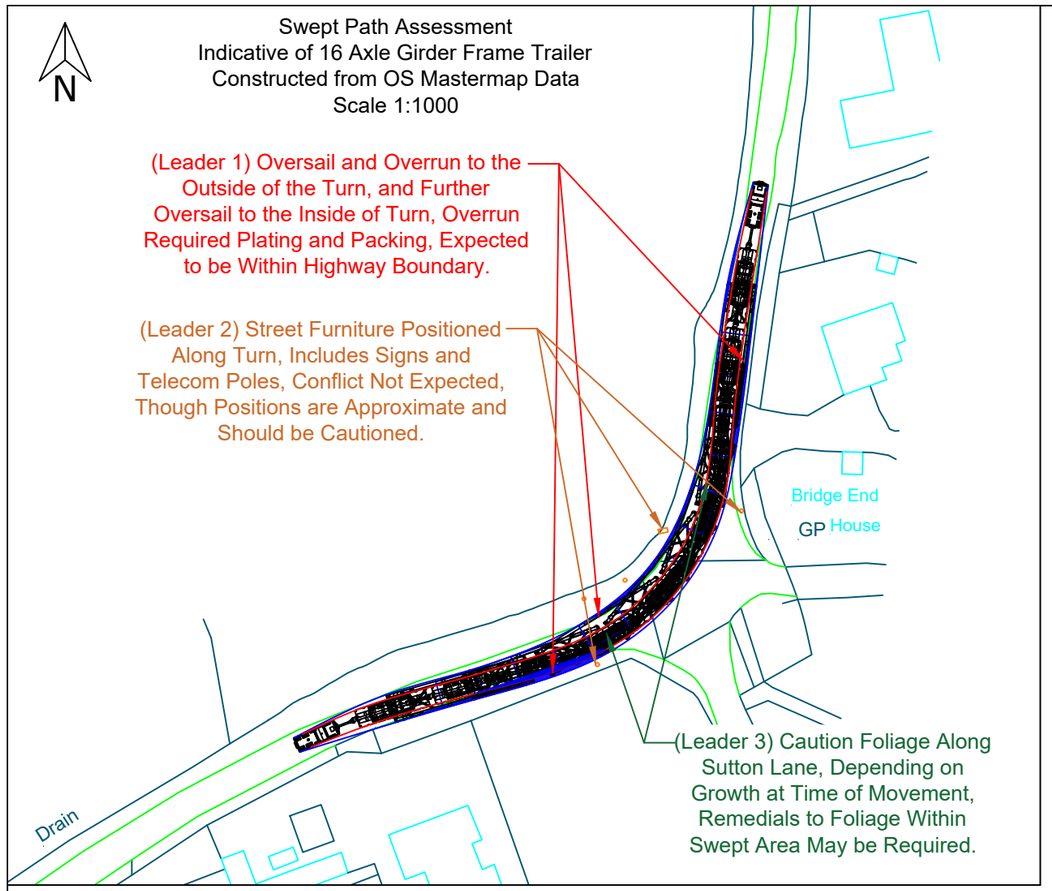
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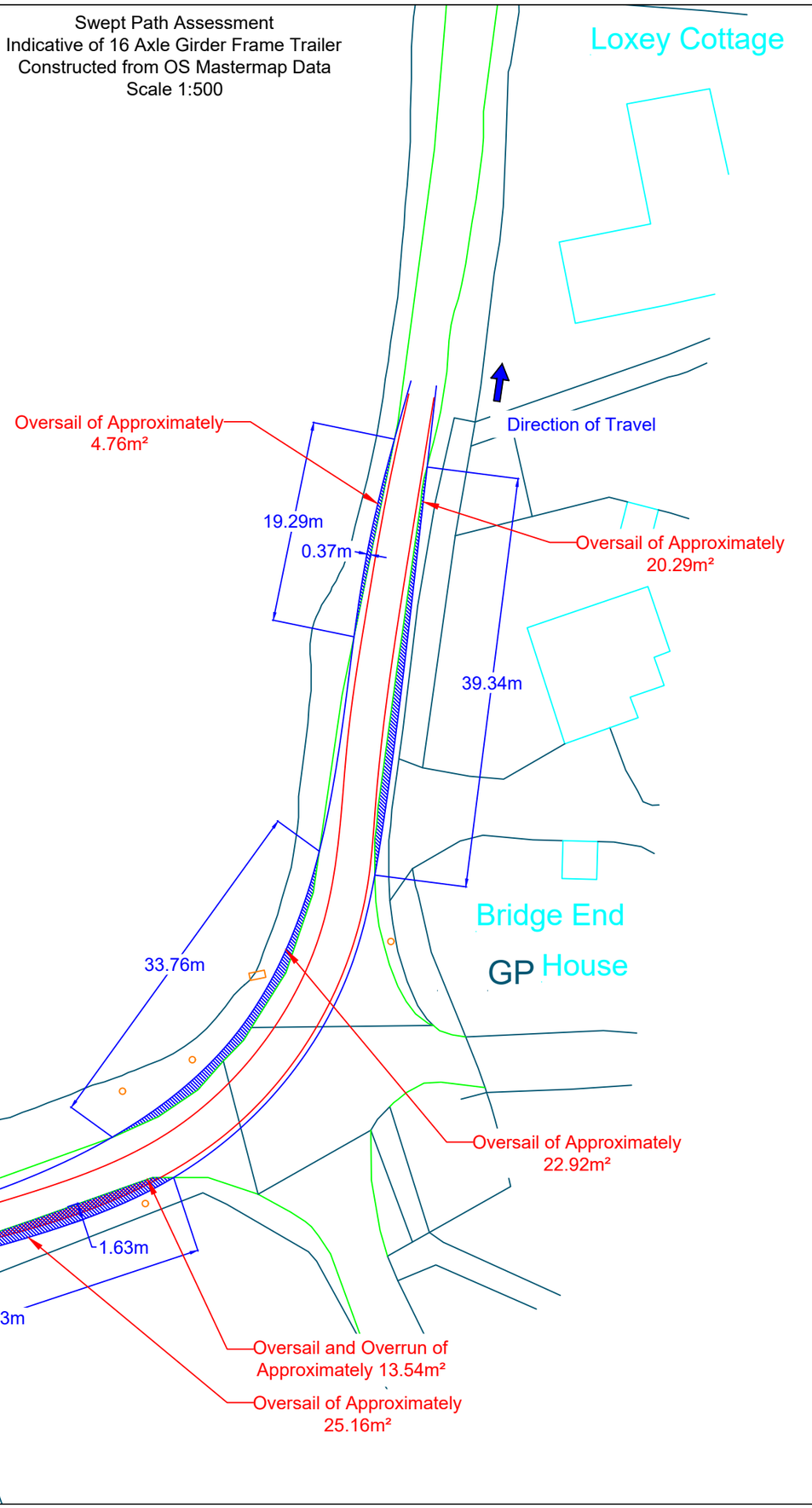
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000



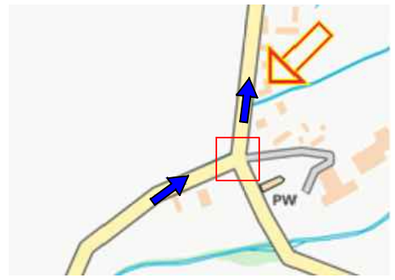
Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500



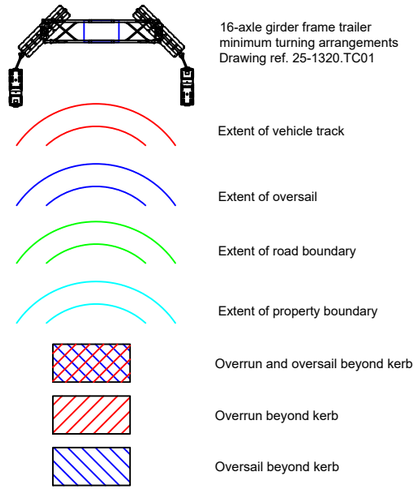
The delivery vehicle can be seen turning left from Birkin Lane onto Main Street, at approximate OS grid reference: SE 52988 26552.

The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.
The configuration anticipates oversail and overrun on the outside of the turn, and further oversail on the inside of the turn, though is expected to remain within the highway boundary. Overrun would require plating/packing to any present kerbs/pavements/verges to protect both the ground and the transport arrangement (Leader 1). Street furniture is positioned on the inside and outside of the turn, this includes signs and telecom poles, based on the configuration utilising space on the outside of the turn by oversailing/overrunning the grass verge, no conflict is anticipated. It should be noted that street furniture positions are approximate and should be cautioned (Leader 2). Additionally, foliage along the turn should be cautioned, depending on growth at the time of movement, trimming/pruning to foliage/branches within the swept area may be required to facilitate delivery (Leader 3).
Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.

Location Plan



Legend:



Rev.	Date	Amendments
1		
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Revisions

Prepared by:
Shaftesbury House, 2 High Street,
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Tel: (01785) 850411
Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the left turn from Birkin Lane onto Main Street, at approximate OS grid reference: SE 52988 26552, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status: Final Report

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Dwg. no:	Sheet:	Rev:
25-1320.SPA03	1 of 2	0

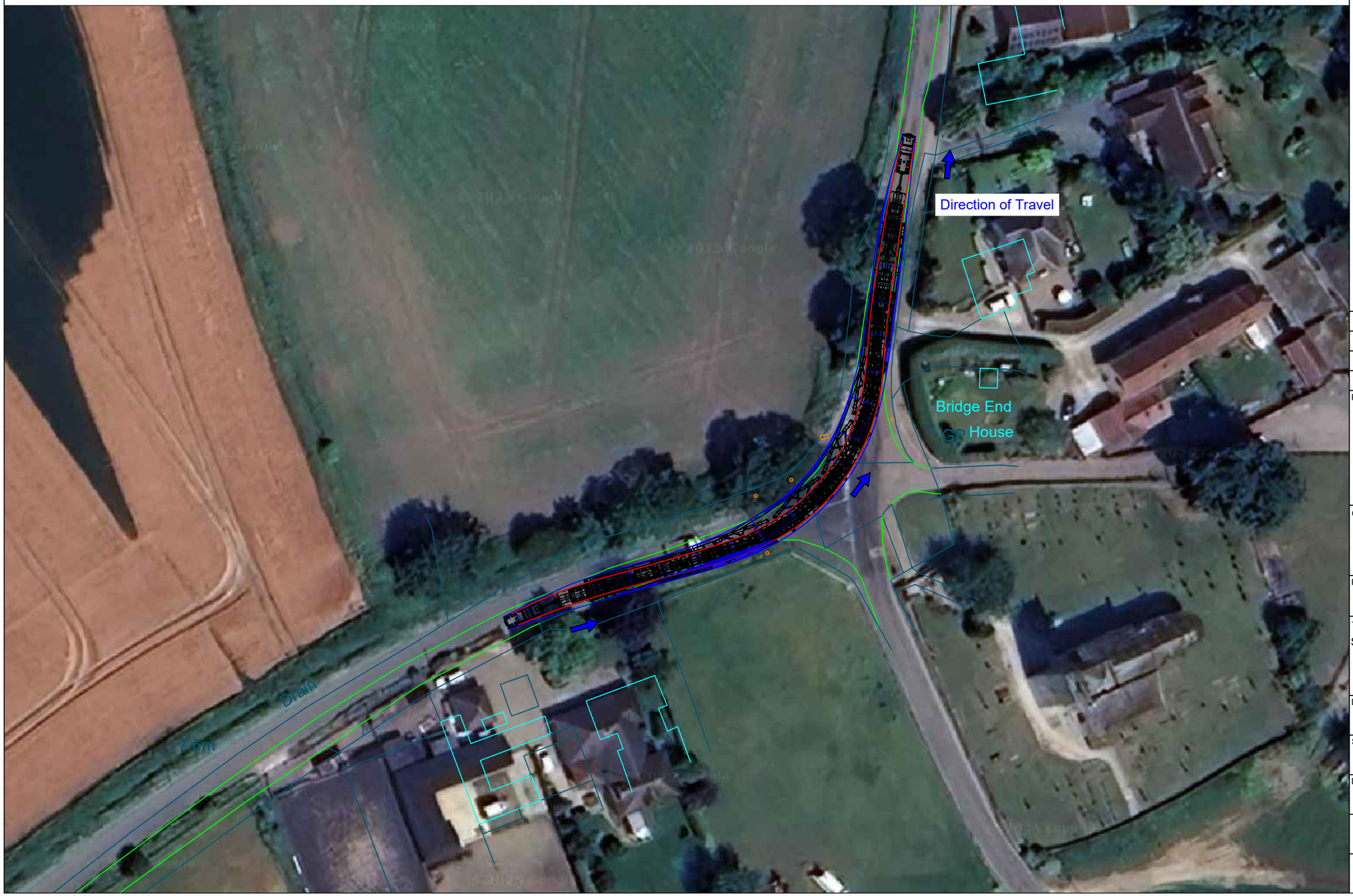
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

