Light Valley Solar

Outline Construction Traffic Management Plan

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Light Valley Solar

DCO Submission

Outline Construction Traffic Management Plan

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1 Introduction

1.1 Overview and purpose of the document

1.1.1 Light Valley Solar Limited (the Applicant) has prepared this Outline Construction Traffic Management Plan (oCTMP) as part of an Application for a Development Consent Order (DCO) for the construction of Light Valley Solar (the Proposed Development).

1.1.2 An Environmental Impact Assessment (EIA) has been undertaken for the Proposed Development and an Environmental Statement (ES) has been prepared as part of the DCO application, in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). In accordance with the requirements of the EIA Regulations, the ES contains the assessment of the likely significant effects on the environment that may be caused during construction, operation and decommissioning of the Proposed Development and describes proposed mitigation measures that will be secured through the DCO.

1.1.3 The purpose of the oCTMP is to outline how the measures identified in the ES for managing construction traffic from the Proposed Development will be implemented. This includes methods for the management of construction traffic and staff vehicles and the monitoring activities designed to ensure that such management measures are carried out, and that they are effective.

1.1.4 The oCTMP should be read in conjunction with the assessment provided in Chapter 14: Traffic and Movement (ES Volume 1) [**EN0110012/APP/LVS/06.01.14**]

1.1.5 This oCTMP has been informed by the consultation responses from North Yorkshire Council (NYC) as the local highway authority, and National Highways (NH) as the highway authority for the Strategic Road Network (SRN). Further details regarding stakeholder engagement are provided in Appendix 14.1: Transport Assessment (TA) (ES Volume 2) [**EN0110012/APP/LVS/06.03.14.01**]

1.1.6 A final CTMP will be produced for the Proposed Development following the appointment of a Principal Contractor (PC) prior to the commencement of construction. This will be submitted for the approval ~~of~~by the relevant planning authority in consultation with the relevant highway authorities~~.~~ (which includes National Highways). The final CTMP will be prepared in substantial accordance with the oCTMP, pursuant to DCO Requirements.

1.1.7 Relevant measures to manage traffic associated with replacement works are detailed in the Outline Operation Environmental Management Plan (oOEMP [**EN0110012/APP/LVS/07.03**]). Decommissioning traffic will be managed in line with a Decommissioning Traffic Management Plan (DTMP), the requirement for which is set out in the Outline Decommissioning Environmental Management Plan (oDEMP) [**EN0110012/APP/LVS/07.04**].

1.2 Objectives of the CTMP

1.2.1 The objectives of this oCTMP are to:

1) Minimise the volume of Heavy Goods Vehicles (HGV) and staff vehicles associated with the construction phase as far as reasonably practicable;
2) Maximise the safe and efficient movement of materials and staff during the construction phase as far as reasonably practicable;
3) Minimise the impacts both for the local community and visitors to the area using the road network as far as reasonably practicable;
4) Ensure the local community are kept informed of construction activities, and have contact information to raise any concerns; and
5) Set out the measures to be adhered to by those travelling to and from the Proposed Development to reduce impacts during the construction phase.

1.3 The Order Limits and Proposed Development

Order Limits

1.3.1 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 and are shown on the Works Plans [**EN0110012/APP/LVS/02.03**] and Location Plan [**EN0110012/APP/LVS/02.01**]. The Order Limits are described in Chapter 1: Introduction, and Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.01]** of the Environmental Statement (ES).

1.3.2 The Order Limits cover an area of 1,270 hectares (ha) located within the administrative area of North Yorkshire Council, near Selby. Some of the routes that may be used to access the Proposed Development (e.g. Wheldrake Lane, north of Escrick) extend over into the City of York Council boundary. The Proposed Development comprises seven distinct Solar Development Sites totalling 900 ha of land, as well as 328.5 ha of land within the Cable Route Corridor and 24.1 ha for the Solar Development Site 8 Access Area. The remaining land within the Order Limits is made up of the Highways Improvement Areas (HIAs) which are shown in ES Volume 2, Figure 1.2 [**EN110012/APP/LVS/06.02.01.02**].

The Proposed Development

1.3.3 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.

1.3.4 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.

1.3.5 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 PV 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 within which cables connecting the Solar Development Sites would be located (hereafter referred to as 'Interconnecting Cables') (refer to Figure 2-1: Illustrative Site Layout Plan (ES Volume 2) **[EN0110012/APP/LVS/06.02.02.01]**.

1.3.6 Further details of the Proposed Development are presented in Chapter 2: The Proposed Development **[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 Plans **[EN0110012/APP/LVS/02.03]**.

1.3.7 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

1.3.8 Solar Development Site Construction Compounds will be located within each Solar Development Site. There will be six Cable Construction Compounds (five located along the Cable Route Corridor and one located within Solar Development Site 2).

1.3.9 The construction compounds will provide sufficient space for loading / unloading of materials and waste, and car parking for those working at the Proposed Development.

1.3.10 There will also be temporary laydown areas progressively established across the Solar Development Sites. The purpose of each one will be to service the local works. This includes, but is not limited to, storage for materials, fuel, equipment needed for such works, as well as welfare facilities, office space required to avoid unnecessary internal movement of personnel over long distances. The temporary laydown areas will typically be set up ahead of the installation of the Solar Development Sites, electrical components and cabling and will be decommissioned as the relevant works in their locality progress and become completed.

1.3.11 Additional laydown areas will be located along the Cable Route Corridor. The laydown areas will be located within the Order Limits likely at each of the Cable

Route Corridor access locations and will allow construction vehicles to turn off the public highway and park safely. Laydown areas will include parking bays, portacabins, welfare facilities, unloading and storage areas and power generators. The areas will be secured using Heras fencing (or similar) and security cameras.

1.4 Development of the outline CTMP

1.4.1 This oCTMP has been informed by a desk-based study, alongside site visits by the transport team and the commissioning of traffic surveys to gather baseline information on the Study Area.

1.4.2 This document has been produced in 'Outline' form, with the intention that further detail will be added as the information becomes available through design development following the appointment of a contractor and further liaison with North Yorkshire Council. As such the outline CTMP is to be considered a 'skeleton' document which sets out the elements that will be included in the detailed CTMP prior to commencement of construction.

1.4.3 Stakeholder engagement has influenced the content of this oCTMP. Therefore, this oCTMP has been developed accordingly, to address the local issues alongside the development impact.

1.4.4 In addition to Chapter 14: Traffic and Movement (ES Volume 1) [**EN0110012/APP/LVS/06.01.14**], this oCTMP should be read in conjunction with the suite of other management plans including the Outline Construction Environmental Management Plan (oCEMP) **[EN110012/APP/LVS/07.02]** and the Outline Decommissioning Environmental Management Plan (oDEMP) [**EN110012/APP/LVS/07.04**) that support the delivery of the Proposed Development.

1.4.5 To inform the oCTMP, an estimate on the volume of construction trips associated with the Proposed Development has been calculated using the construction trip generation from similar sized solar farms located elsewhere in the UK and information provided by the Applicant, Light Valley Solar Limited, and JSM Group, who have developed a programme for the Cable Route Corridor construction and the Cable Construction Method Statement (Appendix 2.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.02.01**]).

1.4.6 Further information is provided in Appendix 14.1: Transport Assessment (ES Volume 1) [**EN0110012/APP/LVS/06.03.14.01**].

1.4.7 There will be a number of Abnormal Indivisible Load (AIL) deliveries to the Proposed Development. AILs are those vehicles that, on account of their weight, width or length, need prior approval to travel on the highway. It will be the responsibility of the operator of the abnormal load to notify the authorities following the Department for Transport (DfT) requirements at the time the application is required to transport an AIL. An Abnormal Load Report has been produced and included in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**].

1.5 Assumptions

1.5.1 This oCTMP is based on information about the Proposed Development at the time of submission of the DCO application. A detailed CTMP[1] will be produced following the appointment of a Principal Contractor prior to the commencement of construction, based on this oCTMP and design information available at the time of preparation.

1.5.2 It is highlighted that continued communication with North Yorkshire Council will be required in the development of the detailed CTMP to safely and effectively deliver the construction phase of the Proposed Development. National Highways will also need to be consulted regarding any abnormal load movements and routing via the Strategic Road Network (SRN).

1.5.3 This oCTMP establishes the principles (rather than the full details) for the routing of HGVs and staff travel to the Proposed Development. It also includes recommendations for managing the impact of construction traffic within the Study Area.

1.6 Site Accessibility

1.6.1 The highway network serving the Proposed Development is generally comprised of single carriageway rural roads subject to National Speed Limits.

1.6.2 The nearest National Highways managed road is the A1(M) to the west of the site. The other strategic routes that will be used to provide access to the site, including the A19 and A63, are not managed by National Highways.

1.6.3 Traffic surveys were conducted in 2025 to better understand baseline conditions and traffic composition. The traffic survey locations are shown on Figure 14.5: Highway Network (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.05**].

1.6.4 Further information about the existing highway network conditions is presented in the accompanying Appendix 14.1: Transport Assessment [**EN0110012/APP/LVS/06.03.14.01**].

1.6.5 The Transport Assessment also provides details relating to the accessibility of the Order Limits via public transport, cycling and on foot.

1.6.6 It is noted that there is an extensive network of public rights of way (PRoW) within the Proposed Development and surrounding area. Further details can be found in the outline PRoW Management Plan (oPRoWMP) [**EN0110012/APP/LVS/07.09**].

