

ASTON FLAMVILLE

Condition 14 – Construction Traffic Management Plan



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Construction Traffic Management
Plan (HBBC)
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1 INTRODUCTION

- 1.1 RPS have been commissioned by Elgin Energy EsCo Ltd to prepare a Detailed Construction Traffic Management Plan (CTMP) for Aston Flamville Solar Farm (the 'Site') to discharge a relevant planning condition. The 'development' comprises ground mounted solar PV arrays and associated ancillary infrastructure.
- 1.2 The Site is 41.75 hectares in size and is located between the town of Hinckley and the village of Aston Flamville. The development is split across two parcels of land. There are no existing building developments within the Site which comprises a patchwork of arable and pastoral fields with hedgerow and tree boundaries.
- 1.3 The Masterplan is attached at **Appendix 1**. For ease of reference the Site is described as split into two parcels, referred to throughout this application as Parcels A and B as shown on **Figure 1** below:
 - **Parcel A** – Solar farm on agricultural land north of Lychgate Lane; and
 - **Parcel B** – Solar farm on agricultural land south of Lychgate Lane.
- 1.4 Parcel B is bordered by agricultural land to the north, east, south and west, and the M69 to the north-west. Parcel A is presently agricultural land and is bordered by trees and hedgerow along the field boundaries. Beyond this, Parcel A is bound by agricultural land to the east, west and north. Lychgate lane borders the Site to the south. There is an existing field access into Parcel A.
- 1.5 **Figure 1** below details the locations of the Parcels A and B.

Figure 1: Parcel Locations Forming the Site



- 1.6 The Site is location within the administrative boundaries of both Blaby District Council (BDC) and Hinckley and Bosworth Borough Council (HBBC) as the Local Planning Authority (LPA) and Leicestershire County Council (LCC) as the Local Highway Authority (LHA).
- 1.7 On this basis, there are two decision notices attached to the planning consent, however this report relates only to the HBBC decision notice. A separate report (RPS Report Reference 794-PLN-WWP-00230-03c) relates to the BDC decision notice.

Planning Context

- 1.8 Planning permission was granted, subject to conditions, by HBBC in July 2024 (Planning Application Reference: 22/00739/FUL). Planning Condition 14 states the following:

“Notwithstanding the approved Construction Traffic Management Plan, prior to the commencement of development, an updated Construction Traffic Management Plan (CTMP) shall be submitted and approved in writing by the Local Planning Authority. The CTMP shall include the following:

- **Full details of construction site access / egress management arrangements;**
- **Construction traffic routing, including details of any traffic management measures proposed;**

- Provisions to be made for parking (including staff parking) and turning on site of operative and construction vehicles (including for loading and unloading) during the period of construction; and
- Layout of site compound including any office and welfare facilities.

The Development shall be carried out in accordance with the approved CTMP for the duration of the construction period.”

- 1.9 It should be noted that an Outline CTMP was submitted in support of the planning application (RPS Report Reference JNY11245-02). This Detailed CTMP expands upon the Outline CTMP to provide the additional information requested by HBBC and LCC.
- 1.10 The principal aim of this CTMP is to ensure that the construction works are organised and delivered in a manner that safeguards the highway impact, highway safety and amenity of the area surrounding the construction site in accordance with Condition 14 of the planning consent.

Report Structure

- 1.11 This CTMP is structured as follows:
- **Section 2: Baseline Conditions** – Describes the existing site and the surrounding areas transport and highway characteristics;
 - **Section 3: Development Proposals and Access Arrangements** – Provides an overview of the construction access and constructing routeing construction scheme overview, and the indicative construction programme;
 - **Section 4: Construction Programme and Phasing** – Provides an overview of the construction schedule;
 - **Section 5: Construction Traffic Generation** – Sets out the estimated volume and type of vehicles that will be generated throughout the construction phase of the development;
 - **Section 6: Construction Traffic Mitigation** – Sets out the mitigation measures that will be adopted by employees during construction to minimise the impact of construction on local residents, businesses, and the local highway network; and
 - **Section 7: Construction Travel Plan** – Details how sustainable modes of travel will be encouraged and promoted during the construction period.

2 BASELINE CONDITIONS

Context

- 2.1 This section provides information on the existing site and the surrounding area, with a particular focus on the local highway network and accessibility.

Site Context

- 2.2 The Site is 41.75 hectares in size and is located between the town of Hinckley and the village of Aston Flamville. The development is split across two parcels of land. There are no existing building developments within the Site which comprises a patchwork of arable and pastoral fields with hedgerow and tree boundaries.