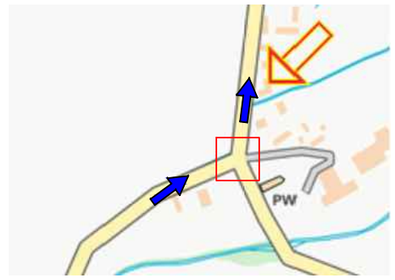
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Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

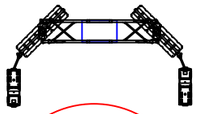
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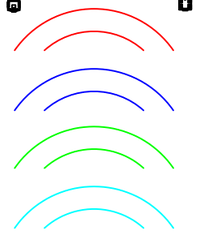
Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01



Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	16.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:

Island GREEN POWER

Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the left turn from Birkin Lane onto Main Street, at approximate OS grid reference: SE 52988 26552, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status:

Final Report

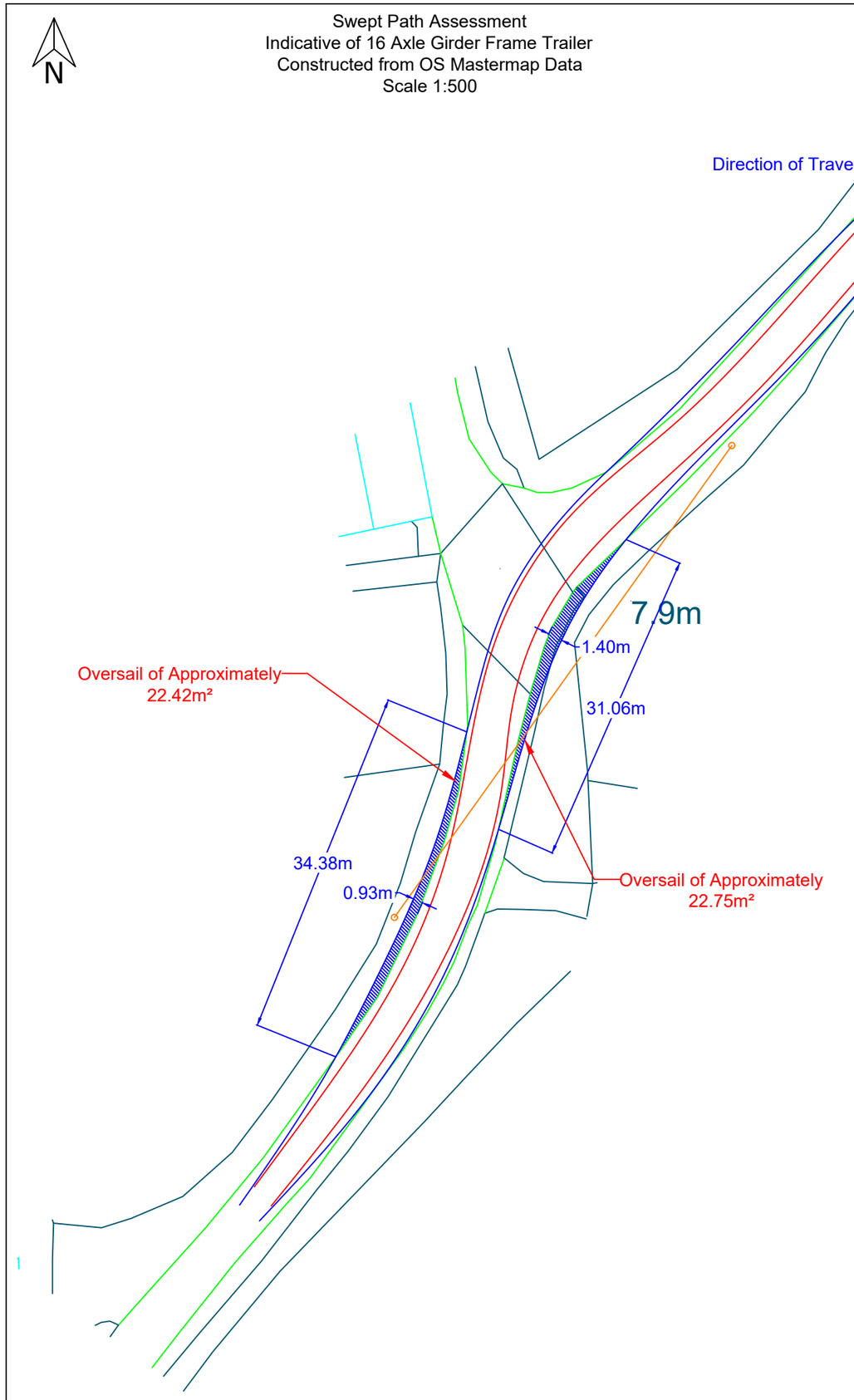
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25-1320.SPA03	2 of 2	0

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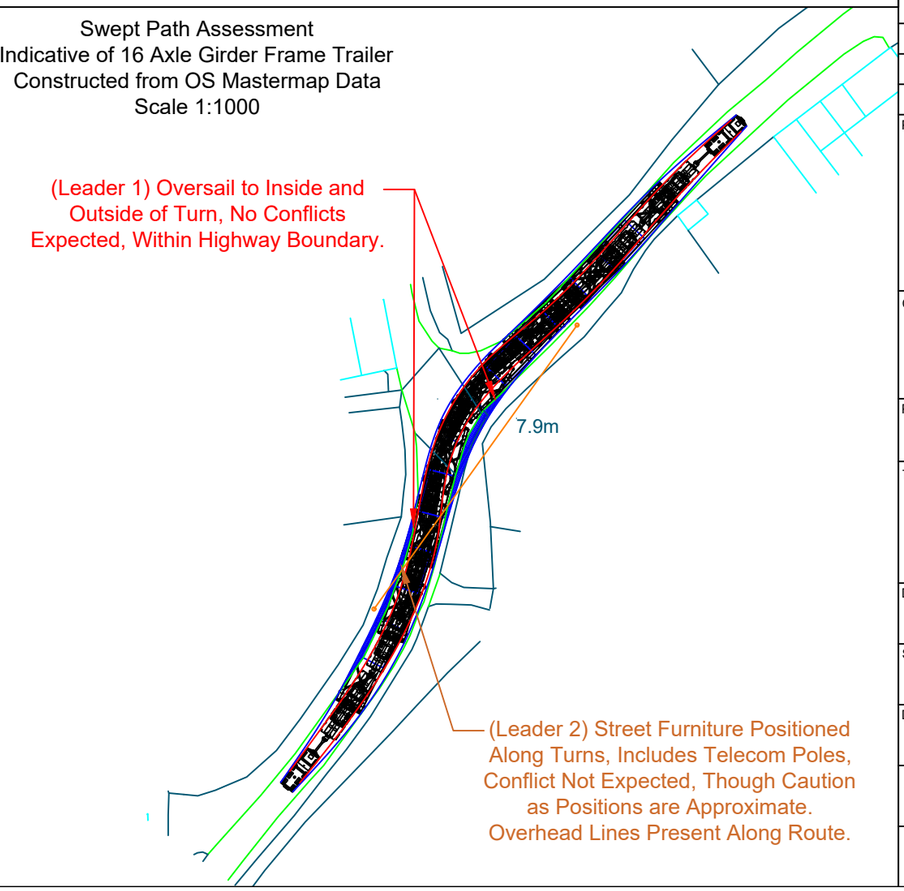
Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500



The delivery vehicle can be seen turning right from Main Street onto Haddlesey Road, at approximate OS grid reference: SE 53073 26857.

The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.
The configuration anticipates oversail on the inside and outside of the turn, though it is expected to remain within the highway boundary, no conflicts are expected (Leader 1). Street furniture is positioned along the the turn, this includes telecom poles, though conflict is not expected, furniture positions are approximate and should be cautioned. Overhead lines are present along the route, conflict not expected but should be cautioned (Leader 2).
Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.

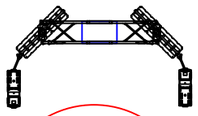
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Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000



Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	16.09.25	Issued for comment

Revisions

Prepared by:
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ
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Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the right turn from Main Street onto Haddlesey Road, at approximate OS grid reference: SE 53073 26857, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
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Dwg. no:	Sheet:	Rev:
25-1320.SPA04	1 of 2	0

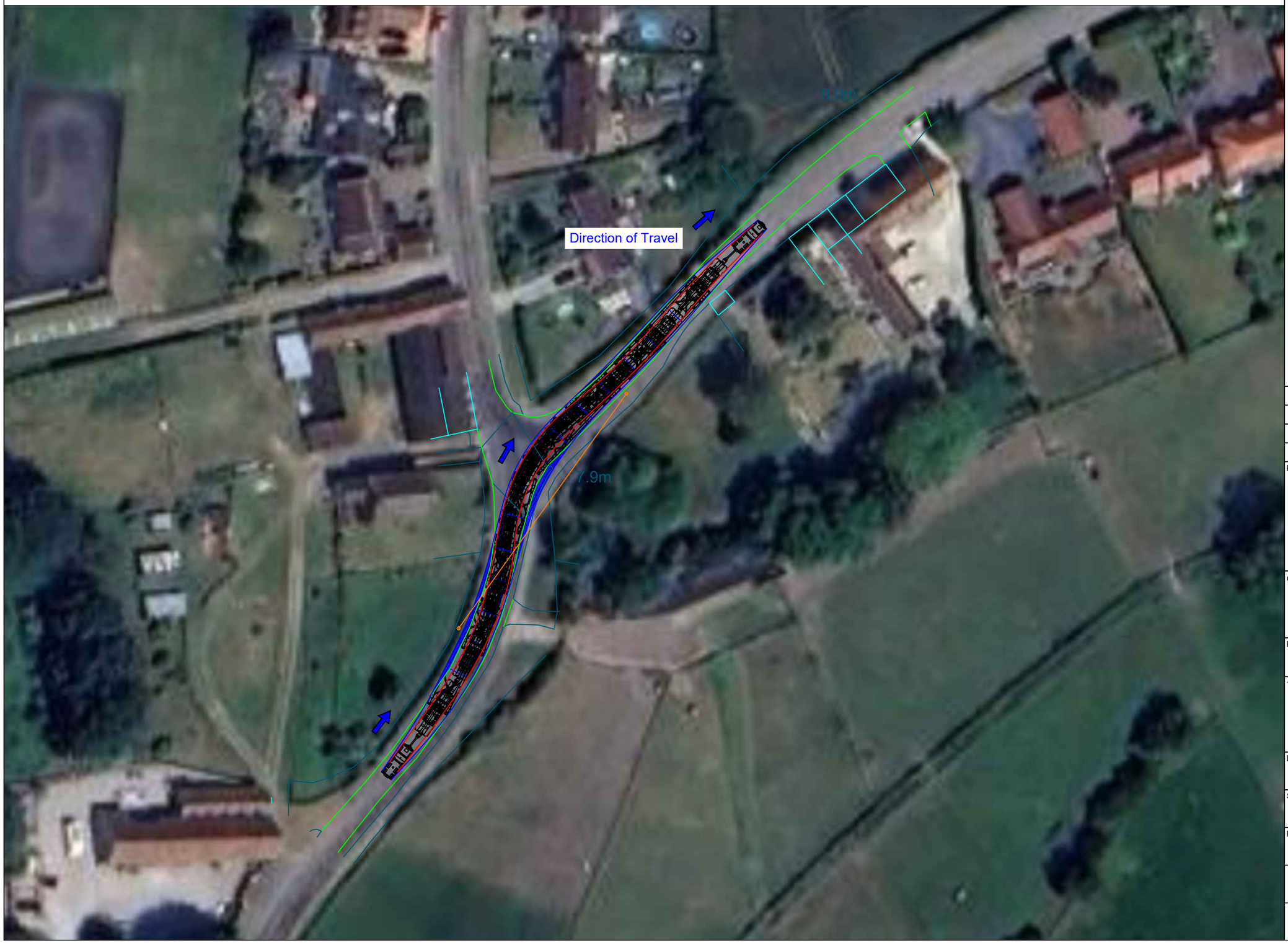
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

