East Pye Solar

Outline Construction Traffic Management Plan

Revision 1

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1 Introduction

1.1.1 This Outline Construction Traffic Management Plan (Outline CTMP) has been prepared on behalf of East Pye Solar Limited (hereby referred to as 'the Applicant') in relation to the application for a Development Consent Order (DCO) for the East Pye Solar (hereby referred to as 'the Scheme').

1.1.2 The Scheme is situated within the jurisdiction of Norfolk County Council (NCC) and South Norfolk Council (SNC). NCC is the relevant Local Highway Authority (LHA). The LHA and National Highways (NH) have been engaged during the preparation of this Outline CTMP. Details of this correspondence can be found in **Environmental Statement** (**ES**) **Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**.

1.1.3 This Outline CTMP is supported by the following figures, presented in **Appendix A**:

- **Figure 1 - Indicative Transport and Access Study Area**;
- **Figures 2 – 8 Likely and Suitable Access Routes to the Scheme**;
- **Figures 9 - 13 Public Rights of Way, National Cycle Network and Bus Stops**;
- **Figures 14 - 17 Traffic Survey Locations**; and
- **Figures 18 – 21 Site Access, Construction Compounds and Highway Works**.

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 with a total capacity exceeding 100 megawatts (MW) and associated development including a Battery Energy Storage System (BESS), up to three 132kV Project Substations and up to three 400kV Project Substations, Grid Connection Infrastructure and a new National Grid Substation. A description of the Scheme can be found in **ES Volume 1, Chapter 4 – The Scheme [EN0110014/APP/6.1.4]**.

1.2.2 The Scheme would be located within the Order Limits (shown on the **Location Plan [EN0110014/APP/2.1]** and **Works Plan [EN0110014/APP/2.3]** submitted as part of the DCO Application and secured by Article 3 of the **draft DCO [EN0110014/APP/3.1]**). The Order Limits contain all elements of the Scheme comprising the Solar PV Arrays, 132kV and 400kV Project Substations, the National Grid Substation, the BESS, Grid Connection Infrastructure, interconnecting cables within the Cable Route Corridor (CRC), Mitigation and Enhancement Areas and Highway Works.

1.2.3 The Solar PV electricity generating stations would be located across Sites 1, 2, 3, 4, 5, 7, 8, 9 and 10, with the BESS within the BESS Site. Site 6 does not contain electricity generation station, instead being retained as a Mitigation and Enhancement Area.

1.2.4 Highway Works (refer to the **Works Plan [EN0110014/APP/2.3]**) are sections of the highway network that will contain localised improvements, such as improvements to deteriorated road edges or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries to construct the Scheme. Highway Works will support the movement of construction vehicles on narrower sections of the local road network (LRN) within parts of the construction vehicle routes to and within the Order Limits (refer to **ES Volume 1, Chapter 11 - Transport and Access [EN0110014/APP/6.1.11]**).

1.3 Report Context

1.3.1 This Outline CTMP provides a framework for the management of construction vehicle movements during the construction phase of the Scheme to reduce, as far as practicable, the impacts of the Scheme on the LRN.

1.3.2 This Outline CTMP has been prepared following various stages of consultation and should be read in conjunction with the following documents submitted as part of the DCO Application:

- **ES Volume 1, Chapter 11 – Transport and Access [EN0110014/APP/6.1.11]**;
- **ES Volume 3, Appendix 11.1 – Transport Assessment [EN0110014/APP/6.3.11.1]**;
- **Outline Construction Environmental Management Plan (Outline CEMP) [EN0110014/APP/7.1]**;
- **Outline Public Rights of Way and Permissive Paths Management Plan [EN0110014/APP/7.8]**; and
- **Outline Cable Route Construction Statement [EN0110014/APP/7.21]**.

1.3.3 Prior to the commencement of construction of the Scheme, the Applicant will produce a detailed CTMP that must be substantially in accordance with this Outline CTMP. Preparation of the detailed CTMP is secured by a DCO Requirement and will be submitted for approval by the relevant planning authority.

1.4 Objectives

1.4.1 The Outline CTMP has the following objectives:

- Minimise the number of construction vehicles;
- Ensure the safe movement of equipment, material and construction workers; and
- Set out measures to 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.

1.5 Structure

1.5.1 Following this introduction, this Outline CTMP is structured as follows:

- **Section 2**: provides an overview of the construction activities of the Scheme;
- **Section 3**: summarises the proposed access arrangements for construction vehicles;
- **Section 4**: sets out the construction phase and its traffic generation estimates;
- **Section 5**: sets out the proposed vehicle routeing for the construction phase;
- **Section 6**: outlines the process for managing AIL;
- **Section 7**: identifies the mitigation and management measures for vehicles during the construction phase;
- **Section 8**: provides a Framework Construction Worker Travel Plan;
- **Section 9**: identifies how the CTMP will be implemented, monitored and updated;
- **Section 10:** summarises the Operational Traffic Management Plan.

2 Construction Overview

2.1.1 The construction activities associated with the Scheme are described in the **Outline Cable Route Construction Statement [EN0110014/APP/7.21]** and **ES Volume 1, Chapter 4 – The Scheme [EN0110014/APP/6.1.4]**. The construction activities will be confirmed by the contractor in the detailed CTMP for each relevant component of the Scheme.

2.2 Construction Activities

Construction Works Preparation

- Delivery of construction materials, plant and equipment;
- Establishment of fencing and hoarding;
- Establishment of temporary construction compounds and laydown areas;
- The upgrade of existing Access Tracks, where required, and construction of new Access Tracks (both temporary and permanent), where required, and associated Highway Works;
- The upgrade of existing access points and construction of new access points (both temporary and permanent) where required and associated Highway Works;
- The upgrade or construction of crossing points (such as Temporary Access Crossing Construction Ramps) over watercourses and below ground utility infrastructure; and
- Marking out locations of the infrastructure.

Solar PV and BESS Construction

- Delivery of Scheme components;
- Erection of Solar PV Modules and Mounting Structures;
- Placement of BESS Containers (including monitoring and control systems)/Compound;
- Installation of electrical cables and communications;
- Installation of Transformer, Conversion Units/33kV Sub-Distribution Switch Rooms;
- Testing and commissioning; and
- Habitat creation.

National Grid and Project Substations

- Delivery of Scheme components;
- Construction of National Grid Substation and Project Substations, including foundations and buildings (Relay Rooms, 33kV Sub-Distribution Switch Room, Ancillary, Offices, Control Rooms, Stores, Site Facilities);
- Installation of Transformers;
- Installation of infrastructure and electric cables; and
- Testing and commissioning.

Cable Route Corridor

- Delivery of Scheme components;
- Excavation of cable trenches;
- Installation of electric cables and associated components;
- Backfilling and reinstatement of surfacing; and
- Testing and commissioning.

Grid Connection Infrastructure

- Delivery of Scheme components;
- Construction of foundations;
- Repositioning/decommissioning of existing pylons;
- Erection of new pylons and re-stringing of the existing 400kV overhead line;
- Installation of infrastructure and electric cables; and
- Testing and commissioning.

2.3 Temporary Construction Compounds

2.3.1 Temporary construction compounds would be established in the locations set out in the **Works Plan [EN0110014/APP/2.3]**. The temporary construction compounds would comprise:

- Areas of hardstanding;
- Car parking;

- Site and welfare offices and workshops;
- Security infrastructure, including cameras, perimeter fencing and lighting;
- Area to store materials and equipment;
- Site drainage and waste management infrastructure (including sewerage); and
- Electricity, water, waste water and telecommunications connections.

2.3.2 There will also be construction laydown areas within the Order Limits, close to the access locations. The purpose of each laydown area will be able to service the local works and allow construction vehicles to turn off the public highway and park safely. The areas will be secured using Heras fencing, or similar, and security cameras. Activities at these laydown areas will include receipt of deliveries, unloading, provision of welfare facilities, portacabins (office space) and storage of plant, construction materials and power generators. Office space will be required to avoid unnecessary internal movement of personnel over long distances.

2.3.3 The construction laydown areas will typically be set up ahead of the installation of the Solar PV Modules, electrical components and cabling and will be decommissioned as the relevant works in their locality progress and become completed. Upon completion of construction, the temporary construction compounds and construction laydown areas will be removed and land reinstated.

2.3.4 It is anticipated that goods would be delivered by Heavy Goods Vehicle (HGV[1]) to the temporary construction compounds and/or laydown areas then distributed to the point of need within the Order Limits using lighter vehicles (e.g. tractor and trailer) as required.

2.4 Cable Route Corridor

2.4.1 The Order Limits width of the CRC is typically 50m, narrowing in places to approximately 13m owing to environmental constraints and widening in places up to 405m to allow flexibility for detailed design and temporary construction compounds.

2.4.2 As set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** for the open cut trenches of the electrical cabling, there would be a construction working width of 25m, demarcated by temporary fencing where required. This will be widened in places to accommodate required operations (such as the crossing of watercourses, roads, utilities etc) and narrowed in others, for example, to minimise impacts on hedgerows, trees and ponds.

[1] Heavy Goods Vehicles are defined as goods vehicles with a Gross Vehicle Weight exceeding 3.5 tonnes.

2.4.3 The CRC would cross a range of existing infrastructure including roads (such as A140 Norwich Road); Public Rights of Way (PRoW) (such as Hundred Lane); and environmental features, including Fritton Grange Meadows County Wildlife Site and Lower Spring Wood Country Wildlife Site, main rivers (River Tas and Hempnall Beck), ordinary watercourses (such as tributaries of the Hempnall beck), field ditches, tree belts and hedgerows.

2.4.4 Avoidance Areas for trenchless crossings have been identified as described in the **Outline Cable Route Construction Statement [EN0110014/APP/7.21]** and in the **Outline CEMP [EN0110014/APP/7.1]**.

2.4.5 Mitigation measures, management and monitoring that will be in place to minimise the environmental impacts of the Scheme during construction is set out in the **Outline CEMP [EN0110014/APP/7.1]**.

2.5 Construction Programme

2.5.1 The construction of the Scheme is anticipated to commence in 2028 for a period of approximately 24 months. On this basis, it is expected that the Scheme could be completed by 2030 and energised in 2031. However, the construction period will vary depending on detailed layout design and potential environmental constraints on the timing of construction activities. Additionally, the construction activities may vary across the Order Limits as larger Sites and Sub-Sites will have multiple construction activities overlapping at the same time. An indicative construction programme is shown in **Figure 2.1**.

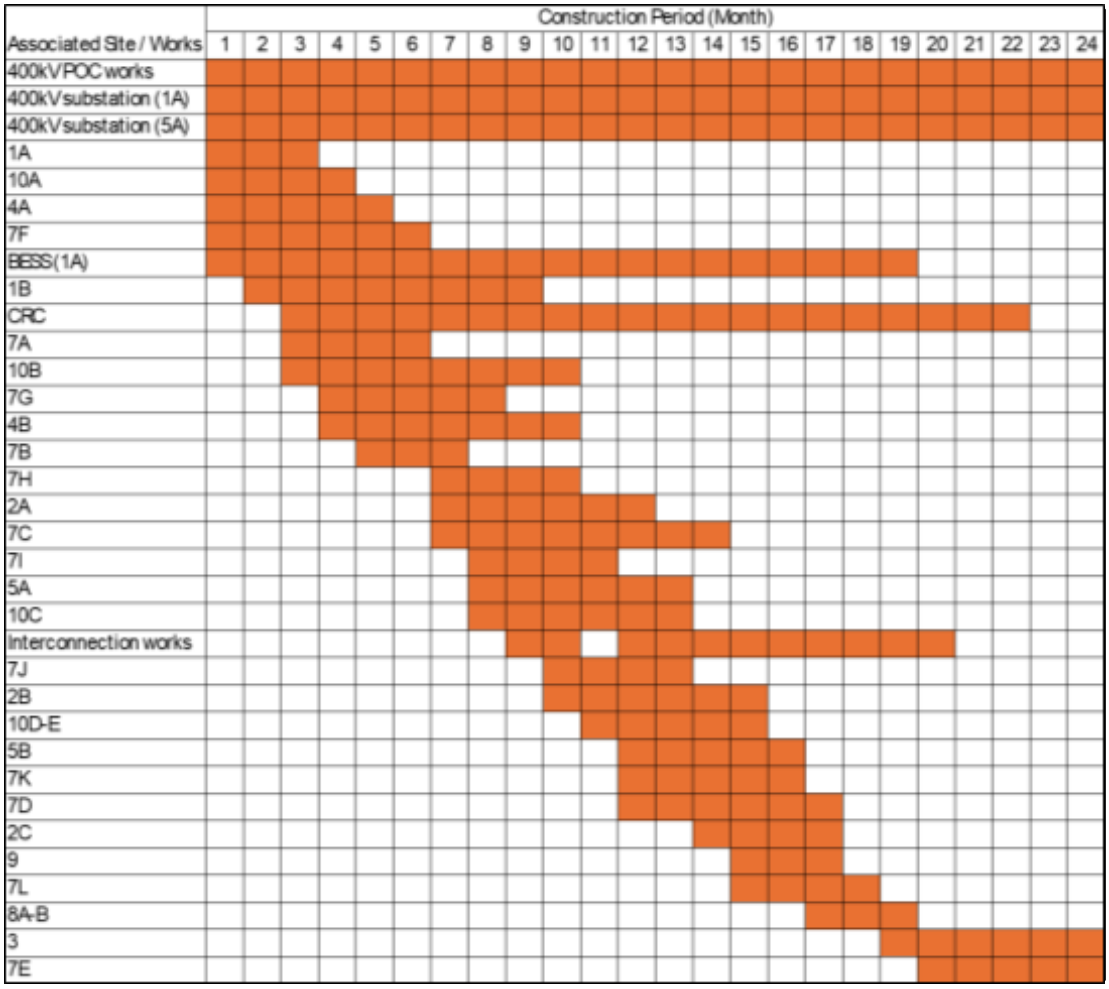


Figure 2.1: Indicative Construction Programme

2.5.2 The core construction working hours (not including start-up and shut-down works) are defined as:

- Monday to Friday from 07:00 to 18:00 (daylight hours permitting);
- Saturday from 08:00 to 13:30 (daylight hours permitting); and
- No Sunday or Bank Holiday working unless crucial to construction (for example, for trenchless crossings which must be continuous activity and the arrival and departures of workers and the delivery of AIL) or in an emergency.

2.5.3 Where practicable, construction deliveries would be co-ordinated to avoid HGV movements during the traditional peak morning (08:00-09:00) and peak afternoon (17:00-18:00) hours. Some activities may be required outside of these times such as the delivery of AIL, concrete pours for foundations, night working for cable construction works in public highways and/or trenchless crossing activities.

3 Construction Access Arrangements

3.1.1 There are 65 construction access and crossing points proposed for the Scheme to be utilised for access to the Sites and CRC within the Order Limits. Most of the access points provide direct access to the public highway.

3.1.2 Where practicable, existing field access points will be utilised to minimise the impact to vegetation. Appropriate widening and formalisation will be undertaken, where necessary. Access to the Sites and Sub-Sites will be retained post-construction phase to be utilised as access for the operational phase. Some, or all, accesses will be utilised for the decommissioning phase.

3.1.3 A list of access points is shown in **Table 3.1** which indicates the associated highway links, access type and anticipated use. **Appendix A** provides a plan showing the access locations.

3.1.4 Concept access design drawings for each access have been prepared based on the legal maximum sized vehicle (16.5m articulated HGV). Access drawings, visibility splays and swept path analysis is detailed in **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**.

Table 3.1: Site and CRC Access and Crossing Points

ID	Access to	Highway Link	Access Type	Existing/New	Use
A01	1C	B1134 Station Road	Highway access	Existing	Construction + Operation
A02	BESS Site, 1A-D, CRC1, CRC2	B1134 Station Road	Highway access	Existing	Construction + Operation
A03	1A-B, 1D	Frith Way	Highway access	Existing	Construction + Operation
A04	1D	Frith Way	Highway and crossing	Existing	Construction + Operation
A05	2B, CRC2	Lodge Road	Highway and crossing	Existing	Construction + Operation
A06	CRC2	Lodge Road	Highway access	Existing	Construction
A07	2A, CRC3	A140 Ipswich Road	Highway access	Existing	Construction + Operation
A08	2B, CRC4 (west of A140)	A140 Ipswich Road	Highway access	Existing	Construction + Operation
A09	CRC4 (east of A140)	A140 Ipswich Road	Highway access	Existing	Construction
A10	2C	A140 Ipswich Road	Highway access	Existing	Construction + Operation
A11	CRC4, CRC Compound 2	Common Road	Highway and crossing	Existing	Construction
A12	CRC4, CRC Compound 2	Wood Lane	Crossing only	Existing	Construction
A13	CRC4, CRC Compound 2	Parker's Lane	Crossing only	Existing	Construction

ID	Access to	Highway Link	Access Type	Existing/New	Use
A14	CRC4, CRC Compound 2	Hall Lane	Highway access	Existing	Construction
A15	CRC4, CRC Compound 2	Parker's Lane	Crossing only	Existing	Construction
A16	CRC4, CRC Compound 2	Mill Road	Crossing only	Existing	Construction
A17	CRC4, CRC Compound 2	Edge's Lane	Crossing only	Existing	Construction
A18	CRC4, CRC Compound 2	Church Lane	Highway and crossing	Existing	Construction
A19	4A	A140 Ipswich Road	Highway access	Existing	Construction + Operation
A20	4B	B1527 Hempnall Road	Highway access	Existing	Construction + Operation
A21	CRC4	Brick Kiln Lane	Crossing only	Existing	Construction
A22	CRC4	Boylandhall Lane	Crossing only	Existing	Construction
A23	5A-B	B1527 Hempnall Road	Highway access	New	Construction + Operation
A24	5-B	B1527 Hempnall Road	Highway access	New	Construction + Operation
A25	5A-B, CRC6	The Street	Highway and crossing	Existing	Construction + Operation
A26	5B	The Street	Highway access	Existing	Construction + Operation
A27	CRC7	B1527 Hempnall Road	Highway access	Existing	Construction
A28	7A-F, CRC11-12, CRC7	Fairstead Lane	Highway access	Existing	Construction + Operation
A29	7A-F, CRC11-12, CRC7	Fairstead Lane	Highway and crossing	Existing	Construction + Operation
A30	7A-F, CRC11-12, CRC7	Private lane	Highway access	Existing	Construction
A31	7A-F, CRC11-12, CRC7	Fairstead Lane	Highway access	Existing	Construction + Operation
A32	CRC6	Field Lane	Crossing only	Existing	Construction
A33	CRC6	Lundy Green	Crossing only	Existing	Construction
A34	3B, CRC6	Spring Lane	Highway access	Existing	Construction + Operation
A35	6	Alburgh Road	Highway access	Existing	Construction + Operation
A36	CRC6	Alburgh Road	Crossing only	Existing	Construction
A37	6, CRC6	B1527 Bungay Road	Highway and crossing	Existing	Construction
A38	CRC6	B1527 Bungay Road	Highway access	Existing	Construction
A39	7D, CRC12	The Green	Highway access	Existing	Operation
A40	7D-F, CRC12	Broaden Lane	Highway and crossing	Existing	Construction + Operation
A41	7F	Broaden Lane	Highway access	Existing	Construction + Operation

