



East Pye Solar Outline Operational Traffic Management Plan

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1 Introduction

- 1.1.1 This Outline Operational Traffic Management Plan (Outline OTMP) has been produced on behalf of East Pye Solar Limited (hereafter referred to as the 'Applicant') in relation to an application for a Development Consent Order (DCO) for East Pye Solar (hereafter 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 acts as the Local Highway Authority (LHA).

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 **Environmental Statement (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 new National Grid Substation, the BESS, Grid Connection Infrastructure, interconnecting cables within the Cable Route Corridor (CRC), Mitigation and Enhancement Areas and Highway Works. A description of the Order Limits is provided in **ES Volume 1, Chapter 3 - The Order Limits [EN0110014/APP/6.1.3]**.
- 1.2.3 The solar PV electricity generating stations would be located within Sites 1, 2, 3, 4, 5, 7, 8, 9 and 10, with the BESS located in 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 OTMP provides a framework for the management of vehicle movements to and from the Scheme during periods of scheduled replacement, repair activities and maintenance activities associated with the Scheme to be carried out during the operational phase, to reduce, as far as practicable, the impacts of the Scheme on the LRN.
- 1.3.2 The detailed OTMP will be prepared substantially in accordance with this 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. This will reflect any relevant changes to the approach, for example, vehicle routes that may become more or less acceptable for vehicle movements and wider changes to the LRN.
- 1.3.3 This Outline OTMP should be read alongside the **Outline Construction Traffic Management Plan (Outline CTMP) [EN0110014/APP/7.6]** submitted as part of the DCO Application.

1.4 Objectives

- 1.4.1 This Outline OTMP has the following objectives:
- To build on the measures and approach set out in the **Outline CTMP [EN0110014/APP/7.6]** and cover the replacement, repair and general maintenance activities during operation;
 - Minimise the number of construction vehicles involved in replacement activities¹;
 - Ensure the safe movement of equipment, material and workers during the replacement activities; and
 - Set out measures to minimise the effects of operation traffic associated with replacement activities on the local community and other road users.
- 1.4.2 The Scheme operator will be responsible for ensuring that the appointed Contractor adheres to all statutory regulations and guidelines governing construction and movement activities throughout the replacement process.

¹ During the anticipated 60-year operational life of the Scheme, it is expected that there will be a requirement for the periodic replacement of some of the electrical infrastructure including the Solar PV Panels and BESS Units. This is described in **ES Volume 1, Chapter 4 - The Scheme [EN0110014/APP/6.1.4]**.

2 The Scheme

2.1.1 A description of the Scheme is provided in **ES Volume 1, Chapter 4 – The Scheme [EN0110014/APP/6.1.4]** and is supported by **ES Volume 2, Figure 4.1: Indicative Masterplan [EN0110014/APP/6.2.4.1]**. The main elements of the Scheme comprise ten Sites and BESS Site, that will accommodate the Solar PV Arrays, Project Substations, BESS, National Grid Substation and associated infrastructure. The Sites are listed in **Table 2.1** below.

Table 2.1: Summary of Sites within the Scheme

Site	Sub-Site	Access Number	Access Road
BESS	-	A02	B1134 Station Road
Site 1	Sub-Site 1A	A02	B1134 Station Road
	Sub-Site 1B	A02	B1134 Station Road
		A03	Frith Way
	Sub-Site 1C	A01	B1134 Station Road
		A02	B1134 Station Road
	Sub-Site 1D	A02	B1134 Station Road
A04		Frith Way	
Site 2	Sub-Site 2A	A07	A140 Ipswich Road
	Sub-Site 2B	A05	Lodge Road
		A08	A140 Ipswich Road
	Sub-Site 2C	A10	A140 Ipswich Road
Site 3	Site 3	A34	Spring Lane
Site 4	Sub-Site 4A	A19	A140 Ipswich Road
	Sub-Site 4B	A20	B1527 Hempnall Road
Site 5	Sub-Site 5A	A23	B1527 Hempnall Road
		A24	B1527 Hempnall Road
		A25	The Street
	Sub-Site 5B	A23	B1527 Hempnall Road
		A24	B1527 Hempnall Road
		A25	The Street
Site 6	Site 6	A35	Alburgh Road
		A37	B1527 Bungay Road
Site 7	Sub-Site 7A	A28	Fairstead Lane
	Sub-Site 7B	A28	Fairstead Lane
		A29	Fairstead Lane
	Sub-Site 7C	A28	Fairstead Lane
		A31	Fairstead Lane
	Sub-Site 7D	A28	Fairstead Lane
		A39	The Green
		A40	Broaden Lane
		A42	Broaden Lane
	Sub-Site 7E	A28	Fairstead Lane
		A43	Broaden Lane
	Sub-Site 7F	A28	Fairstead Lane