N

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

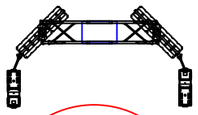
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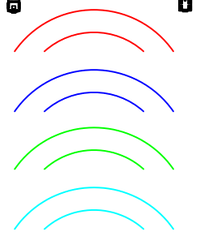
Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01



Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	16.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
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Island GREEN POWER

Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the right turn from Main Street onto Haddlesey Road, at approximate OS grid reference: SE 53073 26857, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
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Dwg. no:	Sheet:	Rev:
25-1320.SPA04	2 of 2	0

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3.4. *Cable Drum Highway Access Location Summary*

3.4.1. Attachment 14 is a summary spreadsheet of access locations where the cable routes cross or travel near to the public highway. A red, amber, green colour coded system has been utilised to show the expected negotiability to each of the access points listed below. Green highlights very minimal issues expected, Amber is accessible with additional remedial works and Red is non-negotiable with the transport arrangements being considered. These transport arrangements for access is contained within this report as drawings numbered 25-1320.TC01 and 25-1320.TC02 in attachment 1. Access locations can be accessed via the link below.

Attachment 7

Cable Drum Highway Access Location Summary

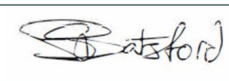
Abnormal Indivisible Load Red, Amber, Green Access Summary for Light Valley Solar Cable Corridor

Prepared for Island Green Power



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Tel: +44 (0)1785 850411

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Registered in England & Wales No. 3162297

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Approved by:	Andy Pearce		02.12.2025

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DOCUMENT REVISIONS

Issue	Date	Details
0	28.08.25	AIL RAG Access Summary
1	02.12.25	Updated to include results of Swept Path Assessments
2		

Access Summary

Introduction:

Wynns have been commissioned to undertake a physical route survey of the Abnormal Indivisible Load (AIL) access points for the cable route corridor connecting the Light Valley Solar project.

Island Green Power have provided mapping of the proposed cable routes highlighting points where the proposed cable encounters public highway.

Island Green Power wished to be advised of the possible requirements to enable AIL access. The transport drawing presented is shown using a bed 4 axle reeling trailer to carry a 30te cable drum. Drawing number 25-1320.TC02 is attached in Appendix 2.

The table presented in Appendix 1 includes a link to a map showing the suggested AIL route from the nearest A road. This can be viewed to see the suggested route.

No route listed in the attached table has received structural clearance to date. Permission to traverse is required from structure stakeholders and local authorities. The information below is the result of a physical route survey which took place 18th March 2025. It is recommended that now preferred routes have been identified, ESDAL submissions are made to confirm the status of the routes in terms of structural capacity.

Each access point has been categorised into the following:

Red	Route provided is not negotiable in current state. Extensive remedial works may be required.
Amber	Route provided is negotiable with reasonable amount of remedial works and confirmatory swept path assessments.
Green	Route provided is accessible with no issues anticipated.

To aid clarification of the following terminology explanations are shown here:

SPA	Swept Path Assessment (SPA). An assessment of space requirement needed to permit unrestricted passage of a particular vehicle.
Road	The paved area within the site ownership that is constructed to allow the overrun of vehicles.
Overrun	Also known as vehicle track. This is the area that is required to permit the axles and wheels of the abnormal load vehicle to pass by.

Oversail	This is the area required to permit the suspended parts of the vehicle, carrying the load but outside of the wheeled areas.

Transport Configurations

Drawing reference: 25-1320.TC02 shows an indicative bed 4 axle reeling trailer transport configuration carrying an indicative 30te cable drum with a gross weight of 78.3te and axle line load of 10.55te. This transport arrangement has an overall height of 4.86m. The diameter of the cable drum is assumed to be 4.77m, with an overall transport width of 4.50m.

Appendix 1

Red, Amber, Green Desktop AIL Access Summary

Site	Payload	Preferred Route	Google Map from 'A' Road	Land take	Street furniture removal	Above highway tree trimming	Additional notes	Received structural clearance	Result of SPA
23	30te drum	A19 Skipwith Rd	https://maps.app.goo.gl/RgZfgsegxZqg6LCa6	None anticipated	A19/Skipwith Rd Junction	Yes	Parking restrictions required	No	
24	30te drum	A19 Skipwith Rd	https://maps.app.goo.gl/RgZfgsegxZqg6LCa6	None anticipated	A19/Skipwith Rd Junction	Yes	Parking restrictions required	No	
51	30te drum	A19 Skipwith Rd Main St Westfield Rd Glade Rd	https://maps.app.goo.gl/YKzMEQ6FYQLsau8v5	Mainstreet to Westfield Bend + RH turn from Main Street to Westfield	Traffic calming on entry to village on Skipwith Rd	Yes	Parking restrictions required. SPA's conducted from Main Street to site.	No	Feasible with temporary strengthening remedials of highway at RH turn from Main Street to Westfield.
49	30te drum	A19 King Rudding Ln	https://maps.app.goo.gl/5GwHiGECwSagehCi8	None anticipated	None anticipated	Yes	Good access	No	
22	30te drum	Direct access from A19	https://maps.app.goo.gl/y9ppHURA9FjZfHKfA	None anticipated	None anticipated	No	Good direct access from A19	No	
48	30te drum	A19 Main Street Checker Ln	https://maps.app.goo.gl/VJRBDuS3jWiVJrwW6		Potentially at junction of A19/Main St.	Large amount of tree trimming	Could direct access from A19 be considered for this site due to possible issues with existing junction layout. Traffic management and police escort requirements to be agreed to confim exit from A19.	No	
21	30te drum	A162 B1222 Long Ln Broad Ln Sherburn Rd B1223 Pinfold Hill Garman Carr Ln Lordship Ln	https://maps.app.goo.gl/fcBioVVeG4LNQTPf7	Potential widening works required to negotiate LH turn at junction of Sherburn Rd and B1223. Yes - RH turn from Garman Carr Ln to Lordship Ln SPA confirmed this.	None anticipated	Yes		No	LH turn from Sherburn Rd to B1223 negotiable. Overrun on inside of turns due to the narrow nature of roadway.
46	30te drum	A162 B1222 Long Ln Broad Ln Sherburn Rd B1223 Pinfold Hill Garman Carr Ln Sand Ln	https://maps.app.goo.gl/hJ4wQGm7mMhcHfUa7	Potential widening works required to negotiate LH turn at junction of Sherburn Rd and B1223.	None anticipated	Yes		No	LH turn from Sherburn Rd to B1223 negotiable. Overrun on inside of turns due to the narrow nature of roadway.
20	30te drum	A162 B1222 Long Ln Broad Ln Sherburn Rd B1223 Carr Ln Black Fen Ln	https://maps.app.goo.gl/vFmhBMnea6GKvYAC7	Verge reinforcement works required to negotiate LH turn with overrun at junction of Sherburn Rd and B1223. 3no bends will require road widening, SPA confirmed extent of this.	None anticipated	Yes		No	Road widening required along Carr Lane. Street furniture removal and overhead line relocation required.
19	30te drum	A162 B1222 Long Ln Broad Ln Sherburn Rd B1223	https://maps.app.goo.gl/nMZfsCQv3k3TrM1g7	Verge reinforcement works required to negotiate LH turn with overrun at junction of Sherburn Rd and B1223.	None anticipated	No		No	
44	30te drum	A162 B1222 Long Ln Broad Ln Sherburn Rd Farm access track	https://maps.app.goo.gl/1jHr3JXRLZtv8Sg38	None anticipated	None anticipated	Yes		No	
18	30te drum	A162 B1222 Long Ln Broad Ln Sherburn Rd	https://maps.app.goo.gl/ZzAghFDn2bPAjnMj7		None anticipated	Yes		No	
17	30te drum	A162 B1222 Long Ln Broad Ln Hospital Ln Greenlands Ln	https://maps.app.goo.gl/Bxjc4bGNGa34QNRf8	None anticipated	None anticipated	Yes		No	
43	30te drum	A162 B1222 Long Ln Broad Ln Hospital Ln Greenlands Ln Farm access track	https://maps.app.goo.gl/xzcJXSDHRvtGKsTt9	None anticipated	None anticipated	Yes		No	
16	30te drum	A162 B1222 Long Ln Broad Ln Hospital Ln Dam Ln	https://maps.app.goo.gl/VuCpPUhTavqdkTG47	None anticipated	None anticipated	Yes		No	
42	30te drum	A162 B1222 Long Ln Broad Ln Hospital Ln Dam Ln Farm access track	https://maps.app.goo.gl/6oo1xMfWz3XmNgJ3A	None anticipated	None anticipated	Yes		No	
41	30te drum	A162 B1222 Long Ln Broad Ln Hospital Ln Dam Ln Farm access track	https://maps.app.goo.gl/Md9DgxPhpkdXNjrm7	None anticipated	None anticipated	Yes		No	
40	30te drum	A63 A1238 Leeds Rd Whinny Hagg Ln	https://maps.app.goo.gl/ksgWowBbmQp8Shdb9	Yes - From Leeds Rd to Whinny Hagg Ln in order to negotiate S-bend. SPA advises private land acquisition area for oversail is required. Client to identify landowner.	None anticipated	Additional tree/hedge removal required at S-bend manoeuvre.		No	Tree trimming/removal required in order to allow for oversail to access Whinny Hagg Ln.
39	30te drum	A63 A1238 Leeds Rd	https://maps.app.goo.gl/eHbDKYGoH7StKGZ3A	None anticipated	None anticipated	Yes	Good access	No	
15	30te drum	Direct access from A63	https://maps.app.goo.gl/HSXDejRYLyGQTbh66	None anticipated	None anticipated	No	Good direct access from A63	No	
14	30te drum	Head along A63 from Selby Circumnavigate Thorpe Willoughby Roundabout Gateforth Ln Field Ln	https://maps.app.goo.gl/vght1XFZivfmhJQ89	None anticipated	None anticipated	Yes	Plating required on outside turn from Gateforth Lane to Field Lane. Access to Gateforth Lane must be accessed along A63 in a westbound direction. If vehicle approaching eastbound, circumnavigation of Thorpe Willoughby Roundabout required.	No	
38	30te drum	Head along A63 from Selby Circumnavigate Thorpe Willoughby Roundabout Gateforth Ln Hough Ln	https://maps.app.goo.gl/Sk3K3jC7R4eixbwE7	None anticipated	None anticipated	Yes	Access to Gateforth Lane must be accessed along A63 in a westbound direction. If vehicle approaching eastbound, circumnavigation of Thorpe Willoughby Roundabout required.	No	
13	30te drum	A63 Fox Ln Hillam Rd	https://maps.app.goo.gl/7iAb1WVfoh6rVUtp6	RH turn from A63 to Fox Ln + LH turn onto Hillam Rd	None anticipated	Yes		No	SPA confirmed extent of overrun and oversail required on inside of manoeuvre.
12	30te drum	A63 Fox Ln Hillam Common Rd	https://maps.app.goo.gl/rjDrTj63UtrezTLr6	RH turn from A63 to Fox Ln + LH turn onto Hillam Rd	None anticipated	Yes	Reverse manouevre from Fox Lane to site access.	No	SPA confirmed extent of overrun and oversail required on inside of manoeuvre.
11	30te drum	A63 Fox Ln Hillam Common Rd	https://maps.app.goo.gl/rjDrTj63UtrezTLr6	RH turn from A63 to Fox Ln + LH turn onto Hillam Rd	None anticipated	Yes	Reverse manouevre from Fox Lane to site access.	No	SPA confirmed extent of overrun and oversail required on inside of manoeuvre.

