

The Drovers Solar Farm

outline Construction Traffic Management Plan

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1 Introduction

1.1 Overview

- 1.1.1 This outline Construction Traffic Management Plan (oCTMP) has been prepared on behalf of The Drovers Solar Farm Limited (the Applicant) in relation to an application for a Development Consent Order (DCO) for The Drovers Solar Farm (hereafter referred to as the Scheme).
- 1.1.2 The Scheme falls within the jurisdiction of Breckland Council (BC), who are the local planning authority (LPA) and Norfolk County Council (NCC), who form the local highway authority for the roads in the vicinity of the Scheme, excluding the A47, where National Highways (NH) is the highway authority.

1.2 The Scheme

- 1.2.1 The Scheme comprises the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating station and associated development comprising a Battery Energy Storage System (BESS), a Customer Substation, and Grid Connection Infrastructure, including a new National Grid Substation.
- 1.2.2 The Scheme would allow for the generation and export of over 50MW Alternating Current (AC) of renewable energy, connecting into the National Electricity Transmission System (NETS) overhead line that passes through the Site.
- 1.2.3 As the Scheme would have a generating capacity in excess of 50MW, it is considered to be a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.
- 1.2.4 The Scheme is described within more detail in **Environmental Statement (ES) Chapter 5: The Scheme [APP/6.1]**.
- 1.2.5 The Scheme would be located within the Order limits, also referred to as 'the Site'. The Order limits contain all elements of the Scheme comprising the Solar PV Site, the Customer Substation, the National Grid Substation, the BESS, Grid Connection Infrastructure, Mitigation and Enhancement Areas, and the Highway Works (shown in **ES Figure 3.1: Scheme Location [APP/6.3]** and described further in **ES Chapter 3: Order limits and Context [APP/6.1]**).

1.3 Report Context

- 1.3.1 This oCTMP provides a framework for the management of vehicle movements to and from the Scheme during the construction phase, to reduce, as far as practicable, the impacts of the Scheme on the local highway network.



- 1.3.2 The oCTMP is a live document that will be secured by way of a requirement in the DCO, being updated prior to commencement of construction to reflect any amendments or comments made during the DCO process, and to add detail once a contractor is appointed.
- 1.3.3 A detailed CTMP will be prepared prior to the commencement of construction for approval by BC in consultation with the highway authorities.

1.4 Objectives

- 1.4.1 The oCTMP has the following objectives:
- Minimise the number of construction vehicles;
 - Ensure the safe movement of equipment, material and construction workers; and
 - Minimise the effects of construction traffic on the local community and other road users, including both motorised users and non-motorised users.
- 1.4.2 It will be the responsibility of the Applicant to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction and movement activities.
- 1.4.3 This oCTMP has been prepared following various stages of consultation, and should be read in conjunction with the **Environmental Statement (ES) [APP/6.1 - 6.5]** and the **Traffic Assessment (TA) [APP/6.4]** submitted as part of the DCO Application.

1.5 Structure

- 1.5.1 Following this introduction, this oCTMP is structured as follows:
- **Section 2:** summarises the Scheme and the relevant construction activities.
 - **Section 3:** sets out the construction phase and its traffic requirements.
 - **Section 4:** sets out the proposed vehicle routing for the construction phase.
 - **Section 5:** summarises the mitigation measures for vehicles during the construction phase.
 - **Section 6:** summarises the mitigation measures for workers during the construction phase.
 - **Section 7:** summarises the process towards Abnormal Indivisible Loads (AIL).



2 Scheme Overview

2.1 Scheme Overview

- 2.1.1 The Scheme comprises the construction, operation and maintenance, and decommissioning of a solar PV electricity generating station and associated development comprising a BESS, a Customer Substation, and Grid Connection Infrastructure, including a new National Grid Substation.
- 2.1.2 The Scheme is described within more detail in **ES Chapter 5: The Scheme [APP/6.2]**.