Site	Sub-Site	Access Number	Access Road
		A40	Broaden Lane
		A41	Broaden Lane
	Sub-Site 7G	A44	Bussey's Loke
	Sub-Site 7H	A44	Bussey's Loke
	Sub-Site 7I	A45	Fylands Road
	Sub-Site 7J	A45	Fylands Road
	Sub-Site 7K	A57	Woodton Road
	Sub-Site 7L	A58	Woodton Road
Site 8	Sub-Site 8A	A48	Wash Lane
		A49	Market Lane
		A50	Market Lane
	Sub-Site 8B	A50	Market Lane
		A51	Brooke Road
		A52	Baxter's Lane
Site 9	Site 9	A55	Mill Lane
		A56	Littlebeck Lane
Site 10	Sub-Site 10A	A61	Harvey's Lane
		A62	Harvey's Lane
	Sub-Site 10B	A61	Harvey's Lane
		A62	Harvey's Lane
	Sub-Site 10C	A61	Harvey's Lane
		A62	Harvey's Lane
	Sub-Site 10D	A61	Harvey's Lane
		A62	Harvey's Lane
Sub-Site 10E	A65	Upgate Road	

2.2 Access Points

- 2.2.1 Where practicable, existing field accesses will be utilised to minimise the impact to vegetation. Appropriate widening and formalisation will be undertaken, where necessary. Access for the Sub-Sites and access tracks within the 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.
- 2.2.2 A summary of the access points for the Scheme intended to be used in the operational phase is provided in **Table 2.2**.

Table 2.2: Access and Crossing Points

ID	Access to	Highway Link	Access Type	Existing/New	Use
A01	Sub-Site 1A	B1134 Station Road	Highway access	Existing	Construction Operation +
A02	BESS Site, Sub-Sites 1A, 1B, 1C, 1D, CRC1, CRC2	B1134 Station Road	Highway access	Existing	Construction Operation +
A03	Sub-Sites 1A, 1B, 1D	Frith Way	Highway access	Existing	Construction Operation +
A04	Sub-Sites 1D	Frith Way	Highway crossing and	Existing	Construction Operation +
A05	Sub-Site 2B, CRC2	Lodge Road	Highway crossing and	Existing	Construction Operation +
A06	CRC2	Lodge Road	Highway access	Existing	Construction
A07	Sub-Site 2A, CRC3	A140 Ipswich Road	Highway access	Existing	Construction Operation +
A08	Sub-Site 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	Sub-Site 2C	A140 Ipswich Road	Highway access	Existing	Construction Operation +
A11	CRC4	Common Road	Highway and crossing	Existing	Construction
A12	CRC4	Wood Lane	Crossing only	Existing	Construction
A13	CRC4	Parker's Lane	Crossing only	Existing	Construction
A14	CRC4	Hall Lane	Highway access	Existing	Construction
A15	CRC4	Parker's Lane	Crossing only	Existing	Construction
A16	CRC4	Mill Road	Crossing only	Existing	Construction
A17	CRC4	Edge's Lane	Crossing only	Existing	Construction
A18	CRC4	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, 5B	B1527 Hempnall Road	Highway access	New	Construction Operation +
A24	5A, 5B	B1527 Hempnall Road	Highway access	New	Construction Operation +
A25	5A, 5B, CRC6	The Street	Highway and crossing	Existing	Construction Operation +
A26	5A, 5B	The Street	Highway access	Existing	Construction Operation +
A27	CRC7	B1527 Hempnall Road	Highway access	Existing	Construction