ID	Access to	Highway Link	Access Type	Existing/New	Use
A42	7D	Broaden Lane	Highway access	Existing	Construction + Operation
A43	7E	Broaden Lane	Highway access	Existing	Construction + Operation
A44	7G-H, CRC5, CRC8, CRC10	Bussey's Loke	Highway access	Existing	Construction + Operation
A45	7G-J, CRC5, CRC8, CRC10	Fylands Road	Highway access	New	Construction + Operation
A46	CRC10	The Green	Crossing only	Existing	Construction
A47	CRC10	Wash Lane	Crossing only	Existing	Construction
A48	8A	Wash Lane	Highway access	Existing	Construction + Operation
A49	8A	Market Lane	Highway access	Existing	Construction + Operation
A50	8A-B	Market Lane	Highway access	Existing	Construction
A51	8B	Brooke Road	Highway access	Existing	Construction + Operation
A52	8B, CRC13	Baxter's Lane	Highway and crossing	Existing	Construction + Operation
A53	CRC13	Woodton Road	Highway access	Existing	Construction
A54	CRC13	Mill Lane	Highway access	Existing	Construction
A55	9	Mill Lane	Highway access	Existing	Construction
A56	9	Littlebeck Lane	Highway access	Existing	Construction + Operation
A57	7G-K, CRC5, CRC8, CRC10	Woodton Road	Highway access	Existing	Construction + Operation
A58	7L	Woodton Road	Highway access	Existing	Construction + Operation
A59	CRC9	Shotesham Road	Crossing only	Existing	Construction
A60	CRC9	B1332 Norwich Road	Highway access	Existing	Construction
A61	10A-D, CRC14	Harvey's Lane	Highway access	Existing	Construction + Operation
A62	10A-D, CRC14	Harvey's Lane	Highway access	Existing	Construction + Operation
A63	-	Harvey's Lane	Crossing only	Existing	Construction
A64	CRC14	Upgate Road	Highway access	Existing	Construction
A65	10E, CRC14	Upgate Road	Highway access	Existing	Construction + Operation

3.2 Internal Haul Routes

3.2.1 There are several proposed internal haul routes to connect Site 7 and Site 8 that will be temporary for construction vehicles. These are shown in **Appendix A**.

3.2.2 The internal haul routes have been proposed in response to consultation feedback from stakeholders including the LHA and local residents. These are proposed to minimise impacts on the LRN. Three internal haul routes will be utilised to connect Sub-Sites 7A-F, 7G-L and 8A-B. The methodology and approach to the internal haul routes are detailed in Technical Notes in **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**.

3.2.3 The internal haul routes have been designed to utilise existing field access points between Sites, wherever practicable. This also includes the use of an existing private access track connecting Fairstead Lane via The Krons to Sub-Sites 7A-F. These connections will be utilised by construction vehicles for any necessary construction activities, as well as transporting workers to and from Sub-Sites 7A-F, 7G-L and 8A-B.

3.2.4 Where these access tracks are pre-existing, such as Fairstead Lane, they will be left in a condition as per agreements with the landowner.

3.2.5 Temporary internal haul routes will be constructed of hardcore or gravel over a levelling layer of substrate. The majority will be constructed using a hardcore Ministry of Transport (MoT) type 1 stone base. Where permissible, aluminium ‘trackway’ (or similar ground protection mats) will be used as an alternative to minimise ground disturbance.

3.2.6 The final alignment of the internal haul routes will be confirmed through detailed design and presented in the detailed CTMP secured by DCO Requirement.

3.3 Cable Route Corridor Access

3.3.1 Vehicle access to the CRC will be provided either via the adjacent connecting Sub-Site or where necessary direct access from the LRN. Access points are set out in **Table 3.1** above. The CRC will also act as internal routes for the CRC works allowing associated construction vehicles to move along the CRC for the associated construction activities within the CRC.

3.3.2 The final access arrangement for the CRC will be confirmed through detailed design and presented in the detailed CTMP secured by DCO Requirement.

4 Construction Vehicle Trip Generation

4.1.1 A summary of the methodology to generate the construction vehicle trip estimates (Sites and CRC) is provided within **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**, which has been verified by the Applicant by reflecting other comparable solar energy DCO projects.

4.1.2 A range of vehicle types will be used for construction, which may include:

- Service vans – plant maintenance, Personal Protective Equipment (PPE), fixings, sundry items for site office services and deliveries, canteen supplies, courier / post and small parcel deliveries;
- Two axle rigid Light Goods Vehicles (LGV[2]) and HGVs – site service deliveries and building materials, waste skips, waste paper recycling, sundry items, PPE, fixings, courier and parcel deliveries;
- Three axle rigid HGVs – plant deliveries, access platforms, building materials, refuse collection, ready mixed concrete;
- Four axle rigid HGVs – residual excavated material, aggregate supplies, ready mixed concrete, building materials;
- Multi-axle articulated HGVs – material deliveries, rebar, plant deliveries, piling rig, access platforms; and
- AIL – are required for the delivery of large plant, transformers and cable drums. Further information on AIL movements and management can be found in Section 6.

4.2 The Sites

4.2.1 For the construction of the Sites including the BESS, Project Substations and National Grid Substation, it is expected that there will be the following average vehicle trip generation profile.

Average Daily Total

- 47 HGVs (47 arrivals + 47 departures); and
- 116 cars, LGVs and shuttles (116 arrivals + 116 departures).

4.2.2 It is recognised that there will not be a flat profile for the duration of the construction programme. Therefore, the following peak vehicle trip generation profile is estimated.

[2] Light Goods Vehicles are defined as goods vehicles with a Gross Vehicle Weight not exceeding 3.5 tonnes.

Peak Daily Total

- 69 HGVs (69 arrivals + 69 departures); and
- 205 cars, LGVs and shuttles (205 arrivals + 205 departures).

4.2.3 The peak vehicle trip generation profile is based on an approximately 50% uplift on average daily estimates.

4.2.4 For the purposes of assessing a reasonable worst-case scenario, it has been assumed that all construction activity will occur simultaneously. In reality, activities will be staggered across the duration of the construction programme.

4.2.5 **Table 4.1** summarises the peak daily arrivals and departures, split for each Site and Sub-Sites.

Table 4.1: Peak Daily Vehicles – The Sites

Site Area	Peak Daily HGVs*		Peak Daily Cars / Shuttles / LGVs*	
	Arrive	Depart	Arrive	Depart
Sites 1A-D	14	14	14	14
BESS	5	5	16	16
Sites 2A-C	5	5	18	18
Site 3	3	3	11	11
Site 6	1	1	4	4
Site 4A	2	2	8	8
Site 4B	3	3	11	11
Sites 5A-B	5	5	16	16
Sites 7A-C	5	5	18	18
Sites 7D-F	6	6	21	21
Sites 7G-J	3	3	11	11
Sites 7K-L	3	3	9	9
Site 8A	2	2	6	6
Site 8B	2	2	5	5
Site 9	3	3	11	11
Sites 10A-E	7	7	26	26
TOTAL	69	69	205	205

** Figures are rounded*

4.3 Cable Route Corridor

4.3.1 **Table 4.2** displays the construction phase trip generation to the temporary construction compounds in the CRC.

Table 4.2: Peak Daily Vehicles - CRC

CRC Section	Peak Daily HGVs		Peak Daily LGVs		Peak Daily Cars / Shuttles	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Compound 1: A140	11	11	5	5	10	10
Compound 2: Hall Lane	11	11	5	5	10	10
Compound 3: B1527	11	11	5	5	10	10
Total	33	33	15	15	30	30

5 Construction Vehicle Routeing

5.1.1 This section provides details of the construction vehicle routes to each of the proposed access points. Construction vehicle routes have been selected with the principal aim for avoiding routeing vehicles through local villages, wherever practicable, including Great Moulton, Long Stratton, Hempnall, Saxlingham Nethergate and Brooke as well as avoiding sensitive heritage assets as far practicable. The routeing has also been designed such that construction HGVs do not travel through the Norwich Air Quality Management Area (AQMA).

5.1.2 The selected routes are considered the most appropriate to each access point and have been prepared based on engagement with NCC and National Highways.

5.2 The Sites

5.2.1 The proposed construction vehicle routeing for access to the Sites is summarised in **Table 5.1**. Routeing maps are also shown in **Appendix A**.

Table 5.1: Construction Vehicle Routeing – The Sites

Site Group	Accesses Used	Proposed Access Route
1A-D and BESS	*A01*, *A02*	**From A140/B1134 roundabout**: westbound on B1134, northbound on *A01/A02*. Depart on same route in reverse.
2A-C	*A07*, *A08*, *A10*	**From A140 (for vehicles from south)**: northbound on A140, access on *A07/A08/A10* via existing laybys. Depart site: northbound on A140, execute u-turn on roundabout at Long Stratton Bypass / Parker's Lane, southbound on A140. **From A140 (for vehicles from north)**: southbound on A140 Norwich Road, execute u-turn on A140/B1134 roundabout, northbound on A140, access on *A07/A08/A10* via existing laybys. Depart travelling northbound on A140.
3	*A34*	**From B1332**: westbound on B1527, southbound on Alburgh Road and Spring Lane, west onto *A34*.
4A	*A19*	**From Hempnall Roundabout**: south-west off exit of roundabout onto *A19*. Depart on same route in reverse.
4B	*A20*	**From Hempnall Roundabout**: eastbound on B1527, south onto *A20*. Depart on same route in reverse.
5A-B	*A23*, *A24*, *A25*, *A26*	**From Hempnall Roundabout**: eastbound on B1527, south onto *A23/A24*, for *A25/A26* continue eastbound on B1527, southbound on The Street and west onto *A25/A26*. Depart on same route in reverse.
7A-F	*A29*, *A30*, *A31*, *A40*, *A42*	**From A140**: south on Hempnall Roundabout onto Sub-Site 4A via *A19*, *await call-forward to site*, eastbound on Hempnall Roundabout and B1527, northbound on The Krons, westbound on Fairstead Lane, north onto *A29/31*. Internal haul route to Sub-Sites 7A-F – cross Broaden Lane via *A40* for access to 7E-F. For southern portion of 7D, southbound on Broaden Lane and west onto *A42*. Depart on same route in reverse.
7G-H	*A44*, *A45*, *A57*	**From B1332**: westbound on B1527, northbound on Shotesham Road and Woodton Road, west onto *A57*, internal haul route through 7K and 7J, exit on *A45*, southwest on Fylands Road, Bussey's Loke east/west on *A44*. Depart on same route in reverse.

Site Group	Accesses Used	Proposed Access Route
7I-J	*A45*, *A57*	**From B1332**: westbound on B1527, northbound on Shotesham Road and Woodton Road, west onto *A57*, internal haul route through 7K and 7J, cross on *A45* for access to 7I. Depart on same route in reverse.
7K-L	*A57*, *A58*	**From B1332**: westbound on B1527, northbound on Shotesham Road and Woodton Road, west onto *A57/A58*. Depart on same route in reverse.
8A-B	*A52*, *A50*, *A49*	**From B1332**: westbound on B1527, northbound on Shotesham Road and Woodton Road, westbound on Heath Road, southbound on Baxter's Lane, west on *A52*. For access to 8A, west on internal haul route through 8B, exit off *A50* onto Market Lane, south onto *A49*. Depart on same route in reverse
9	*A56*	**From B1332**: westbound on Littlebeck Lane, north onto *A56*. Depart on same route in reverse.
10A-E	*A61*, *A62*, *A65*	**From B1332**: eastbound on Harvey Lane, south onto *A61/A62*, for *A65* continue eastbound on Harvey Lane, northbound on Seething Road, west onto *A65*. Depart on same route in reverse.

5.3 Internal Haul Routes

5.3.1 There are three proposed internal haul routes to connect the Sites that will be temporary for construction. These are as described in **Table 5.1** and will be utilised to connect Sub-Sites 7A-F including using CRC11 and CRC12, Sub-Sites 7G-L and Sub-Sites 8A-B. The internal haul routes are shown in **Appendix A**.

5.4 Cable Route Corridor Routes

5.4.1 The proposed construction vehicle routeing for access to the CRC temporary construction compounds is summarised in **Table 5.2**. Routeing maps are also shown in **Appendix A**.

Table 5.2: Construction Vehicle Routeing - CRC

CRC Compound	Accesses Used	Proposed Access Route
Compound 1: A140	*A09*	**From A140 (for vehicles from south)**: northbound on A140, execute u-turn on roundabout at Long Stratton Bypass / Parker's Lane, southbound on A140, east onto *A09*. Depart travelling southbound on A140. **From A140 (for vehicles from north)**: southbound on A140, east onto *A09*. Depart travelling southbound on A140, execute u-turn on A140/B1134 roundabout, northbound on A140.
Compound 2: Hall Lane	*A09*	**From A140 (for vehicles from south)**: northbound on A140, execute u-turn on roundabout at Long Stratton Bypass / Parker's Lane, southbound on A140, east onto *A09*. Northbound on internal haul route along CRC. Depart travelling southbound on A140. **From A140 (for vehicles from north)**: southbound on A140, east onto *A09*, northbound on internal haul route on CRC. Depart travelling southbound on A140, execute u-turn on A140/B1134 roundabout, northbound on A140. **Alternative access:** via Sub-Site 4B and internal haul route along CRC.
Compound 3: B1527	*A37*, *A38*	**From B1332**: westbound on B1527, north onto *A37A38*. Depart on same route in reverse.

6 Abnormal Indivisible Loads

6.1.1 There will be AIL movements associated with the construction of the Scheme. These are as follows:

- Sub-Site 1B – for the transportation of equipment for the National Grid Substation and 400kV Project Substation;
- BESS Site – for the transportation of transformers for the 400kV Project Substation;
- Sub-Site 4B – for the transportation of transformers for the 132kV Project Substation;
- Sub-Site 5A – for the transportation of transformers for the 400kV Project Substation;
- Sub-Site 7F – for the transportation of transformers for the 132kV Project Substation;
- Sub-Site 10C – for the transportation of transformers for the 132kV Project Substation; and
- CRC temporary construction compounds – for the transportation of 132kV and 400kV cable drums.

6.1.2 The appointed contractors could specify large plant which might be transported as an AIL. Those movements would be the subject of standard notification and consenting by the affected police, highways authorities and structures' owners.

6.1.3 The final number of AIL movements will be confirmed in the detailed CTMP secured by DCO Requirement. Initial AIL routeing plans have been prepared and can be found in **Appendix A**.

6.2 Routes for Abnormal Load Movements

6.2.1 AIL for transformers and cable drums will be delivered by sea to ports at Felixstowe or Kings Lynn. The final port of entry is still under consideration based on routeing analysis and will be confirmed in the detailed CTMP.

6.2.2 AIL movements will utilise the Strategic Road Network (SRN) to reach the Sites and CRC temporary construction compounds only using the LRN for the final part of the journey. The anticipated routes on the LRN are as follows:

- Sub-Sites 1A-B and BESS Site – north or southbound (subject to further route analysis) on A140, westbound on B1134 Station Road, north onto access *A02*. Depart on same route in reverse;

- Sub-Site 4B – north or southbound on A140, eastbound on B1527, south onto *A20*. Depart on same route in reverse;
- Sub-Sites 5A-B – north or southbound on A140, eastbound on B1527, south onto *A23 or A24*. Depart on same route in reverse;
- Sub-Site 7F – southbound on B1332, westbound on Stoke Road, Poringland Road, Long Lane, south on Norwich Road, The Street, Broaden Lane, east on *A40*. Depart on same route in reverse;
- Sub-Site 10C – southbound on B1332, eastbound on Harvey Lane, south onto *A61*. Depart on same route in reverse;
- CRC temporary construction compound 1 (A140) – north or southbound on A140, east onto *A09*. Depart on same route in reverse;
- CRC temporary construction compound 2 (Hall Lane) – north or southbound on A140, Norwich Road, The Street, Ipswich Road, east on Hall Lane, south onto *A14*. Depart on same route in reverse; and
- CRC temporary construction Compound 3 (B1527) – southbound on B1332, west on B1527, north onto *A37/A38*. Depart on same route in reverse.

6.3 Highway Works

6.3.1 To accommodate the above AIL movements for transformer and cable drum movements, temporary mitigation will be required at certain locations along the AIL routes. The areas listed below for the Highway Works (shown in **ES Volume 2, Figure 1.1 – Site Location Plan [EN0110014/APP/6.2.1.1]**) and form part of the Highway Works as identified in the **Works Plan [EN0110014/APP/2.3]**.

- Land at Station Road 1 – LSR1;
- Land at Station Road 2 – LSR2;
- Land at Station Road 3 – LSR3;
- Land at Station Road 4 – LSR4;
- Land at Ipswich Road – LIR;
- Land at Hall Lane – LHL; and
- Land at Church Hill – LCH.

6.3.2 These are areas for the Highway Works that have provisionally been identified where the AIL vehicle may overrun or oversail. This may require temporary removal of street furniture which will be reinstated, pruning or removal of vegetation or the introduction of temporary protection measures to protect existing assets.

6.3.3 For LSR2 on Station Road, the inside of the road bend currently consists of banked earth that will lowered to facilitate the AIL turning movement. It is provisionally estimated that a tapered area approximately 4.30m wide at its maximum and around 40m in overall length would need to be lowered. This is subject to detailed design and would be confirmed in the detailed CTMP secured by DCO Requirement. AIL routeing maps are shown in **Appendix A**, alongside an **AIL Report** included in **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**.

6.4 AIL Management Measures

6.4.1 All AIL movements will be managed by a specialist haulage contractor to ensure safety and compliance. Traffic management arrangements will be agreed in advance with National Highways, LHA and other relevant local highway authorities, structures' owners and the police, where necessary, before any AIL movements take place.

6.4.2 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, an application for AIL movement must be submitted in adequate time to allow consultation, planning and further notification.