2.2 Construction Activities

- 2.2.1 The masterplan for the construction phase, including temporary construction compounds and areas of work are shown within **ES Figure 5.2: Construction Masterplan [APP/6.3]**.
- 2.2.2 The construction activities associated with the Scheme are described within **ES Chapter 5: The Scheme [APP/6.1]**.
- 2.2.3 The construction activities will be confirmed by the contractor in the detailed CTMP for each relevant component of the Scheme.
- 2.2.4 A summary of the construction works is provided below:

Order Limits Preparation

- Delivery of construction materials, plant and equipment
- The establishment of Order limits fencing and any required fire safety measures
- The establishment of the Temporary Construction Compounds
- The upgrade of existing Access Tracks and construction of new Access Tracks (both temporary and permanent) required and associated civils works
- The upgrade or construction of any crossing points (bridges/culverts) over drainage ditches and below ground utility infrastructure; and
- Marking out location of the infrastructure.

Solar PV and BESS Construction

- Delivery of Scheme components
- Erection of mounting structures and construction of foundations
- Mounting of PV Modules and placement of BESS Units
- Installation of distribution cables
- Installation of Transformer and / or Inverters



- Construction of onsite electrical infrastructure to facilitate the export of generated electricity
- Testing and commissioning; and
- Reinstatement and habitat creation.

Grid Connection Infrastructure

- Delivery of Scheme components
- Construction of foundations
- Decommissioning of existing pylons (if required)
- Erection of pylon and stringing
- Installation of infrastructure and electric cables; and
- Testing and commissioning.

Substations (including Customer Substation)

- Delivery of Scheme components
- Construction of foundations
- Erection of Transformers, Customer Substation and National Grid Substation
- Installation of infrastructure and electric cables; and
- Testing and commissioning.

Temporary Construction Compounds

2.2.5 Temporary Construction Compounds will be provided internally within the Site to help facilitate construction.

2.2.6 The temporary construction compounds will include the following:

- Material and equipment storage
- Construction vehicle parking and onward transportation by way of internal shuttle
- Site offices; and
- Construction worker welfare facilities.

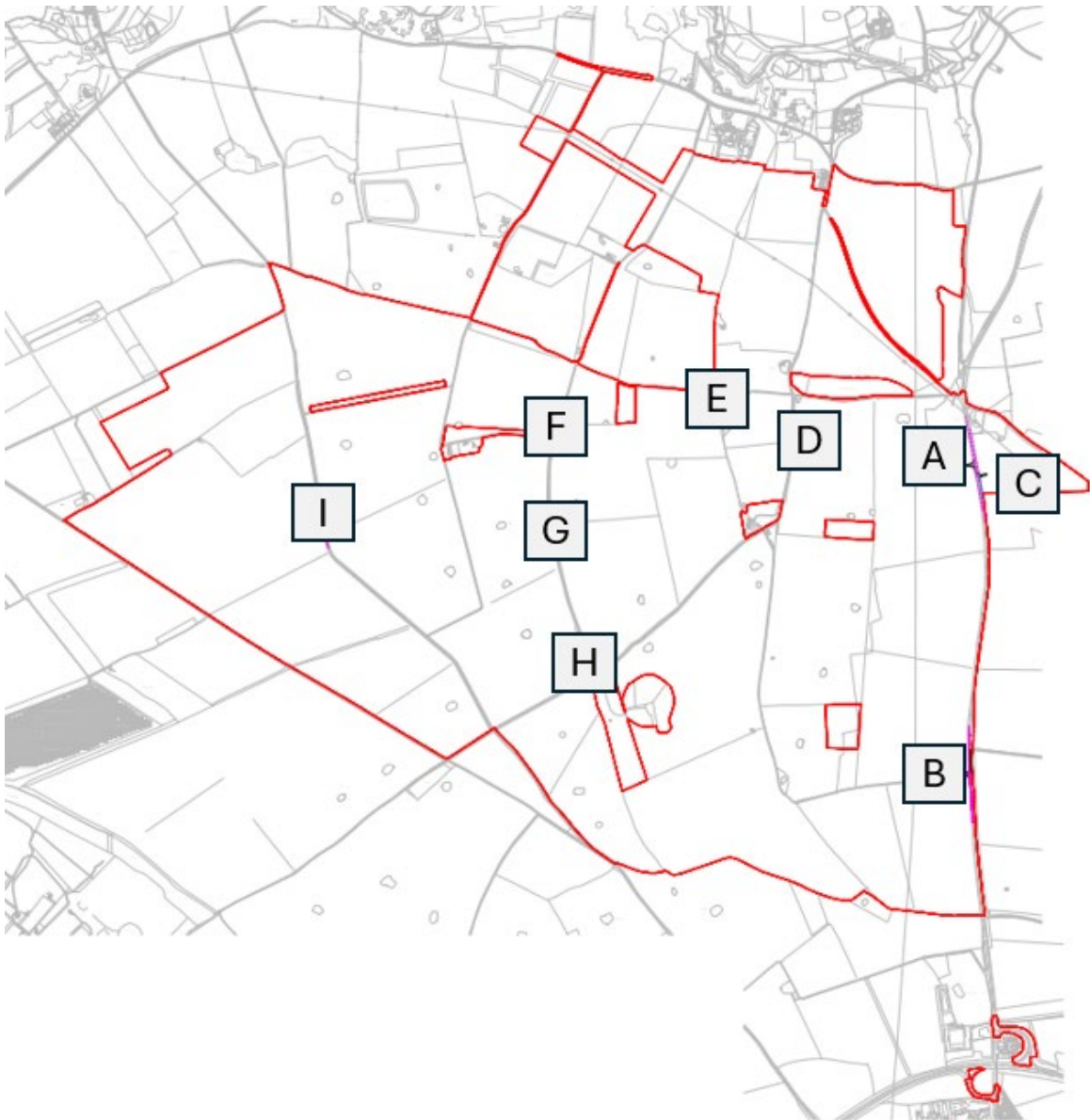
2.2.7 Detailed layouts of the individual compounds will be secured through the detailed CTMP.