ID	Access to	Highway Link	Access Type	Existing/New	Use
A28	7A-F, CRC11	Fairstead Lane	Highway access	Existing	Operation
A29	7B, CRC7	Fairstead Lane	Highway and crossing	Existing	Construction + Operation
A30	7B	Private lane	Highway access	Existing	Construction
A31	7C	Fairstead Lane	Highway access	Existing	Construction + Operation
A32	CRC6	Field Lane	Crossing only	Existing	Construction
A33	CRC6	Lundy Green	Crossing only	Existing	Construction
A34	3, 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, 7F, CRC12	Broaden Lane	Highway and crossing	Existing	Construction + Operation
A41	7F	Broaden Lane	Highway access	Existing	Construction + Operation
A42	7D	Broaden Lane	Highway access	Existing	Construction + Operation
A43	7E	Broaden Lane	Highway access	Existing	Construction + Operation
A44	7G, 7H	Bussey's Loke	Highway access	Existing	Construction + Operation
A45	7I, 7J	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

ID	Access to	Highway Link	Access Type	Existing/New	Use
A57	7K	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, 10B, 10C, 10D, CRC14	Harvey's Lane	Highway access	Existing	Construction Operation +
A62	10A, 10B, 10C, 10D, CRC14	Harvey's Lane	Highway access	Existing	Construction Operation +
A63	-	Harvey's Lane	Crossing only	Existing	Construction
A64	CRC14	Uppgate Road	Highway access	Existing	Construction
A65	10E, CRC14	Uppgate Road	Highway access	Existing	Construction Operation +

3 Operational Phase

3.1 Operational Activities

- 3.1.1 During operation, other than in the context of a programme of Solar PV Panels replacement, activity on the Sites would be limited principally to habitat management, equipment maintenance and servicing. This may include ad-hoc replacement of any components that fail or reach the end of their lifespan, periodic fence inspection, vegetation management along access, premisses paths and landscape and ecological management and monitoring to ensure the continued effective operation of the Scheme.
- 3.1.2 Along the Grid Connection Infrastructure, operational activity may consist of routine inspections and any reactive maintenance from National Grid.
- 3.1.3 The frequency of regular maintenance visits would reasonably be expected to be limited to no more than five visits per month to the Sites. Limited use of Heavy Good Vehicles (HGV) may be required for the ad-hoc replacement of components.

Operational Staff

- 3.1.4 No permanent staff will be required to operate the Scheme. There will be limited staff facilities located in the control rooms associated with the 132kV Project Substations and 400kV Project Substations. The BESS will be monitored by a control room within the BESS Compound, as well as 24/7 monitoring by a remote-control facility provided by the BESS manufacturer or operator.
- 3.1.5 Equipment for monitoring the Sites will be located in the relay and control rooms. Whilst this would typically be accessed remotely, it would be available for occasional physical access during routine visits.

Operational Traffic and Access

- 3.1.6 During operation, other than the operational replacement of Solar PV Panels, there will be a small number of daily vehicle trips, with additional staff attending when required for maintenance and cleaning activities.
- 3.1.7 Those arriving to undertake general operational maintenance activities would generally be expected to travel by car, appropriate 4x4 type vehicle or light van. The frequency of maintenance visits would reasonably be expected to be up to five visits per month to any of the Sites. HGVs may be required for the ad-hoc replacement of batteries, Inverters and Transformers associated with the Project Substations and BESS. Routine maintenance will be undertaken on the BESS equipment every 6-12 months depending on the risk profile of equipment.