6.4.3 These arrangements are likely to include:

- Notification to the LHA, structures' owners and police prior to each movement;
- Planning and approval of the route with relevant authorities;
- Advance communication with stakeholders along the route regarding timing and details of the movement;
- Use of appropriate vehicle markings, plates, and lighting for visibility and safety;
- Escorting vehicles to the Sites where required; and
- Implementation of rolling road closures if necessary to maintain safe passage.

6.4.4 These measures will help ensure that AIL are transported efficiently while minimising disruption to the SRN and LRN.

7 Construction Traffic Mitigation and Management

7.1.1 The appointed contractors will introduce measures to minimise impacts associated with construction activities. It will be the responsibility of the appointed contractors to oversee the implementation of the mitigation and management measures.

7.2 Safety and Environmental Standards Programmes

7.2.1 The appointed contractors will ensure, where practicable, that contractor and sub-contractor vehicles arriving at the Sites and Sub-Sites comply with relevant safety measures and requirements.

7.2.2 Industry best practice will be adopted wherever practicable to support the construction phase. This will be achieved through the procurement process by preferring sub-contractors and supply chain that are members of or signed up to relevant best practice schemes and initiatives including, for example:

- Considerate Constructors Scheme (CCS): Promotes best practice that relates to on-site activities and those in the vicinity of the Order Limits. It is noted that the Scheme will seek to be registered under the CCS;
- Fleet Operator Recognition Scheme (FORS): For suppliers that deliver to, and hauliers that visit the Scheme, the Applicant will advocate that these businesses are members of FORS; and
- Construction Logistics and Community Safety (CLOCS): CLOCS brings the construction logistics industry together to revolutionise the management of work-related road risk and ensure a road safety culture is embedded across the industry. The aim is to protect vulnerable road users who share the roads with construction vehicles.

7.3 Adherence to Designated Routes

7.3.1 Routes to and from the Order Limits via the LRN and SRN are as shown in **Appendix A**. These routes have been reviewed with respect to minimising potential impacts, conflicts and hazards. The routeing has also been designed such that construction HGVs do not route through the Norwich AQMA and where practicable avoid sensitive heritage assets.

7.3.2 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. Suppliers will be made aware that the prescribed routes are always required to be followed unless otherwise agreed or diversions are in place. Any supplier found to not follow the prescribed routes will be warned by the appointed contractors and may have its contract revoked if they continue not to follow the prescribed

routes. The appointed contractors will monitor for any planned road works or diversions on the LRN/SRN and engage with the LHA and/or National Highways if any short-term deviations to the designated routes are required and will communicate any changes to suppliers in advance.

7.4 Delivery Scheduling and Monitoring System

7.4.1 To co-ordinate vehicle movements, a Vehicle Booking Management System (VBMS) will be implemented for scheduling arrivals and departures at each Sub-Site and CRC temporary construction compound. It will be required that suppliers and hauliers pre-book delivery or collection slots at least 24 hours in advance or agree on a pre-planned vehicle visit schedule. Each booking will be logged to maintain accurate records of construction traffic. This approach is intended to reduce the likelihood of HGVs meeting in opposing directions on narrow sections of the LRN, helping to minimise potential conflict and congestion and maintain road safety.

7.4.2 The appointed contractors will engage with suppliers and hauliers prior to any scheduling of deliveries to ensure that the scheduling system and process is clearly understood and that drivers are aware of the process for communicating with the Site Manager if there are any unforeseen issues with arrivals or departures.

7.4.3 Suppliers that allow deliveries and collections that turn up without a booking will be notified of the non-compliance on the first occasion. Unless there are safety risks in allowing access at that time, it is not proposed to turn the load away on the first occasion as this would incur subsequent greater climate impact and road traffic. The relevant supplier/haulier will be notified of the requirement to book a delivery or collection slot. Continued failure to comply with this requirement could result in suppliers/hauliers being removed from the project.

7.5 Waiting Points and Call Forward

7.5.1 To help proactively manage construction vehicle movements it is proposed to utilise the temporary construction compounds in Sub-Sites 4A and 10C for inbound construction vehicles to wait before being called forward to different Sub-Sites.

7.5.2 For vehicles travelling north or southbound on the A140 heading to Sub-Site 7C to utilise the internal haul route for Sub-Sites 7A-F, it is proposed for vehicles to use the temporary construction compound in Sub-Site 4A to wait before being called forward. The use of temporary construction compound as a waiting area, rather than vehicles heading direct to Sub-Site 7A-F will help manage the flow of construction vehicles and reduce the potential for vehicle conflict on Fairstead Lane and The Krons with multiple vehicles arriving at the same time.

7.5.3 For vehicles heading to Sub-Site 7K to utilise the internal haul route for Sub-Sites 7G-L and to Sub-Site 8B to utilise the internal haul route for Sub-Sites 8A-B and Site 9, it is proposed to use the temporary construction compound in Sub-Site 10C to wait before being called forward. The use of this waiting area, rather than vehicles heading direct to Sub-Sites 7K or 8B will help manage the flow of construction vehicles and reduce the potential for vehicle conflict on the LRN in the vicinity of the Sub-Sites 7G-L, Sub-Sites 8A-B and Site 9.

7.5.4 Only one HGV construction vehicle at a time would travel to the relevant Sub-Site from the waiting point to avoid multiple vehicles using the LRN to reach these Sub-Sites at the same time. Equally, Traffic Marshals would only release construction vehicles one at a time when departing. The Traffic Marshal would also check for on coming vehicles before releasing the construction vehicle on to the LRN and use a Stop Works board to hold vehicles when necessary. This would help avoid multiple vehicles travelling along the LRN at the same time and minimise potential for vehicle conflict.

7.5.5 Further information on the internal haul routes and vehicle management protocol is detailed in Technical Notes in **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**.

7.6 Restricting HGV Sizes

7.6.1 HGVs heading to Sites 7G-H, 8A-B and 9 would be restricted to either 10m rigid or 12m draw bar vehicle. This will help with vehicle manoeuvring and reduce impact on the LRN. This may require materials and equipment to be transhipped at the temporary construction compound at Sub-Site 10C.

7.7 Retiming Deliveries

7.7.1 Construction deliveries and collections by HGV will be scheduled to arrive and depart between 09.30 and 16.30 to avoid peak traffic periods of 08.00–09.00 and 17.00–18.00. Construction workers will arrive between 06.30-08.00 and depart between 16.30-19.00 therefore avoiding the morning peak period and with a staggered departure in the afternoon peak period.

7.8 Signage

7.8.1 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.

7.8.2 Signage will comply with Chapter 8 of the Traffic Signs Manual (Ref 1). 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.

7.8.3 Details of the form and proposed locations of signs (or signals) to be placed on a public highway will be agreed through a signage strategy agreed with the LHA within the detailed CTMP secured by a DCO Requirement.

7.8.4 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.

7.8.5 Traffic management for AIL movements will be agreed with the LHA and police prior to the AIL movements taking place.

7.9 Temporary Traffic Management

7.9.1 Temporary Traffic Management ('TM') will be needed during the construction of the Scheme to protect the integrity of the public highway and the safety of road users. TM measures could include:

- Temporary speed management measures under a Temporary Traffic Regulation Order (TTRO) or advisory speed limits as part of temporary TM signage scheme;
- The use of temporary traffic controls or traffic lights including manually controlled systems to facilitate safe vehicle manoeuvring;
- Temporary lane closures or full road closures with the provision of suitable diversionary routes;
- The use of Traffic Marshals or Banksmen at Sites, Sub-Sites and CRC access points to aid with vehicle manoeuvring including the use of Stop Works boards;
- Introduction of new passing places or improvement of existing passing places on the LRN to facilitate safe vehicle manoeuvring; and
- Other such measures to protect the integrity of the public highway and the safety of road users.

7.9.2 The detailed CTMP secured by a DCO Requirement, which will be prepared following detailed design and prior to commencement, will further incorporate mechanisms to allow TM measures to be adjusted and refined to reflect subsequent road use and feedback.

7.9.3 Existing access points will be improved where required to safely accommodate construction vehicles. This may include widening and formalising entrances to ensure vehicles can enter and exit in forward gear without risk to other road users. Visibility splays will be maintained clear of any obstructions for the duration of the works to provide adequate sightlines.

7.9.4 In addition, sections of the LRN identified as constrained by the existing width of the public highway will be enhanced through Highway Works. These areas may incorporate measures such as passing places or temporary traffic management to support the safe movement of construction vehicles along narrower routes and reduce potential disruption to the public highway.

7.9.5 Some highway links may be required to have temporary partial or full road closures to facilitate the construction of the Scheme. Full road closures will be avoided wherever practicable and will include suitable diversionary routes being made available to the public. However, some temporary road closures will likely be required for works required to establish access and cable trenching for the CRC. Temporary closures associated with establishing access are anticipated to be for a short duration i.e. a single day or through the use of 'Temporary Obstruction' signs to hold traffic for 15 minute periods whilst works take place on or adjacent to the highway.

7.9.6 Trenchless crossing techniques will be utilised on the A140, B1527 and B1332 to avoid the requirement for temporary lane or road closures.

7.9.7 For open cut trench works in the CRC that cross the LRN that may affect residents or businesses, they will be notified and works undertaken in a day or night for excavation and another day or night to allow for curing time of the tarmac. Steel plates will be available for emergencies or emergency vehicles. Pedestrian access to residential properties will be maintained at all times.

7.9.8 The highway links which are currently under consideration to be temporarily closed are detailed in **Table 7.1**. Specific distances or sections of highway links is still subject to further engagement with the LHA and detailed design. Temporary road closures are subject to an iterative design process and are still under consideration. The links provided are therefore not final.

Table 7.1: Temporary Highway Closures

Highway Link	Type of Closure	Justification
Frith Way / Lodge Road	Temporary road closure	Establishing access A03, A04, A05, A06
Common Road	Temporary road closure	Establishing access A11 and for CRC trenching
Wood Lane	Temporary road closure	CRC trenching
Parker's Lane	Temporary road closure	CRC trenching
Hall Lane	Temporary road closure or lane closure	Establishing access A14
Mill Road	Temporary road closure	CRC trenching
Edge's Lane	Temporary road closure	CRC trenching
Church Lane	Temporary road closure	Establishing access A18 and for CRC trenching
Brick Kiln Lane / Devil's Loke	Temporary road closure	CRC trenching
Boylandhall Lane	Temporary road closure	CRC trenching
The Street	Temporary road closure or lane closure	Establishing access A25, A26 and CRC trenching

Highway Link	Type of Closure	Justification
Fairstead Lane	Temporary road closure	Establishing access A28, A29, A31 and CRC trenching
Broaden Lane	Temporary road closure or lane closure	Establishing access A40, A41, A42, A43 and CRC trenching
Bussey's Loke	Temporary road closure	Establishing access A44 and CRC trenching
The Green	Temporary road closure	CRC trenching
Fylands Road	Temporary road closure	Establishing access A45 and CRC trenching
Field Lane	Temporary road closure	CRC trenching
Lundy Green	Temporary road closure	CRC trenching
Spring Lane	Temporary road closure or lane closure	Establishing access A34
Alburgh Road	Temporary road closure or lane closure	Establishing access A35 and CRC trenching
Wash Lane	Temporary road closure	Establishing access A47, A48 and CRC trenching
Market Lane	Temporary road closure	Establishing access A49, A50
Brooke Road	Temporary road closure or lane closure	Establishing access A51
Baxter's Lane	Temporary road closure	Establishing access A52 and CRC trenching
Shotesham Road	Temporary road closure	CRC trenching
Woodton Road	Temporary road closure	Establishing access A53, A57, A58 and CRC trenching
Littlebeck Lane	Temporary road closure	Establishing access A54, A55, A56 and CRC trenching
Harvey Lane	Temporary road closure or lane closure	Establishing access A61, A62, A63 and CRC trenching
Seething Road	Temporary road closure or lane closure	Establishing access A64, A65

7.9.9 Concept access design drawings for each access have been prepared based on the legal maximum sized vehicle (16.5m articulated HGV). Access drawings, visibility splays and swept path analysis is detailed in **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**.

7.10 Detailed Design

7.10.1 Further information regarding works on or adjacent to the public highway will be included as part of a detailed CTMP or provided separately to the highway authority in exercise of the streets works powers under the DCO. Such information provided may include:

- Programme of works, method statement and traffic management proposals;
- Detailed technical drawings;

- Any health and safety documentation required under the CDM Regulations;
- Stage 1/2 Road Safety Audit; and
- Details of the Contractor.

7.11 Wheel Cleaning Facility

7.11.1 Wheel cleaning facilities will be provided at each access point, positioned near the end of the access track before vehicles join the public highway. These facilities will be designed to remove mud and debris from vehicle wheels and undercarriages to prevent material being deposited on the highway. Vehicles will be visually inspected prior to departure to ensure cleanliness. If required, a road sweeper will be deployed in the vicinity of the access point to maintain highway safety and cleanliness. The wheel cleaning system will be maintained regularly to ensure it remains effective throughout the construction phase.

7.12 Noise Reduction and Air Quality

7.12.1 To reduce noise and dust during the construction phase, engines will be switched off when vehicles are not in use to limit unnecessary idling and emissions. Vehicles transporting material will be securely sheeted to prevent dust dispersal. In dry conditions, areas near access points will be dampened with water to suppress dust and maintain air quality. These measures aim to minimise environmental impacts and protect nearby receptors.

7.13 Security

7.13.1 The Sites will remain fully secured throughout the construction period to ensure safety and prevent unauthorised access. A robust perimeter fence or temporary fencing will enclose the construction areas, and CCTV surveillance will operate continuously within the temporary construction compounds to monitor activity. All newly constructed access tracks will be fitted with lockable gates positioned a safe distance from the public highway to avoid obstruction and maintain visibility. Where existing access tracks are shared with residential properties, appropriate security measures such as additional barriers or controlled access protocols will be implemented in consultation with the affected property owners to safeguard their access and privacy.

7.14 Road Condition Survey

7.14.1 A pre-construction road condition survey will be undertaken on the LRN using video recording or photography prior to the commencement of construction activities. The geographical scope, extent and timing of the survey will be agreed with the LHA. The Applicant and LHA will seek to co-ordinate and utilise the LHA routine highway condition survey schedule where practicable as part of this process. A post-construction survey will also

be carried out to identify any additional defects that can reasonably be attributed to construction traffic associated with the Sites. Any highway defects identified as resulting from construction activities will be rectified to the satisfaction of the LHA without any betterment to the pre-construction condition.

7.14.2 Other highway links forming part of the proposed construction vehicle route including A and B roads (which already accommodate significant numbers of HGV movements) where the effects of HGVs associated with the Scheme construction works cannot reasonably be determined will not be considered as part of the road condition survey.

7.14.3 The survey will follow industry best practice standards to ensure accuracy and transparency. This will include high-resolution video recording with GPS tagging, clear time-stamping, and a consistent methodology for capturing the condition of carriageways, verges, and drainage features. All data will be securely stored and shared with the local highway authority for review. The final report will include a comparison of pre- and post-construction conditions, supported by photographic evidence and detailed commentary.

7.15 Public Rights of Way and Permissive Paths

7.15.1 A Public Rights of Way and Permissive Paths Management Plan will be implemented during the construction phase of the Scheme. An **Outline Public Rights of Way and Permissive Paths Management Plan [EN0110014/APP/7.8]** is included as part of the DCO Application. As part of this plan, the following measures will be implemented:

- Signage will be installed along the PRoW to inform users about construction activity. The signs will provide information on construction times and contact details for a public liaison officer;
- Drivers must yield to all PRoW users, including equestrians;
- Where applicable, access tracks will be widened to allow vehicles to pass PRoW users safely;
- Traffic Marshals or Banksmen will be positioned where relevant along a PRoW impacted by construction traffic, to hold vehicles if a PRoW user is present and advise PRoW users of the potential for construction vehicles;
- Speeds to be limited to 5-10mph near PRoW;
- The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable to do so; and
- Any damage to the surface of the PRoW directly attributable to the Scheme will be repaired as soon as practicable.

7.16 Community Engagement

7.16.1 Contact details for the Site Manager will be provided to the LHA prior to the commencement of works. These details will also be displayed on an information board at all access points. Members of the local community who have questions or concerns during the construction phase will be able to contact the Site Manager, who will be available to discuss and address any issues in a timely and appropriate manner. Where practicable, the appointed contractors will provide advance notice of key activities that may affect local residents, such as changes to traffic management or periods of increased construction activity. Details of the proposed community and stakeholder engagement are set out in the **Outline CEMP [EN0110014/APP/7.1]**.

8 Framework Construction Worker Travel Plan

8.1 Introduction

8.1.1 A Framework Construction Worker Travel Plan (FCWTP) has been prepared to promote sustainable transport for workers during the Scheme's construction phase. The FCWTP will be developed following the appointment of contractors and the final construction programme and workforce requirements are confirmed. A final CWTP will be incorporated into the detailed CTMP secured by a DCO Requirement.

8.2 Workforce Numbers

8.2.1 The average daily workforce requirement is anticipated to be 278 workers, spread across the Scheme. During the peak month the average will increase up to 505 daily workers.

8.2.2 The origin locations of staff are currently unknown and is dependent on the appointment of contractors and sub-contractor teams. Local workforce will be utilised where practicable, with a larger share of workforce anticipated to originate from Norwich and surrounding areas.

8.2.3 Due to the rural nature of the Scheme and limited access to public transport, walking and cycling connections, it is anticipated that most of the workforce will arrive and depart by private car or staff minibus.

8.2.4 The workforce will be restricted from parking on public roads in the vicinity of the Order Limits. Upon arrival and departure, workers will report directly to a designated area for workforce parking. Sufficient space for parking and turning will be provided in compounds and dedicated/protected pedestrian walkways will provide access to compound facilities (i.e. welfare cabins, offices, etc).

8.2.5 Members of the workforce residing within 2km of the Sub-Sites will be encouraged to walk to work where practicable or where suitable walking routes are available. Those living within 5km of the Sub-Sites will be encouraged to cycle where suitable routes are available, with cycle parking facilities provided in staff parking areas. All workforce members will also be encouraged to car share where practicable and utilise staff minibus services.

8.2.6 Site opening and closing periods for workforce arrivals and departures will be predominantly outside of morning and evening peak traffic times, aiming to minimise effects on the road network during these periods.

8.3 Objectives

8.3.1 Through the adoption of the CWTP, the appointed contractors will encourage the workforce and visitors to:

- Reduce reliance on travel by private car;
- Promote walking, cycling and public transport where feasible, as well as the use of car-sharing and shuttle services; and
- Encourage work practices that reduce the need to travel where practicable, such as adopting hybrid working for design and administrative workers.