1.6.7 It has been acknowledged, and assumed within the Transport Assessment, that the majority of construction workers are expected to travel to and from the Order Limits by car or minibus due to the relatively rural location of the Proposed Development, shift working patterns and limited access by public transport. Car

[1] References to 'a' or 'the' detailed CTMP in this Outline plan can read as referring to 'any' detailed CTMP, as more than one CTMP could be brought forward for different parts of the Proposed Development, depending on the detailed construction strategy undertaken.

sharing and the use of shared transport will be encouraged; the Transport Assessment assumes that 50% of workers will arrive by shared transport, as discussed in Section 2.2 below.

1.7 Construction Programme

1.7.1 Subject to being granted development consent and following a final investment decision, the earliest construction could start is in 2028. Construction work is unlikely to start on the Solar Development Sites in all locations at the same time.

1.7.2 Each individual Solar Development Site 1-4 and 6-8 and the Cable Route Corridors would likely require different lengths of construction given their variance in size, and therefore there would be some overlap between them.

1.7.3 Therefore, for the purpose of providing the most robust assessment from a trip generation perspective, it has been assumed that the Solar Development Sites and the Cable Route Corridor will be constructed simultaneously.

1.7.4 Construction works within the Cable Route Corridor would commence with multiple teams spread along the route. It is estimated that the construction period would require approximately 24-36 months in total. Table 1-1 indicates the potential construction durations across the different parts of the Proposed Development, showing a series of overlapping stages. This has been used to develop an assumed worst case peak day of construction activity.

Table 1-1 Indicative Construction Programme

Aspect	Month																												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Bird Mitigation Area																													
Solar Development Site (SDS) 1																													
SDS 2																													
SDS 3																													
SDS 4																													
SDS 6																													
SDS 7																													
SDS 8																													
Point of Connection Works																													
BESS & substation																													
Cable Route Corridor																													

2 Construction Movements

2.1 Introduction

2.1.1 This section provides a summary of the forecast HGV and staff vehicle movements that are estimated to be generated during the construction phase of the Proposed Development, based on the proposed construction programme.

2.1.2 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 (see indicative programme in Table 1-1).

2.1.3 The Environmental Assessment identifies the greatest impact of the development proposal on the transport network would be during construction.

2.1.4 During the construction period there will be movements associated with the arrival and departure of construction staff and the delivery and removal of construction materials (including water). This will be to both the Solar Development Sites and the Cable Route Corridor.

2.2 Solar Development Site Construction Movements

2.2.1 Construction traffic has been estimated by the Applicant based on information from other solar developments, professional judgement and benchmarked against other similar solar farm projects.

2.2.2 To account for potential peaks in the construction programme, and to ensure a robust approach to traffic management, a 50% uplift on HGV movements has been applied to the construction forecasts to provide a reasonable worst-case scenario.

2.2.3 Employee numbers have also been developed by the Applicant, with a total number of 770 staff expected to be working on the Proposed Development at the peak of construction, with an average of around 385 workers.

2.2.4 Car sharing and the use of shared transport will be encouraged for construction workers. As set out in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**], due to the rural nature of the Proposed Development site, in conjunction with the limited public transport in the vicinity of the site, it is anticipated that many construction staff will access the site via shared transport (minibuses). Shared transport will be particularly important for non-local workers, who will be staying in local accommodation and be transported to the sites.

2.2.5 It has therefore been assumed that 50% of workers will arrive by shared transport. The remaining 50% will arrive by car, with an assumed 1.5 occupancy rate based on the national car occupancy average.

2.2.6 Table 2-1 summarises the resultant number of HGV and LGV / car movements at each of the Solar Development Sites, and for the BESS construction, during the construction phase.

Table 2-1 Solar Development Sites and BESS construction – Daily Forecast Construction Movements (two-way)

Site	Average HGV Movements per day	Peak HGV Movements per day	Average LGV/Car Movements per day	Peak LGV/Car Movements per day
Solar Development Site 1	8	12	72	144
Solar Development Site 2	6	10	24	48
Solar Development Site 3	3	6	6	12
Solar Development Site 4	8	12	91	182
Solar Development Site 6	7	12	32	64
Solar Development Site 7	2	4	3	6
Solar Development Site 8	7	10	23	46
BESS (Site 2)	10	16	38	76
Total	51	82	289	396

2.3 Cable Route Corridor Construction Movements

2.3.1 A Cable Route Construction Method Statement is available in Appendix 2.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.02.01**].

2.3.2 The forecast number of construction movements to and from the cable route corridor has been provided by the JSM Group, the company who has developed the cable route corridor method of works, and programme. This programme takes account of the embedded mitigation in Chapter 12 Ornithology [EN0110012/APP/LVS/06.01.12]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 as outlined in more detail in Chapter 2: The Proposed Development (ES Volume 1) [**EN110012/APP/LVS/06.01.02**], and therefore the level of trips is expected to be slightly higher than similar developments , but over a shorter period of time.

2.3.3 The total number of movements per day across the various Cable Route Corridor activities, along the length of the Cable Route Corridor, is shown in Table 2-2.

Table 2-2 Cable Route Corridor Route – Total Daily Forecast Construction Movements (two-way)

Activity	HGV Trips	LGV / Car Trips
Haul Road and Laydown Areas	52	8
Construction (Open Cut)	48	32
Construction (Joint Bay)	28	56
Cabling/Jointing	28	42
SED Team	4	8
Joint Bay Demobilise	28	56
Haul Road and Laydown Demobilise	52	8
Total Trips	240	210

2.3.4 In addition to the construction movements identified in Table 2-2 associated with the Cable Route Corridor construction activities, JSM has identified that there could be up to 10 staff car trips each day to the six proposed Cable Route Corridor compound locations.

2.3.5 To forecast the anticipated number of daily movements at each Cable Route Corridor access location, the total Cable Route Corridor construction movements have been divided by 17, on the assumption that 17 construction areas 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.
4) Two horizontal directional drilling locations.

2.3.6 The resultant daily movements at each Cable Route Corridor access location are as shown in Table 2-3.

Table 2-3 Cable Route Corridor Access Locations - Daily Forecast Construction Movements (two-way)

Site	HGV Arrivals	HGV Departures	Total HGV	LGV / Car Arrivals	LGV / Car Departures	Total LGV
Each cable access along corridor	7	7	14	5	5	10
Each cable compound	7	7	14	10	10	20

Abnormal Loads

2.3.7 There will be a number of abnormal load movements associated with the construction of the Solar Development Sites as outlined in Table 2-4.

Table 2-4 Solar Development Sites – Forecast Abnormal Load Movements

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

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

2.3.9 Based on the Cable Route Corridor access locations, and the AIL routes identified in the AIL Assessment Report provided as Annex C of the Transport Assessment (Appendix 14.1 (ES Volume 3) **[EN0110012/APP/LVS/06.03.14.01**]), the approximate number of AIL movements on the main routes to the Cable Route Corridor are shown in Table 2-5.

Table 2-5 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

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

2.3.11 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.

2.3.12 Prior to the movement of the abnormal load, there will 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.

2.4 Construction Vehicle Routes

2.4.1 HGV deliveries and staff vehicles have been distributed on the highway network by identifying the shortest route between the Solar Development Sites, Cable Construction Compounds and Cable Route Corridor access points, and the SRN.

2.4.2 The routes 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 during the public consultation.

2.4.3 The construction routes are shown in Figure 14.4: Construction Routing (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.04**] and the detailed CTMP will require that these routes are followed by construction movements.

2.4.4 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.

2.4.5 The access drawings are provided in Appendix 14.1: Transport Assessment (TA) (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**].

2.4.6 The proposed access locations for each of the Solar Development Sites is described in Table 2-6 and shown in Plate 2-1 and Plate 2-2.

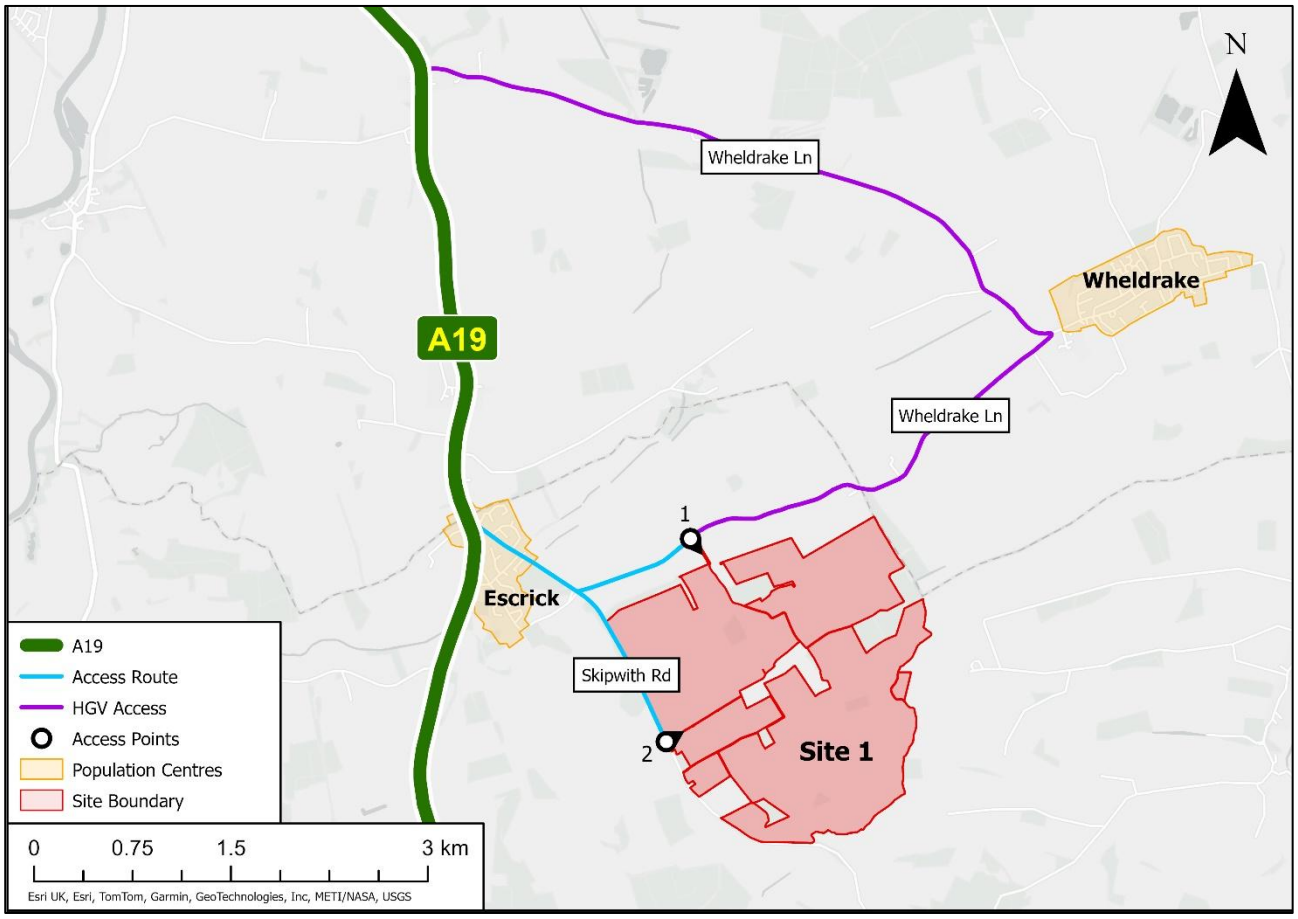
Table 2-6 Solar Development Sites (SDS) – Access Locations