Local Road Network Infrastructure

Lychgate Lane

- 2.3 Lychgate Lane intersects Parcel A and Parcel B of the development. Lychgate Lane runs on a broadly northeast to west alignment between the villages of Aston Flamville and Burbage.
- 2.4 Within the vicinity of Burbage, Lychgate Lane is a narrow single carriageway road subject to a 30mph speed restriction, with footways, street lighting and on-street parking within the vicinity of residential dwellings. To the east of Burbage, Lychgate Lane is a narrow single carriageway road with a 40mph speed restriction, with a footway on the southern side of the carriageway.
- 2.5 Approximately 120m west of the Parcel A access junction, the speed limit changes from 40mph to the national speed limit of 60 mph. There are no footways or street lighting present.
- 2.6 As Lychgate Lane routes eastbound towards Aston Flamville, there is a 30mph speed restriction in place, and an intermittent grass verge on the northern side of the carriageway.
- 2.7 There is 7.5t weight restriction in place on Lychgate Lane, except for loading. This is in place along the length of Lychgate Lane between the B578 junction in Burbage, and the Hinckley Road junction in Aston Flamville.

Sharnford Road / Aston Lane

- 2.8 Sharnford Road is a single carriageway road accessed from Lychgate Lane via a simple priority junction. It is subject to a posted speed limit of 30mph within the vicinity of Aston Flamville, increasing to the national speed limit of 60mph to the west of Aston Flamville. There are no footways or street lighting present.
- 2.9 To the east of Aston Flamville, Sharnford Road becomes Aston Lane, which is a single carriageway road subject to the national speed limit of 60mph north of Sharnford. There is a change in the posted speed limit along Aston Lane from the national speed limit of 60mph to 30mph through the village of Sharnford, with a footway present on the eastern side of the carriageway and street lighting present.

B4114

- 2.10 Aston Lane leads onto the B4114 via a simple priority junction. The B4114 is a single carriageway road that routes broadly northeast to southwest between the village of Sharnford and the A5. The B4114 is subject to a posted 50mph speed limit for much of its length with no footways or street lighting present, with the exception through the village of Sharnford where it is subject to a posted speed limit of 30mph with footways and street lighting present along both sides of the carriageway. There is a change in the posted speed limit along the B4114 from 50mph to the national speed limit of 60mph to the north of the B4114 / A5 junction.
- 2.11 The B4114 is the designated access route to the John Brindley HGV MOT centre, and there is an established HGV use along the B4114 associated with the HGV MOT test centre, and its trailer storage facility. The B4114 forms a one-way system to the south of Sharnford which is suitable for accommodating HGV turning movements.

A5

- 2.12 The A5 routes broadly northwest to southeast between the M6 Junction 12 and the M1 Junction 18, whilst also providing access to the M69 Junction 1 to the south of Hinckley.
- 2.13 To the southeast of the M69 Junction 1, the A5 is a single carriageway road subject to a 50mph speed restriction, with a combined footway / cycleway on the north-eastern side of the carriageway to the DPD and Amazon warehouses. To the southeast of these warehouses, there is no pedestrian footway and the A5 retains its 50mph speed restriction to the B578 junction, where this increases to the national speed limit.

M69

- 2.14 The M69 routes broadly north-east to south-west between the M1 Junction 21 at Leicester and the M6 Junction 2 at Coventry respectively. The M69 routes to the east and south of Hinckley where it can be accessed via Junctions 1 and 2 via grade separated junctions. Junction 2 of the M69 only has north-facing entry and exit slip roads.
- 2.15 **Figure 2** below shows the location of the primary road network in the vicinity of the development.

Figure 2: Local Road Network



Highway Safety

- 2.16 Collision data in the vicinity of the development has been obtained by RPS from CrashMap and analysed for the latest complete five-year period (2018-2022).
- 2.17 Collision data has been obtained for the local highway network within the vicinity of the Site. This includes Aston Lane / Lychgate Lane between the B4669 and B578 junctions, covering the local access roads which are not classified as motorways, A or B roads.
- 2.18 The data shows that there were two injury accidents recorded during this period, of which both resulted in slight injury. This equates to one injury accident every three years. **Table 2.1** below summaries the collision history resulting in personal injury on the local road network.

Table 2.1: Personal Injury Accident History

Ref	Location	Date	Severity	Number of Vehicles Involved	Number of Casualties Involved
1	Sharnford Road	21/04/2018	Slight	1	1
2	Aston Lane	08/01/2019	Slight	1	1

2.19 The data shows that there is no inherent trend on accident locations in the vicinity of the site. On this basis, it is considered that the adjoining highway network currently operates with no significant highway safety issues which could be exacerbated by the development.