8.3.2 The following FCWTP objectives describe the key 'goals' that the CWTP, to be included in the detailed CTMP, seeks to achieve. These are as follows:

- Reduce carbon emissions linked to private car travel by promoting sustainable transport modes such as staff minibuses and walking and cycling where it is practicable;
- Encourage efficient travel by adopting shared transport modes, in turn reducing the impact and number of private vehicles;
- Ensure the CWTP and relevant measures are communicated to workforce members;
- Reduce transport impacts from the Scheme on the local community; and
- Improve the health and wellbeing of the workforce by promoting the health benefits of active travel.

8.4 Measures

8.4.1 The FCWTP objectives will be achieved by introducing measures and initiatives will be utilised to encourage sustainable travel choices amongst members of the workforce. These will actively discourage reliance on private car use by influencing travel behaviour in favour of shared transport; walking and cycling where practicable, and public transport use including staff minibuses.

8.4.2 It is acknowledged, due to the rural location of the Scheme, the relative lack of public transport, walking facilities and cycling connections, that most workers will travel to the Scheme by staff minibus or private vehicle. Use of arranged minibuses and car sharing by workers will be encouraged and the use of work vans and staff minibuses to bring workers to the Sites will mean that overall vehicle numbers are minimised. These will be developed further following the appointment of contractors.

Staff Minibuses

8.4.3 Assuming a staff mode split of 50% of staff travelling to work by staff minibus and 12 staff per minibus (this is considered a realistic estimate based on professional judgement and previous project experience) this equates to approximately 20-30 minibuses (40-60 arrivals + departures) per day. Details surrounding staff vehicle trip generation (cars, LGVs and shuttles) is summarised above.

8.4.4 Minibus destinations and routeing are not yet finalised. More certainty will be provided following the appointment of contractors, but it is likely that minibuses will shuttle staff from in and around Norwich as well as locations such as Diss and Ditchingham due to their population/proximity to the Scheme and wider connections to rail services.

8.4.5 Minibuses will be required to adhere to designated vehicle routes and pick up staff from designated points. These will be agreed following the appointment of contractors and the procurement of accommodation. Further details will be provided in the CWTP secured by a DCO Requirement.

Travel Plan Co-ordinator

8.4.6 The appointed contractors may designate a Travel Plan Coordinator (TPC) to champion initiatives to reduce the environmental impacts of workforce travel and to minimise the impacts of commuting on the LRN.

8.4.7 Any designated TPC would implement and actively promote CWTP measures to maximise the use of shared transport and non-car modes of travel to and from work, such as:

- Providing information on public transport services in the area and the availability of staff minibuses;
- Promoting the use of cycle facilities at the temporary construction compounds;
- Extolling the virtues of active travel and encouraging walking for those living within 2km or cycling for those living within 5km;
- Ensuring the requirements for workforce inductions, briefings and communications include information and guidance on the importance of environmentally friendly commuting;
- Acting as a focal point for workforce commuting issues;
- Managing the monitoring of workforce travel patterns;
- Engaging with sub-contractors with workforce employed on the construction of the Scheme to encourage their workers to commute sustainably, utilise car sharing or take advantage of the staff minibuses; and

- Encouraging workers to travel outside of identified network peak hours.

Workforce Parking

8.4.8 The number of parking spaces needed at each Site and Sub-Site is still to be confirmed but it is anticipated that the greatest level of provision will be associated with the temporary construction compounds. The level of parking will be commensurate with the staff trip generation estimates and the aim of the CWTP to prioritise the use of minibuses for staff movement.

8.4.9 The car park for works personnel and visitors will be constructed of hardcore or gravel over a levelling layer of substrate. The surface will be maintained throughout the duration of construction activities. The parking area will be introduced early in the construction phase and the level of use will gradually increase as the number of staff and workers rises. Dedicated pedestrian routes will be provided from parking areas to facilities such as welfare cabins and changing facilities.

8.4.10 Provision will also be made for parking motorcycles and bicycles. The appointed contractors will monitor and manage parking provision and will consider the introduction of a permit system should the demand for parking spaces start to exceed provision.

8.4.11 The final workforce parking arrangements will be confirmed following the appointment of contractors and preparation of the detailed CTMP and CWTP secured by a DCO Requirement.

9 Implementing, Monitoring and Updating

9.1 Overview

9.1.1 This section provides an overview of how the construction vehicle movements will be managed and monitored. An appointed manager will oversee the managing and monitoring of construction vehicles on behalf of the appointed contractors. A record will be kept of construction vehicle visits to provide evidence on the number and type of vehicles, and the efficiency and accuracy of the visits made. The information collected of vehicle movements may include:

- Total vehicle count by day;
- Vehicle type; and
- Vehicle arrival, departure, and dwell time.

9.1.2 Breaches and complaints including:

- Vehicle routeing;
- Unacceptable queuing;
- Unacceptable parking; and
- Supplier FORS accreditation.

9.1.3 Safety including:

- Logistics-related accidents;
- Record of associated fatalities and serious injuries; and
- Vehicles and operations not meeting safety requirements.

9.2 Compliance Arrangements

- Suppliers and hauliers will be required to follow the provisions of the CTMP (including the CWTP), such as the advice to avoid deliveries and collections during peak periods and adhering to designated routes;
- Any supplier that fails to comply with the CTMP will be contacted by the Site Manager and measures sought to improve their level of compliance;
- Should no improvement be forthcoming, or the supplier does not comply again, the appointed contractors will implement corrective actions to provide a resolution, including potentially removing the supplier from the contract;

- An incident/complaints register will be created into which incidents/complaints can be recorded. Once entered, the incident/complaint will be dealt with using the procedures that the appointed contractors have in place for quality management. Further details of quality management procedures will be set out in the CTMP and/or CEMP, as appropriate;

- During construction where an issue or complaint is identified the appointed contractors will implement corrective actions to provide a resolution, including potential removal from the contract; and

- A corrective action log will be maintained and monitored.

10 Operational Traffic Management Plan

10.1.1 An **Outline Operational Traffic Management Plan** (Outline OTMP) **[EN0110014/APP/7.7]** has been prepared as part of the DCO Application. The detailed OTMP will be prepared substantially in accordance with the Outline OTMP and will be secured via a Requirement in the DCO. A detailed OTMP will be submitted to and approved by the relevant planning authority. The detailed OTMP will be kept as a 'live' document that will be updated prior to commencement of the scheduled replacement activities forming part of the Scheme.

10.1.2 During the operational phase, routine maintenance and occasional replacement activity would be required. These activities are expected to occur on an ad-hoc basis and will generate only a minimal number of HGV movements, which will not have a material impact on the LHN.

10.1.3 A replacement of Solar PV Panels is assumed to be required at least once during the operational phase of the Scheme. This will involve replacing only the specified items, with no works required to supporting structures. Replacement activities will be phased on a Site-by-Site basis and will be managed carefully to minimise disruption and maintain safe access.

10.1.4 The level of HGV traffic associated with these works is expected to be significantly lower than during the construction phase. A detailed OTMP, consistent with the principles outlined in this Outline CTMP, will be agreed with the relevant planning authority in consultation with the LHA before any major replacement activities commence.

10.1.5 In addition to the measures set out, the detailed OTMP will include:

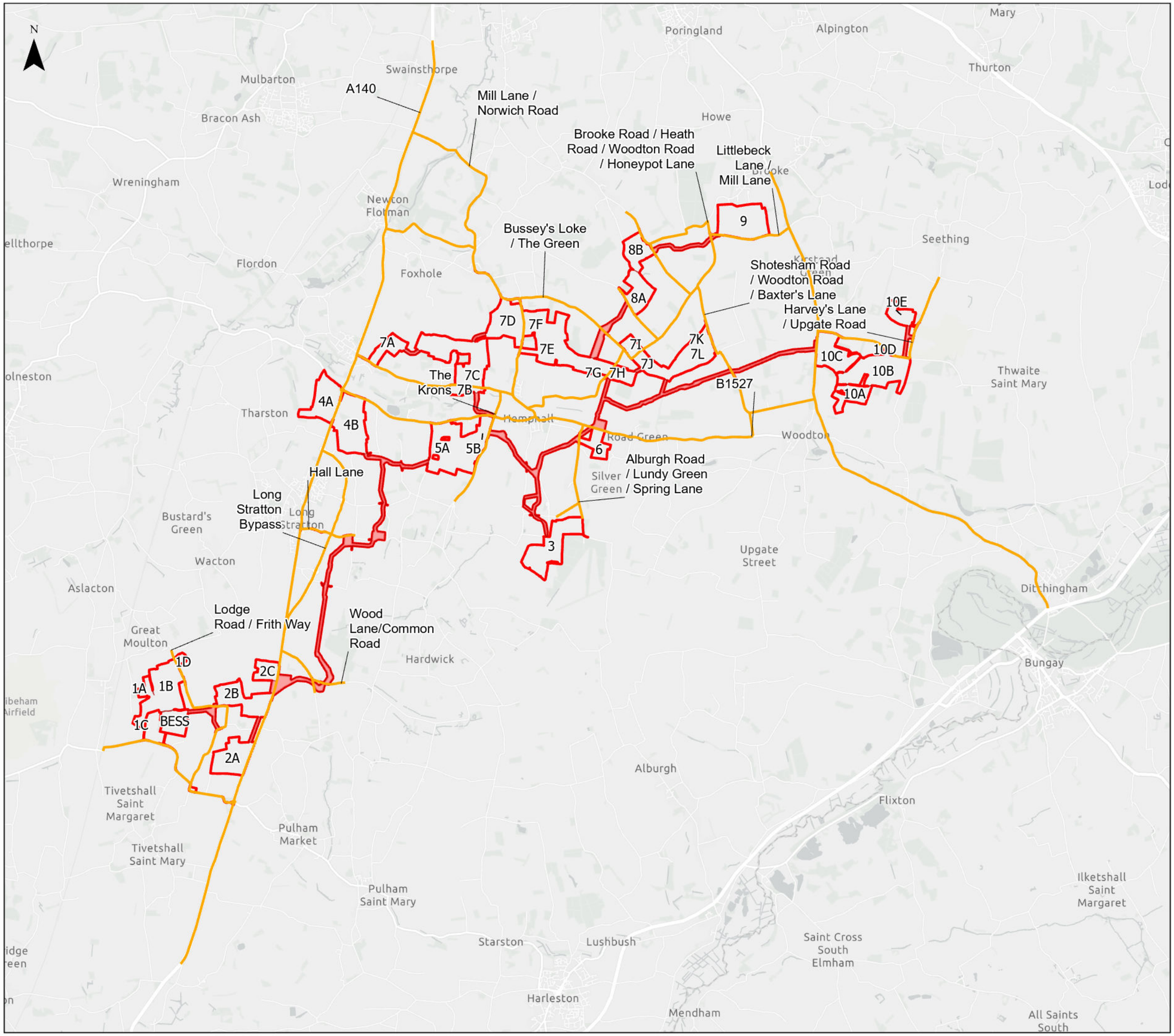
- A review of proposed routes and traffic management measures to confirm their suitability at the time of replacement; and
- Where practicable, vehicles delivering new components will also remove replaced items from the site to reduce the number of vehicle trips.

References

Ref 1 Department for Transport (2009) ‘Traffic Signs Manual: Chapter 8’, <Traffic signs manual chapter 8 part 1 road works and temporary situations: designs>, accessed December 2025.

Ref 2 UK Public General Acts (1980) ‘Highways Act 1980’, < Highways Act 1980>, accessed December 2025.

Appendix A Figures



Island GREEN POWER

Legend

- Indicative Transport and Access Study Area
- Cable Route Corridor
- Order Limits

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0 2.45 4.9 km

1:70,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 1	Date: 25/02/2026
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Indicative Transport and Access Study Area

Revision A

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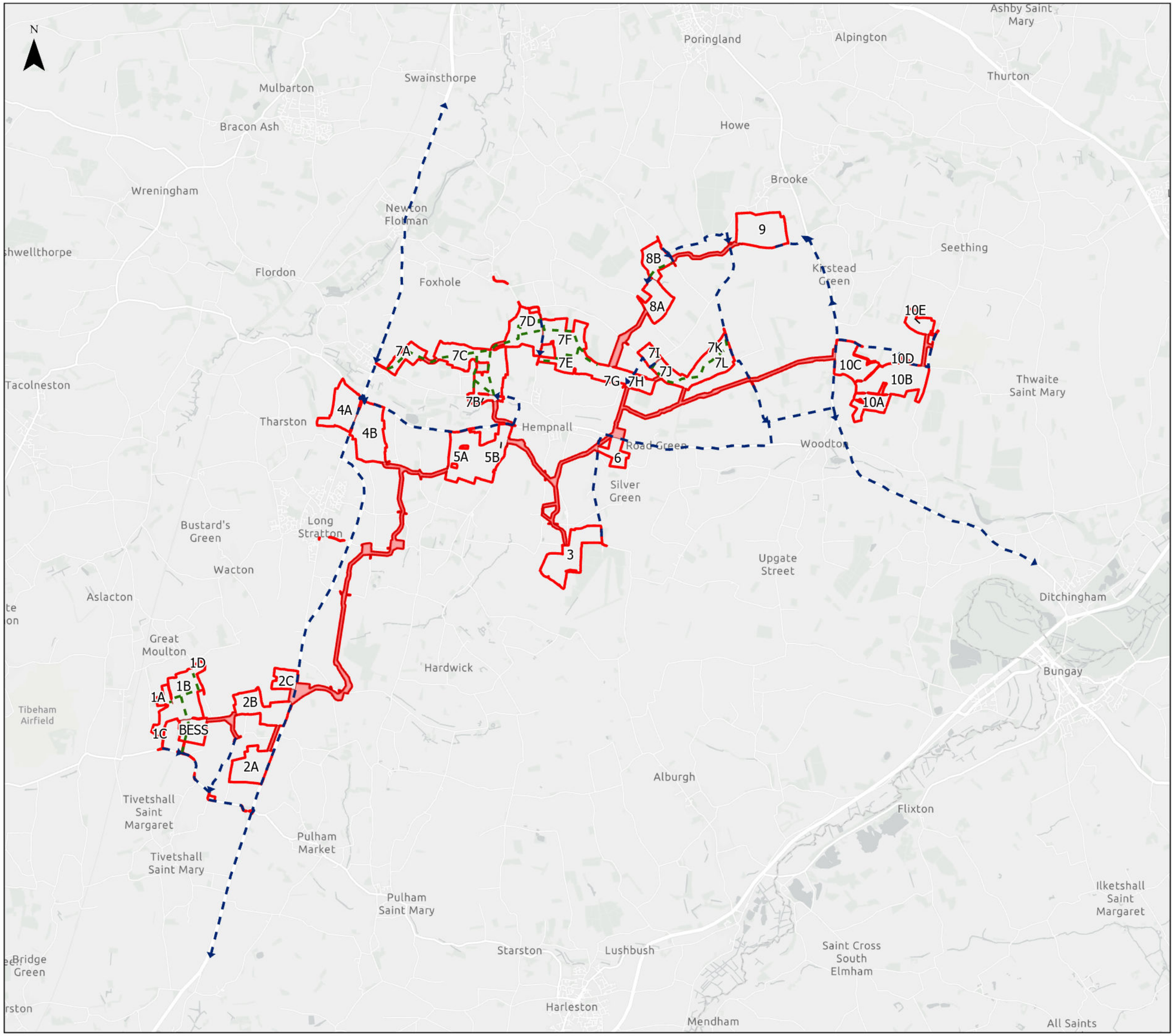

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Indicative Internal Routeing (two-way)
- Proposed Vehicle Routeing (two-way)

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1:70,000 @ A3

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Likely and Suitable Access Routes to the Scheme
Overview

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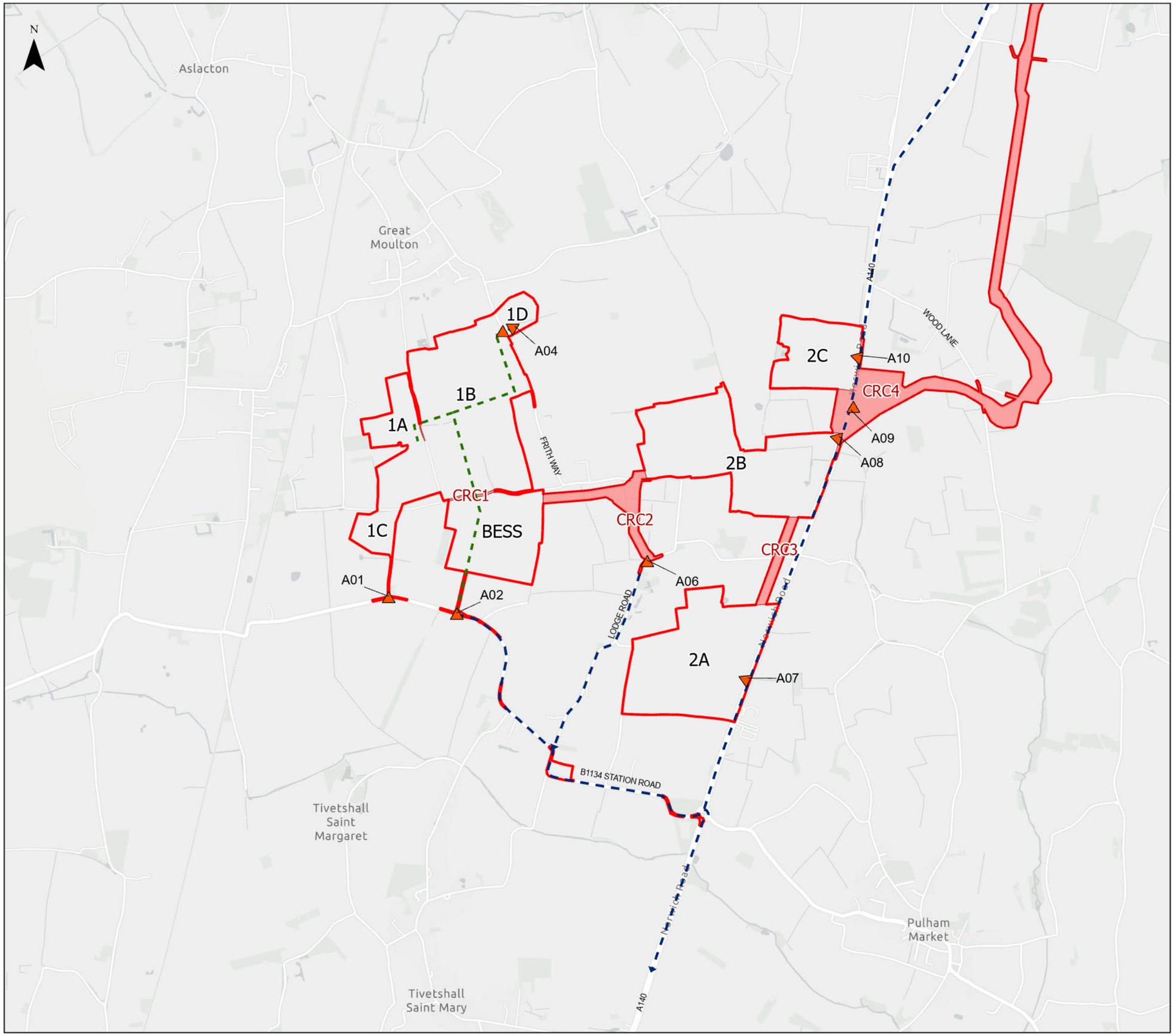