Access	Description	Construction Phase	Operation Phase	Decom. Phase
SDS 1, Access 1	Existing access point via Wheldrake Lane on northern boundary, access via Wheldrake Lane to the north	✓	✓	✓
SDS 1, Access 2	Existing access point for cars and Light Goods Vehicles (LGVs) from Skipwith Lane	✓	✓	✓
SDS2, Access 1	Main access into SDS2, and the BESS which is also located BESS on SDS2, from the A63.	✓	✓	✓
SDS2, Access 2	An access from the southern field into the northern field of SDS2 will be available on Fryston Common Lane. To access the location, vehicles will use the main access on the A63 and travel through the site. Note that Fryston Common Lane may still be used by emergency vehicles, if required.	✓	✓	✓

Access	Description	Construction Phase	Operation Phase	Decom. Phase
SDS2, Emergency access	Existing access point to the south-west of the site from the A63. This access point would only be used for emergency purposes and not for standard construction or operation traffic. It maybe used for the delivery of transformers only.	✓	✓ - for emergency purposes only	x
SDS3, Access 1	Existing access located on Hillam Common Lane along the northern field boundary.	✓	✓	✓
SDS4, Access 1	Existing access on Roe Lane into north eastern field boundary.	✓	✓	✓
SDS4, Access 2	Existing access from Roe Lane into the field on the east side of the road.	✓	✓	✓
SDS4, Access 3	Existing access from Roe Lane into the field on the west side of the road.	✓	✓	✓
SDS4, Access 4	New access point from Haddlesey Road on southern boundary.	✓	✓	✓
SDS6, Access 1	Use of existing western access point from Common Lane.	✓	✓	✓
SDS6, Access 1	Second access point from Common Lane to the east of the first access.	✓	✓	✓
SDS7, Access 1	Existing access point from Common Lane.	✓	✓	✓
SDS8, Access 1	Existing access point from Phillip Lane using the level crossing on the Hull Railway Line.	✓	✓	✓
SDS8, Access 2	Existing access via Scalm Lane and an unnamed road to the south, that crosses the railway via the level crossing on the Hambleton South Curve section of railway.	✓	✓	✓
SDS8, Access 3	Solar Development Site 8 – new access point from the north via Scalm Lane (new access track created)	✓	✓	✓

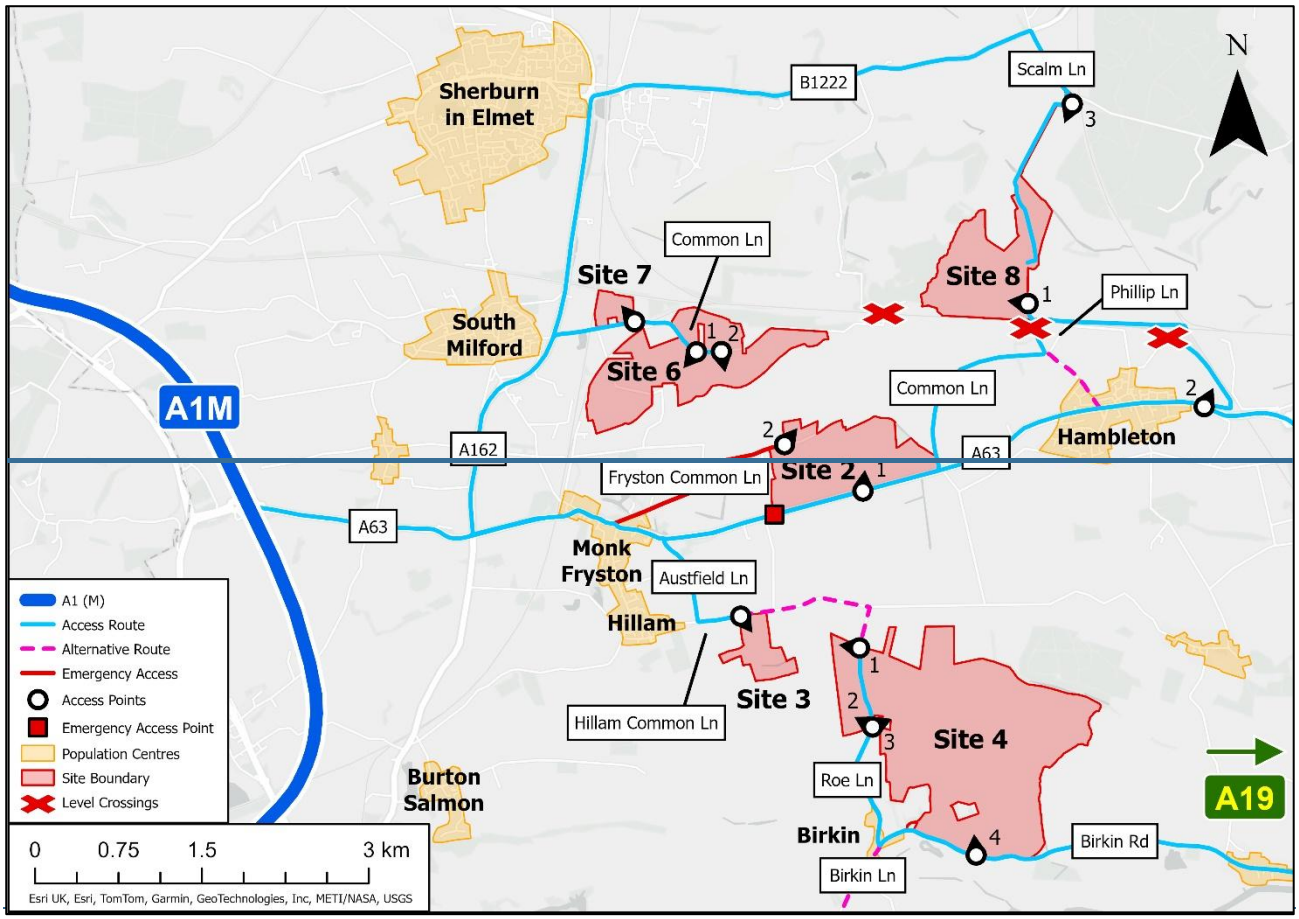
2.4.7 The access locations and construction routing to Solar Development Site 1 is shown in Plate 2-1.