3.2 Replacement Activities

- 3.2.1 During the anticipated 60-year operational life of the Scheme, it is expected that there will be a requirement for the periodic replacement of some of the electrical infrastructure. It is not expected that an extensive replacement of all components will be required across the entirety of the Scheme during one period. The programme for replacement of equipment across the Scheme is anticipated to be staged to maintain the electrical export to the National Grid Substation.
- 3.2.2 The assessment in **ES Volume 1, Chapter 11 - Transport and Access [EN0110014/APP/ 6.1.11]** confirms that the replacement activity would be considerably less intensive than during construction, which is the worst-case assessed scenario. Any significant environmental effects related to the replacement activities will therefore be appropriately mitigated with similar measures to those identified for the construction of the Scheme.
- 3.2.3 The following assumptions have been made for the programme of replacement activities:
- It is assumed that the operational life of Solar PV Panels is 40 years and that all Solar PV Panels will be replaced once during the operational phase and this will take a maximum period of 24 months. This is separate to the ad-hoc replacement of Solar PV Panels that may occasionally be required due to damage, for example;
 - It is expected that the BESS could be replaced up to five times during the operational phase;
 - Access to the Sites will be via the access routes defined for the construction phase. If any AILs are required for replacement of equipment, consultation will be carried out and approvals will be sought from the relevant local planning and highway authorities;
 - Components such as Solar PV Mounting Structures, 132kV Project Substations, 400kV Project Substations, National Grid Substation and BESS Compound buildings are not anticipated to be replaced during the operational phase. No intrusive ground works are anticipated in the replacement of Solar PV Panels or BESS Containers;
 - It is estimated that an average of 129 workers would be required for the replacement activities, with a peak of 240 workers at any one time; and
 - Transformers are assumed to have a design life of 30 years and as such may require replacement once during the lifetime of the Scheme, however replacement will only be carried out if required for performance or health and safety reasons.
- 3.2.4 Mitigation measures associated with the programme of replacement activities will be outlined within the **Outline OEMP [EN0110014/APP/7.2]**.

4 Forecast Vehicle Trips

Solar PV Panel and BESS Replacement

- 4.1.1 Solar PV Panel replacement is anticipated to be an infrequent activity, likely occurring only once over the 60-year operational lifespan of the Scheme i.e. after 40 years of operation. The timing of these works will depend on factors such as panel degradation, technological advancements and overall performance requirements.
- 4.1.2 The vehicle trip generation estimates provided below should be considered indicative and will be refined and updated in the detailed OTMP prior to replacement activities taking place.
- 4.1.3 To provide an estimate of the likely trip generation associated with a full Solar PV Panel replacement, it is assumed that such works would span approximately 12 months (52 weeks), with activities scheduled Monday to Friday. Vehicles are expected to comprise a mix of 16.5m articulated lorries and rigid vehicles between 8 and 10m in length.
- 4.1.4 To present a reasonable worst-case scenario, it has been assumed that Solar PV Panel replacement for all Sites would be active simultaneously. Using this assumption, the total HGV demand would equate to an average of 50 HGV trips per day across the road network during the replacement period. This represents the maximum anticipated level of HGV activity and is considered temporary and short-term in nature. It is considered that this level of intensity is unlikely to occur as the Solar PV Panel replacement activity would be staggered across the Sites and has only been assumed for the purposes of presenting a reasonable worst-case scenario.
- 4.1.5 A summary of HGV movements associated with equipment replacement activities is provided in **Table 4.1**.

Table 4.1: Forecast HGV Replacement Vehicle Movements

Sub-Sites	Modules	Trip Generation		Arrivals and Departures	
		Total	Average Daily	Total	Average Daily
Sites 1A-B	66,668	113	3	226	6
BESS Site	n/a	600	3	1,200	6
Sites 2A-C	116,460	198	6	396	12
Site 3	93,889	159	2	192	4
Site 6	14,445	25	1	50	2
Site 4A	37,737	64	2	128	4
Site 4B	56,514	96	2	192	4
Sites 5A-B	79,445	134	4	268	8
Sites 7A-C	101,294	172	4	344	8
Sites 7D-F	112,848	191	5	382	10
Sites 7G-J	53,447	91	4	182	8
Sites 7K-L	42,974	73	2	146	4

Sub-Sites	Modules	Trip Generation		Arrivals and Departures	
		Total	Average Daily	Total	Average Daily
Site 8A	27,084	46	2	92	4
Site 8B	23,473	40	1	80	2
Site 9	65,000	110	2	220	4
Sites 10A-E	151,307	257	7	514	14
TOTAL	1,042,585	1,769	50	4,612	100

4.1.6 In addition to HGV movements for delivering new equipment and removing old components, personnel will be required to undertake the replacement works. The workforce assumptions applied during the construction phase have been used as a basis for this assessment adjusted to account for the reduced level of work compared to the original construction process.