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Indicative Site Access
- Indicative Internal Routeing (two-way)
- Proposed Vehicle Routeing (two-way)

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0 0.7 1.4 km

1:20,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
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Likely and Suitable Access Routes to the Scheme
Sites 1 and 2

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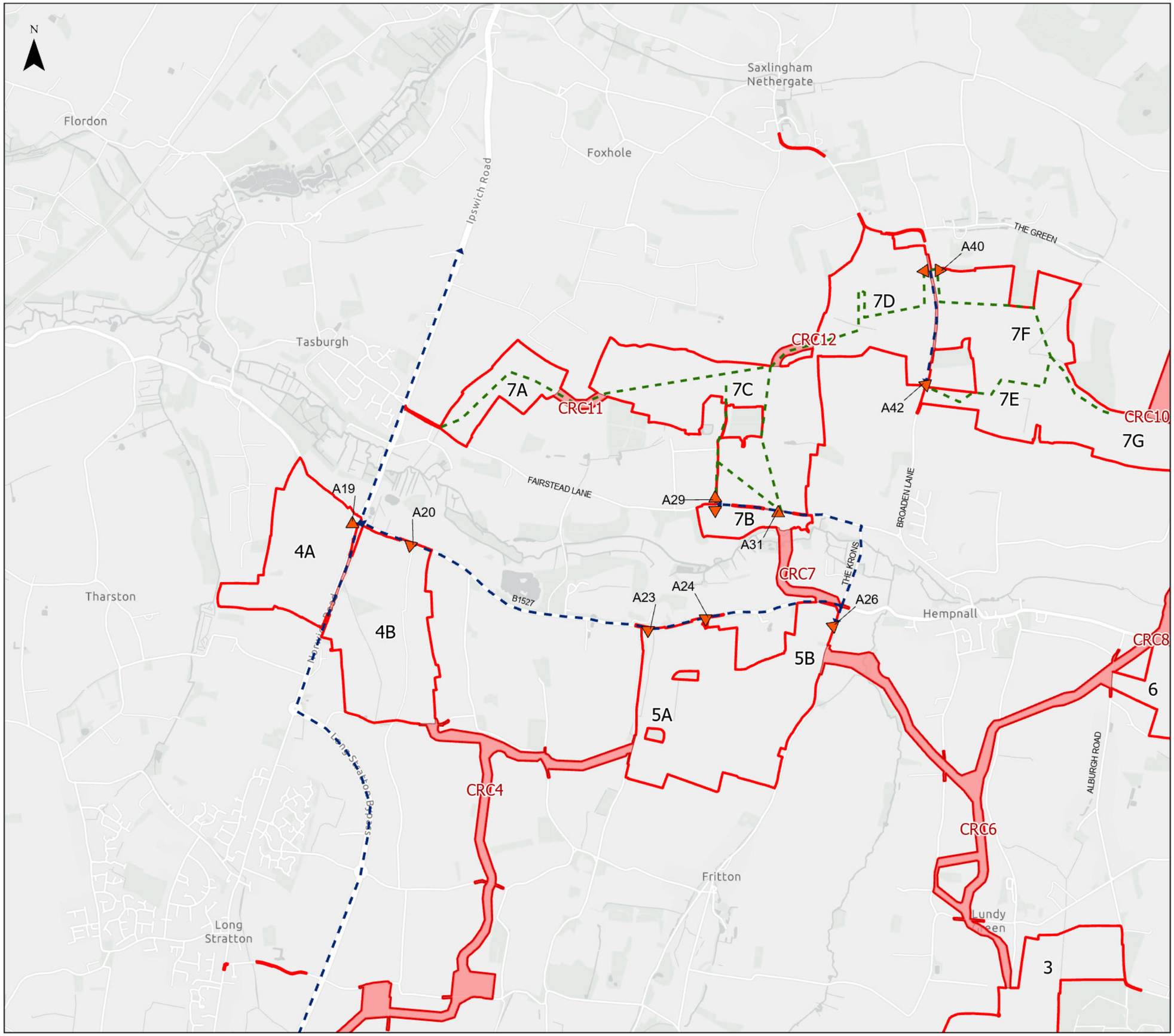

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Indicative Site Access
- Indicative Internal Routeing (two-way)
- Proposed Vehicle Routeing (two-way)

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0 0.77 1.54 km

1:22,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 4	Date: 26/02/2026
Drawn: JL	Checked: FL

Likely and Suitable Access Routes to the Scheme
Sites 4, 5, 7A-F

Revision A

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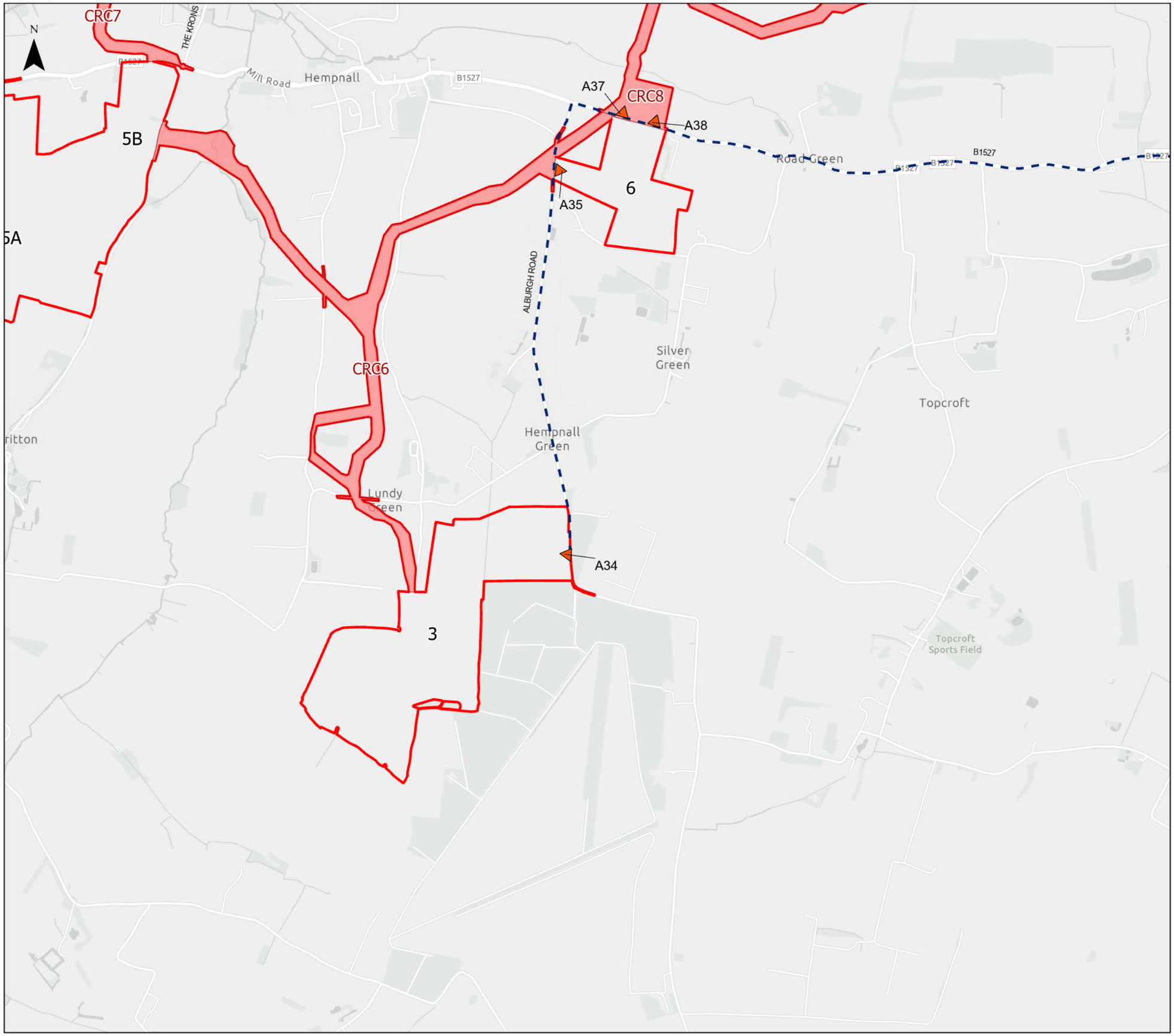

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Indicative Site Access
- Proposed Vehicle Routeing (two-way)

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0 0.56 1.12 km

1:16,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
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Likely and Suitable Access Routes to the Scheme
Sites 3 and 6

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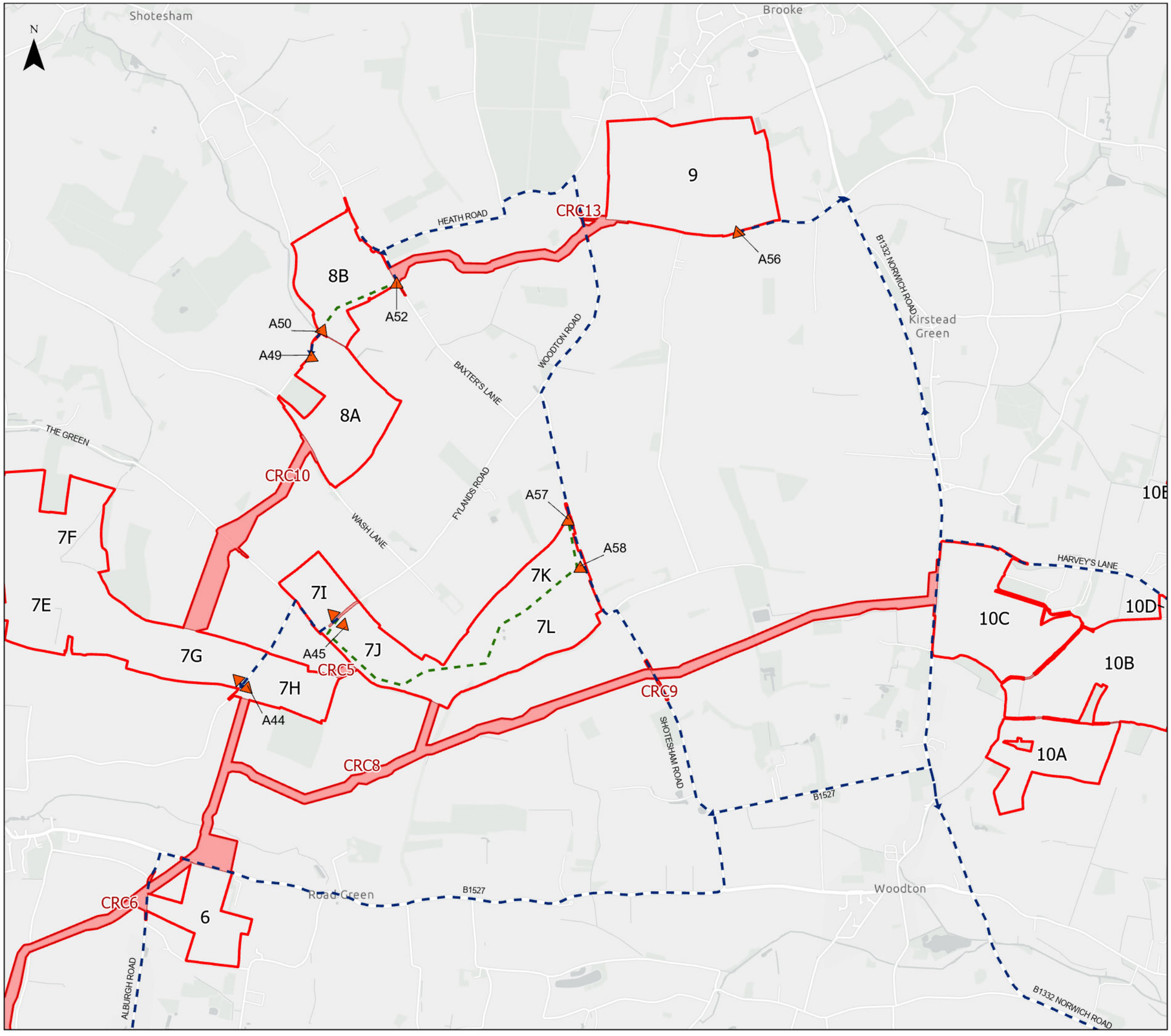

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Indicative Site Access
- Indicative Internal Routeing (two-way)
- Proposed Vehicle Routeing (two-way)

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0 0.74 1.47 km

1:21,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
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Likely and Suitable Access Routes to the Scheme
Sites 7, 8 and 9

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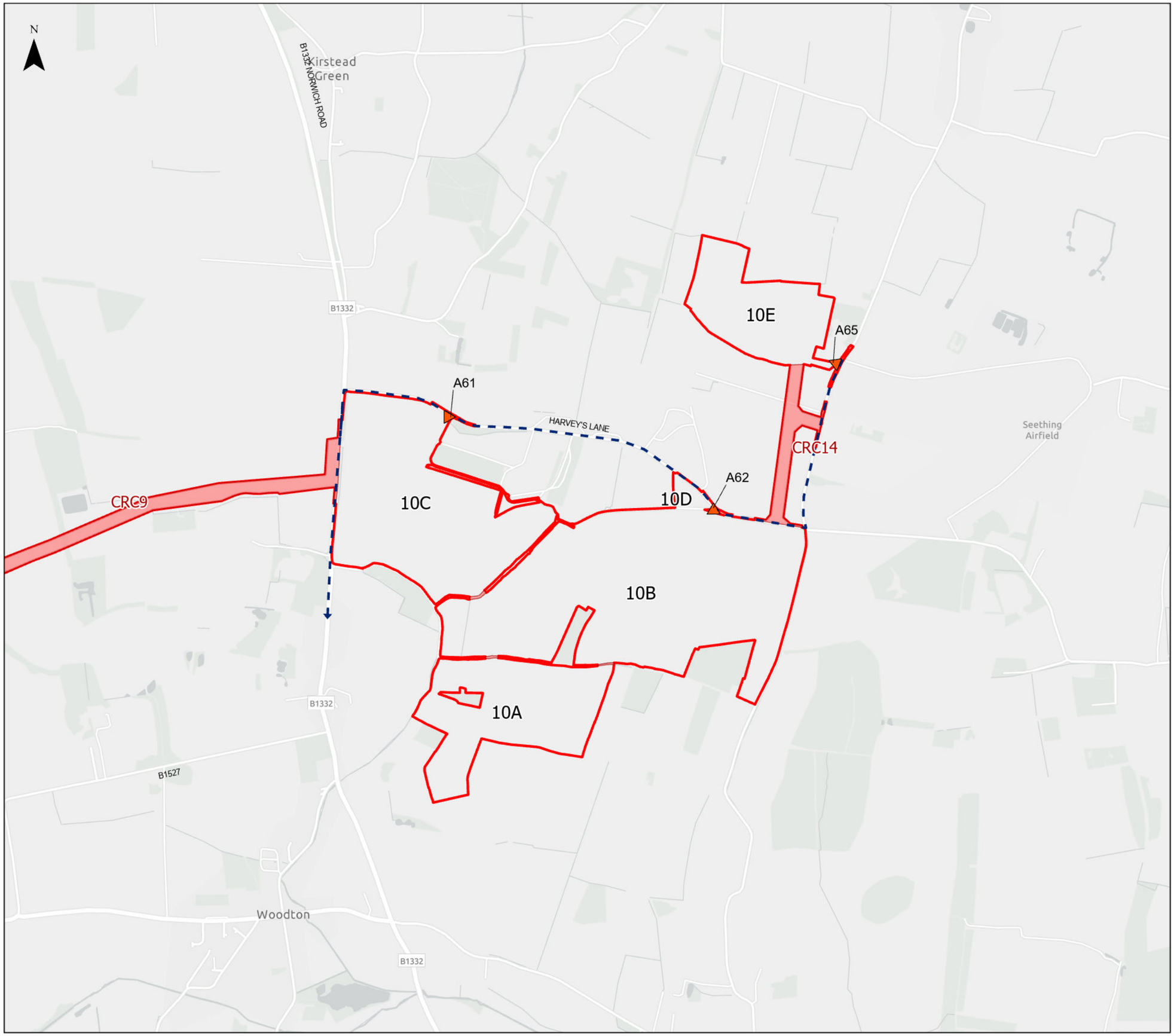

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Indicative Site Access
- Proposed Vehicle Routeing (two-way)

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0 0.49 0.98 km

1:14,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
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Likely and Suitable Access Routes to the Scheme
Site 10