2.3 Access Points

2.3.1 An overview of the proposed access locations for the Scheme is provided in Figure 2-1.



Figure 2-1 Site Access Overview



2.3.2 A summary of the access locations, with a description of the nature of each access points and its proposed use, is provided in Table 2-1.



Table 2-1 Access Strategy Overview

Access Reference	Location	Description	Use
A	A1065 North	Upgrade of existing access on western side of A1065	Construction Operation OHL Works
B	A1065 South	Upgrade of existing access on western side of A1065	Construction Operation
C	A1065 North	Provision of new access on eastern side of A1065	Temporary access for OHL Works
D	Fincham Drove	Upgrade of existing agricultural access points	Construction Operation OHL Works
E	The Drovers (east to west arm)	Upgrade of existing agricultural access points	Construction Operation OHL Works
F	Petticoat Drove	Provision of new access point across Petticoat Drove	Construction Operation
G	Petticoat Drove	Provision of new access point across Petticoat Drove	Construction Operation
H	Fincham Drove	Upgrade of existing agricultural access points	Construction Operation
I	River Road	Upgrade of existing agricultural access points	Construction Operation



- 2.3.3 **ES Appendix 9.2: Traffic Assessment [APP/6.4]** includes a summary of the access junctions, including drawings with swept path analysis, visibility splays and geometric parameters.
- 2.3.4 A Stage 1 Road Safety Audit (RSA) has also been undertaken of the access proposals that is included within the supporting **ES Appendix 9.2: Traffic Assessment [APP/6.4]**, which identified no residual highway safety concerns.

2.4 Internal Haul Routes

- 2.4.1 The Scheme will include internal haul routes from each of the access points to limit the interaction with the public highway or surrounding Public Rights of Way (PRoW).
- 2.4.2 The internal haul route strategy has been developed to utilise the existing agricultural connections between the fields, an approach which utilises the existing infrastructure and minimises the impact to vegetation.
- 2.4.3 The detailed alignment of the internal haul routes will be secured by way of requirement through the detailed design and confirmed prior to construction.