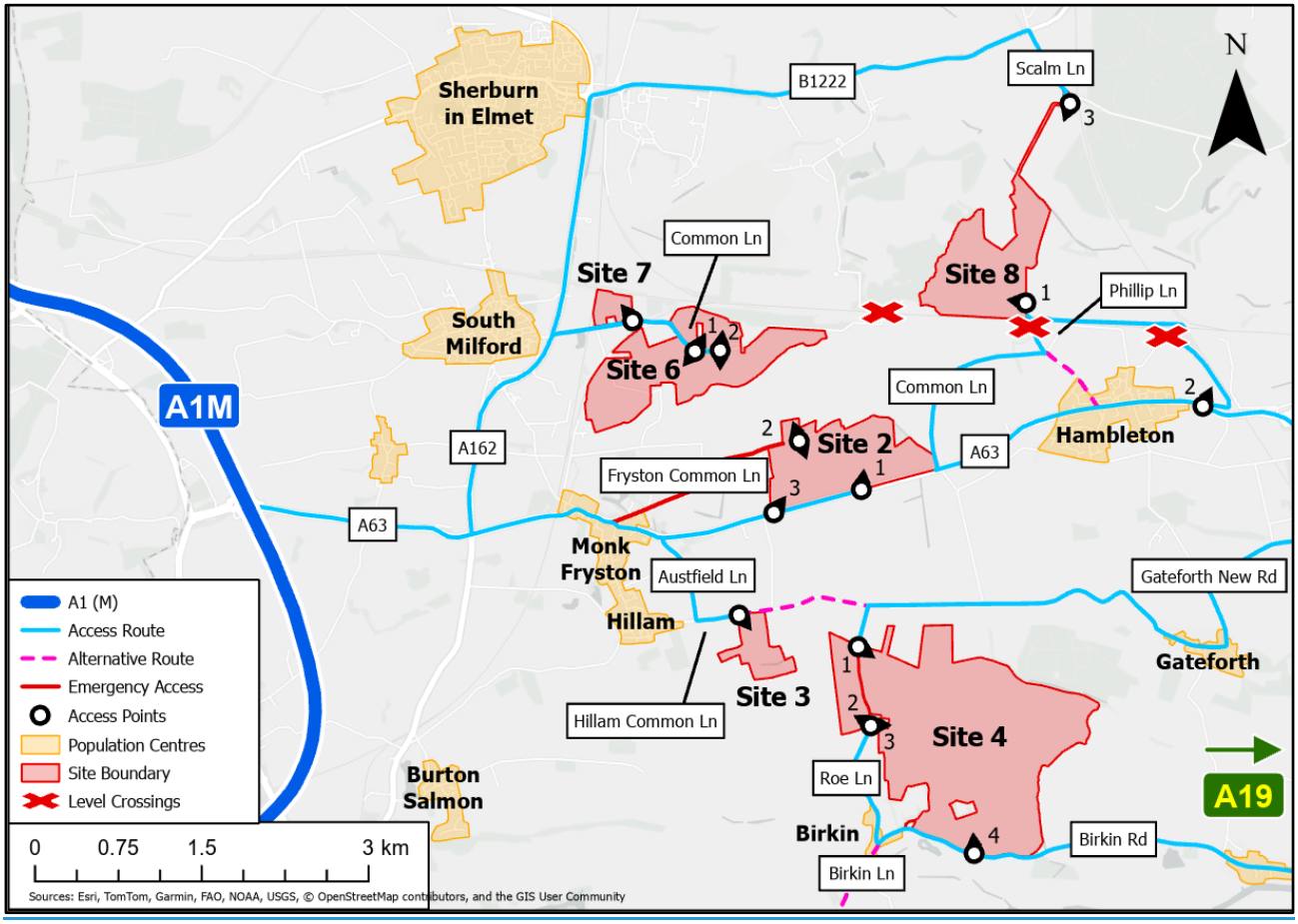
Plate 2-1 Access Locations and Routes to Solar Development Site 1



2.4.8 The access locations and construction routing to Solar Development Sites 2 – 4, and 6 – 8 is shown in Plate 2-2.

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





2.4.9 The access locations for the construction of the Cable Route Corridor are set out in Table 2-7 of this oCTMP. These will mostly 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. These are listed in Table 2-7. The construction of a haul road along the Cable Route Corridor will minimise trips, where practicable, externally on the highway network. Where the Order Limits crosses a road, and there is not an identified Cable Route Corridor access location, it is anticipated that construction traffic will cross the road via a managed crossing point. Vehicles would not be able to enter and leave the Cable Route Corridor at these managed crossing points.

Table 2-7 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	✓	✓

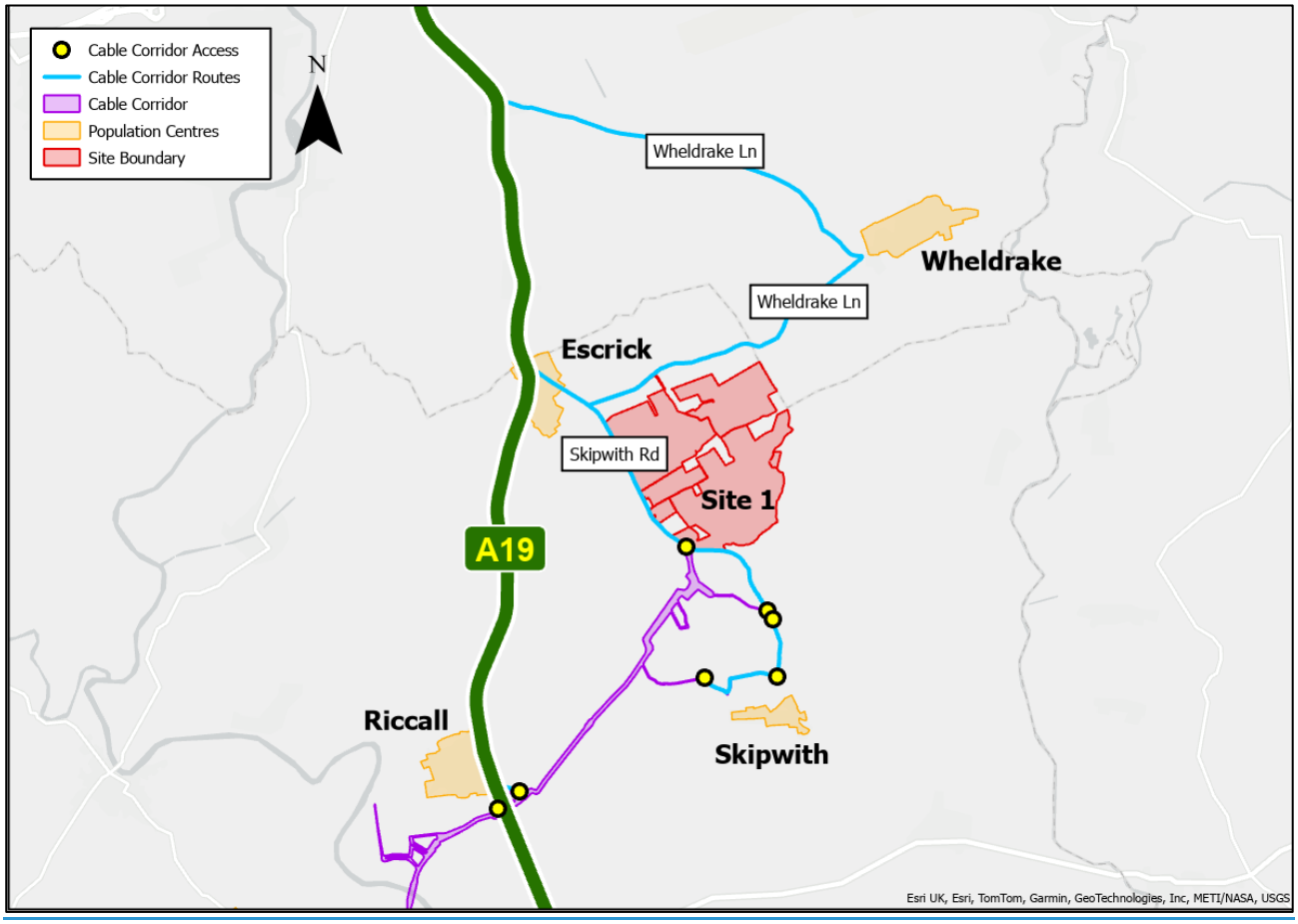
Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA4	Glade Road west side, (existing access)	CRC 1-4	✓	✓
CA5	King Rudding Lane, north side (existing access)	CRC 1-4	✓	
CA6	King Rudding Lane, south side (new access)	CRC 1-4	✓	
CA7	South of Main Street onto Checker Lane (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	✓	

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA24	Field Lane, north side (new access)	CRC 1-4	✓	
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, northern access to Monk Fryston (MF) substation (existing access)	CRC 4-POC	✓	✓
CA42	Ingthorne Lane, east side (new access)	CRC 2-6	✓✓	✓✓

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA43	Roe Lane (existing access point)	CRC 4-POC	✓✓(AIL access only)	
CA44	Rawfield Lane, east side, intermediate access to MF substation (existing access)	CRC 4-POC	✓	✓
CA45	Rawfield Lane, east side, southern access to MF substation (existing access)	CRC 4-POC	✓	✓