3 DEVELOPMENT PROPOSALS AND ACCESS ARRANGEMENTS

Development Proposals

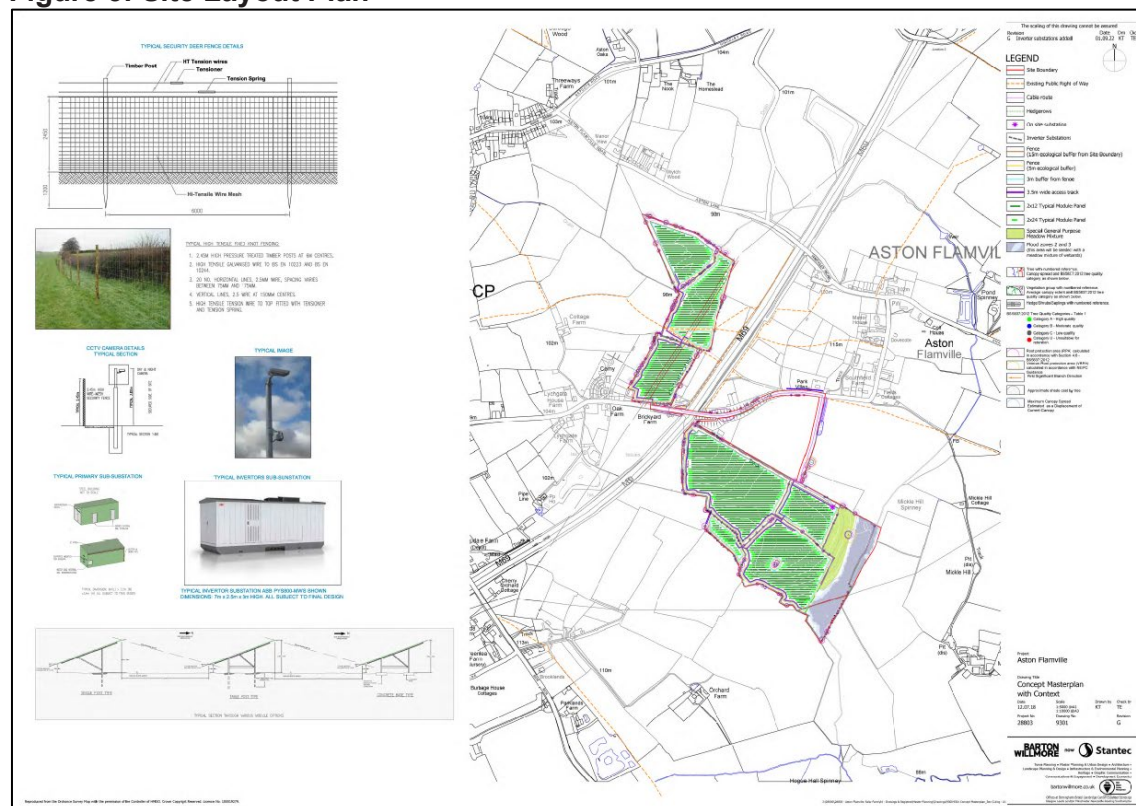
3.1 Planning permission was granted, subject to conditions, by HBBC in July 2024 (Planning Application Reference: 22/00739/FUL) for the following development proposals:

“Ground mounted photovoltaic solar farm with an electrical generating capacity of approximately 20MW together with associated equipment, infrastructure and ancillary works”

3.2 The layout of the development is shown in **Figure 3** and included within **Appendix 1**, and will comprise the following:

- Solar panels mounted on fixed frames in rows (arrays);
- Central inverter stations;
- DNO point of connection substation;
- Perimeter security fencing (deer fencing) along the hedgerows;
- CCTV security cameras;
- Access from the highway and internal access tracks;
- Temporary construction compound; and
- Landscaping and biodiversity enhancements.

Figure 3: Site Layout Plan



- 3.3 It is anticipated that the useful life of the development would be 40 years after which the solar farm will be decommissioned and the Site returned to full agricultural use, with only the environmental enhancements and soil quality improvements left behind.

Construction Compounds

- 3.4 Two secure temporary construction compounds will be provided during the construction period. There will be one large construction compound (75m x 75m) which is located within the southeastern land parcel and one smaller construction compound (50m x 50m), which is located within the northwestern land parcel.
- 3.5 Both the large and the smaller construction compounds will house temporary site office cabins and welfare facilities for contractors. The larger compound will also be used for refuelling, tools and materials storage.
- 3.6 Plant and material will be delivered to the large construction compound where storage facilities are located. These will then be shuttled across the site and to the other smaller construction compound via tractor and trailer. The smaller construction compound will primarily be used to accommodate welfare facilities for contractors.
- 3.7 An extract of the large and smaller construction compounds are shown on **Figure 4** and **Figure 5** respectively below, and attached at **Appendix 2**, which show the location of the contractors' compounds, cabins, material storage areas and contractors parking.

- 3.8 The temporary construction compounds will be constructed using a geotextile base or similar, to facilitate easy removal and reinstatement. The temporary construction compound layouts within the context of the Site Layout Plan are shown at **Appendix 3**.
- 3.9 Each construction compound will comprise of up to 30 staff car parking spaces. It is anticipated that at the peak of construction activity, there will be approximately 30 staff cars on site. This means that there is an overall overprovision of car parking provided within the construction compounds, however staff cars are likely to park in different construction compounds throughout the construction period, therefore this level of parking provision allows for more staff vehicles parking in certain construction compounds at any one time.
- 3.10 Parking spaces are 5.5m x 2.7m in length with 6.5m clearance provided between opposite parking spaces. These parking space dimensions are large enough to accommodate large cars and panel vans.
- 3.11 No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network or the site access road at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the site.