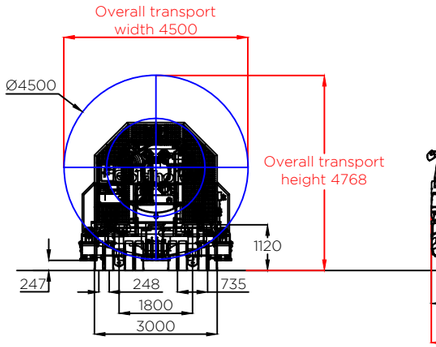
Site	Payload	Preferred Route	Google Map from 'A' Road	Land take	Street furniture removal	Above highway tree trimming	Additional notes	Received structural clearance	Result of SPA
7	30te drum	A63 Fox Ln Hillam Common Rd	https://maps.app.goo.gl/FAGxR7zXvrWepyaD9	RH turn from A63 to Fox Ln + LH turn onto Hillam Rd	None anticipated	Yes	Reverse manouevre from Fox Lane to site access.	No	SPA confirmed extent of overrun and oversail required on inside of manoeuvre.
10	30te drum	Direct access from A63	https://maps.app.goo.gl/DsTpHWw9GsaJbLjc9	None anticipated	None anticipated	No	Good direct access from A63	No	
52	30te drum	A63 Fox Ln	https://maps.app.goo.gl/UALv2aziRoWqmaFV9	RH turn from A63 to Fox Ln	None anticipated	Yes		No	SPA confirmed good negotiability
9	30te drum	Direct access from A63	https://maps.app.goo.gl/8NQVtTZWodmRSLct6	None anticipated	None anticipated	No	Good direct access from A63	No	
8	30te drum	Direct access from A63	https://maps.app.goo.gl/Rb3rb8gb2kgxhD416	None anticipated	None anticipated	No	Good direct access from A63	No	
53	30te drum	A63 Common Ln	https://maps.app.goo.gl/xwHpy8po87ZY2MTB7		Street furniture removal required on inside of left hand turn onto Common Ln	Yes		No	
4	30te drum	A162 Hillam Ln	https://maps.app.goo.gl/RnLZVe4Zx8Dqw8hk6	None anticipated	None anticipated	Yes	Good access	No	
33	30te drum	A162 Hillam Ln	https://maps.app.goo.gl/RnLZVe4Zx8Dqw8hk6	None anticipated	None anticipated	Yes	Reverse manoeuvre required along Fairfield Ln to site. Road widening required.	No	
34	30te drum	A162 Sutton Ln Main St Roe Ln	https://maps.app.goo.gl/wNn2i4cnK3CgivYGA	None anticipated	None anticipated	Yes		No	
35	30te drum	A162 Sutton Ln Main St Roe Ln	https://maps.app.goo.gl/wNn2i4cnK3CgivYGA	None anticipated	None anticipated	Yes		No	
36	30te drum	A162 Sutton Ln Main St Roe Ln	https://maps.app.goo.gl/wNn2i4cnK3CgivYGA	None anticipated	None anticipated	Yes		No	
37	30te drum	A162 Sutton Ln Main St Roe Ln	https://maps.app.goo.gl/wNn2i4cnK3CgivYGA	None anticipated	None anticipated	Yes		No	
32		Not surveyed as located within Monk Fryston Substation							
45		Not surveyed as located on private land. Please see access point 44.							
50		Not surveyed as located on unaccessible trackway. Please see access point 51							
54		Not surveyed as located on unaccessible trackway. Please see access point 7.							
55		Not surveyed as located on unaccessible trackway. Please see access point 7.							

Key	
Red	Route provided is not negotiable in current state. Extensive remedial works may be required.
Amber	Route provided is negotiable with reasonable amount of remedial works and confirmatory swept path assessments
Green	Route provided is accessible with no issues anticipated.

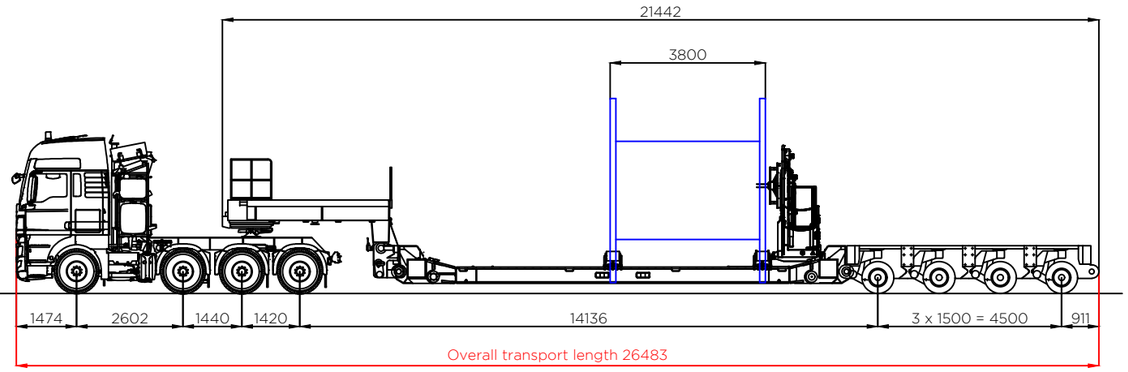
Please note
No route listed in table above has received structural clearance. Permission to traverse required from structure stakeholders and local authorities.

Appendix 2

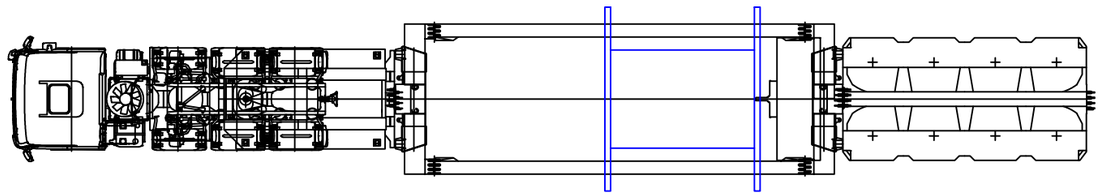
Transport Arrangement Drawing



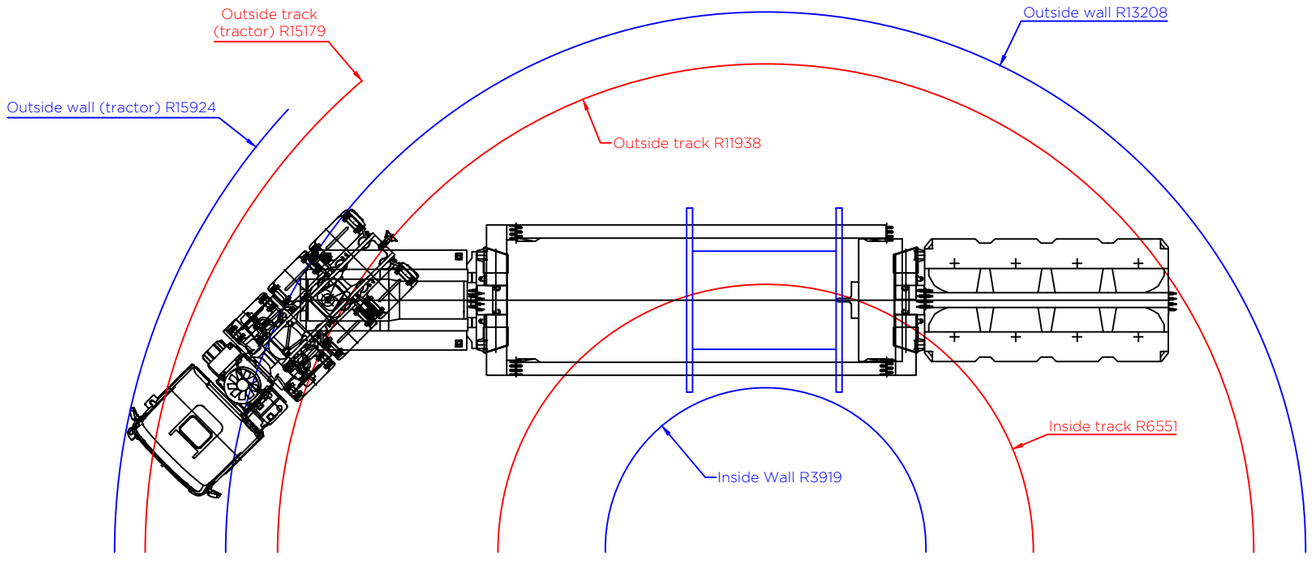
Profile view



Elevation view - 4 axle modular reeling trailer - concept model only
Indicative 30 te cable drum



Plan view - 4 axle modular reeling trailer - concept model only
Indicative 30 te cable drum



Minimum turning radii information
4 axle modular reeling trailer - concept model only
Indicative 30 te cable drum

Load table	
4 axle modular reeling trailer	
Self weight of cable drum	30.0 te
Self weight of trailer	33.3 te
Self weight of tractor	15.0 te
Total combined weight	78.3 te
Load per axle line (trailer)	10.55 te
Load per axle	5.28 te
Load per wheel (4 per axle)	1.32 te
Overall ground bearing pressure	3.13 te/m²
Tractor (15 te)	
Front axle	7.0 te
Second steer	8.0 te
Rear axle	10.55 te
Rear axle	10.55 te

Notes:
[1] The figures shown above are representative of the transport configuration portrayed. However as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.

[3] All linear measures in millimetres unless stated otherwise.

Rev.	Date	Amendments
1		
0	28.08.25	Issued for comment

Revisions

Prepared by:
Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411
Independent Transportation Engineers

Client: Island GREEN POWER

Project: **Light Valley Solar Project**

Title: **Indicative transport configuration**
Indicative 30.0 te cable drum carried on
4 axle modular reeling trailer
showing minimum turning radii