4.1.7 A summary of replacement period worker numbers and forecast vehicle movements are presented in **Table 4.2**.

Table 4.2: Summary of Replacement Period Worker Numbers and Forecast Vehicle Movements

	Staff	Car	Shuttle	Car Shuttle +
Average Daily	129	43	6	49
Average During Peak Month	240	80	10	90

5 Vehicle Routing

- 5.1.1 During regular maintenance, movements will be infrequent and generally undertaken by smaller vehicles. As such, specific routes do not need to be defined.
- 5.1.2 The proposed HGV construction vehicle routes are presented in the **Outline Construction Traffic Management Plan (Outline CTMP) [EN0110014/APP/7.6]**. At this stage, these routes should also be considered for movements associated with the replacement activities unless the routes are no longer suitable or the most appropriate, in which case alternative routes will be agreed with the LHA.

6 Replacement Activities Vehicle Traffic – Mitigation Measures

6.1 Overview

- 6.1.1 The following measures are proposed for implementation during replacement activities to mitigate the impacts associated with traffic.
- 6.1.2 These measures will be updated to reflect any changes to the **Outline CTMP [EN0110014/APP/7.6]** and detailed CTMP. The measures will also be reviewed prior to the replacement activities commencing to confirm their continued suitability.

6.2 Access Points

- 6.2.1 For components of the Scheme that require access during the operational phase, the corresponding access points established during the construction phase will be retained and utilised. During construction, existing field access will be used wherever practicable to minimise disturbance to vegetation. Retaining these established access points for operational use avoids the need to create new access locations and ensures continuity through the use of routes already assessed for suitability.
- 6.2.2 Visibility splays will be maintained and kept clear throughout the replacement activities.
- 6.2.3 The need for temporary traffic management to control access during replacement activities will be assessed on a site-by-site basis. Where such measures are required, they will be agreed in advance with LHA.
- 6.2.4 All vehicles associated with the replacement works will enter and exit in a forward gear.

6.3 Delivery Management

- 6.3.1 Replacement works vehicles will operate, where practicable, outside morning and evening peak hours, so deliveries will be scheduled between 09.30 and 16.30.
- 6.3.2 There is the possibility that AIL deliveries may occur outside of the hours stated above. All AIL movements will be controlled and managed in accordance with the procedures outlined in this report.
- 6.3.3 To reduce occurrences of HGV passing each other in opposite directions on narrow roads, all deliveries will be co-ordinated through a Vehicle Booking Management System. Drivers will be instructed not to depart from their depot, or to wait in an appropriate layby or designated stopping area, and to report if they anticipate missing their allocated time slot.

Procedure for Arrival to Sites

- Drivers will be allocated a scheduled arrival time and be provided with instructions on the designated access point and route to use;
- Where required, Banksmen or Traffic Marshals will be notified in advance of the vehicle's arrival and positioned at the relevant access point;
- The driver will then be instructed to proceed via the agreed route;
- All operatives will maintain clear communication with each other throughout the process; and
- Where necessary, a Banksman or Traffic Marshal will assist HGV in safely manoeuvring from the public highway into the access points.

Procedure for Departure from Sites

- When vehicles are ready to depart, the Site Manager will be notified. If required, the Site Manager will arrange for a Banksman or Traffic Marshal to be positioned at the relevant access point;
- Drivers will be instructed to proceed only once a Banksman or Traffic Marshal are in place; and
- A Banksman or Traffic Marshal will guide vehicles safely onto the public highway.

6.4 Wheel Cleaning Facility

- 6.4.1 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 as required to ensure it remains fully effective during its periods of use in the operational phase.

6.5 Traffic Management Measures

Route Signage

- 6.5.1 Temporary road signage will be positioned along vehicle routes to clearly notify all road users of the ongoing replacement works and to guide construction vehicles undertaking the replacement works to and from the designated access points.

- 6.5.2 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.
- 6.5.3 The design and proposed locations of any signs or signals to be installed on the public highway will be agreed with the LHA within the detailed CTMP that will be secured by a DCO Requirement. These details will be submitted to the LPA for approval, in consultation with the LHA.
- 6.5.4 All signage along the designated route will undergo inspection to ensure that each sign is properly maintained and situated in safe and appropriate locations.

6.6 Public Rights of Way and Permissive Paths

- 6.6.1 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 have been 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.

6.7 Noise Reduction and Air Quality

- 6.7.1 When not in operation, vehicle engines must be switched off. Vehicles transporting materials will be properly sheeted or covered to prevent the dispersion of dust and debris. During dry conditions, areas adjacent to access points will be sprayed with water to control and minimise the spread of dust and debris.