Figure 4: Large Temporary Construction Compound



Figure 5: Smaller Temporary Construction Compound



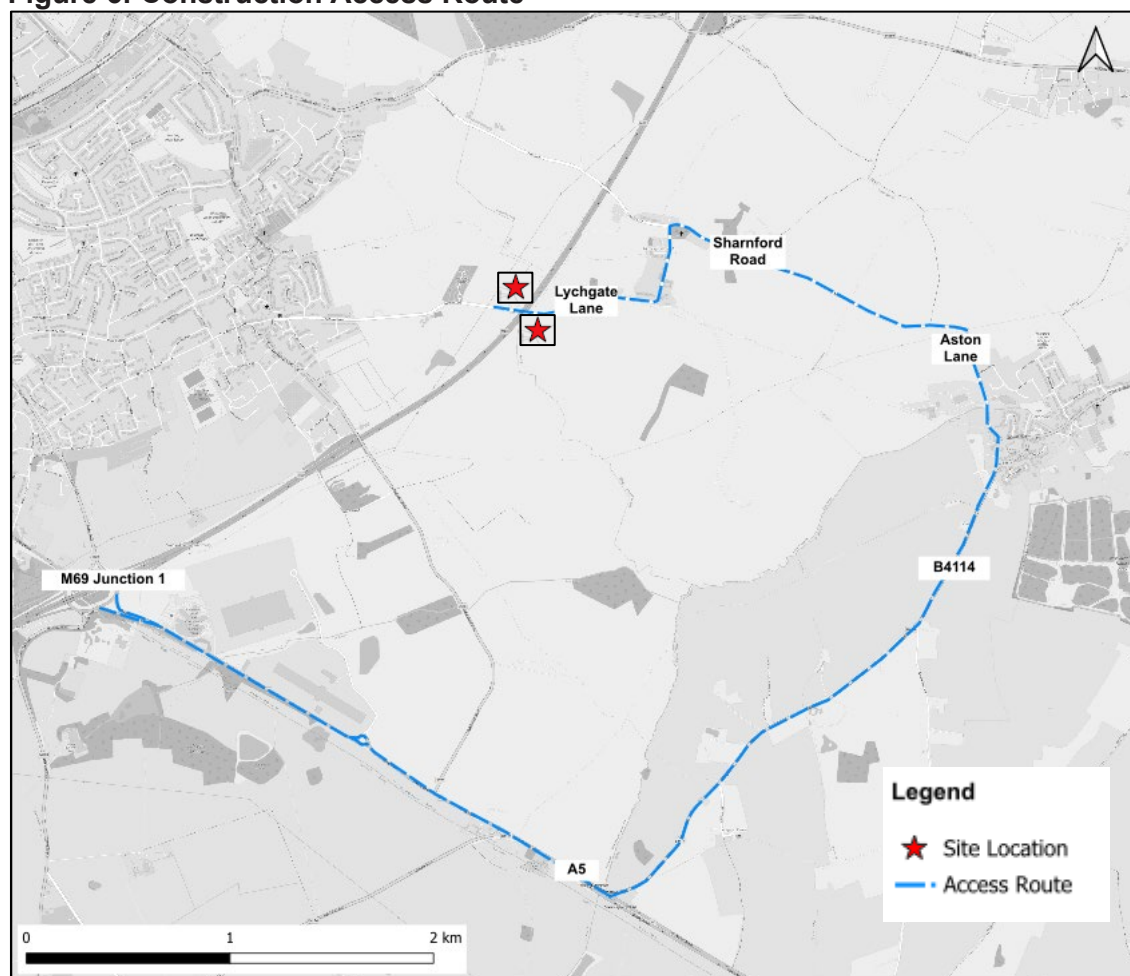
- 3.12 The large construction compound provides a turning area for HGVs accessing and egressing the compound and provides sufficient space within the compound which can accommodate an additional HGV unloading material into the storage area,
- 3.13 It is envisaged that the largest vehicles utilising the smaller construction compounds will be a tractor and trailer shuttling material from the large compound. The smaller construction compound provides a turning area for tractor and trailers accessing and egressing the compound.
- 3.14 Internal access tracks will be constructed around the solar farm during the construction phase. The tracks will lead to the temporary construction compound and car parking area from the Site accesses. The access tracks will be constructed using crushed rock / aggregate based laid over clear ground with a finer 'type 2' stone and gravel material surface. These tracks will be fully permeable and will not affect on-site drainage.
- 3.15 The temporary construction compounds will include:
- Temporary portable buildings to be used for offices, welfare and toilet facilities;

- Containerised storage areas;
 - Parking for construction vehicles and workers vehicles;
 - Temporary hardstanding / gravel hardstanding;
 - Temporary gated compound; and
 - Wheel washing facilities.
- 3.16 Wheel washing facilities will be available to avoid tracking mud onto the public highway. The temporary construction compound area will be fully reinstated as part of the demobilisation from Site. The compound's permeable geotextile base will facilitate easy removal and reinstatement.

Construction Routeing

- 3.17 All construction HGVs will route to and from the M69 Junction 1 along the A5, B4114, Aston Lane, Sharnford Road and Lychgate Lane. The access route to be utilised by all construction HGVs is shown below in **Figure 6** and is described further below.