3 Construction Vehicle Trips

3.1 Trip Generation

- 3.1.1 A summary of the methodology to generate the construction vehicle trips estimates is provided within the supporting **ES Appendix 9.2: Traffic Assessment (TA) [APP/6.4]** which has then been verified by the Applicant based on other comparable project experience across other DCOs.
- 3.1.2 For the construction of the Scheme, it is expected that there will be a daily total of 628 two-way vehicle trips, comprising 96 two-way Heavy Goods Vehicles ('HGVs', 48 HGVs arriving and departing) and 532 cars / Light Goods Vehicles ('LGVs', equivalent to 266 cars / LGVs arriving and departing) into the Scheme on any day.
- 3.1.3 For the purposes of the assessments within the ES and subsequent environmental assessments, it is proposed to assume that the peak in LGV trips and HGV trips overlap.
- 3.1.4 On that basis, it is assumed that the Scheme would generate the daily total of 628 two-way vehicle trips (comprising 96 two-way HGVs and 532 two-way cars / LGVs) across the entirety of the up to 24-month construction programme.
- 3.1.5 Whilst in reality there will be phasing and it is unlikely this number of vehicles will consistently be required, for the purposes of the ES it will be assumed there will be no phasing and the number of vehicles generated will be consistent across the construction programme.
- 3.1.6 The estimates for construction vehicles will be secured by way of a requirement in the DCO through the detailed CTMP.
- 3.1.7 A more detailed programme for expected vehicle trips will be provided by the contractor within the detailed CTMP prior to commencement.