Drawing status: Final report

Scale (A3):	Drawn By:	Checked By:
1:150	JMB	ARP

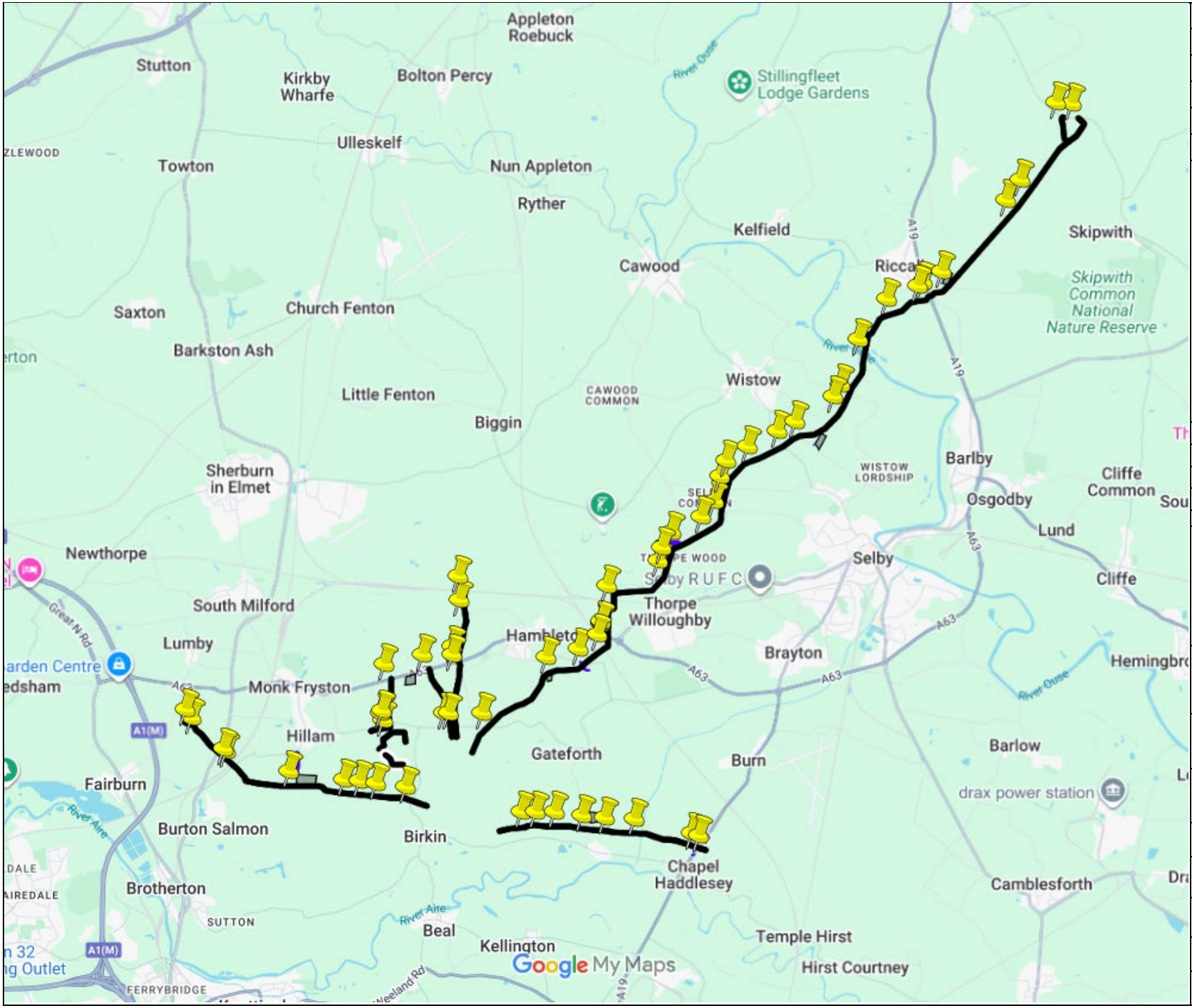
Dwg. no:	Sheet:	Rev:
25-1320.TC02	1 of 1	1

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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Transport Configurations\25-1320.TC02 Light Valley Solar 30t Cable Drum 4 Axle spooling trailer R0.dwg

Appendix 3

Cable Route Corridor Map



Key

▬	Cable Corridor
📍	Public Highway Crossing Point

Rev	Date	Amendments:
B		
A		
0	02.12.2025	First Issue

Revisions

Wynns Ltd.
Independent Transportation Engineers

Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411

Client:
Island Green Power
Blofield Business Centre
Woodbastwick Road
Blofield Heath
Norwich, NR13 4RR

Project:
Light Valley Solar

Title:
Cable Corridor

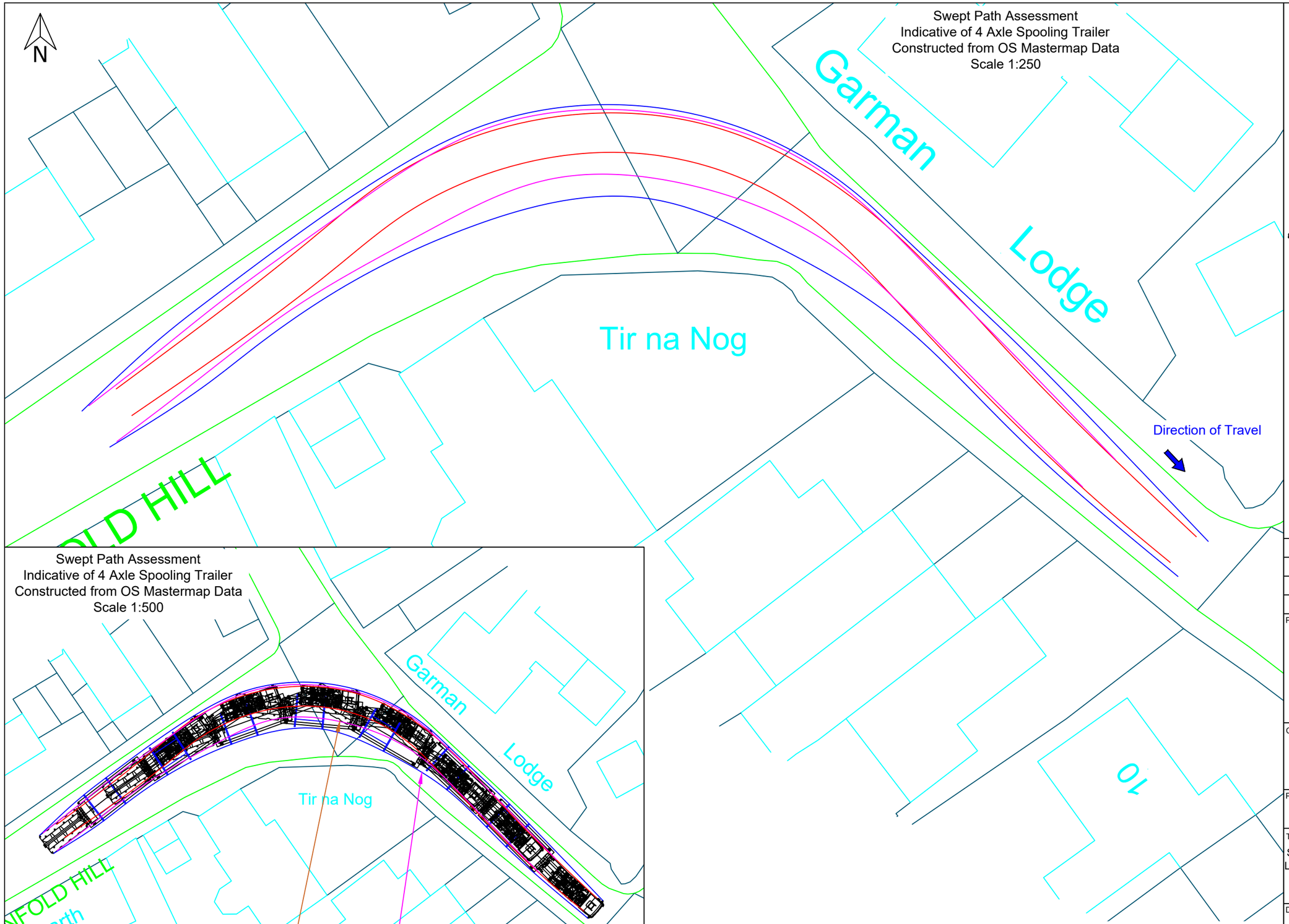
Drawing Status:

Scale (A4):	Drawn by:	Checked by:
NTS	Client	N/A

Ref No.:	Sheet:	Rev.:
.kmz file provided by client	1 of 1	0

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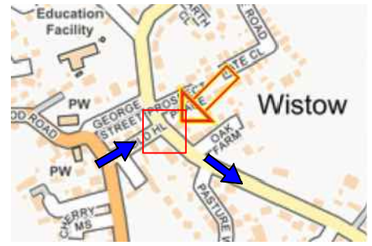
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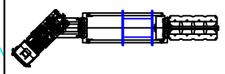
The delivery vehicle can be seen turning right from Pinfold Hill onto Garman Carr Lane, at approximate OS grid reference: SE 59346 35646.

The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.
The configuration is expected to remain within the road way subject to full occupation, no conflicts or remedials are expected to facilitate (Leader 1). It should be noted that a TTRO (Temporary Traffic Regulation Order) may be required to prevent vehicles parking along the roadway which could prevent access (Leader 2).
Subject to observing the stated cautions, this section is considered to be physically negotiable.

Location Plan



Legend:



4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02



Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	15.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client:

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the right turn from Pinfold Hill onto Garman Carr Lane, at approximate OS grid reference: SE 59346 35646, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status: Final Report

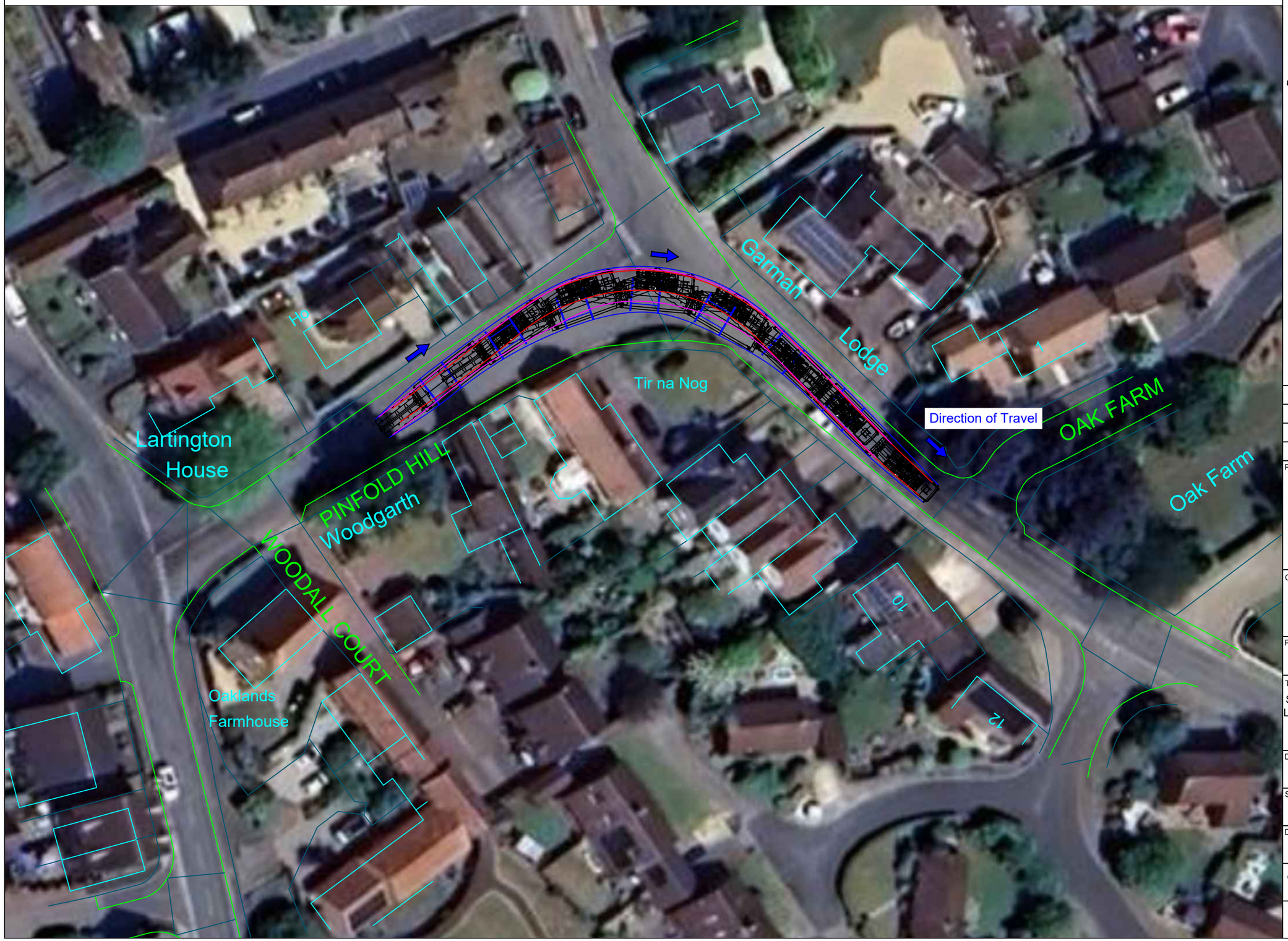
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As shown	MTO	PW
Dwg. no:	**Sheet:**	**Rev:**
25-1320.SPA01	1 of 2	0

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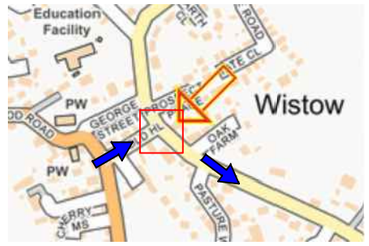
P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from OS Mastermap Data
Scale 1:500

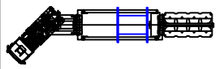
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.