Figure 6: Construction Access Route



- 3.18 All construction HGVs will enter the Site via the M69 Junction 1, A5 and undertake a left turn into the B4114 junction. HGVs will travel northbound on the B4114 and turn left onto Aston Lane and continue along Sharnford Road, and then a left turn onto Lychgate Lane. HGVs will travel along Lychgate Lane, travelling westbound into Parcel A or Parcel B.
- 3.19 All construction HGVs will emerge from Parcel A or Parcel B and travel eastbound on Lychgate Lane. HGVs will turn right onto Sharnford Road and continue along Aston Lane. HGVs will travel southeast onto the B4114 via the one-way system at Sharnford. HGVs will then route southbound on the B4114 and onto the A5.
- 3.20 HGVs will be required to utilise the width of the Lychgate Lane when manoeuvring between Lychgate Lane and the Site; however, traffic flows are low along Lychgate Lane and there will be an average of 17 HGV movements per day. It is noted that Lychgate Lane is subject to 7.5t weight restrictions, except for loading; however, construction HGVs would be loading and would not therefore contravene the restriction.

- 3.21 The M69 Junction 1 and the A5 form part of the strategic road network and therefore are suitable for HGV flows. It should also be noted that the B4114 is an existing HGV route for the HGV MOT Test Centre at Sharnford, and Sharnford Road and Aston Lane are a bus route.
- 3.22 The route also avoids construction HGVs accessing the site from along Coventry Road or the B578, which have on-street parking particularly within the vicinity of retail units and food establishments which are considered sensitive receptors which would restrict the movement of construction vehicles and may cause safety concerns due to the interaction of vehicles giving way to one-another over long distances.
- 3.23 It is considered that this proposed routeing minimises the use of minor roads and maximises the use of the major strategic.

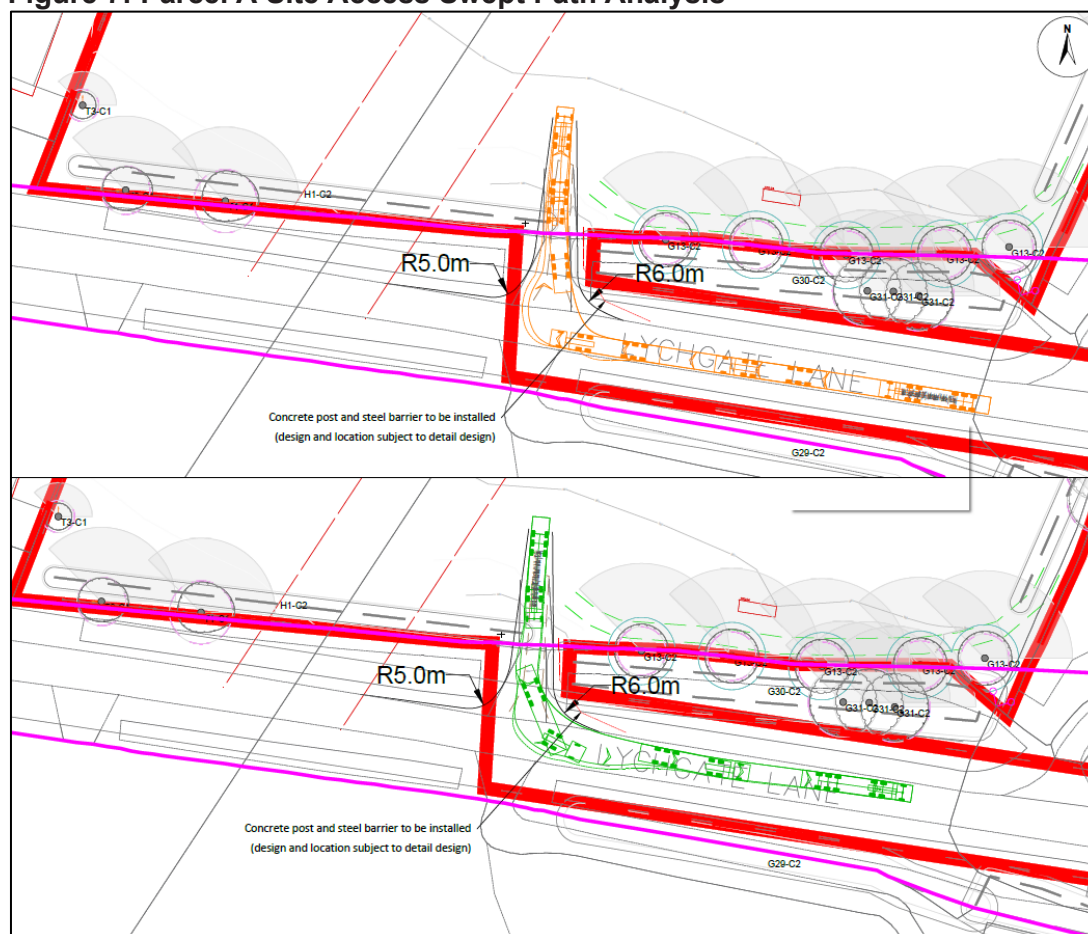
Construction Access

- 3.24 Vehicular access to the Site during both the construction phase and operational phase of the development would be taken from two accesses along Lychgate Lane. The existing farm access to the north of Lychgate Lane would be upgraded to provide access to Parcel A whilst a new access would be provided to the south of Lychgate Lane to access Parcel B.