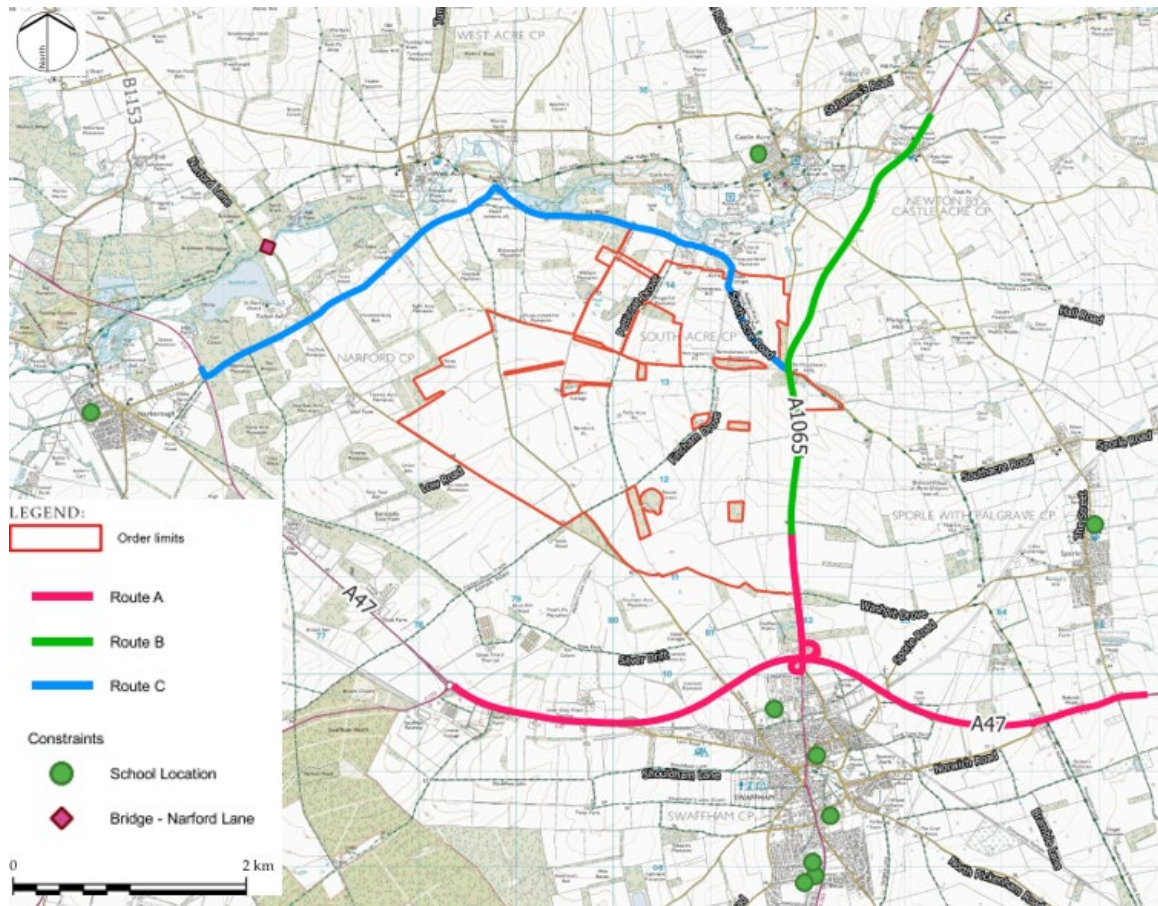
4 Construction Vehicle Routing

4.1 Overview

- 4.1.1 It is proposed for all construction vehicles and HGVs to access the Scheme from the A47 which is part of the Strategic Road Network (SRN) to the south where possible, then travel along the A1065 before entering via the relevant access point onto the A1065.
- 4.1.2 There are no proposed restrictions on cars and LGVs which could otherwise use the existing network as they currently do, noting that given the geographical proximity to the A47 it is likely they will use a similar route to HGVs anyway.
- 4.1.3 Once the relevant construction delivery is undertaken, it is assumed that vehicles would return to the A1065 and travel southbound towards the A1065.
- 4.1.4 Subject to the procurement of materials, it may also be that some deliveries arrive / depart to the north via the A1065 which is also included within the routing strategy.
- 4.1.5 The agreed routing for vehicles as agreed with NCC and NH is shown within Figure 4-1.



Figure 4-1 Proposed Construction Routing Overview



- 4.1.6 It is proposed for construction vehicles to only utilise Route A and Route B via the A1065 – with no construction vehicles utilising Route C.
- 4.1.7 These routes have been chosen to provide routes which are the shortest distance between the various access points associated with the Scheme and the Strategic Road Network (A47), therefore preventing travel on unsuitable roads.

4.2 Internal Routing

- 4.2.1 From the A1065 access points to the east, the construction vehicles will route internally in an east to west orientation through the internal haul roads and access points which align with the agricultural access points for the existing fields.
- 4.2.2 The strategy seeks to minimise the creation of new access points and passing along PRow and local roads. There are points where the construction traffic may need to cross the PRow or road in a perpendicular direction, though this removes the need for vehicles to drive along these routes. Banksman will be on-hand at these crossing points with appropriate traffic management in place as required.



5 Mitigation Measures - Construction Vehicles

5.1 Overview

- 5.1.1 The following measures are suggested to be implemented during the construction phase to mitigate impacts owing to construction traffic.

5.2 Highway Condition Surveys

- 5.2.1 Highway Condition Surveys will be carried out on the relevant roads proposed for construction access prior to commencement of construction.
- 5.2.2 The extent of the surveys will be agreed with the local highway authorities in advance as part of the detailed CTMP.
- 5.2.3 Once construction is complete, a further Highway Condition Survey will be undertaken in order to identify any additional defects that can reasonably be attributable to construction activities associated with the Scheme.
- 5.2.4 Any identified highways defects directly attributable to construction activities associated with the Scheme will be corrected to the satisfaction of the local highway authority (or individual owner if a private road).

5.3 Access Points

- 5.3.1 Existing access points to the Site have been used where practicable; however, any access that is temporarily created or amended for the construction period only and not intended for use during the operational phase will be restored to its original condition post-construction.
- 5.3.2 Where existing access points are utilised, these will be upgraded and formalised where required to accommodate the expected vehicles. Further details on the individual access junctions are included within the supporting **ES Appendix 9.2: Traffic Assessment (TA) [APP/6.4]**.
- 5.3.3 Visibility splays will be kept clear throughout the construction activities.
- 5.3.4 The use of temporary traffic management to manage the use of accesses for construction activities is required where the access points cross the PRow network or any permissive paths, that will be agreed in advance with NCC.
- 5.3.5 All construction vehicles will access and egress the Site in a forward gear.



5.4 Parking

- 5.4.1 Signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site will be erected. Contractors and visitors will be advised that parking facilities will be provided within the Scheme in advance of visiting.

5.5 Delivery Management

- 5.5.1 Construction vehicles will be restricted to avoid travel during the morning and evening network peak hours, where possible. Therefore, deliveries will be arranged to occur after 09:00 and before 17:00.
- 5.5.2 In order to minimise instances of HGVs passing each other at the access, all deliveries will be required to use a booking system. Drivers will be instructed to not leave their depot, or to wait in an appropriate stopping place internally within the Scheme, and report if they are likely to miss their slot.