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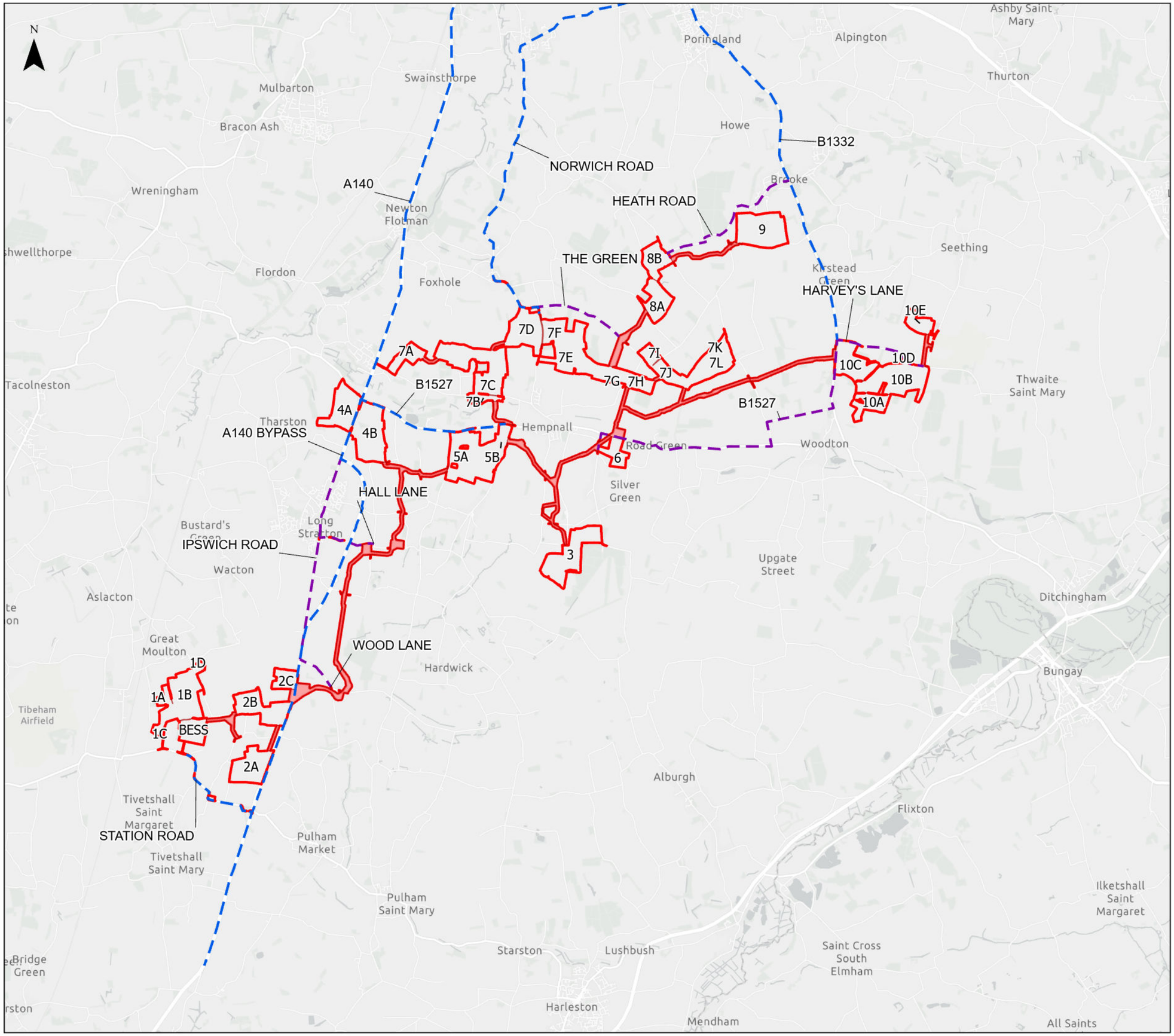

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Cable Drum Routes
- Transformer Routes

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0 2.45 4.9 km

1:70,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 8	Date: 26/02/2026
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Likely and Suitable Access Routes to the Scheme
Abnormal Indivisible Load Routes

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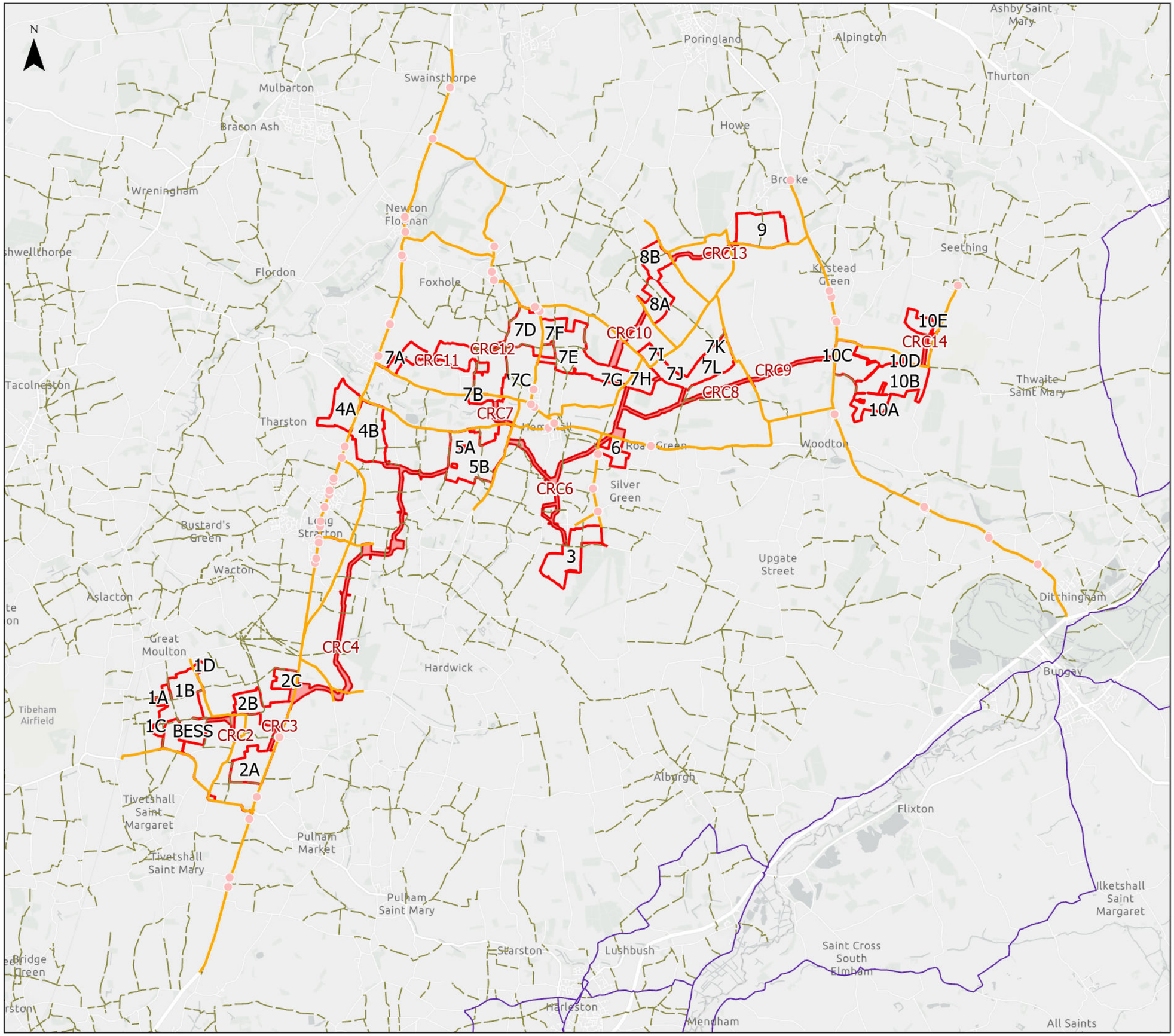

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Bus Stop
- Indicative Transport and Access Study Area
- Public Rights of Way
- National Cycle Routes

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0 2.45 4.9 km

1:70,000 @ A3

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Public Rights of Way, National Cycle Network and Bus Stops

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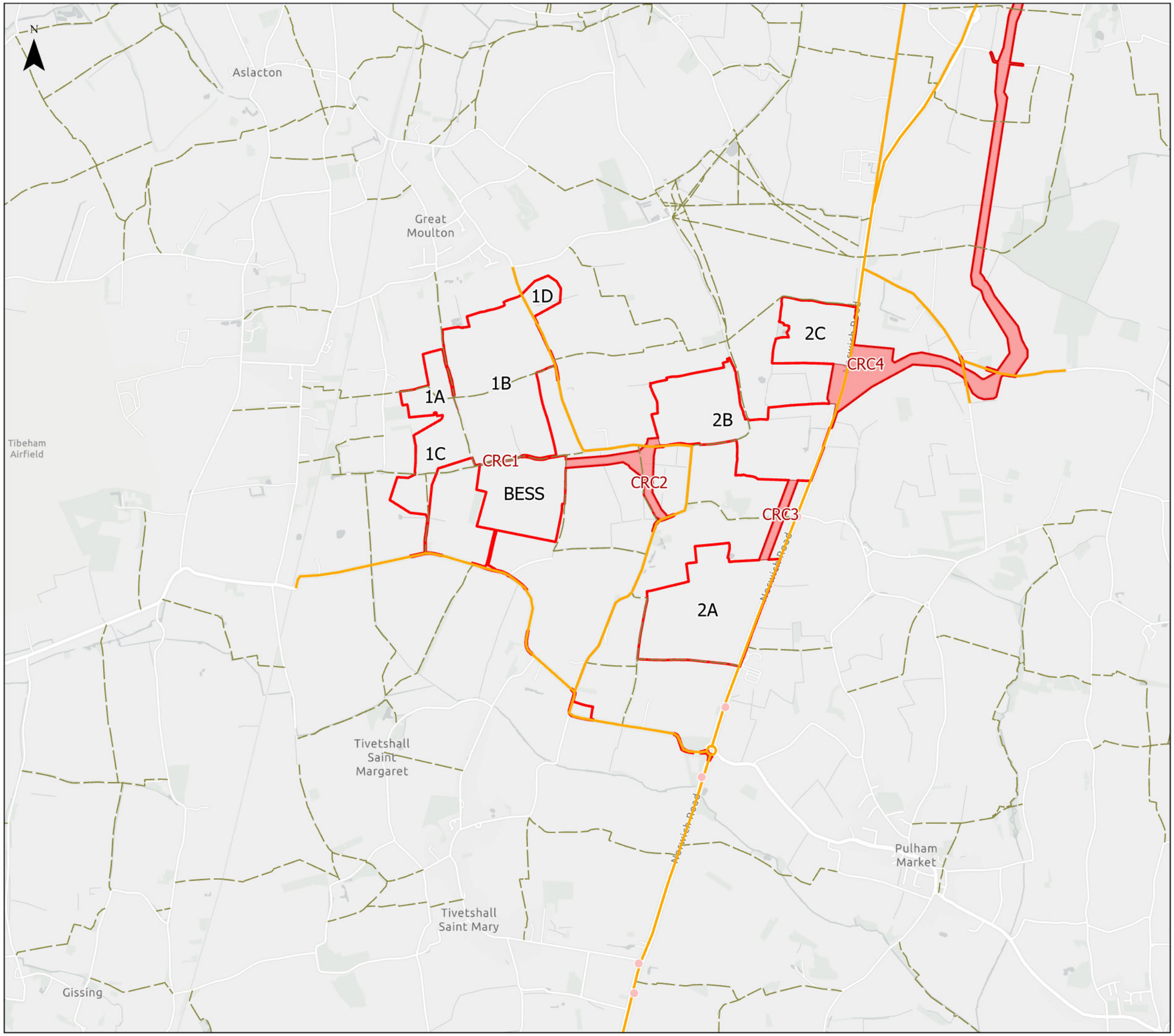

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Bus Stop
- Indicative Transport and Access Study Area
- Public Rights of Way
- National Cycle Routes

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0 0.77 1.54 km

1:22,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
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Public Rights of Way, National Cycle Network and Bus Stops

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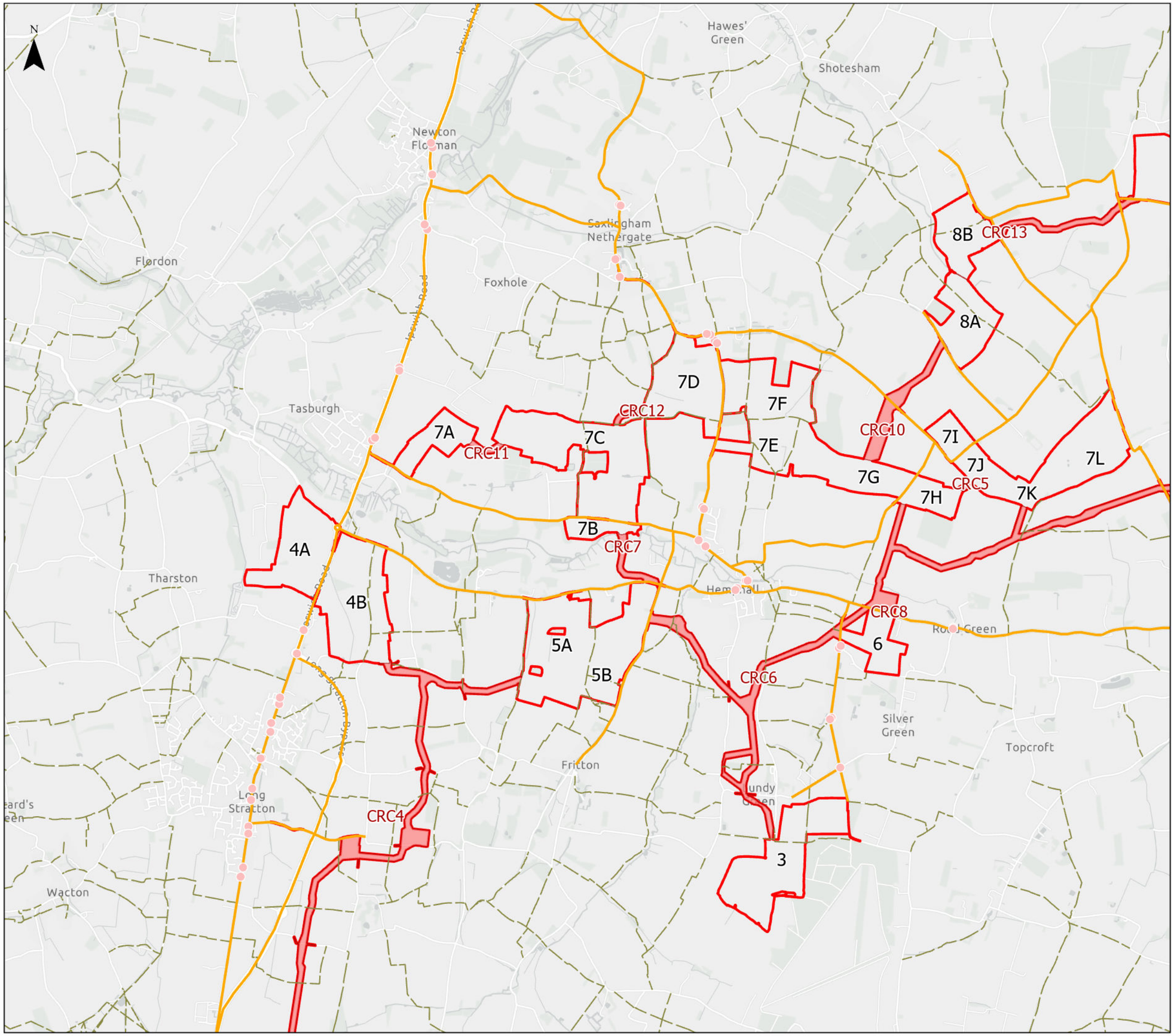

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Bus Stop
- Indicative Transport and Access Study Area
- Public Rights of Way
- National Cycle Routes

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0 1.16 2.31 km

1:33,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
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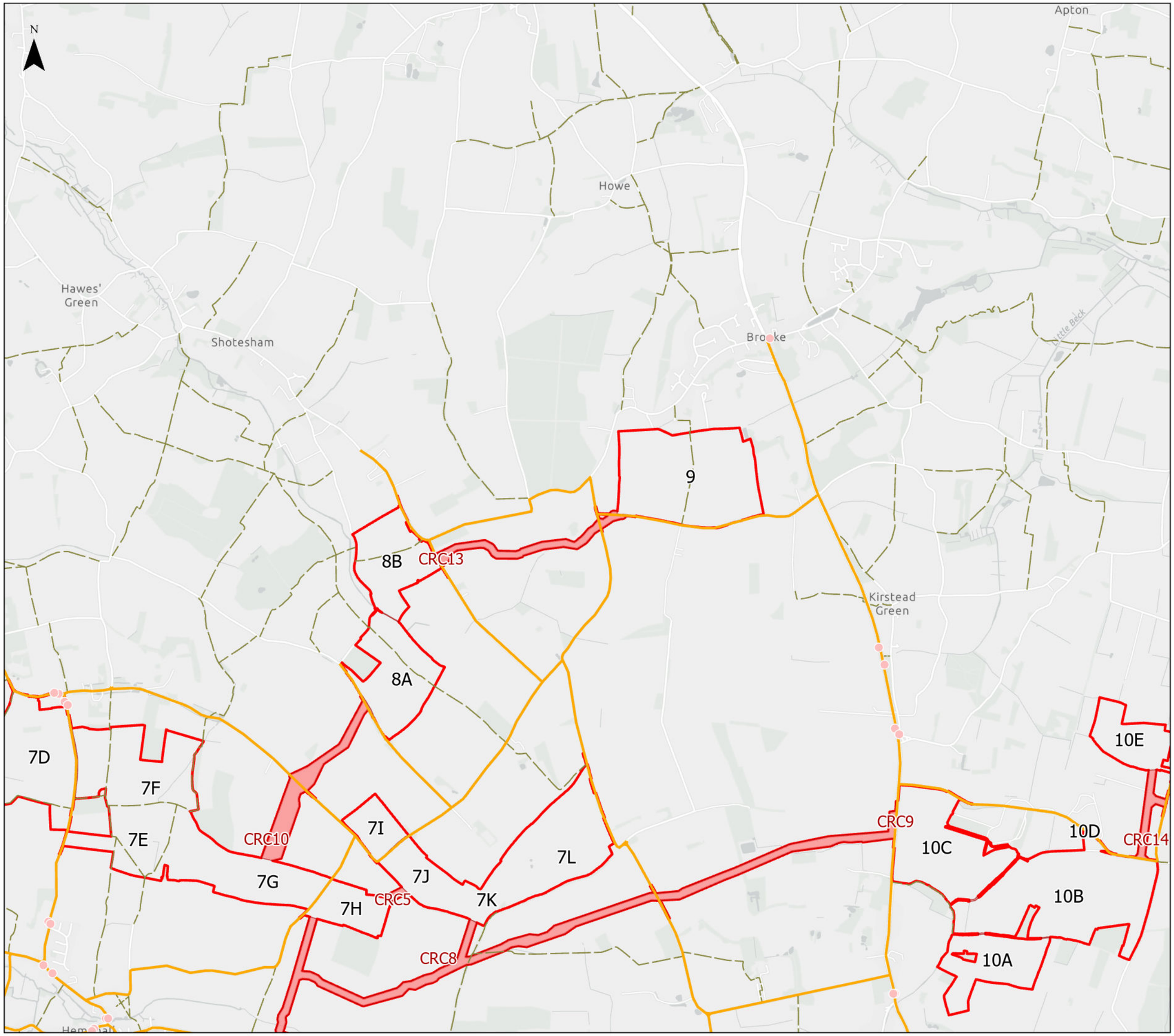

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Bus Stop
- Indicative Transport and Access Study Area
- Public Rights of Way
- National Cycle Routes