Parcel A Access

- 3.25 The existing farm access located along the northern side of Lychgate Lane will be used to access Parcel A. The access will be upgraded to provide a 6m radii on the eastern side of the access and a 5m radii on the western side. Details of the site access arrangements are provided on RPS Drawing Number JNY11245-01A at **Appendix 4** within the RPS Technical Drawings package.
- 3.26 RPS Drawing Number JNY11245-01A shown below in **Figure 7** and attached at **Appendix 4** within the RPS Technical Drawings package demonstrates the ability of a 16.5m articulated HGV to manoeuvre into and out of the site access without issue. This vehicle will be the largest vehicle on site during both the construction and operational period.

Figure 7: Parcel A Site Access Swept Path Analysis

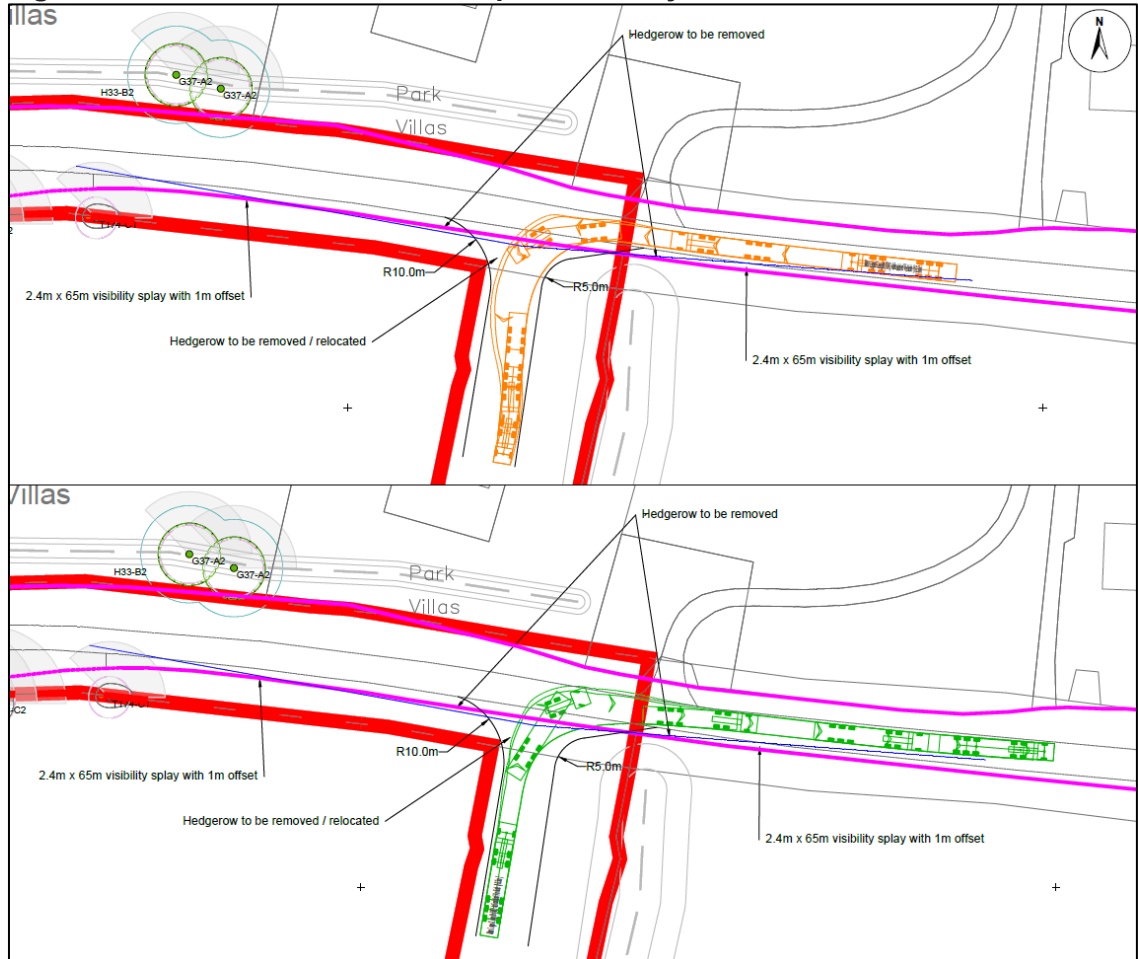


- 3.27 Through consultation with LCC, a visibility splay of 2.4m x 65m was agreed to the west (to the right) of the Parcel A access, and a visibility splay of 2.4m x 160m to the east (to the left) of the access.
- 3.28 RPS Drawing Number JNY11245-02B at **Appendix 4** within the RPS Technical Drawings package shows that the visibility splays of 2.4m x 65m to the right and 2.4m x 160m to the left can be achieved at the Site access.
- 3.29 Once operational, the development will be monitored remotely and will not require any permanent staff to be located on site. There will be occasional visits throughout the year (typically less than once per fortnight) made by 4x4 vehicles and panel van vehicles for inspection and maintenance. These vehicle movements will replace – and be significantly lower than -agricultural vehicles that currently use the access.