Arrival Procedure

- 5.5.3 The arrival procedure for deliveries will be as follows:
- Drivers will be allocated a slot arrival time to the Scheme and instructed upon the relevant access point and route to take
 - Where required, when the vehicle is due, the banksmen will be notified and will position at the relevant access points
 - The driver will then be notified to travel to the area of the Scheme via the agreed route
 - All operatives will communicate with each other, as necessary; and
 - Where required, banksmen will assist HGVs to manoeuvre from the public highway or PRoW into the Scheme's relevant access points.

Procedure for Leaving the Site

- 5.5.4 The departure procedure for deliveries will be as follows:
- When vehicles are ready to depart, the on-site manager will be notified. If required, they will then mobilise the banksmen at the relevant Scheme access points
 - Drivers will be advised when the banksmen are in place; and
 - Banksmen will guide the vehicles safely on to the public highway.

5.6 Wheel Washing

- 5.6.1 Wheel washing facilities will be provided at each access. This will be located at the egress point of each access. The details of the wheel washing mechanism will be secured within the detailed CTMP.



- 5.6.2 A visual inspection of vehicles will be undertaken before they depart the Scheme, to ensure that they are not carrying debris onto the highway.
- 5.6.3 Notwithstanding wheel washing measures, if required, a road sweeper will be provided for the area surrounding access to alleviate any residual debris generated during the construction phase.

5.7 Vehicle Tracking and Identification

- 5.7.1 It is anticipated that all construction vehicles associated with the Scheme will be clearly identifiable through the use of vehicle marking or a tracking scheme. The purpose of this is to assist with the monitoring process of the construction vehicles over the road network.
- 5.7.2 Only the agreed construction routes will be used for all construction vehicle access, as set out within this oCTMP.
- 5.7.3 Where protocols have not been followed or the construction routes have not been followed, unless in exceptional circumstances, the appropriate action will be taken to prevent this occurring again.

5.8 Accreditation

- 5.8.1 It is required that all transport / haulage providers of vehicles which are making journeys to the Order limits are committed to best practice, demonstrated by membership to the Freight Operator Recognition Scheme ('FORS', or equivalent), meeting a minimum level to be agreed with the key stakeholders.
- 5.8.2 The contractor will require a confirmation of accreditation from transport providers in order for approval of delivery slots, to be confirmed at within the detailed CTMP.

5.9 Temporary Speed Limit Changes

- 5.9.1 The supporting **Streets Plan [APP/2.4]** sets out the supporting temporary measures in the form of speed limit changes that are proposed as part of construction.
- 5.9.2 Following feedback from NCC, it is proposed to implement a temporary 40mph speed limit restriction along the A1065 during construction between the two access points onto the A1065 to promote road safety and limit any adverse impacts from construction.
- 5.9.3 Any speed limit changes or traffic management measures will be communicated to the emergency services to ensure it is appropriately factored into any emergency responses.



5.10 Traffic Management Measures

Route Signage

- 5.10.1 Temporary road signage will be installed along the construction traffic routes to inform all road users of the construction works and to direct construction traffic to and from the various construction accesses.
- 5.10.2 Signage will comply with Chapter 8 of the Traffic Signs Manual. The following will be considered when locating signage:
- The position of the sign in relation to the highway to ensure visibility splays are maintained
 - Possible distraction to drivers; and
 - The proximity to junctions and roundabouts.
- 5.10.3 Details of the form and proposed locations of any signs (or signals) to be placed on a public highway will be pursuant to relevant Articles of the DCO and will be submitted to the local planning authority and highway authorities for approval in advance of being placed.
- 5.10.4 All signage on the designated route will be inspected, to ensure they are kept in a well-maintained condition and located in safe and appropriate locations.
- 5.10.5 Traffic management for AIL movements will be agreed with the highway authorities and emergency services prior to the abnormal load movements taking place.