Location Plan



Legend:



4-axle spooling trailer
minimum turning arrangements
Drawing ref. 25-1320.TC02

Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	15.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:

Island Green Power

Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the right turn from Pinfold Hill onto Garman Carr Lane, at approximate OS grid reference: SE 59346 35646, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status:

Final Report

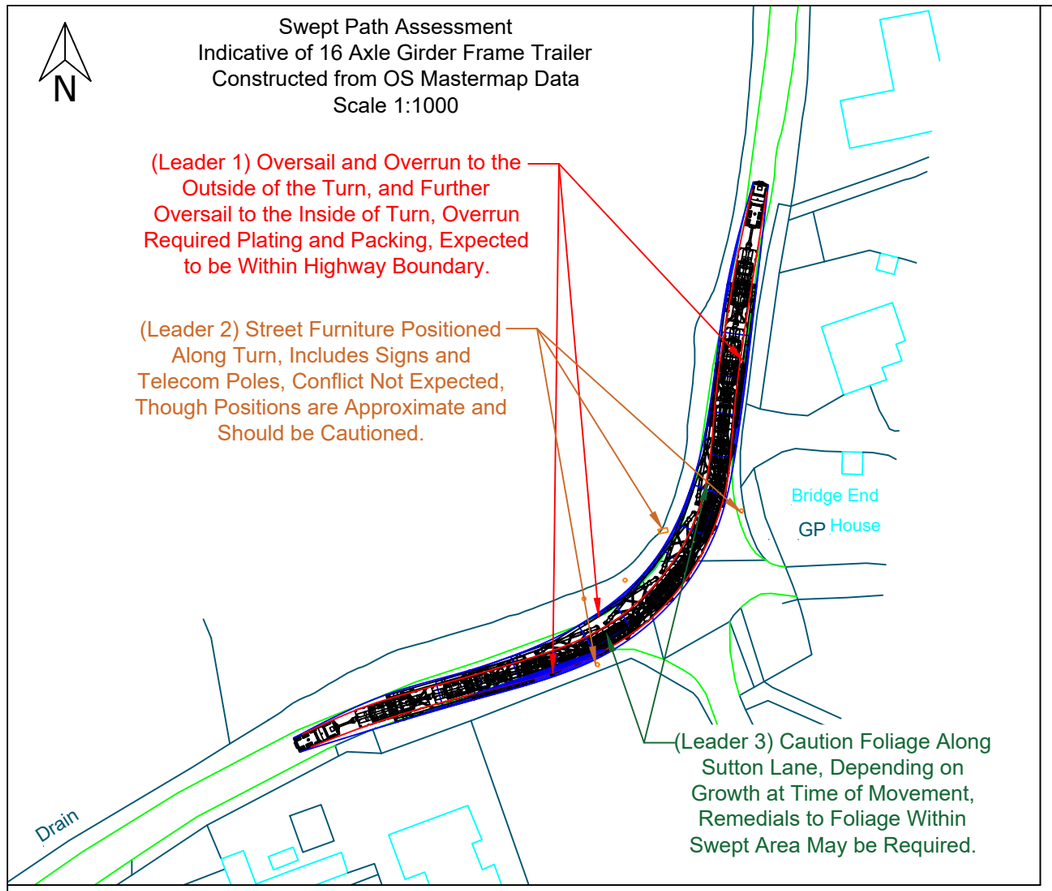
Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW

Dwg. no:	Sheet:	Rev:
25-1320.SPA01	2 of 2	0

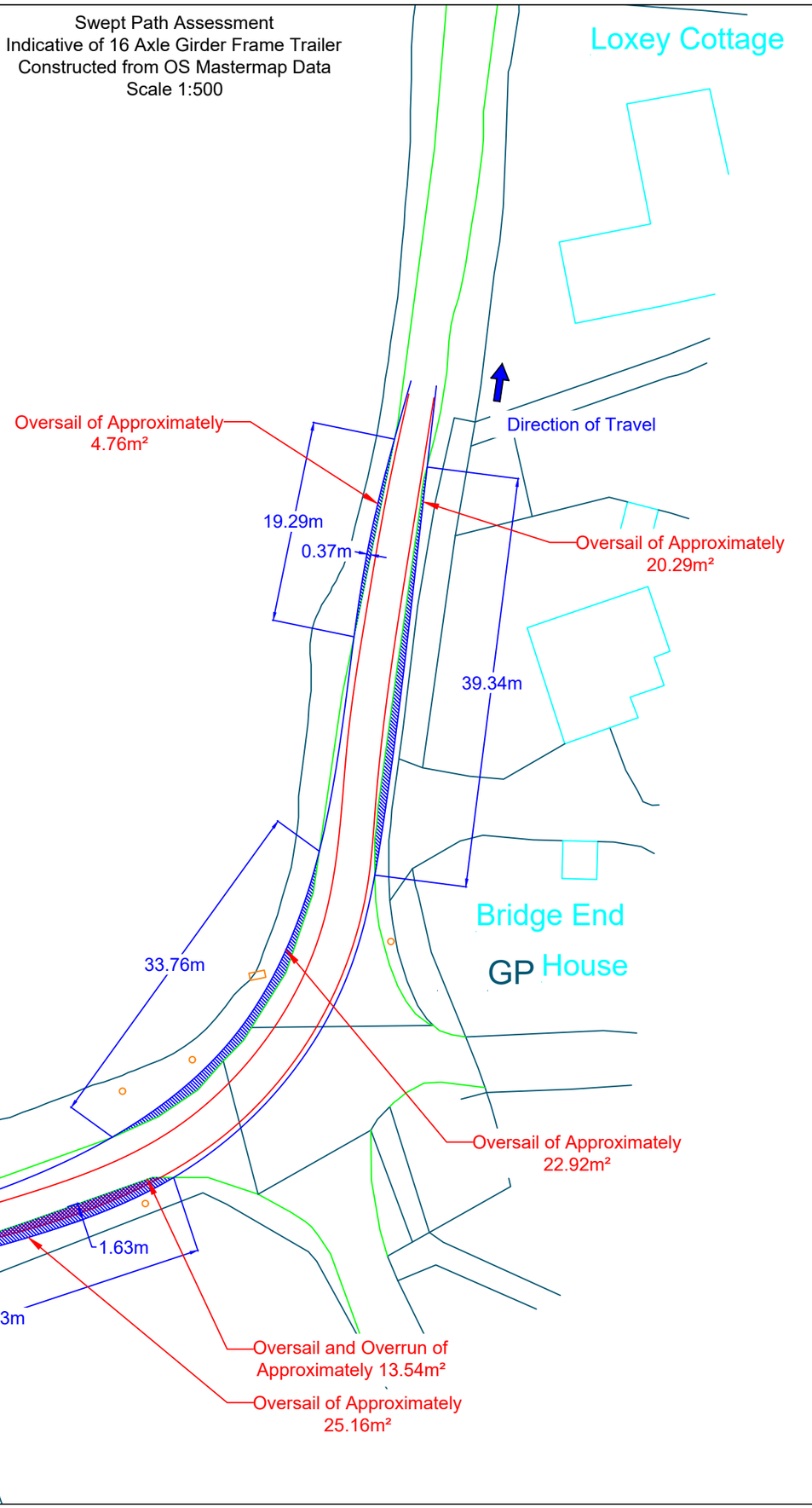
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000



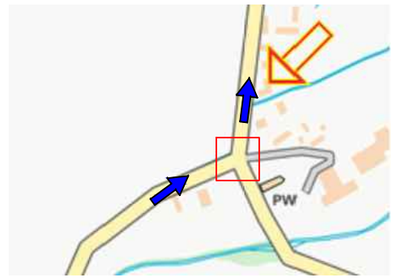
Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500



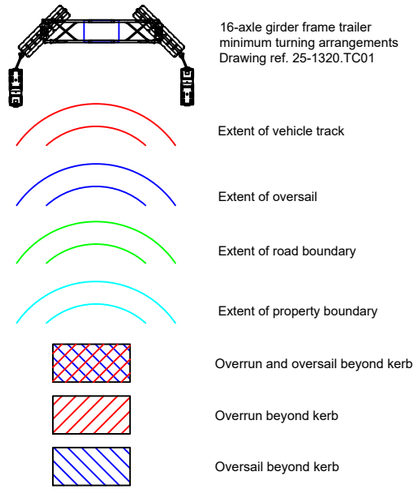
The delivery vehicle can be seen turning left from Birkin Lane onto Main Street, at approximate OS grid reference: SE 52988 26552.

The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.
The configuration anticipates oversail and overrun on the outside of the turn, and further oversail on the inside of the turn, though is expected to remain within the highway boundary. Overrun would require plating/packing to any present kerbs/pavements/verges to protect both the ground and the transport arrangement (Leader 1). Street furniture is positioned on the inside and outside of the turn, this includes signs and telecom poles, based on the configuration utilising space on the outside of the turn by oversailing/overrunning the grass verge, no conflict is anticipated. It should be noted that street furniture positions are approximate and should be cautioned (Leader 2). Additionally, foliage along the turn should be cautioned, depending on growth at the time of movement, trimming/pruning to foliage/branches within the swept area may be required to facilitate delivery (Leader 3).
Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.

Location Plan



Legend:



Rev.	Date	Amendments
1		
0	16.09.25	Issued for comment

Revisions

Prepared by:
Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411
Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the left turn from Birkin Lane onto Main Street, at approximate OS grid reference: SE 52988 26552, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW

Dwg. no:	Sheet:	Rev:
25-1320.SPA03	1 of 2	0

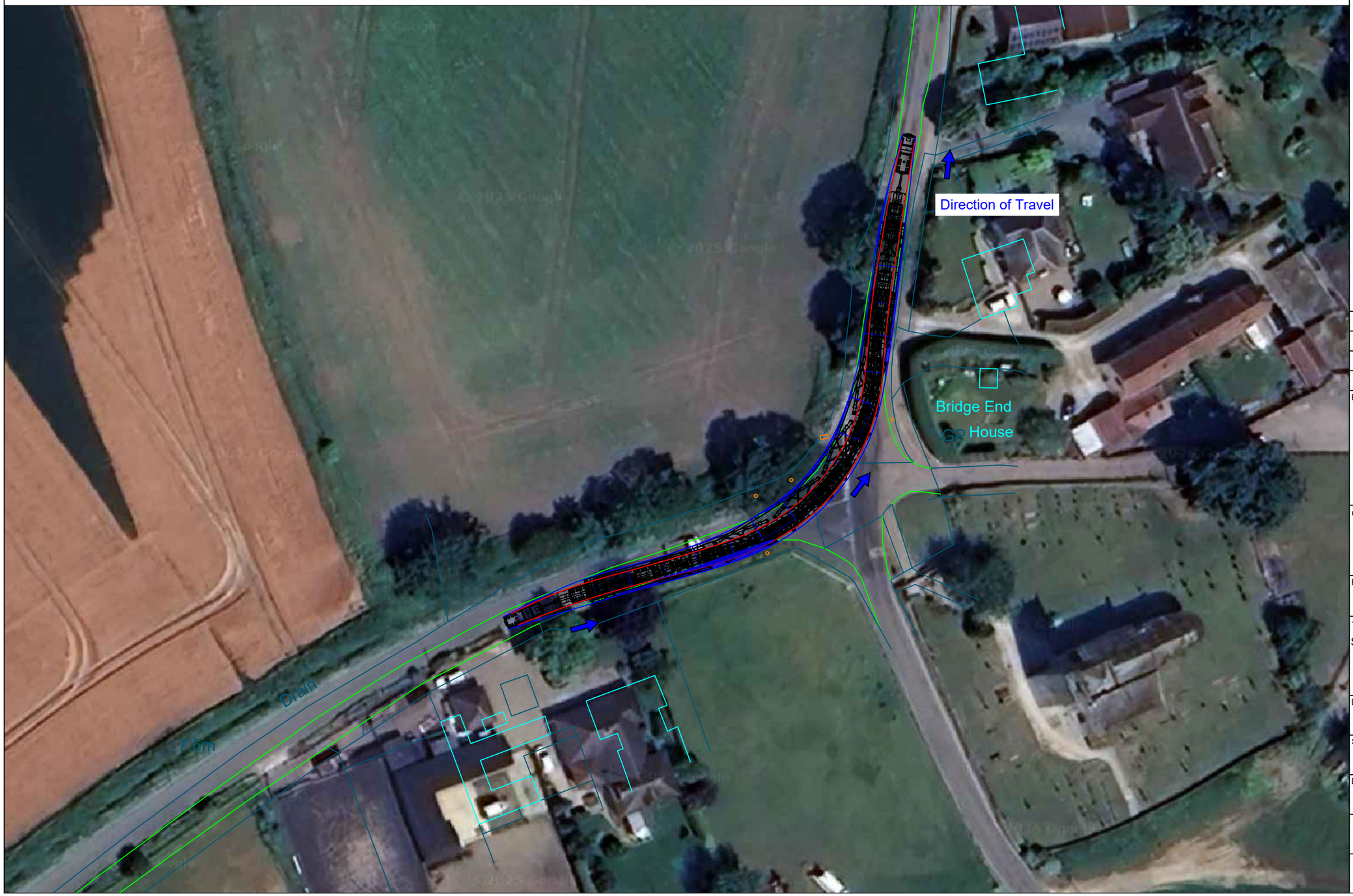
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