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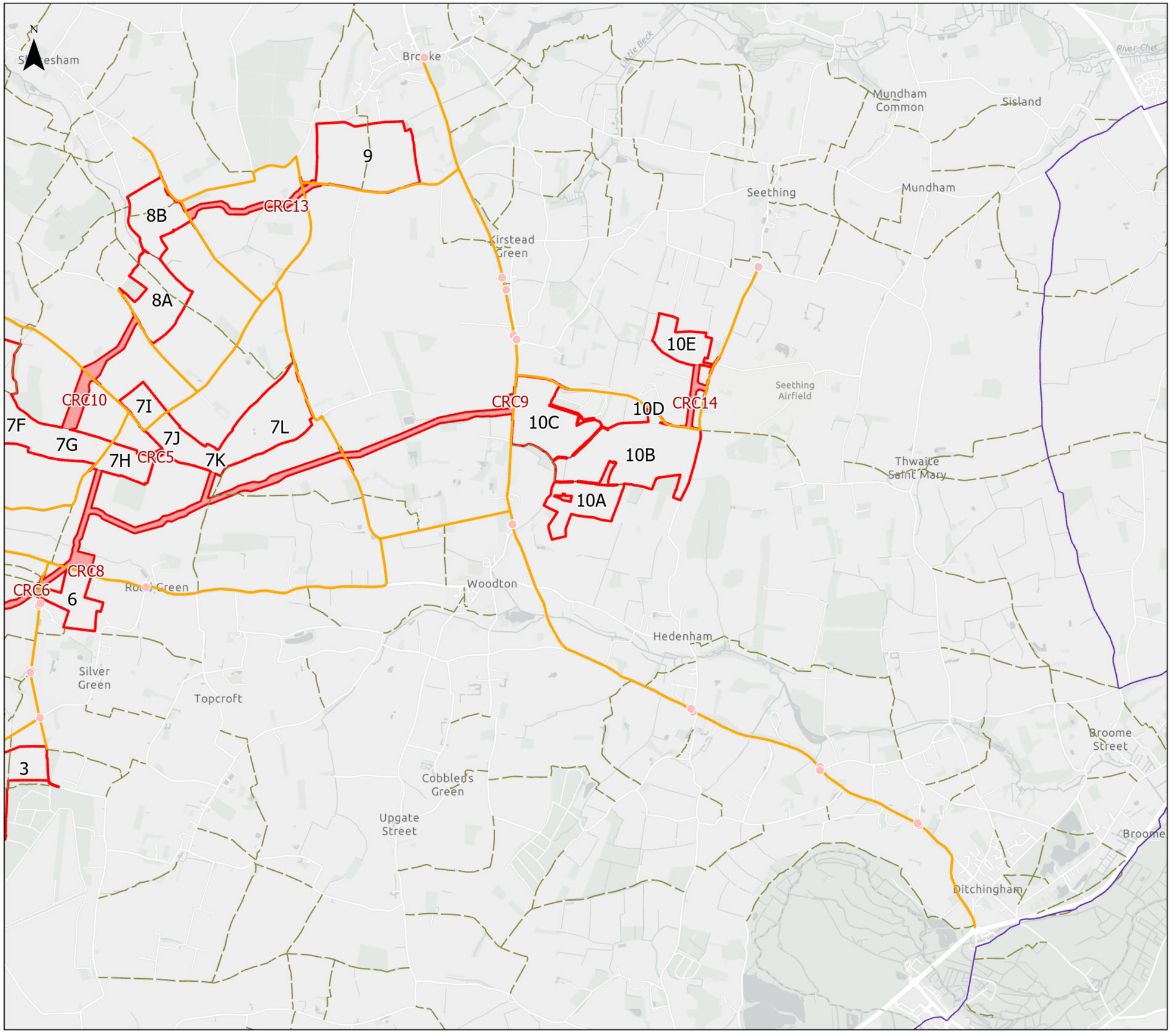

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Bus Stop
- Indicative Transport and Access Study Area
- Public Rights of Way
- National Cycle Routes

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0 1.23 2.45 km

1:35,000 @ A3

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Ref: Figure 13	Date: 25/02/2026
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Public Rights of Way, National Cycle Network and Bus Stops

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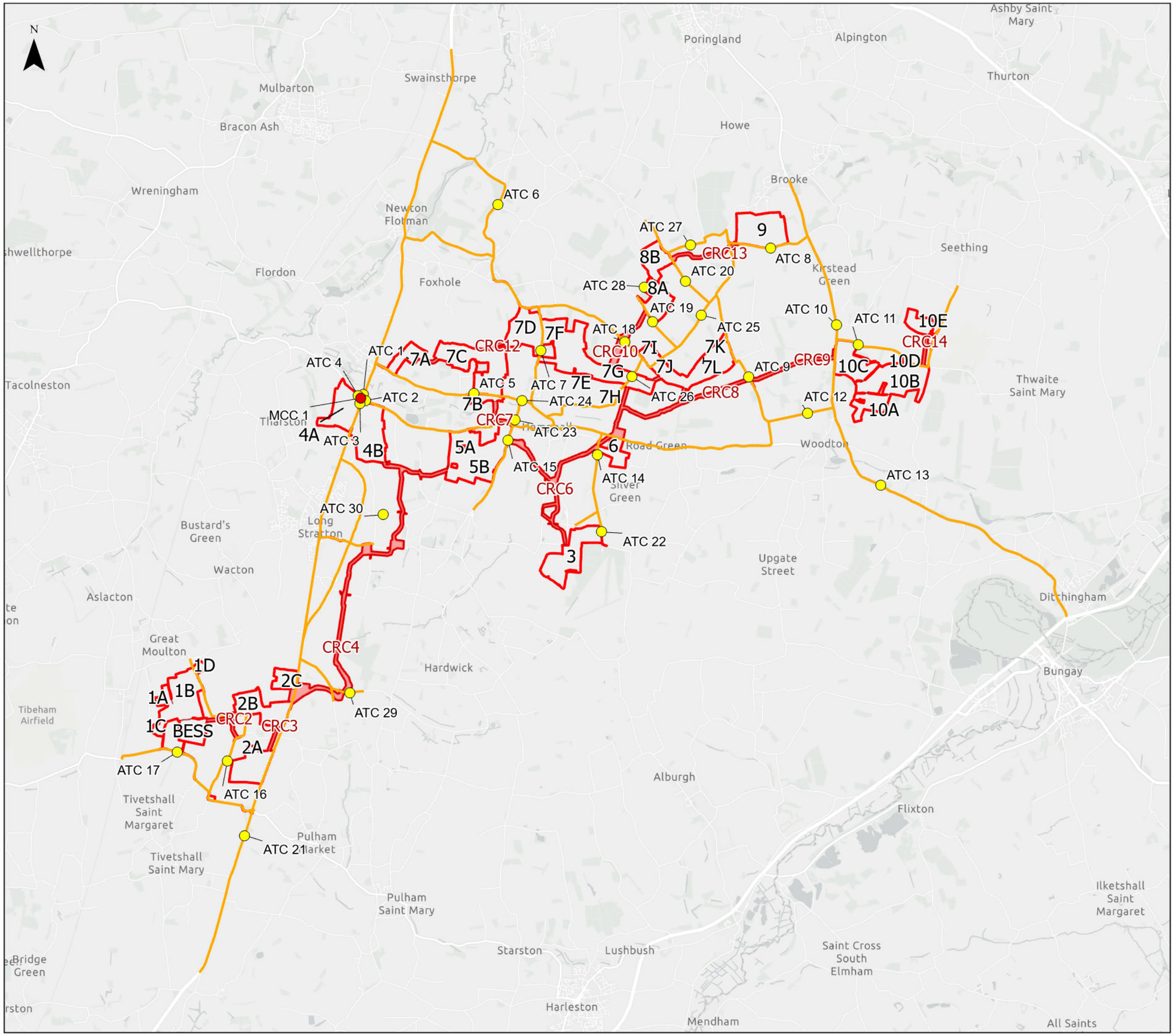

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- ATC Location
- MCC Location
- Indicative Transport and Access Study Area

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1:70,000 @ A3

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Traffic Survey Locations

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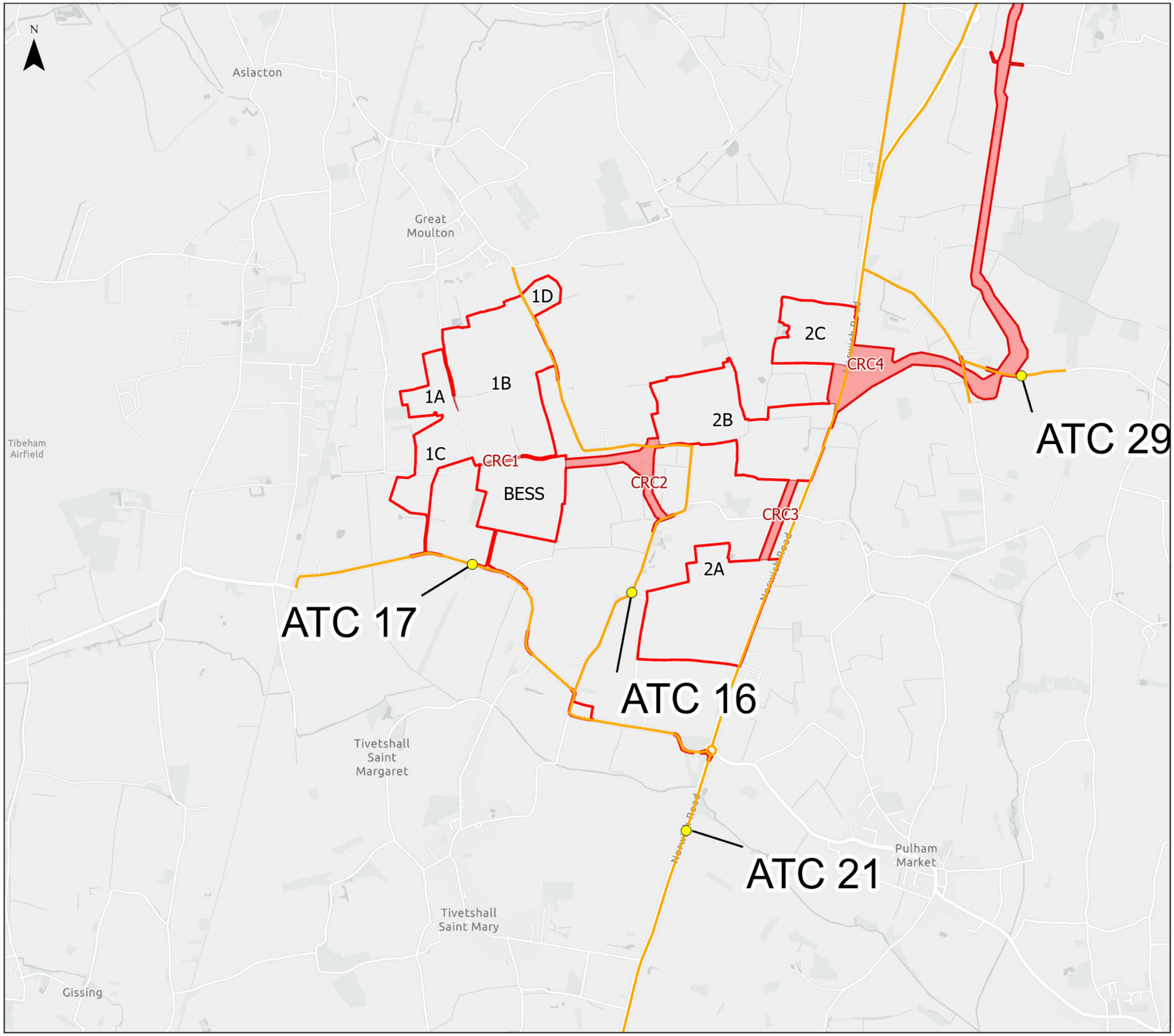

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- ATC Location
- MCC Location
- Indicative Transport and Access Study Area

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0 0.77 1.54 km

1:22,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 15	Date: 25/02/2026
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Traffic Survey Locations

Revision A

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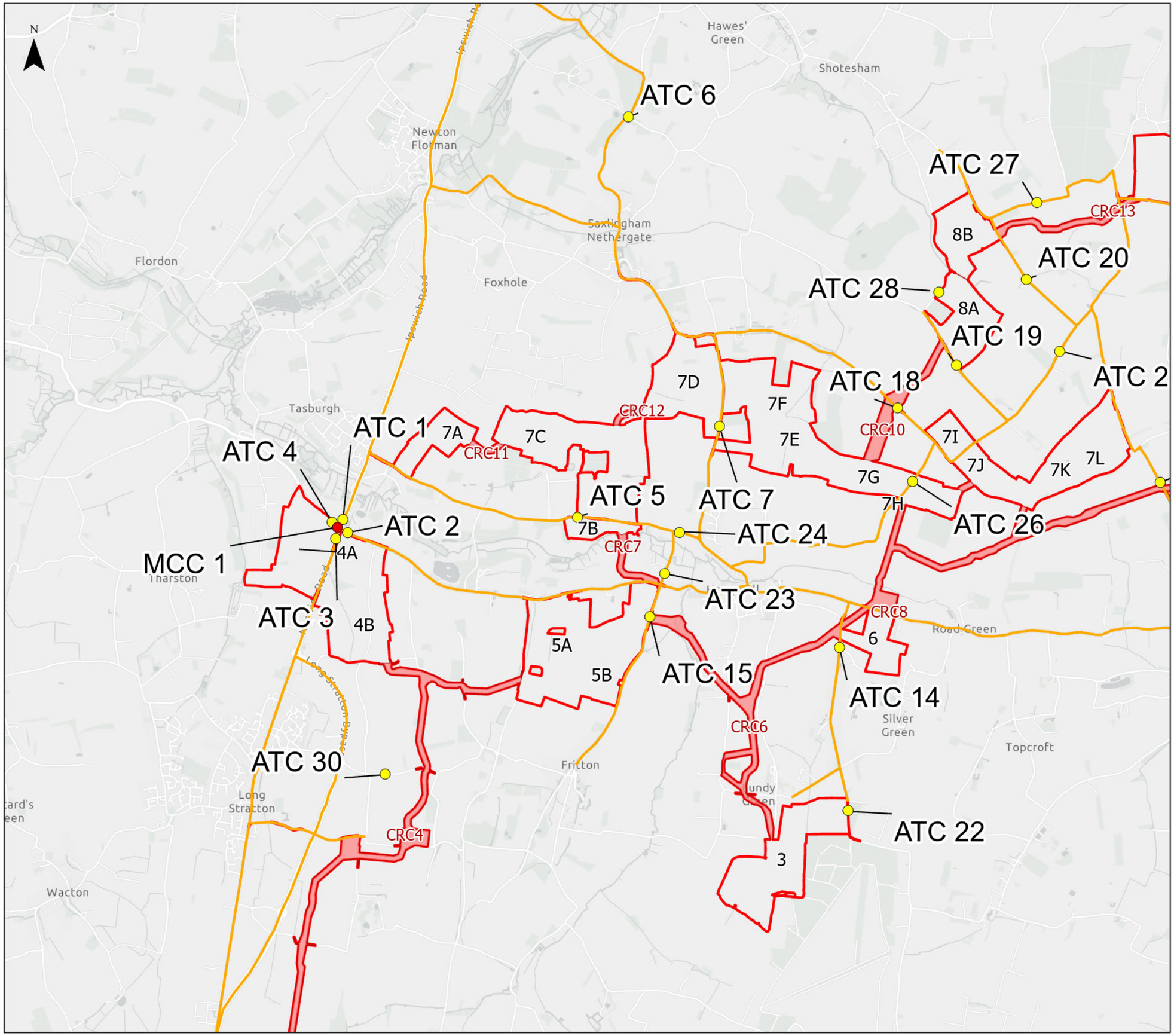

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- ATC Location
- MCC Location
- Indicative Transport and Access Study Area

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0 1.16 2.31 km

1:33,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 16	Date: 25/02/2026
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Traffic Survey Locations

Revision A

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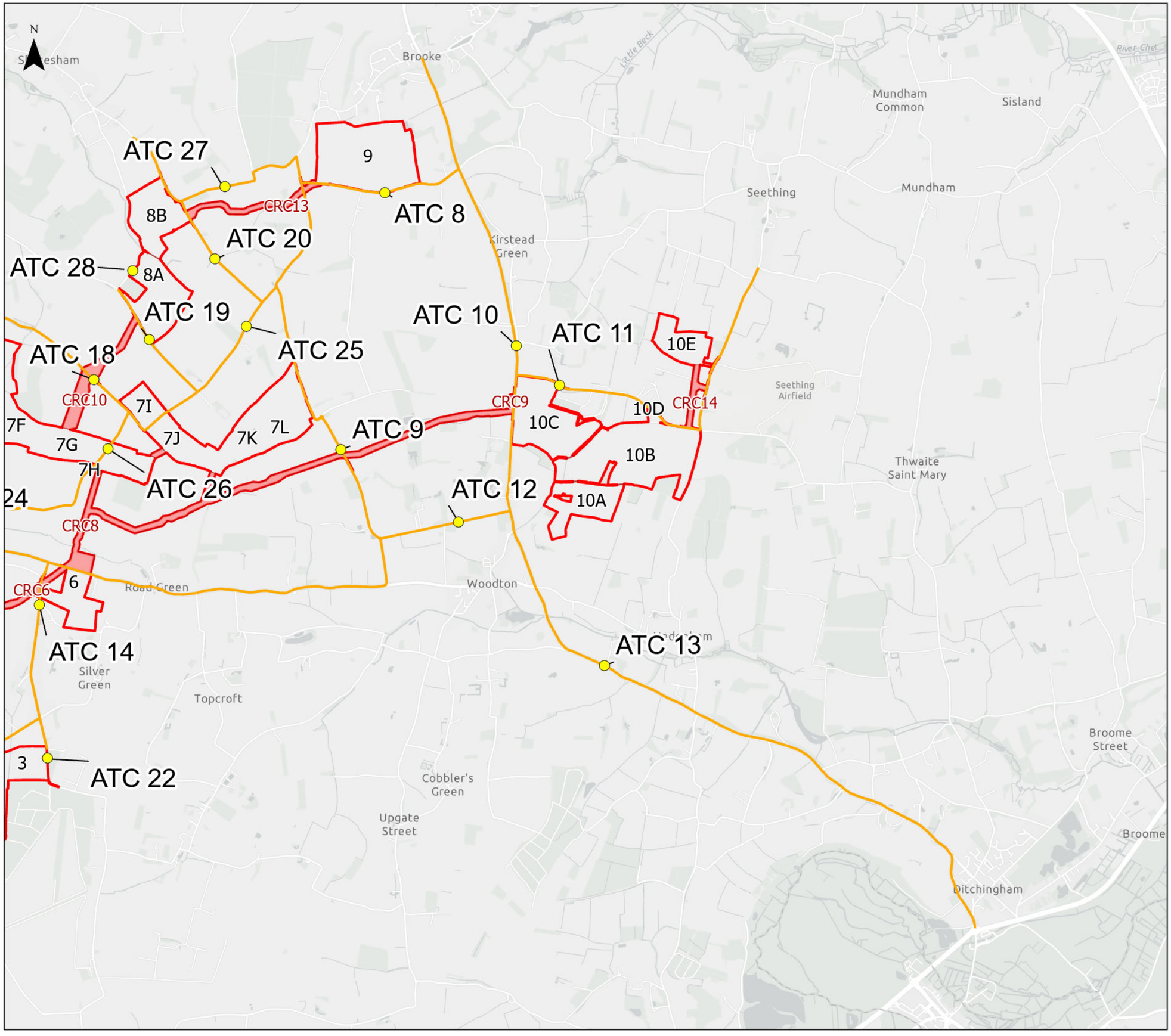