5.11 Public Rights of Way and Permissive Paths

- 5.11.1 An **outline Public Rights of Way and Permissive Path Management Plan (oPRoWPPMP) [APP/7.12]** has been prepared as part of the DCO Application. A detailed PRoWPPMP will be prepared, substantially in accordance with the oPRoWPPMP [APP/7.12], to be implemented during the construction phase of the Scheme.
- 5.11.2 As part of the **oPRoWPPMP [APP/7.12]**, the following measures will be implemented during the construction activities:
- Appropriate signage will be installed along the PRoW or permissive path to make users aware of the construction activities. This will include information on construction times and contact details for a public liaison officer
 - Drivers will stop and give-way to any PRoW or permissive path user (in particular for equestrians) which will be supported by banksmen
 - Where relevant, widened internal access tracks to ensure vehicles can pass PRoW or permissive path users safely



- Banksmen to be positioned where relevant along a PRow or permissive path impacted by construction traffic, to hold vehicles if a PRow or permissive path user is present and advise PRow and permissive path users of the potential for construction vehicles
- Speeds to be limited to 10mph near PRows and permissive paths
- The PRow or permissive path will be kept clear of construction vehicles and apparatus outside of permitted hours for construction activities so far as is practicable to do so; and
- Any damage to the surface of the PRow or permissive path directly attributable to the Scheme will be repaired as soon as practicable.

5.12 Noise Reduction and Air Quality

5.12.1 When within the Site and when not in use, engines will be required to be switched off.

5.12.2 Vehicles carrying material off-site will be sheeted / covered to prevent the spread of dust and debris. In dry conditions, areas near to the access points will be sprayed with water to prevent the spread of dust and debris.

5.13 Site Security

5.13.1 CCTV and fencing installed as part of the Scheme will be in place to ensure the safety of the sites during construction.

5.13.2 If required, additional CCTV or fencing to protect construction activities will be implemented. All access tracks will be secured by gates, which will be set back from the public highway and PRow.

5.14 Community Engagement and Monitoring

5.14.1 The details of the Site Manager during the construction activities will be provided to the highway authorities in advance of any work being carried out and will also be advertised on an information board.

5.14.2 Residents and businesses in the vicinity of the Scheme will be provided with contact details of the Site Manager to report any identified issues.

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



5.15 Collaboration and Nearby Schemes

- 5.15.1 It is noted that the Scheme is nearby to the proposed High Grove Solar Farm project which is proposed for DCO submission at a similar time, though it is understood that the construction for the High Grove Solar Farm project is due to finish before commencement of the Scheme.
- 5.15.2 If the construction periods for the respective schemes overlap, a joint CTMP could be produced. This will set out construction traffic management and control measures relevant to those areas where the construction vehicle routes for the respective schemes overlap, to reduce and manage any potential cumulative effects.



6 Mitigation Measures – Construction Workers

6.1 Working and Delivery Hours

- 6.1.1 Construction activities will be carried out Monday to Friday 07:00-18:00 and between 08:00 and 13:30 on Saturdays, which constitute the core working hours (excluding any start-up and shut down works). No construction activities will take place on Public Holidays.
- 6.1.2 However, some activities may be required outside of these times (such as the arrival and departures of workers and the delivery of AILs).
- 6.1.3 Construction deliveries by HGV will be scheduled to arrive between 09:00-17:00. They will be coordinated to avoid vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00). In addition, worker shift patterns will be coordinated to avoid travel during the network peak hours of 08:00-09:00 and 17:00-18:00.
- 6.1.4 It is anticipated that the majority of workers would arrive at the Order limits before 07:00 and leave after 18:00 Monday to Friday and on Saturdays arriving before 08:00 and leaving after 13:30.

6.2 Vehicle Trip Reduction

- 6.2.1 Measures are proposed to minimise the number of workers travelling by car or van, including the provision of shuttle buses to transport workers to and from nearby conurbations as well as internally within the Scheme.
- 6.2.2 Workers who drive to the Scheme will be encouraged to car share where possible and this tends to occur on major construction projects without intervention. A car sharing factor of 1.5 occupants per vehicle is typically assumed on major construction projects so it is assumed this would be the baseline from which future vehicle trip reductions could be targeted.
- 6.2.3 In addition to reducing worker trips, the Applicant will seek to promote the consolidation of deliveries so that all HGV trips that arrive to the Scheme are full and reverse logistics strategies are applied so that materials are transported away from the Scheme on the same vehicle that is making a delivery, where possible.
- 6.2.4 Where possible and when the delivery components allow for it, deliveries will be made directly to the primary and secondary construction compounds, stored and then transferred by way of a smaller vehicle to consolidate the amount of internal vehicle trips across the Scheme.
- 6.2.5 Further details the consolidation and reverse logistics strategy will be confirmed within the detailed CTMP.