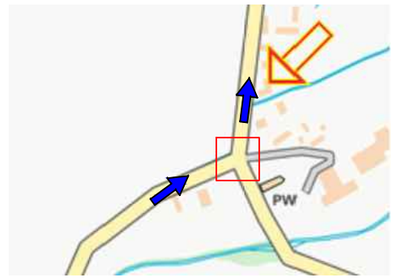
N

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

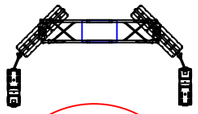
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.



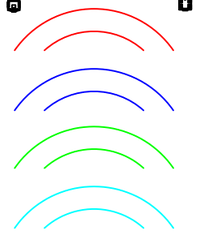
Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01



Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	16.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client:

Island GREEN POWER

Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the left turn from Birkin Lane onto Main Street, at approximate OS grid reference: SE 52988 26552, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status:

Final Report

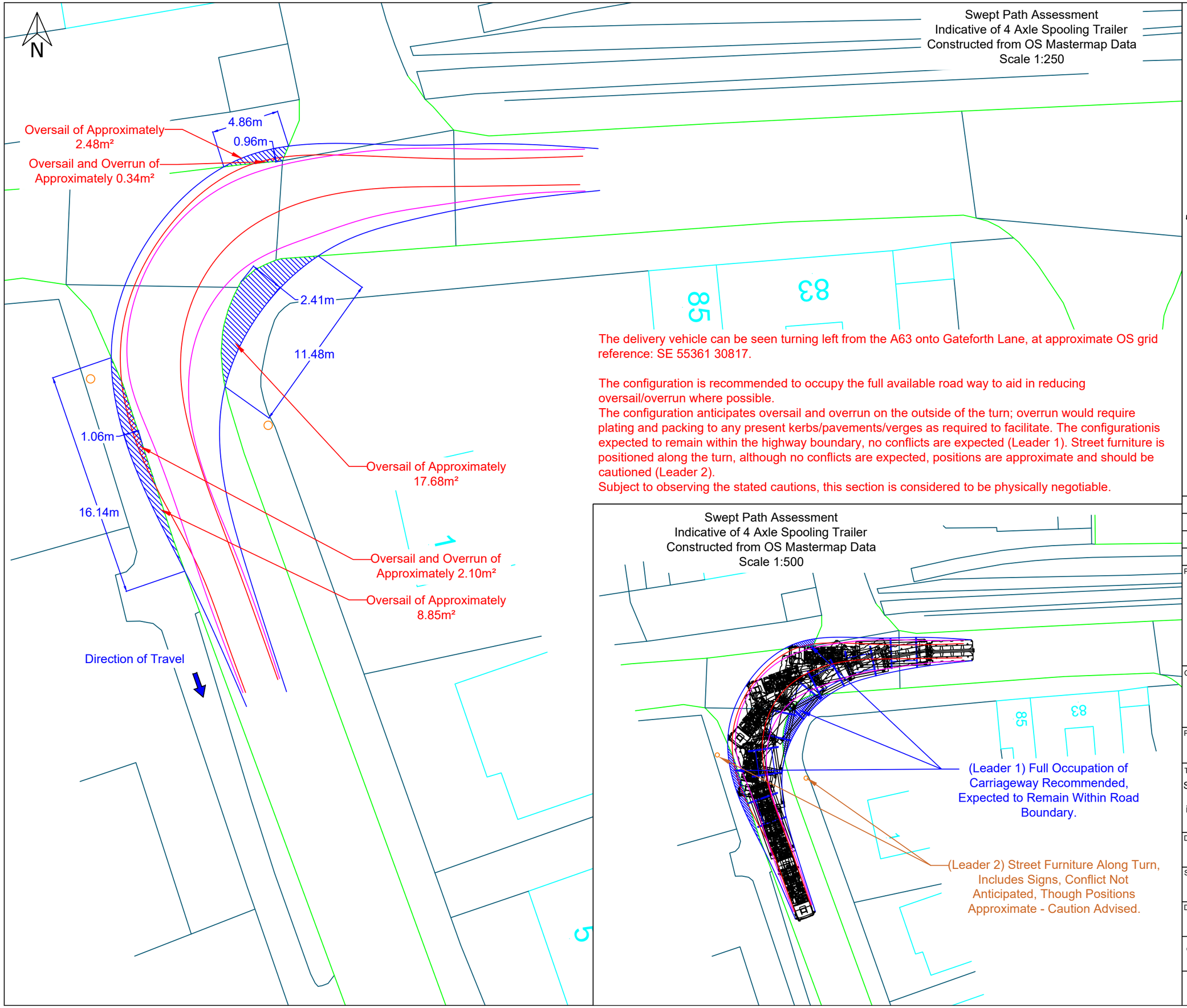
Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW

Dwg. no:	Sheet:	Rev:
25-1320.SPA03	2 of 2	0

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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from OS Mastermap Data
Scale 1:250



The delivery vehicle can be seen turning left from the A63 onto Gateforth Lane, at approximate OS grid reference: SE 55361 30817.

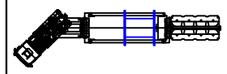
The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.
The configuration anticipates oversail and overrun on the outside of the turn; overrun would require plating and packing to any present kerbs/pavements/verges as required to facilitate. The configurationis expected to remain within the highway boundary, no conflicts are expected (Leader 1). Street furniture is positioned along the turn, although no conflicts are expected, positions are approximate and should be cautioned (Leader 2).
Subject to observing the stated cautions, this section is considered to be physically negotiable.

Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from OS Mastermap Data
Scale 1:500

Location Plan



Legend:



4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02

Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	19.09.25	Issued for comment

Revisions

Prepared by:
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411
Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the left turn from the A63 onto Gateforth Lane, at approximate OS grid reference: SE 55361 30817, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW

Dwg. no:	Sheet:	Rev:
25-1320.SPA10	1 of 2	0

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Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from OS Mastermap Data
Scale 1:500

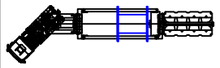
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.



Location Plan



Legend:



4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02



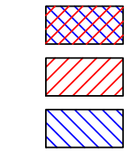
Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Extent of property boundary



Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	19.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the left turn from the A63 onto Gateforth Lane, at approximate OS grid reference: SE 55361 30817, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW
Dwg. no:	**Sheet:**	**Rev:**
25-1320.SPA10	2 of 2	0

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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

N

Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from OS Mastermap Data
Scale 1:250

Direction of Travel

Oversail of Approximately
3.28m²

Oversail and Overrun of
Approximately 5.47m²

15.17m

0.84m

Oversail of Approximately
0.38m²

0.21m

3.80m

0.66m

16.35m

Oversail of Approximately
3.26m²

Oversail and Overrun of
Approximately 4.44m²

The delivery vehicle can be seen turning right from the B1223 onto Pinfold Hill, at approximate OS grid reference: SE 59285 35601.

The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.
The configuration anticipates oversail and overrun on the outside of the turn, and minimal oversail on the inside of the turn, no conflicts expected to facilitate, though it should be noted that overrun would require plating and packing to any present kerbs/pavements to facilitate movement (Leader 1). An electrified street lamp is positioned on the inside of the turn, though no conflict is expected with the street lamp subject to utilising the outside of the turn, though caution is advised as street furniture positions are approximate (Leader 2). It should be noted that a TTRO (Temporary Traffic Regulation Order) may be required to prevent vehicles parking along the roadway which could prevent access (Leader 3).
Subject to observing the stated cautions and implementing the recommended remedials, this section is considered to be physically negotiable.

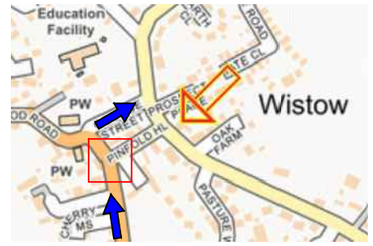
Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from OS Mastermap Data
Scale 1:500

(Leader 1) Full Occupation of Carriageway Recommended, Configuration Anticipates Oversail and Overrun, Expected to Remain Within Highway Boundary.

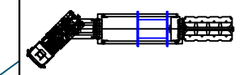
(Leader 2) Electrified Street Lamp on Inside of Turn, Conflict Not Expected, Though Position is Approximate - Caution Advised.

(Leader 3) TTRO May be Required to Prevent Vehicles Parking Along the Roadway.

Location Plan



Legend:



4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02

Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	24.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the right turn from the B1223 Selby Road onto Pinfold Hill, at approximate OS grid reference: SE 59285 35601, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	JB