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- ATC Location
- MCC Location
- Indicative Transport and Access Study Area

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0 1.23 2.45 km

1:35,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 17	Date: 25/02/2026
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Traffic Survey Locations

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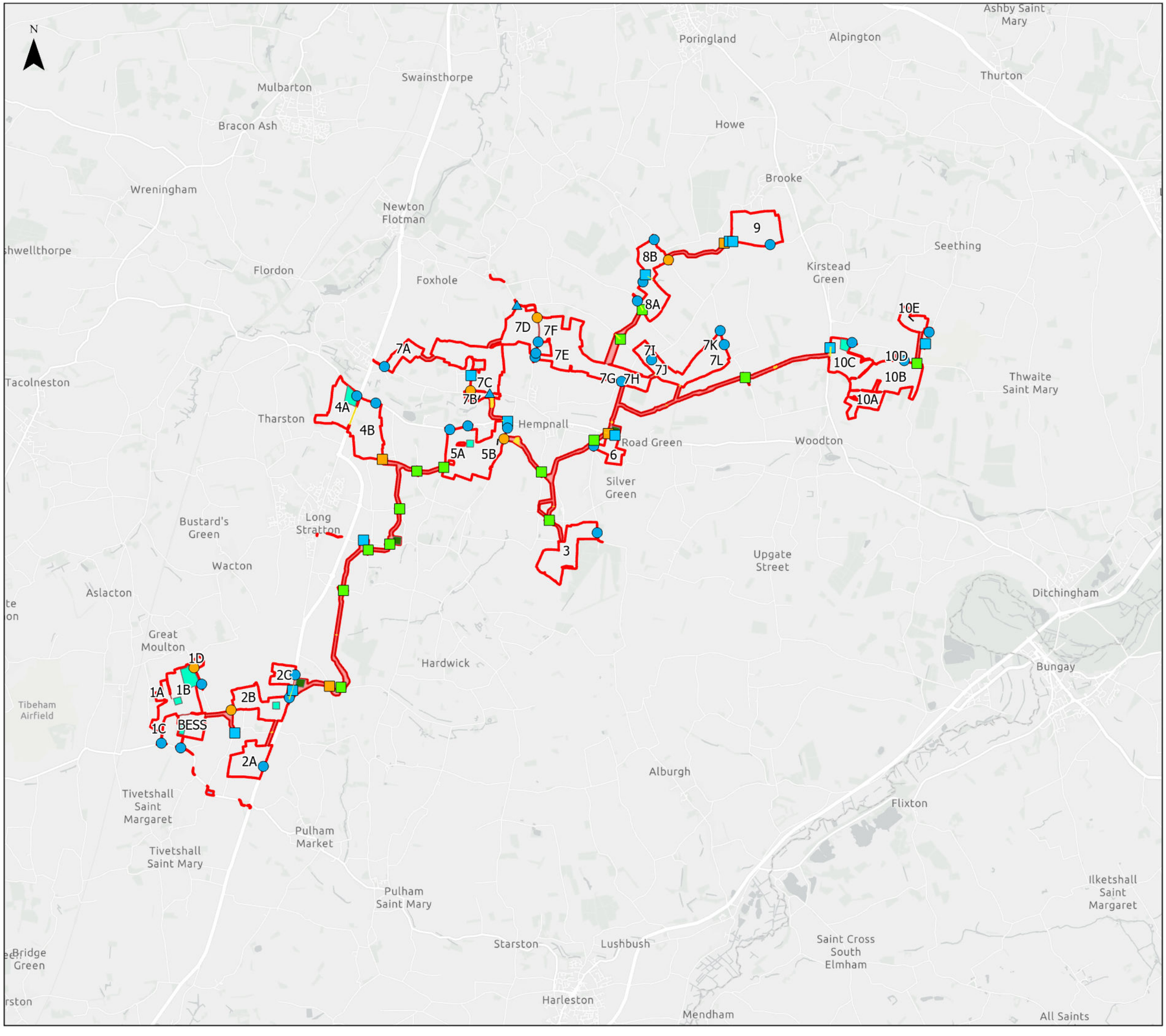

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Avoidance Areas
- Highway Works
- Temporary Construction Compound Associated with the Cable Route Corridor
- Temporary Construction Compounds
- Crossing only, Construction
- Highway access, Construction
- Highway access, Construction + Operation
- Highway access, Operation
- Highway and crossing, Construction
- Highway and crossing, Construction + Operation
- RoadName

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0 2.45 4.9 km

1:70,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 18	Date: 26/02/2026
Drawn: JL	Checked: FL

Site Access, Construction Compounds and Highway Works

Revision A

East Pye SOLAR

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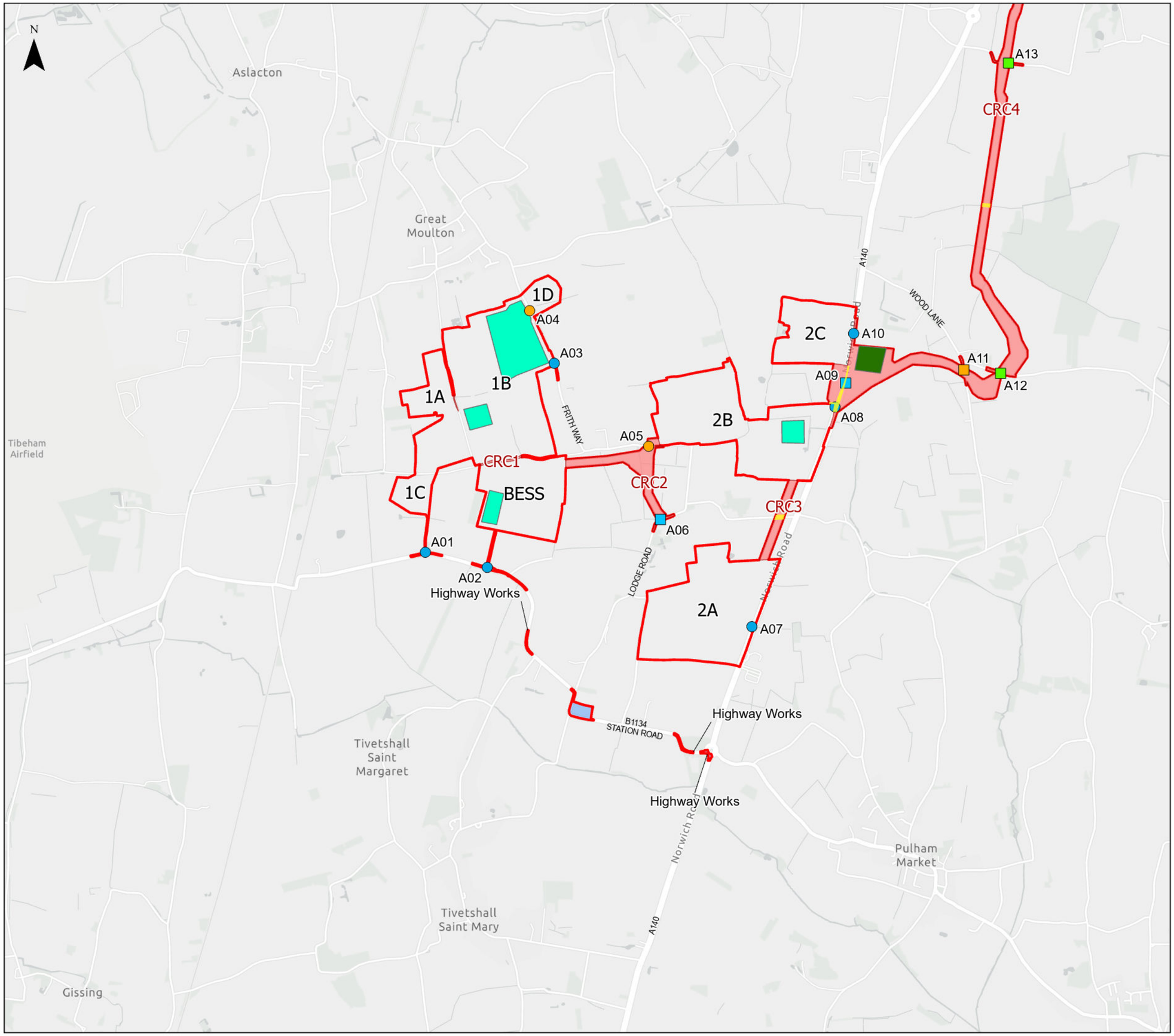

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Avoidance Areas
- Highway Works
- Temporary Construction Compound Associated with the Cable Route Corridor
- Temporary Construction Compounds
- Crossing only, Construction
- Highway access, Construction
- Highway access, Construction + Operation
- Highway and crossing, Construction
- Highway and crossing, Construction + Operation
- RoadName

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0 0.77 1.54 km

1:22,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 19	Date: 26/02/2026
Drawn: JL	Checked: FL

Site Access, Construction Compounds and Highway Works

Revision A

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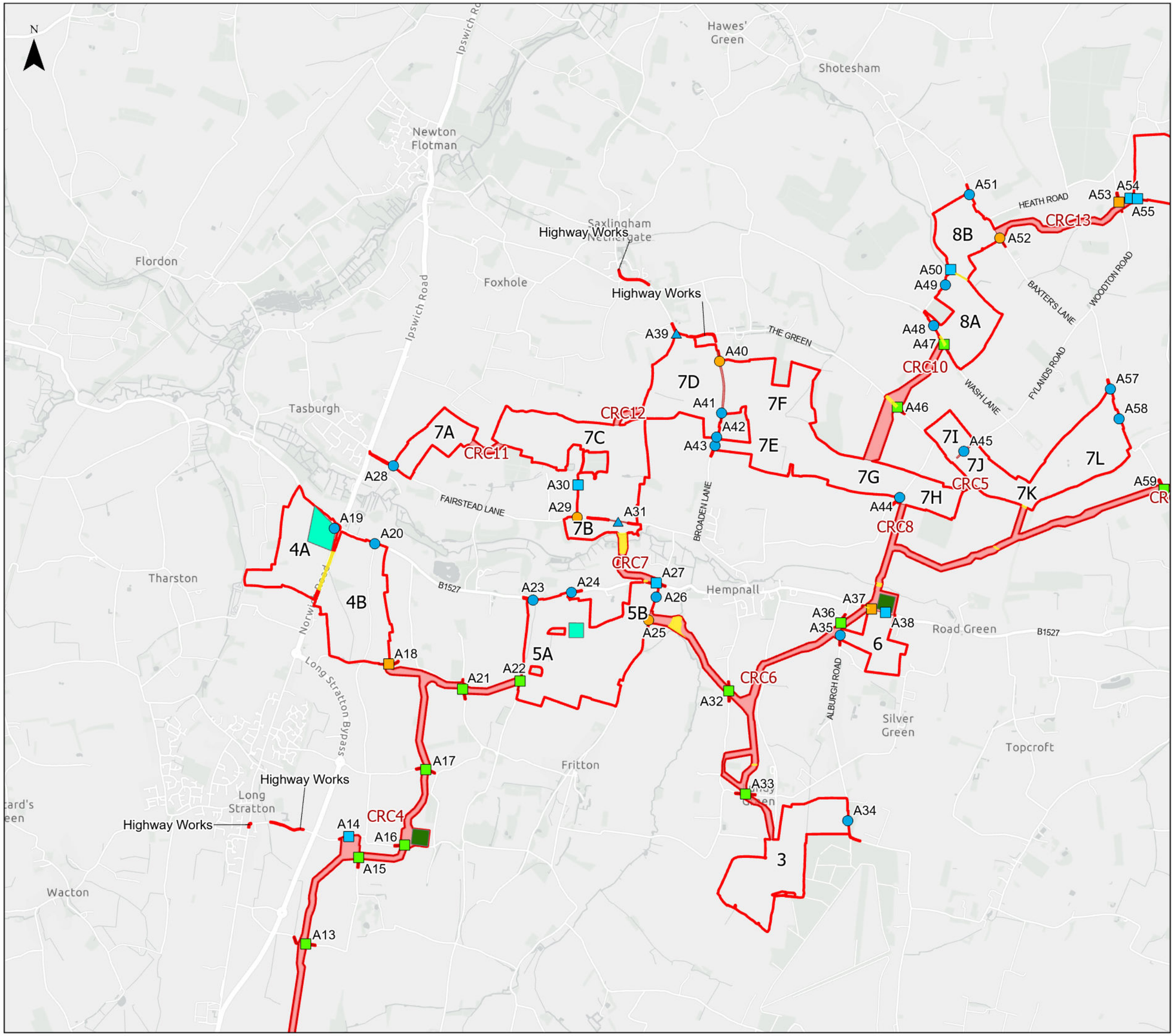

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Avoidance Areas
- Highway Works
- Temporary Construction Compound Associated with the Cable Route Corridor
- Temporary Construction Compounds
- Crossing only, Construction
- Highway access, Construction
- Highway access, Construction + Operation
- Highway access, Operation
- Highway and crossing, Construction
- Highway and crossing, Construction + Operation
- RoadName

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0 1.16 2.31 km

1:33,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 20	Date: 26/02/2026
Drawn: JL	Checked: FL

Site Access, Construction Compounds and Highway Works

Revision A

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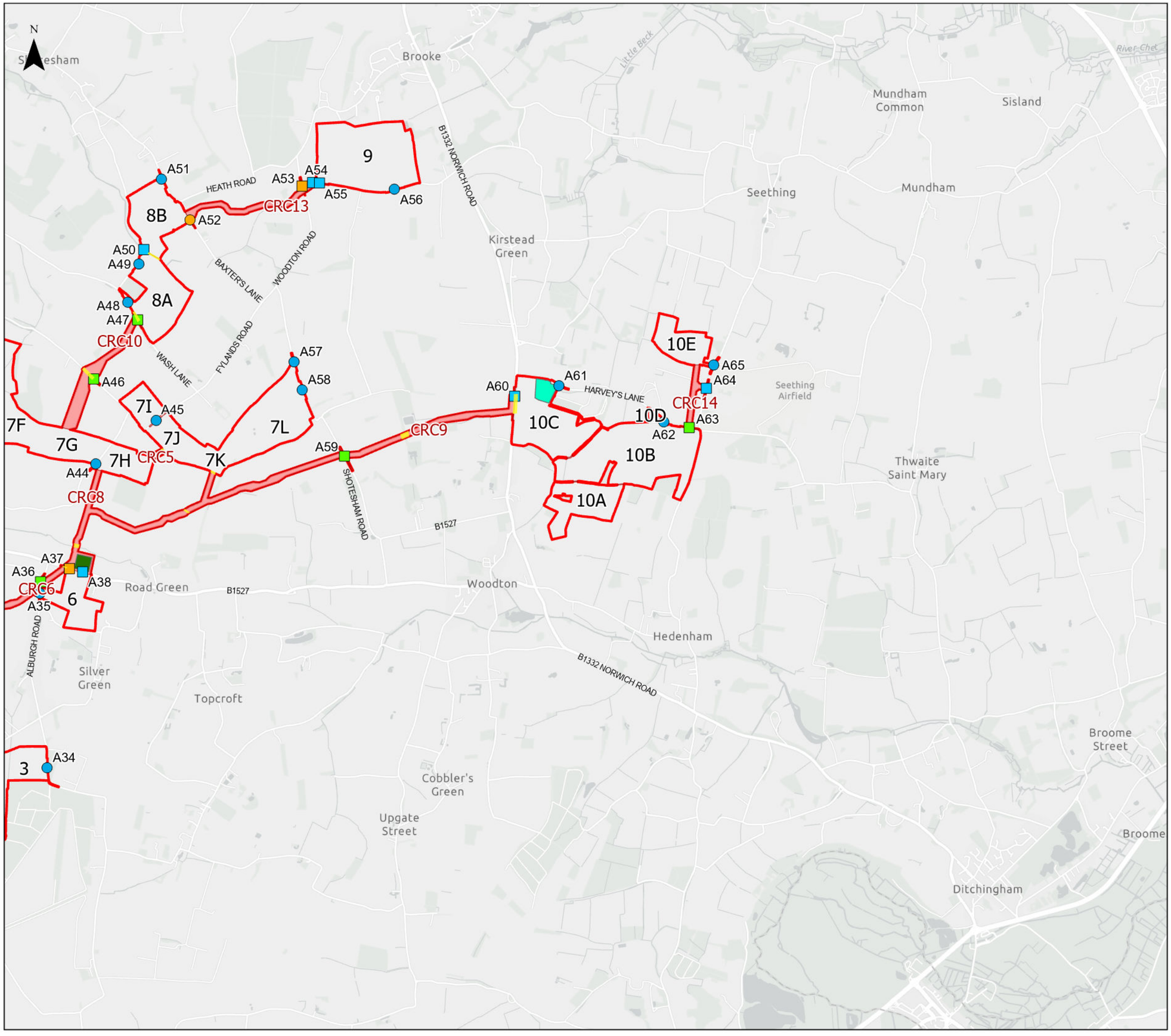

Island GREEN POWER

Legend

- Order Limits
- Cable Route Corridor
- Avoidance Areas
- Temporary Construction Compound Associated with the Cable Route Corridor
- Temporary Construction Compounds
- Crossing only, Construction
- Highway access, Construction
- Highway access, Construction + Operation
- Highway and crossing, Construction
- Highway and crossing, Construction + Operation
- RoadName

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0 1.23 2.45 km

1:35,000 @ A3

APFP Regulation: 5(2)(q)	Application Doc No. EN0110014/APP/7.6
Ref: Figure 21	Date: 26/02/2026
Drawn: JL	Checked: FL

Site Access, Construction Compounds and Highway Works

Revision A

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