6.8 Sites Security

- 6.8.1 CCTV and fencing installed as part of the Scheme will be in place to ensure the safety during replacement.
- 6.8.2 If required, additional CCTV or fencing to protect replacement activities will be implemented. All access tracks will be secured by gates, which will be set back from the public highway.

6.9 Community Engagement and Monitoring

- 6.9.1 Details of the Site Manager responsible for the replacement activities will be shared with the LHA prior to any work commencing. This information will also be displayed on the Sites information board.
- 6.9.2 Residents and businesses in the vicinity of the Scheme will be provided with the relevant contact information for the Site Manager to address any identified issues.
- 6.9.3 Any unforeseen issues related to replacement vehicle movements will be recorded by the Site Manager. Where necessary, these issues will be discussed with the LHA to ensure timely and appropriate resolution.

7 Replacement Activities Workers – Mitigation Measures

7.1 Working Hours

- 7.1.1 Replacement activities will, where practicable, be carried out Monday to Friday 07.00-18.00 and between 08:00 and 13:30 on Saturdays (excluding any start-up and shut down works). Where practicable, no replacement activities will take place on Sundays or Public Holidays. However, some activities may be required outside of these times (such as the arrival and departures of workers and the delivery of AIL).
- 7.1.2 Replacement deliveries by HGV will, where practicable, be scheduled to arrive between 09.30 and 16.30. They will be co-ordinated, where practicable, to avoid vehicle movements during the traditional morning peak hour (08.00-09.00) and evening peak hour (17.00-18.00).
- 7.1.3 Worker shift patterns will be co-ordinated, where practicable, to avoid travel during the network peak hours of 08.00-09.00 and 17.00-18.00 Monday to Friday and on Saturdays arriving before 08.00 and leaving after 13.30.

7.2 Vehicle Trip Reduction

- 7.2.1 Measures are proposed to minimise the number of workers travelling by car or van, including the provision of minibuses to transport workers to and from nearby conurbations as well as internally within the Scheme.
- 7.2.2 Workers who drive to the Scheme will be encouraged to car share where practicable, and this tends to occur on major construction projects without intervention.

7.3 Replacement Activities Worker Travel Plan

- 7.3.1 A Replacement Activities Worker Travel Plan (RAWTP) will be prepared and enacted before replacement activities begin (this will be secured through the detailed OTMP). Its purpose is to encourage workers to use sustainable travel options whenever practicable. The RAWTP will incorporate measures consistent with those agreed in the detailed CTMP, adapted as necessary for the replacement activities, and will be submitted to LHA for approval.
- 7.3.2 The following key aims and objectives of the RAWTP 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).

7.3.3 A Travel Plan Coordinator (TPC) will be appointed to oversee the implementation of the RAWTP whose responsibilities will comprise, but not necessarily be limited to, the following:

- Implement measures set out in the RAWTP;
- Raise awareness and promote the RAWTP; and
- Provide advice to workers regarding sustainable travel options.

7.3.4 Suggested measures could include:

- Establish a car share scheme for workers;
- Arrange facilities for workers, such as storage lockers for equipment;
- Provide a map with identified cycling/walking/bus routes to the Sites; and
- Provide emergency cycle repair kit at the compounds.

7.3.5 Uptake of RAWTP measures will be monitored by the TPC. Additional measures will be provided if deemed necessary.

8 Abnormal Indivisible Loads

8.1 Overview

8.1.1 As part of the replacement activities, there may be a requirement for ALL movements associated with larger components of the Scheme.

8.1.2 An AIL vehicle is defined as having one or more of the following characteristics with the vehicle and load in 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 2.9m;
- A rigid length of more than 18.65m;
- 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.

8.1.3 Road based AIL 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 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).

8.2 AIL Management

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

- 8.2.2 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.
- 8.2.3 The need for AIL movements will be determined in advance of replacement activities and will adhere to the management process as set out above.
- 8.2.4 The final number of AIL movements will be confirmed in the detailed OTMP secured by DCO Requirement. Initial AIL routeing analysis is presented in **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]** submitted as part of the DCO Application.

9 References

- Ref 1 Department for Transport (2009), Traffic Signs Manual: Chapter 8 – Traffic Safety Measures and Signs for Road Works and Temporary Situations, <https://www.gov.uk/government/publications/traffic-signs-manual> Accessed December 2025.