6.3 Travel Plan

- 6.3.1 A Travel Plan (TP) will be drafted and implemented prior to construction as part of the contractor's contract and the detailed CTMP, to encourage workers to travel to the Site via sustainable travel, where possible.
- 6.3.2 The TP will be incorporated as part of the detailed CTMP, which is secured by way of requirement and will be agreed with BC, in consultation with NCC and NH.
- 6.3.3 The following key aims and objectives are identified at this stage:
- To reduce single occupancy car travel by workers
 - To encourage and promote car sharing and shuttle bus use; and
 - To increase knowledge of the public transport and/or Active Travel opportunities available to workers (where applicable/viable).
- 6.3.4 A Travel Plan Coordinator (TPC) will be appointed to oversee the implementation of the Travel Plan whose responsibilities will comprise, but not necessarily be limited to, the following:
- Implement measures set out in the Travel Plan
 - Raise awareness and promote the Travel Plan; and
 - Provide advice to workers regarding sustainable travel options.
- 6.3.5 Suggested measures could include:
- Establish a car share scheme for workers
 - Arrange on-site facilities for workers, such as storage lockers for equipment
 - Provide a map with identified cycling/walking/bus routes to the Site; and
 - Provide emergency cycle repair kit at the compounds.
- 6.3.6 The uptake of Travel Plan measures will be monitored by the TPC. Additional measures will be provided if necessary/as appropriate within the document which will be kept as a live document by the TPC.



7 Abnormal Indivisible Loads

7.1 Overview

- 7.1.1 There will be a number of AIL movements associated with the construction of the Scheme.
- 7.1.2 An AIL vehicle is defined as having one or more of the following characteristics on any part of the vehicle combination:
- a gross vehicle weight of more than 44,000kg
 - an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
 - a width of more than 2.9 metres
 - a rigid length of more than 18.65 metres
 - the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or
 - is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.
- 7.1.3 Road based AILs fall into three principal classifications:
- Special order for the heaviest, widest or longest loads. Any AIL greater than 150 tonnes gross vehicle weight or over 6.1m wide or over 30m long is classified as a Special Order load
 - Special type General Order (STGO) for loads not in the Special Order category, but which are over the weight limit for the number of axles, wider than 4.3m or longer than 27.5m
 - STGO are sub-divided into three categories (Cat 1, 2 or 3) depending on the gross weight and axle weight. A further STGO category is used for loads over 5m wide, which are referred to as VR1 loads; and
 - Construction and Use (C&U) for loads that are not in the STGO category but do not qualify as an HGV movement due to their size (width, length or overhang).

7.2 Forecast Movements

- 7.2.1 A standalone AIL report has been prepared which is appended to **ES Appendix 9.2: Traffic Assessment [APP/6.4]**.
- 7.2.2 The AIL contractor identifies that there are likely to be less than 10 AIL deliveries over the construction programme, which will all arrive via the A47 and travel along the A1065 to the Scheme – effectively using the same route as is proposed for construction.



7.2.3 This approach has been discussed and agreed with both NCC and NH.

7.3 Management

- 7.3.1 Application for notification of AIL deliveries must be made by transport (haulage) operators, preferably through the Electronic Service Delivery for Abnormal Loads (ESDAL2) system. If the ESDAL2 system is not used, application for AIL movement must be submitted in adequate time to allow consultation, planning and further notification.
- 7.3.2 The details of any future AIL deliveries will be confirmed by the respective contractor prior to the delivery.
- 7.3.3 Where any AIL deliveries require escorts or assistance from the emergency services, the respective contractor will ensure that the emergency services are notified well in advance both through the ESDAL2 system and separate engagement to ensure there is sufficient resourcing available to assist with the delivery.



THE DROVES
SOLAR FARM