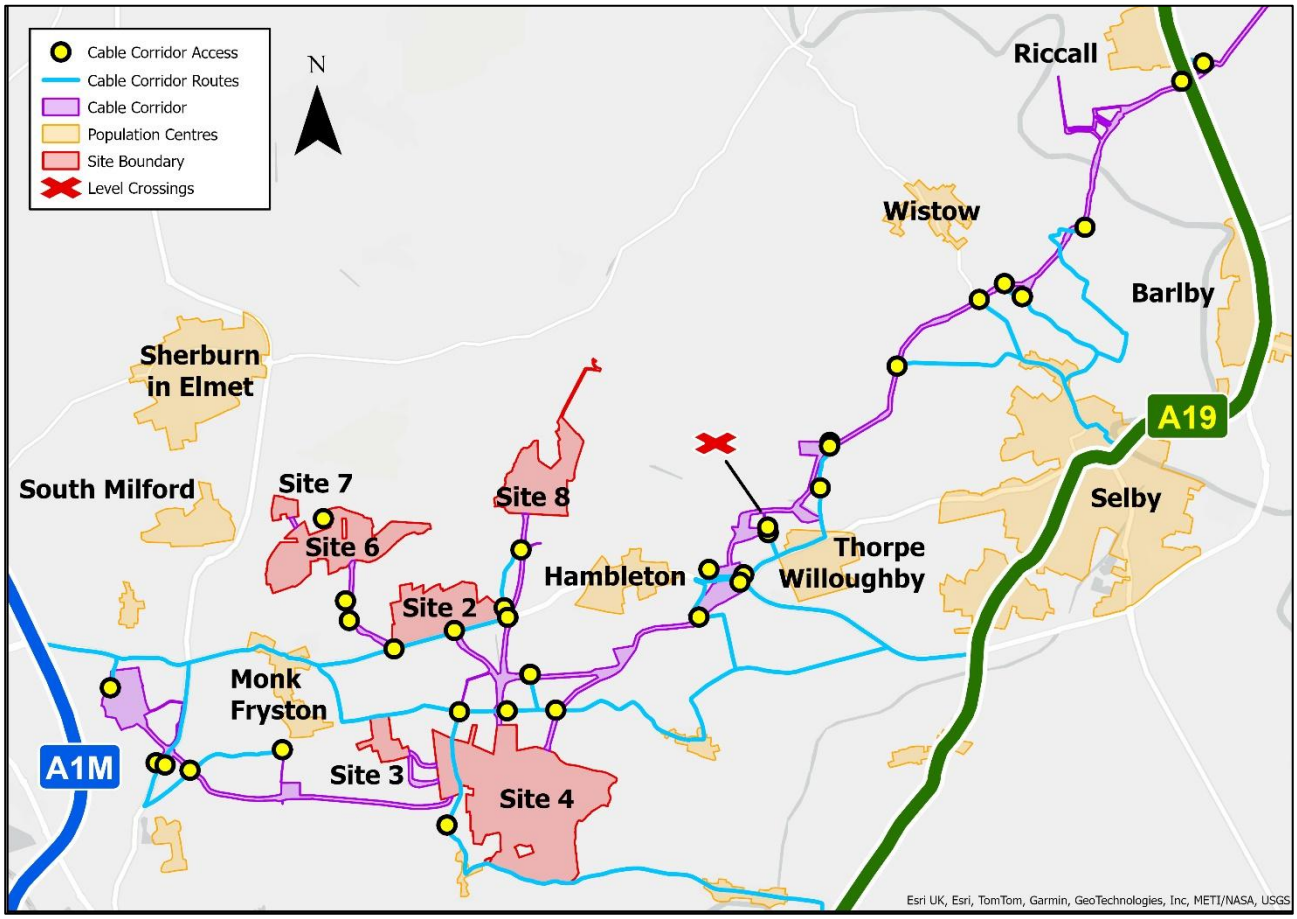
2.4.10 The Cable Route Corridor access locations and proposed construction routes to the locations in the north of the Study Area are shown in Plate 2-3.

Plate 2-3 Cable Route Corridor Access and Construction Routes for north of Study Area 1



2.4.11 The Cable Route Corridor access locations and proposed construction routes to the locations in the south of the Study Area are shown in Plate 2-4.

Plate 2-4 Cable Route Corridor Access and Construction Routes for south of Study Area



3 Management Measures

3.1 Introduction

3.1.1 This section outlines the management measures and commitments made by the Applicant to ensure a safe and practical approach is taken to works regarding traffic management during the construction phase.

3.1.2 It also identifies who will be responsible for future updates to this oCTMP and at what stage(s) that will happen.

3.1.3 Additional mitigation measures are detailed in the oCEMP [**EN0110012/APP/LVS/07.02**].

3.2 Project Team Roles and Responsibilities

3.2.1 Overarching roles and responsibilities during the construction phase of relevance to the CTMP will likely include, but are not limited to:

1) Site Manager – overall responsibility for activity onsite and will be based onsite full time.
2) Construction Project Manager - overall responsibility for ensuring all elements in the DCO, CTMP and all environmental legal and other requirements are implemented, and appropriately resourced, managed, reviewed and reported. The Construction Project Manager would be responsible for maintaining the construction programme and coordinating with North Yorkshire Council to ensure sufficient notice of street works is provided and that the works are booked into the Council's street works coordination schedule.
3) Environmental Manager - Responsible for the overall management of environmental aspects on site, ensuring environmental legislation and best practices are complied with, and environmental mitigation and monitoring measures identified are implemented. The Environmental Manager will oversee environmental monitoring on-site and carry out regular environmental site inspections, reporting and responding to any incidents or non-compliance. The Environmental Manager will liaise with relevant environmental bodies and other third parties as appropriate.
4) Community Liaison Officer - a Community Liaison Group will be set up in accordance with the relevant DCO requirement prior to construction and will continue through until final commissioning of the Proposed Development as a formal forum for local issues to be raised. The Community Liaison Officer will be appointed to lead discussions with local communities and also act as the primary point of contact should there be any queries or complaints. The Community Liaison Officer remit would also cover exploring the establishment of the Traffic Liaison Group discussed in section 3.5.

3.2.2 Note these roles and responsibilities are indicative, and will be confirmed in the final CTMP.

3.3 Site Management

3.3.1 This oCTMP recommends that Site Management provides information to contractors and those travelling to the site including:

a) A commitment to make all employees aware of the measures agreed in the CTMP as part of their induction process;
b) Putting a map of the agreed routes on the project website; and
c) Putting in place routing signage on the highway network at appropriate locations (which would be confirmed in the detailed CTMP).

3.3.2 If the site management notice, or are informed by a third party, that deliveries to the site are not using the correct routes as advised in the CTMP, this must be reported to the Applicant, who will ensure further action is taken by following up with the company responsible for the delivery, or the relevant contractor, to remind them of the agreed routes.

3.4 Communications Strategy

3.4.1 A communications strategy will be developed by the Applicant to ensure that the measures contained within the CTMP are communicated to the workforce, and that local residents are kept informed during the construction period.

3.4.2 The communication strategy is expected to include an information pack setting out the contractual requirements (including compliance with the detailed CTMP) which will be provided to the contractors. Additionally, regular meetings will be held with the Construction Project Manager and contractors to discuss vehicle management, and to address any issues associated with travel to/from the Sites, as well as to relay information including any restrictions and requirements which should be followed.

3.4.3 As noted above, a Community Liaison Officer will be appointed to lead discussions with local communities and also act as the primary point of contact should there be any queries or complaints in relation to traffic movements. The Community Liaison Officer (or alternative) will engage with and manage interactions at those locations impacted by construction traffic activities, including for example at Field House Farm.

3.4.4 Prior to the movement of an abnormal load, the Community Liaison Officer will be responsible for raising public awareness, to allow residents to be informed and plan their journeys to avoid disruption. The haulage contractor who is operating the abnormal load will be responsible for obtaining the necessary permits from the relevant highway and bridge authorities along the route.

3.5 Traffic Liaison Group

3.5.1 The Applicant will seek (as it cannot force others to attend) to establish a Traffic Liaison Group that will involve inviting representatives from North Yorkshire Council, National Highways and the promoters of the developments identified in the Interrelationships Report (where it is identified, at the start of construction,

that the developments will overlap in respect of construction timing and routing) submitted into the Examination to attend.

3.5.2 The Traffic Liaison Group would seek to manage and co-ordinate the delivery of the schemes in order to minimise and mitigate the combined impact of construction traffic, (including AIL movements). This will include seeking to agree a co-ordinated approach to road remediation where multiple scheme HGVs use the same road.

3.5.3 As construction develops, NYC and National Highways will be able to suggest other attendees for this group, whom the Applicant must then invite to participate in the group.

3.6 Sustainable Travel

3.6.1 A separate Travel Plan has not been developed for the Proposed Development as it is acknowledged that 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.

3.6.2 The Proposed Development does however seek to reduce the number of single occupancy car trips by:

1) Providing shared transport (minibuses) and encouraging workers to use the minibuses to travel to the site.
2) Encourage those travelling by car-to-car share with others; and
3) Provide secure cycle parking within each compound.

3.6.3 It is not yet known where the shared transport locations for pick up and drop up will be, but it is expected that the trips will be dispersed across the network and could feature meeting locations including the local rail stations and other accessible locations, such as regional town centres. Shared transport will also be used by those staying in nearby hotel accommodation who will be transported by shared transport between their hotel accommodation and the Proposed Development.

3.6.4 Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**] forecasts that there could be demand for up to 16 minibuses to transport the construction workforce to the Solar Development Sites, but this is on the basis that all sites are constructed at the same time.

3.6.5 Further details of the shared transport provision to be provided for the Proposed Development will be included in the detailed CTMP.

3.7 Site Access Traffic Management

3.7.1 The majority of the proposed accesses into the Solar Development Sites are existing agricultural access locations, but as there will be a temporary uplift in vehicle movements during the construction phase, it is expected that some site accesses will have temporary traffic management installed during construction.

3.7.2 Subject to agreement with NYC, this could include temporary speed limit reductions, temporary closures and temporary traffic lights.

3.7.3 Other requirements may be specific entry and exit requirements. It has been advised, for example, that vehicles approaching the Cable Route Corridor access at Riccall should approach the junction on the A19 from the south, using a roundabout south of the access to approach and left turn into the junction only, thereby preventing the need to cross the A19. This routing is incorporated into Figure 14.4: Construction Routing (ES Volume 2) **[EN0110012/APP/LVS/06.02.14.04]**.

3.7.4 Any traffic management measures, and the placement of traffic signs (e.g. Chapter 8 of the Traffic Signs Manual: signage for roadworks and temporary situations (Ref 2)) would be agreed with the relevant highway authority. No construction directional signage associated with the Proposed Development would be placed on the A1(M).

3.7.5 Whilst existing vehicular accesses have been utilised where practicable, the Cable Route Corridor does require the creation of some temporary construction accesses to access the cable route. Temporary Cable Route Corridor accesses will be provided to sufficient width; minimum requirements will be informed by swept path analysis and subject to agreement with the Local Highway Authority.

3.7.6 Specific details of traffic management and temporary Traffic Regulations Measures to be deployed during site access works pursuant to the powers applied for in the DCO [**EN0110012/APP/LVS/3.1],** would be included in the updated CTMP to be agreed with the highway authorities prior to commencement of construction.

3.8 Traffic Routing

3.8.1 The construction routes are outlined in Section 2.4 and shown in Figure 14.4: Construction Routing (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.04**].