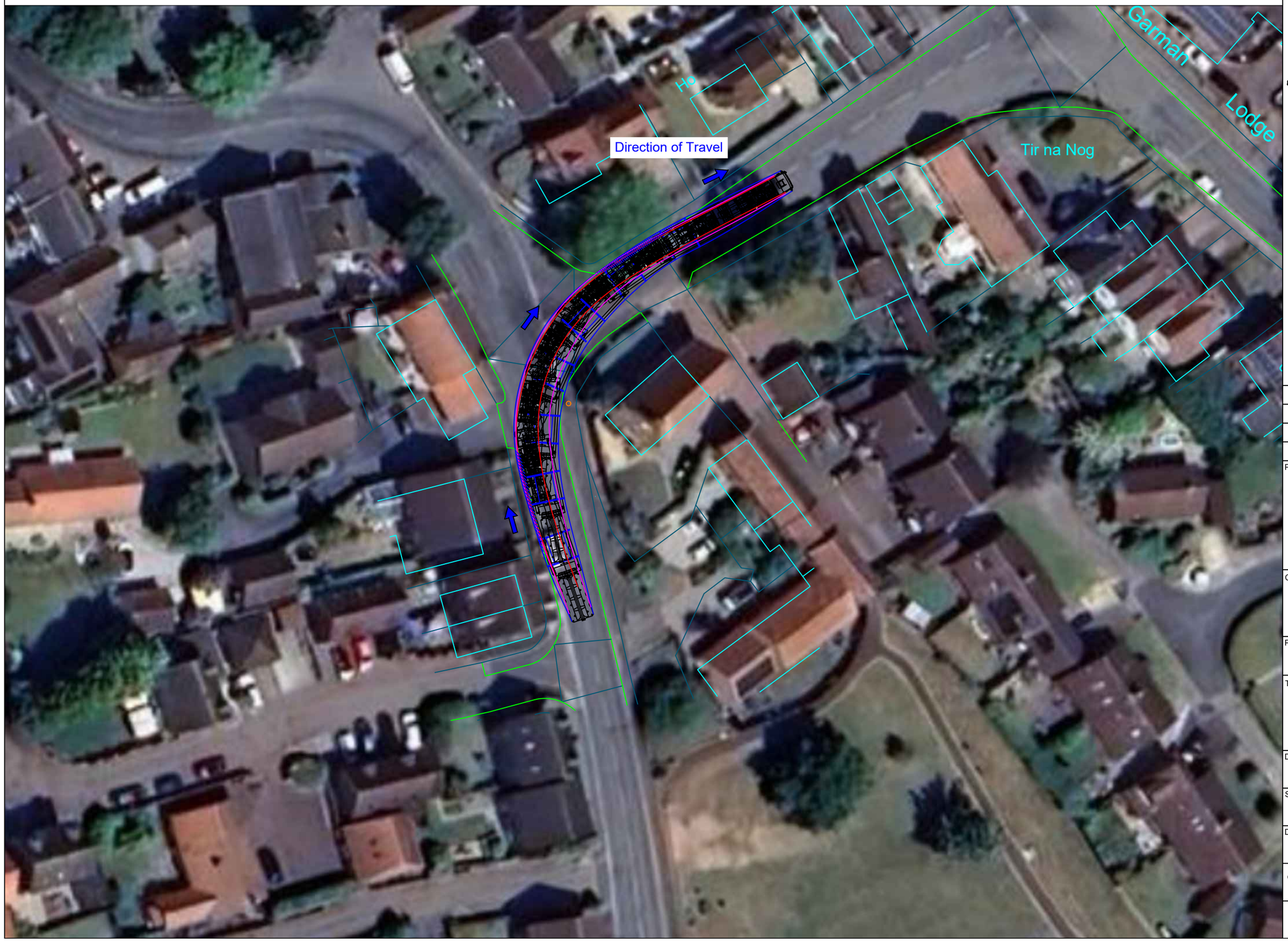
Dwg. no:	Sheet:	Rev:
25-1320.SPA13	1 of 2	0

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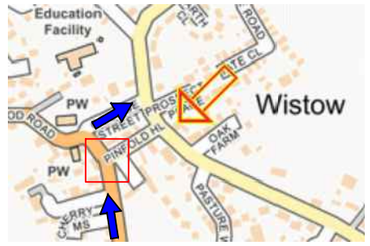
P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments

Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from OS Mastermap Data
Scale 1:500

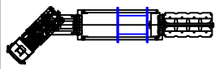
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.



Location Plan



Legend:



4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02



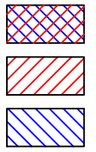
Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Extent of property boundary



Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	24.09.25	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the right turn from the B1223 Selby Road onto Pinfold Hill, at approximate OS grid reference: SE 59285 35601, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	JB

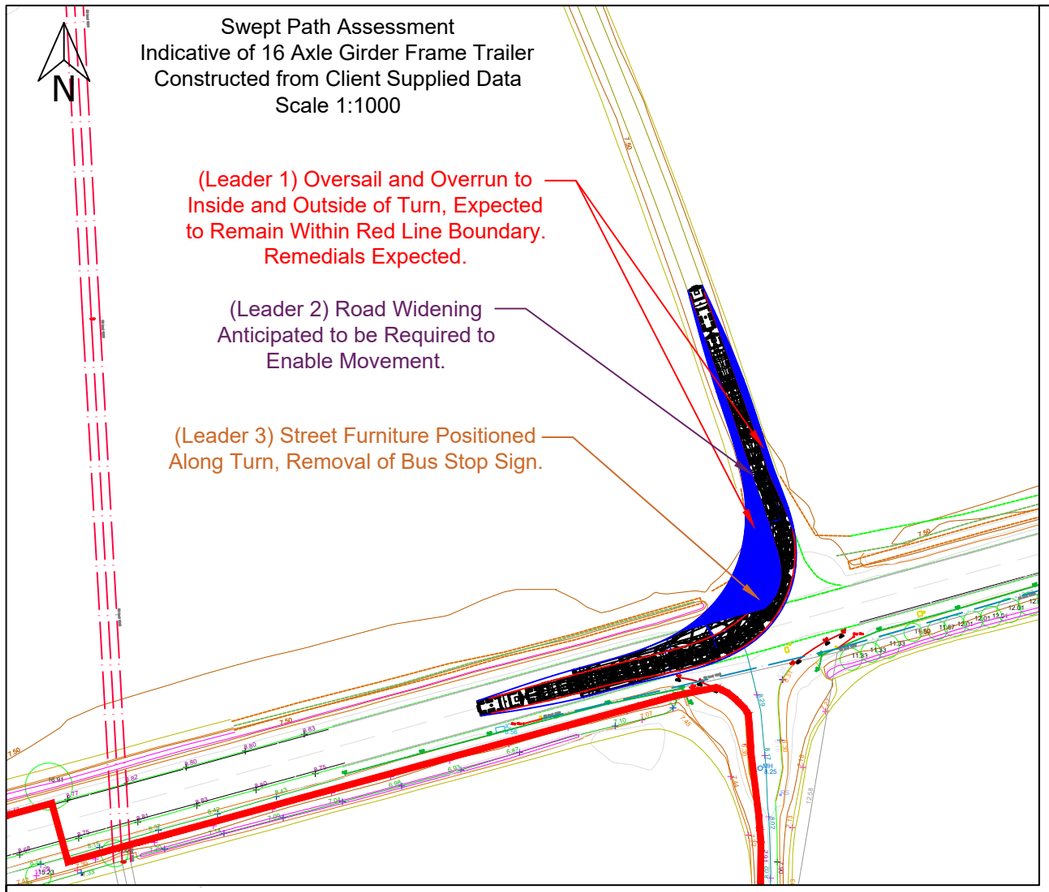
Dwg. no:	Sheet:	Rev:
25-1320.SPA13	2 of 2	0

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Annex D Additional AIL Swept Paths

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from Client Supplied Data
Scale 1:1000

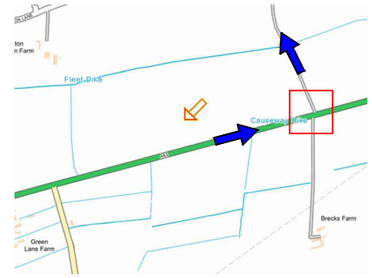


The delivery vehicle can be seen turning left from the A63 onto the access road, at approximate OS grid reference: SE 52925 30041.

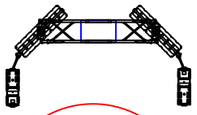
The configuration is recommended to occupy the full available roadway to aid in reducing oversail/overrun where possible.
The configuration anticipates oversail and overrun on the inside and outside of the turn, though it is expected to remain within the highway boundary; remedial works anticipated to facilitate the movement (Leader 1). Road widening is anticipated to be required to facilitate the movement, this would include the turn and the continuation along the access road, access road width is antcipated to be circa 2.66m, the transport arrangement track width is expected to be circa 3.0m which would result in overrun; access roads should be constructed considerate of the AIL delivery vehicles (Leader 2). Removal of street furniture is required due to oversail on the inside of the turn, this would require the removal of the bus stop sign (Leader 3).
Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from Client Supplied Data
Scale 1:500

Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	26.08.26	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client: Island Green Power

Project: Light Valley Solar

Title: Swept Path Assessments
Showing the left turn from the A63 onto Access Road, at approximate OS grid reference: SE 52925 30041, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MO	AP

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25-1320.SPA27	1 of 2	0

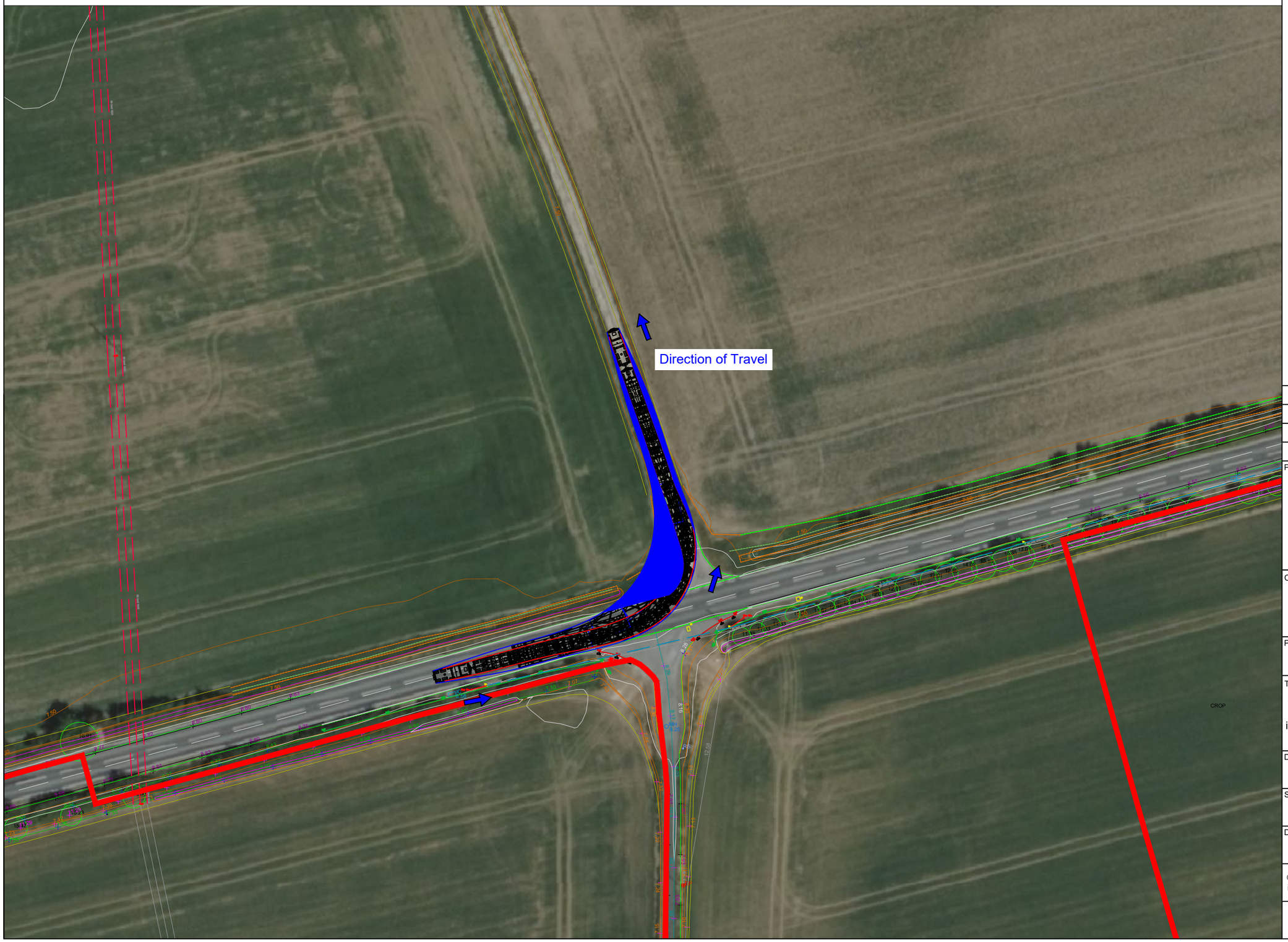
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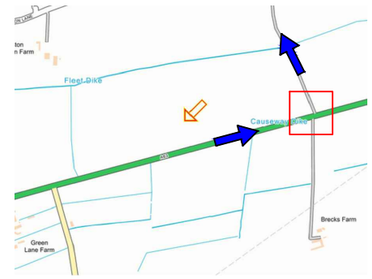
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Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

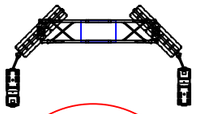
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.



Location Plan



Legend:



16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
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Showing the left turn from the A63 onto Access Road, at approximate OS grid reference: SE 52925 30041, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status: Final Report

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