Parcel B Access

- 3.30 Access into Parcel B from Lychgate Lane requires a new access in order to allow HGVs to manoeuvre into and out of the Site.
- 3.31 A new field access will be constructed which falls within the 30mph speed restriction on Lychgate Lane. The western access shown on **Appendix 1** will not be used for construction or operational traffic.
- 3.32 Details of the site access arrangements are provided on RPS Drawing Number JNY11245-03A at **Appendix 4** within the RPS Technical Drawings package.
- 3.33 RPS Drawing JNY11245-03A, shown below in **Figure 8** and attached at **Appendix 4** within the RPS Technical Drawings package demonstrates the ability of a 16.5m articulated HGV to manoeuvre into and out of the site access without issue.

Figure 8: Parcel B Site Access Swept Path Analysis



- 3.34 Through consultation with LCC, visibility splays of 2.4m x 65m have been agreed at the site access. RPS Drawing Number JNY11245-03A at **Appendix 4** within the RPS Technical

Drawings package shows that visibility splays of 2.4m x 65m can be achieved in both directions at Site access.

Access Management Measures

- 3.35 Management measures will be implemented to ensure that construction HGVs can access and exit the site safely.
- 3.36 Construction HGVs will be managed via a booking system with fixed arrival times. A banksman will be located at the site accesses and will utilise stop / go boards to ensure safe movement of construction vehicles arriving and departing through the construction accesses. The banksmen will only instruct HGVs to depart the site when Lychgate Lane is clear of traffic in the vicinity of the site access, and it is safe to do so.
- 3.37 All arriving HGVs will be known in advance as part of the HGV booking system, and all departing HGV movements will be managed on-site to ensure no departing HGVs meet any arriving HGV through the access junctions.
- 3.38 Temporary Signage will be located in the vicinity of the Site accesses on Lychgate Lane during the construction period to warn drivers of the Site entrances. The temporary signage to be used in the vicinity of the site accesses is shown below on **Figure 9**.

Figure 9: Temporary Signage at Construction Site Access



- 3.39 Additional signage will also be installed on Sharnford Road, Hinckley Road and Lychgate Lane to advise motorists of HGVs turning through the Site accesses, as shown on **Figure 10**.

Figure 10: Temporary Signage on Sharnford Road, Hinckley Road and Lychgate Lane



4 CONSTRUCTION PROGRAMME AND PHASING

- 4.1 The construction is scheduled to last up to four months (16 weeks). The construction can broadly be split into the following phases:
- **Site Setup** – including site tracks, perimeter fencing, site welfare, construction compound;
 - **Solar Panel Frames** – including setting out positions, installing piles, constructing frames;
 - **Cabling and Ducting** – including installing AC cables, DC mains, earthing system and ducts; and
 - **Modules and Commissioning** – including connecting LV DC and AC, installing modules and overall commissioning.
- 4.2 It should be noted however that the construction programme may be subject to change prior to work commencing on Site. Any changes will be relayed to Leicestershire County Council (LCC).
- 4.3 All materials and plant associated with the development process will be stored within the footprint of the Site. A loading and unloading area for plant and materials will be provided within the Site. It is anticipated that the majority of deliveries will be made via articulated low loader and rigid HGVs.
- 4.4 The solar farm will have a useful life of approximately 40 years. At the end of the generating station's operational life the solar farm will be decommissioned, and the Site will be returned to full agricultural use, with only the environmental enhancements and soil quality improvements left behind.

Enabling Works

Site Preparation

- 4.5 Site setup is important to mitigating any impacts on the surrounding highway network as well as neighbouring residents and businesses.
- 4.6 The Site will remain presentable and tidy at all times. Hoarding or Heras fencing will be erected (where appropriate) along perimeters of the Site. The fencing will comply with the Health and Safety Authority requirements; and will be well maintained throughout the works to ensure public safety. Further details on the type of fencing proposed, will be provided when a contractor is appointed.
- 4.7 Building inspections to identify hazardous material / asbestos will be undertaken. The purpose of the hoarding is to provide additional security, both to prevent unauthorised personnel from accessing the Site as well as providing suitable segregation between pedestrians and the work being undertaken. Lockable gates will be at the entrance to the vehicular access to prevent unauthorised vehicles entering the Site.

Potential Impact on Utilities

- 4.8 Utility service diversions and temporary service connections should be carried out during the initial stages of the enabling works. The exact location of these services will not be known until a survey has been carried out.

- 4.9 Prior to works commencing, any existing utility services will be identified and disconnected across the Site. Safe access routes would also be identified for vehicles and pedestrians across the Site.

Delivery of Plant and Materials

- 4.10 All materials and plant associated with the development process will be stored within the footprint of the Site. A loading and unloading area for plant and materials will be provided within the site. It is anticipated that the majority of deliveries will be made via articulated and rigid HGVs.
- 4.11 The following non-road mobile machinery is likely to be used on site:
- Breaker;
 - Dumper trucks;
 - Tower / Mobile Cranes;
 - Drills / Cutters; and
 - Fork Lift Truck.