3.8.2 These are the required routes for construction vehicles accessing the Proposed Development, and also for those working at the Proposed Development.

3.8.3 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 proposed are still the most appropriate to access the Proposed Development. The Applicant will seek (as it cannot force others to attend) to establish a Traffic Liaison Group, comprising representatives from other local developments including Yorkshire Green, Ferrybridge Next Generation, Hillam Solar, Scalm Park Energy Project and Harmony BESS) and relevant stakeholders, to encourage effective coordination and management of traffic related matters. Given that the timing and nature of highway works and closures may change prior to construction, the Applicant considers that these are most appropriately reviewed through the detailed CTMP when up-to-date information is available.

~~3.8.4~~ Alternative routes are shown on Figure 14.4 Construction Routing [**EN0110012/APP/LVS/06.02.14.04**]. ~~For example, an alternative route to the strategic network via Birkin, that would avoid the A163/A162 roundabout junction, is identified.~~

~~3.8.5~~3.8.4 Any proposed amendments to construction routing would need to be agreed by NYC, on the basis of it being demonstrated to NYC that there would not be a change to the conclusions of the ES as a result of the change to the routes, before being introduced.

3.8.5 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 the northern accesses (on Roe Lane) of Solar Development Site 4 could reduce construction traffic using the route via West Haddlesey. The West Haddlesey route would, however, be retained as the route to the southern Solar Development Site 4 access.

3.8.6 Construction HGV movements through Birkin will be minimised, with the internal access arrangements within Solar Development Site 4 used where practicable. The availability of both a northern route via Gateforth New Road and a southern route via Haddlesey Road / Birkin Road should further minimise the need for construction HGVs to travel through Birkin. Deliveries will be advised that they should not travel through Birkin, but use of the public highway would not be prohibited to retain reasonable flexibility in the construction arrangements.

~~3.8.6~~3.8.7 An abnormal load assessment report has been prepared and is attached in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. This identifies the routes the AIL is expected to take. 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.

3.9 Highway Alterations

3.9.1 Some highway improvement works are required to facilitate access to the Proposed Development during the construction period for AILs.

3.9.2 Highways Improvements Areas, as shown in ES Volume 2, Figure 1.2 [**EN110012/APP/LVS/06.02.01.02**] are sections of the highway network that will contain localised improvements, such as improvements to the road edge where it is deteriorated, and provision of temporary passing places within the existing highways boundary, traffic management, and provision of visibility splays, or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries and other construction vehicles. 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.

3.9.3 Prior to any removal or alteration, the affected assets will be identified and their existing location and condition recorded. The scope and methodology for the temporary works will be developed in consultation with North Yorkshire Council Streetworks Team, and any other asset owner where applicable.

3.9.4 Temporary removal or alteration will be limited to that reasonably necessary to accommodate the AIL movements. The timing of the works will be coordinated with the Streetworks Team and undertaken so that the safe operation of the highway is maintained throughout the works and following completion.

3.9.5 Following completion of the proposed AIL movements, all temporarily removed or altered highway assets will be reinstated to their original position and condition, or to an equivalent or improved standard, where agreed with North Yorkshire Council. Reinstatement will be undertaken using appropriate materials, foundations, electrical connections, finishes and installation requirements applicable to the asset concerned.

~~3.9.3~~3.9.6 Specific details of traffic management and temporary Traffic Regulations Measures that may be deployed during Highways Improvement Areas works pursuant to the powers applied for in the DCO [**EN0110012/APP/LVS/3.1]** would be included in the updated CTMP to be agreed with the highway authorities prior to commencement of construction.

3.10 Vulnerable Road Users

3.10.1 The Applicant recognises that temporary increases in construction traffic, together with construction activities within and adjacent to the highway, have the potential to affect vulnerable road users, including pedestrians, cyclists and equestrians. Particular consideration is required on rural routes where footways may be absent or limited, and where Public Rights of Way (PRoW) interface with construction routes. The detailed CTMP will therefore identify locations where interactions may occur and implement appropriate mitigation measures to maintain safety and accessibility during the construction period.

3.10.2 Measures may include, where appropriate:

- Provision of suitable access arrangements for construction traffic to minimise interaction with vulnerable road users.
- Advance warning signage and other temporary traffic management measures on the highway network.
- Management of Public Rights of Way, including temporary diversions or protective measures where required in line with the detailed Public Rights of Way Management Plan.
- Provision of banksmen at locations where construction traffic and vulnerable road users may interact.
-

3.10.3 For roads such as Common Lane in South Milford where pedestrians may rely on highway verges due to the absence of formal footways, the detailed CTMP will consider measures to maintain or provide suitable areas of refuge, including reinstatement and maintenance of verges where required to support safe pedestrian passage during construction activities.

~~3.10~~3.11 Passing Locations

~~3.10.1~~3.11.1 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 adopted 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, for example Common Lane in South Milford.

~~3.10.2~~3.11.2 It is understood from engagement with NYC that temporary passing places would be preferred, where appropriate, to temporary traffic lights. The final approach, including whether passing places, temporary traffic management measures or a combination of both are appropriate, will be determined through the detailed CTMP in consultation with NYC. Any measures required will be implemented prior to the use of the affected routes by construction traffic.

~~3.10.3~~3.11.3 Once the approach is agreed and the detailed CTMP approved, if passing places are to be installed the works on the highway will be required prior to the use of the affected roads by construction vehicles.

~~3.10.4~~3.11.4 These locations are identified in the Highways Improvements Areas (refer to ES Volume 2, Figure 1.2 [**EN0110012/APP/LVS/06.02.01.02**]).

3.11.5 A plan has also been prepared to demonstrate the ability for passing places to be provided within the highway boundary on Austfield Lane. This is shown in Annex A.

~~3.11~~3.12 Signage

~~3.11.1~~3.12.1 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.

~~3.11.2~~3.12.2 No construction directional signage associated with the Proposed Development will be placed on the A1(M).

~~3.11.3~~3.12.3 During the construction phase, clear construction warning signs will also be placed on the roads leading to the Proposed Development access points. The Site entrance will also be appropriately signed. Details of the signage proposals will be set out in the detailed CTMP.

~~3.11.4~~3.12.4 Access to the Proposed Development will be controlled by onsite personnel and all visitors will be asked to sign in and out of the site by security/site

personnel. Site visitors will receive a suitable Health and Safety site induction and Personal Protective Equipment (PPE) will be worn.

~~3.12~~3.13 Banksmen and Site Management

~~3.12.1~~3.13.1 It is recommended that suitably qualified and experienced banksmen be positioned at the proposed Site accesses, to facilitate vehicle arrivals and departures, as well as to ensure internal vehicle movements are safely controlled during the construction phase. Visibility will be maximised between construction vehicles and other users at the crossing points by managing vegetation within sight lines, and advanced signage (subject to agreement with the Highway Authority) will be provided to warn users of the potential presence of construction vehicles. Manned controls will be provided at each access, with a default priority that construction traffic will give-way to other road users.

~~3.13~~3.14 Car Parking

~~3.13.1~~3.14.1 Car parking will be provided for construction workers and visitors within each Solar Development Site, and within each Cable Route Corridor compound and laydown area.

~~3.13.2~~3.14.2 Based on the forecast trip generation, Table 3-1 provides an estimate on the number of spaces that could be required to accommodate the mini-buses and staff vehicles. Note, however, that it is unlikely that the mini-buses will remain parked on the site, as they are more likely to be operated by local taxi operators or a mini-bus service for the required hours at the start and end of each construction shift. Details of their operation will be outlined in the detailed CTMP.

Table 3-1 Parking Estimates

Site	Shuttle Bus	Car Parking Spaces
Solar Development Site 1	4	32
Solar Development Site 2	1	11
Solar Development Site 3	0	3
Solar Development Site 4	5	41
Solar Development Site 6	2	14
Solar Development Site 7	0	1
Solar Development Site 8	1	19
BESS (Site 2)	2	17
Cable Route Corridor Compounds	0	10

~~3.13.3~~3.14.3 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.

~~3.13.4~~3.14.4 The Site Manager will be responsible for ensuring vehicles are parked within the designated area within each Solar Development Site and within each Cable Route Corridor compound. There will be no parking associated with the Proposed Development permitted on the highway.

~~3.14~~3.15 HGV Timing Restrictions and Working Hours

~~3.14.1~~3.15.1 The Site Manager will be responsible for the management of the delivery booking system during the construction phase. Deliveries will be scheduled having regard to site capacity, unloading arrangements and local traffic conditions. The delivery booking system will be used to minimise the potential impact of construction vehicles on the public highway. Where required, vehicles will be directed to suitable holding areas, compounds or other appropriate waiting locations until they are able to access the relevant work area safely.

~~3.14.2~~3.15.2 The core construction working hours (not including start-up and shut-down works described below) are defined as:

1) Monday to Friday from 07:00 to 18:00;
2) Saturday from 08:00 to 13:30; and
3) No Sunday or Bank Holiday working unless crucial to construction (for example for HDD which must be a continuous activity) or in an emergency.

~~3.14.3~~3.15.3 Start-up and shut-down activities on site will involve low-noise tasks, including security checks, unlocking and locking gates, and conducting toolbox talks.

~~3.14.4~~3.15.4 Some activities may be required outside of the core working hours (such as the arrival and departure of construction workers, the delivery of abnormal loads, concrete pours for foundations, nighttime working for cable construction works in public highways, or in emergencies). The Contractor(s) will seek prior approval from the relevant authority for works outside the core working hours.

~~3.14.5~~3.15.5 The CTMP will commit to measures to encourage construction vehicles avoiding the need to 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 HDD). This will avoid HGV traffic arriving during the morning peak hours, creating conflict with local residents' commute or school runs. Construction worker shifts will be scheduled so that workers are not travelling during the network peak hours of 08:00-09:00 and 17:00-18:00.

~~3.14.6~~3.15.6 These working patterns ensure that the majority of employee trips will also arrive and depart from the Proposed Development outside of peak times.

~~3.15~~3.16 Wheel Washing and Management of Dirt and Dust

~~3.15.1~~3.16.1 To control, prevent and minimise dirt on the access routes and emissions of dust and other airborne contaminants during the construction works, the following mitigation measures will also be implemented:

1) Wheel washing equipment will be available and used onsite within the construction areas, as required, to prevent the transfer of dirt and stones onto the public highway. All drivers will be required to check that their vehicle is free of dirt, stones and dust prior to departing from the site.
2) Dampening of site roads will be undertaken to minimise dust emissions as necessary.
3) Each access will have a length of hardstanding from the proposed junction access point to avoid mud being spread on the highway network from construction vehicle movements.
4) Any soil stockpiles will be covered when left for extended periods of time.
5) Drivers will adopt driving practices that minimise dust generation including maintaining an appropriate internal road speed limit.
6) Any dust generating activities will be avoided or minimised, wherever practical, during windy conditions.

~~3.16~~3.17 Noise and Vibration

~~3.16.1~~3.17.1 Where practicable, construction traffic movements will be programmed to avoid having noisy activities close to receptors during sensitive times, with the majority of deliveries expected in the hours between 09:30 – 16:30.

~~3.16.2~~3.17.2 To reduce noise associated with construction vehicles, drivers of delivery vehicles will be advised to switch off their engine when the vehicle is not moving.

~~3.16.3~~3.17.3 When identifying the choice of construction traffic routes, construction traffic noise and vibration impacts have been considered.

~~3.17~~3.18 Recycling and Waste Disposal

~~3.17.1~~3.18.1 The Contractor will be required to minimise the amount of waste removed from the Proposed Development.

~~3.17.2~~3.18.2 The best practicable environmental options will be achieved at the Proposed Development to ensure compliance with the necessary UK and EU legislation for all site operations. Methods relating to waste can be confirmed upon the appointment of a contractor at the Proposed Development.

~~3.18~~3.19 Cable Route Corridor

~~3.18.1~~3.19.1 The Cable Route Corridor Construction Method Statement is available in Appendix 2.1 (ES Volume 3) [**EN0110012/APP/LVS/06.02.02.01**].

3.19.2 NYC has expressed a preference for the use of a trenchless construction technique where the Cable Route Corridor crosses the B1223 Wistow Road, noting that the road is regularly used as a diversion route when other roads in the local area are closed. The use of a conventional construction method would require a temporary lane closure; however, it is anticipated that the B1223 would always remain open to traffic during the works.

3.19.3 The Applicant acknowledges NYC's preference to avoid temporary lane closures on the B1223 and is committed to reviewing the proposed construction methodology for the crossing as part of the detailed street works planning, and through engagement with the NYC street works team prior to the works being undertaken. This will enable the most appropriate construction method to be determined having regard to the highway requirements at that time and local circumstances at the time of construction (noting that trenchless methods could result in a longer construction period) and would ultimately be reflected in the detailed Construction Traffic Management Plan.

3.19.4 As part of this process, consideration will be given to whether the impacts associated with a conventional crossing can be appropriately managed through the timing and management of the works. For example, it may be possible to programme the works at weekends and/or during periods when the B1223 is not required to accommodate planned diversionary traffic.

~~3.18.2~~3.19.5 The construction of a haul road will minimise trips externally on the highway network.

~~3.18.3~~3.19.6 The Cable Route Corridor installation may require the implementation of appropriate temporary traffic management measures (e.g. single lane closure with traffic light control) where the cable crosses roads. Such works would be short-term and the final details in relation to programme, phasing and details of management measures would be agreed with the Local Highway Authority through agreeing the detailed CTMP.

~~3.18.4~~3.19.7 Similarly, at locations such as Field House Farm, following engagement with affected parties, it may be the case localised improvements to private access tracks (such as passing places) are undertaken to accommodate Cable Route Corridor construction traffic – the need for this would be discussed with those parties..

~~3.18.5~~3.19.8 As outlined in Section 3.2 the appointed Community Liaison Officer will lead discussions with local communities to raise awareness of any upcoming works and traffic management arrangements. They will also act as the primary point of contact should there be any queries or complaints.

~~3.18.6~~3.19.9 The draft DCO [**EN0110012/APP/LVS/03.01**] includes the relevant powers to undertake these works, and sets out the extent of highway that may be subject to cable works. These are also shown on the Street Works Plans [**EN0110012/APP/LVS/02.06**].

~~3.19~~3.20 Road Condition Survey

~~3.19.1~~3.20.1 NYC has indicated that they require a road condition survey to be carried out prior to commencement of construction. The survey scope, including the routes to be surveyed, would be agreed with NYC prior to a road condition survey being undertaken.

~~3.19.2~~3.20.2 On completion of construction activities, a follow-up survey will be undertaken. If any issues are identified, that can be attributed to the construction activities for

the Proposed Development, these issues will be resolved by the Principal Contractor to the satisfaction of NYC.

~~3.19.3 Private access tracks used for construction access will be maintained and returned to a condition no worse than before.~~

3.20.3 Where construction traffic is expected to make use of private roads, tracks or accesses, the need for pre-construction and post-construction condition surveys will be discussed with the relevant landowners. Where agreed with the relevant landowner, surveys will be undertaken prior to the commencement of construction traffic and following completion of the relevant works. Any damage attributable to construction traffic associated with the Proposed Development will be addressed through agreement with the relevant landowner.

~~3.20~~3.21 Abnormal Loads

~~3.20.1~~3.21.1 The majority of construction trips will be made by HGVs and LGVs. However, there are expected to be some abnormal load movements to Solar Development Sites 1, 2 and 4, and the Cable Route Corridor.

~~3.20.2~~3.21.2 An abnormal load assessment report has been prepared and is attached in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. This identifies the routes the AIL is expected to take.

~~3.20.3~~3.21.3 Prior to the movement of the abnormal load, there will be extensive public awareness to allow residents to be informed and plan their journeys to avoid disruption.

~~3.20.4~~3.21.4 It will be the responsibility of the operator of the abnormal load to notify the authorities following the Department for Transport requirements at the time the application for transport is required. The haulage contractor will also be responsible for obtaining the necessary permits from the relevant highway and bridge authorities along the route. Where abnormal load routes interface with the Strategic Road Network, National Highways will be consulted as part of the relevant abnormal load notification and approval process.

~~3.20.5~~3.21.5 The authorities may advise an alternative route to the one shown in the current plans, but the proposed routes are those considered to be most appropriate at the time of the oCTMP.

~~3.21~~3.22 Compliance and Enforcement

~~3.21.1~~3.22.1 This oCTMP will be updated prior to commencement of construction and will become the responsibility of the Principal Contractor.

~~3.21.2~~3.22.2 The delivery routes will be communicated in advance by the Principal Contractor to all individuals and companies involved in the transport of materials and plant to and from the Proposed Development.

~~3.21.3~~3.22.3 Additionally, signage will be erected, subject to agreement with the Highway Authority, along the advised construction routes informing drivers of the correct routes to take to / from each Site.

~~3.21.4~~3.22.4 Information signs will be erected at the Sites which will include a telephone number for the public to report concerns. This telephone number will also be provided to the Local Authority.

~~3.22~~3.23 Monitoring and Review

~~3.22.1~~3.23.1 The Contractor will undertake monitoring as necessary to ensure compliance with the requirements of the final CTMP, and this will include the maintenance of records and traffic management measures.

~~3.22.2~~3.23.2 The CTMP will be reviewed on a regular basis to ensure proper adherence by construction staff.

~~3.22.3~~3.23.3 The detailed CTMP will also consider the construction phasing of nearby committed developments at that period of time, 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.

~~3.22.4~~3.23.4 In addition, the Environmental Manager will be responsible for the overall management of environmental aspects on site, ensuring environmental legislation and best practices are complied with, and environmental mitigation and monitoring measures identified are implemented. The Environmental Manager will oversee environmental monitoring on-site and carry out regular environmental site inspections, reporting and responding to any incidents or non-compliance.

4 Conclusion

4.1.1 This oCTMP contains the overall framework for managing the movement of construction and delivery traffic to and from the Proposed Development, as well as considering the type of traffic it will generate.

4.1.2 It has recommended measures to manage traffic during the construction period, including the assignment of recommended routes, and considered any potential mitigation at the access locations.

4.1.3 This oCTMP will be updated and the measures agreed prior to the commencement of construction.

References

Ref 1 UK Government (2008) Planning Act. [Online]. Available at: https://www.legislation.gov.uk/ukpga/2008/29/contents [Accessed December 2025].

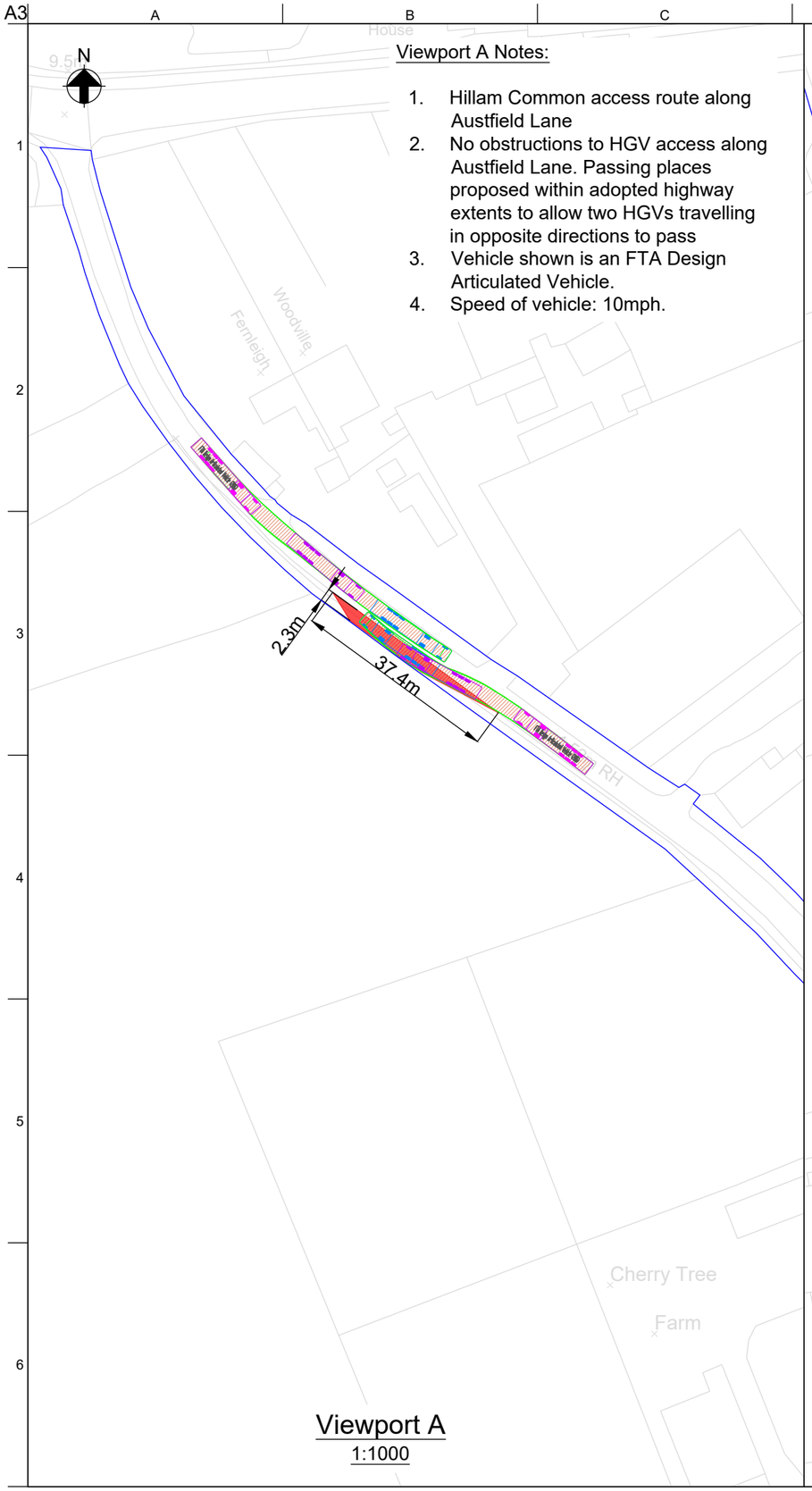
Ref 2 Department for Transport (2018) Traffic Signs Manual Chapter 8 (part 3) road works and temporary situations

Annex A Austfield Road Temporary Passing Places

A3

Viewport A Notes:

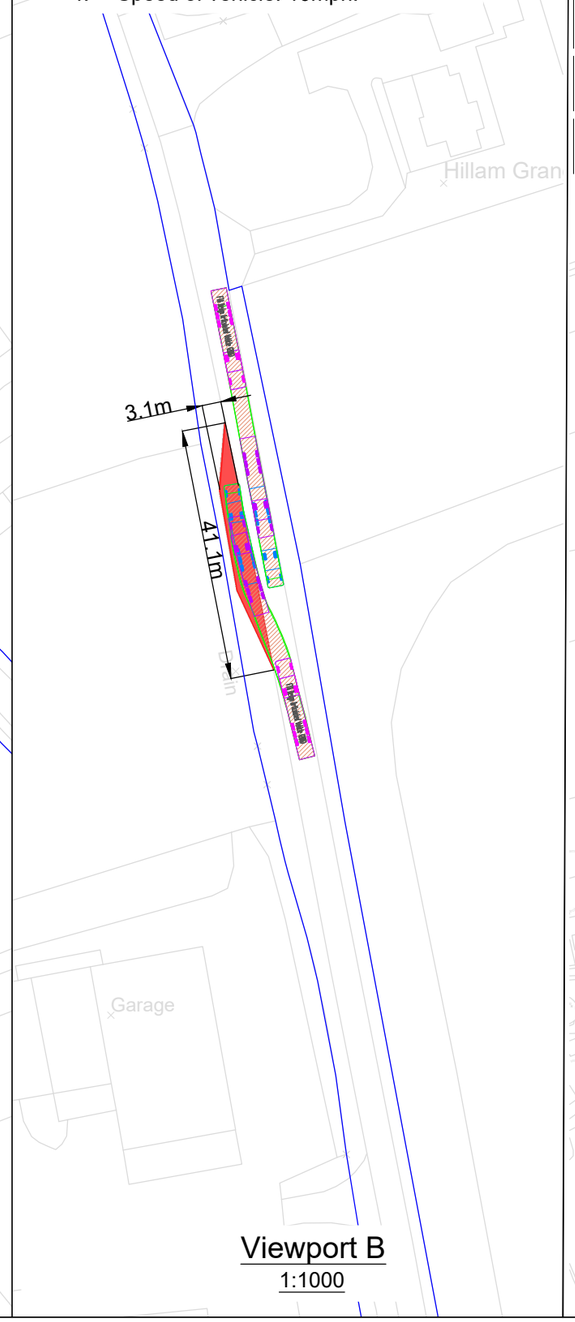
1. Hillam Common access route along Austfield Lane
2. No obstructions to HGV access along Austfield Lane. Passing places proposed within adopted highway extents to allow two HGVs travelling in opposite directions to pass
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.



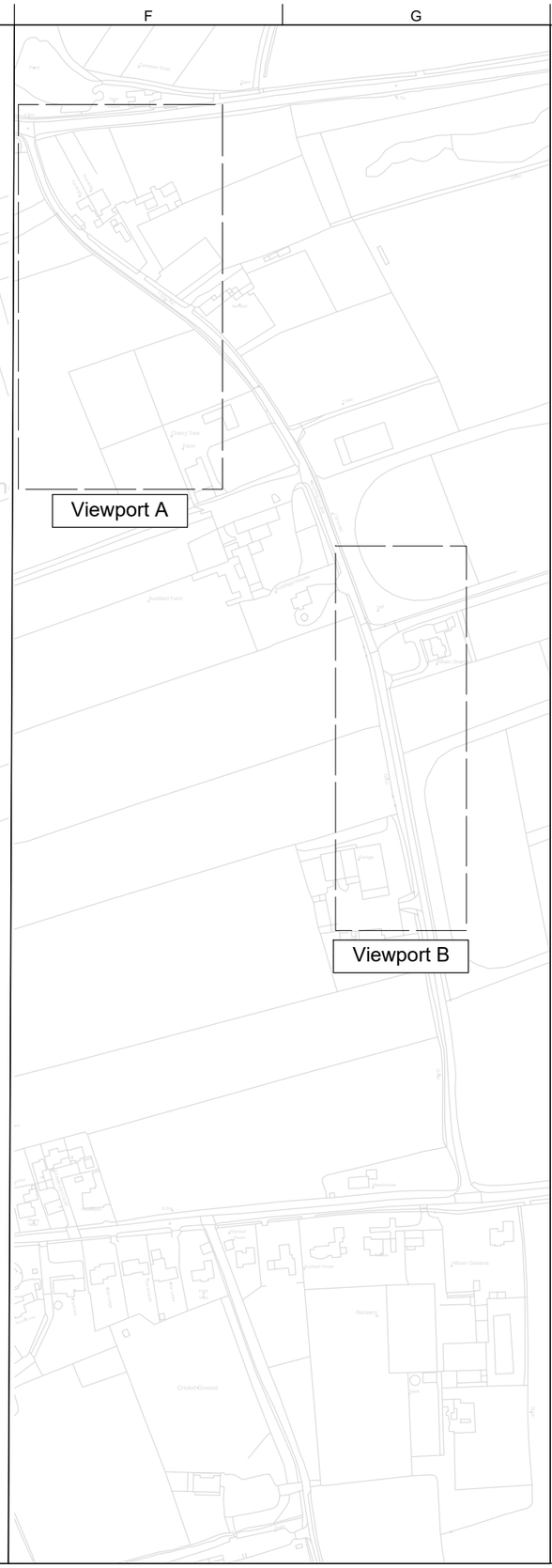
Viewport A
1:1000

Viewport B Notes:

1. Hillam Common access route along Austfield Lane
2. No obstructions to HGV access along Austfield Lane. Passing places proposed within adopted highway extents to allow two HGVs travelling in opposite directions to pass
3. Vehicle shown is an FTA Design Articulated Vehicle.
4. Speed of vehicle: 10mph.

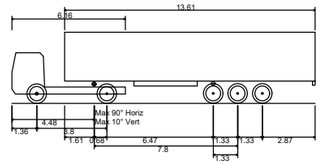


Viewport B
1:1000



Legend

- Adopted highway boundary
- Proposed passing place



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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Client
Light Valley Solar Limited

Job Title
Light Valley Solar

Drawing Title
Site 3 - Austfield Lane
Potential Passing Places
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_2**

Issue: **P01**

Do not scale

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