Working Hours

- 4.12 All work will be conducted between 08:00 and 18:00 hours Monday to Friday with limited construction activities on Saturdays between 08:00-13:00. No construction activities will take place on a Sunday or Bank Holiday.

5 CONSTRUCTION TRAFFIC GENERATION

- 5.1 This section of the report sets out the volume and type of vehicles that will be generated throughout the construction phase of the development.
- 5.2 It should be noted that the construction programme and corresponding construction traffic strategy may be subject to minor change prior to work commencing on Site. Any substantial changes in the build program and / or number of vehicular movements will be communicated to LCC in advance.

Construction Vehicles

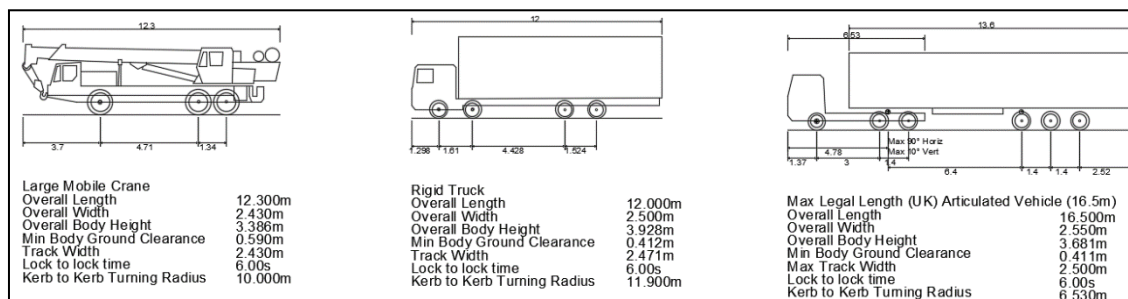
- 5.3 The trip generation of the construction phase of development has been informed though discussion with the Applicant on the anticipated construction programme and is based on experience of delivering similar developments in the United Kingdom.
- 5.4 **Table 5.1** below provides an overview of the types of construction vehicles expected on site.

Table 5.1: Construction HGVs

Item	Vehicle Type
Solar Panels	Rigid / Articulated HGVs
Mounting System	Rigid HGV
Prefabricated Buildings	Articulated HGVs
Unloading Buildings	Mobile Crane
Cables	Rigid HGV
Fencing	Rigid HGV
Small Deliveries	Rigid HGV
Plant Delivery	10t-20t HGV (normally Rigid HGV)

- 5.5 The majority of materials and plant delivery is to be transported to the Site via articulated and rigid HGVs. There will be no abnormal indivisible loads associated with the development.
- 5.6 It is noted that a variety of vehicles will need to access the Site during construction. These will include rigid and articulated HGVs and a large mobile crane associated with delivering the requisite materials (including aggregate, mounting frames and the solar panels) and prefabricated buildings. The dimensions of the vehicle types are shown in **Figure 11** below.

Figure 11: Vehicle Dimensions



- 5.7 The construction period is expected to last approximately 4 months (16 weeks), with deliveries fluctuating within this period. It is expected that the majority of movements would be Monday to Friday with only a limited number of movements on a Saturday.
- 5.8 Deliveries will vary in amount per day during the construction period and will be dependent on upon the activities being undertaken at the Site. It is expected that there will be an average of eight deliveries (eight inbound HGV movements plus eight outbound HGV movements) per day over the 16-week construction period.
- 5.9 **Table 5.2** below provides an indicative construction programme and details the number of HGV movements expected on site during the construction period.

Table 5.2: Indicative Construction Programme

Activity	Week															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ground Works	20 deliveries per week															
Mounting Systems			17 deliveries per week													
Panel Fitting							30 deliveries per week									
Testing and Commissioning														9 deliveries per week		

- 5.10 **Table 5.2** shows that deliveries will peak around week seven, with 14 deliveries (14 inbound HGV movements plus 14 outbound HGV movements) expected per day. This peak will last for approximately one to two weeks. On average there will around 17 two-way HGV trips per day over the 16-week construction period.

Dwell Times

- 5.11 Delivery vehicles are likely to attend the Site for approximately one hour per vehicle. There will be sufficient space within the curtilage of the Site compounds to ensure that no vehicles will have to wait on the surrounding highway network.
- 5.12 Further measures that will be employed to control the number and frequency of vehicles arriving at the Site are detailed further below.

Construction Staff

- 5.13 During construction, there is a balance to be made between the intensity of on-site activity and duration of activity. However, the Applicant advises that there will be up to a maximum of 60 staff on site per day. The Applicant's experience of similar developments elsewhere suggests that car sharing promotion by the contractor will reduce the number of cars on site to 30. This will be achieved through management of staff travel patterns and actively encouraging car sharing, further details on this are included within **Section 7** of this report. On this basis, it is expected that during peak construction there will be approximately 60 two-way daily car or van movements associated with site staff, contractors and operatives.
- 5.14 All staff are anticipated to arrive at the construction site during the 30-minute period preceding the start of the operating day (i.e. 07:30 to 08:00 Monday to Saturday) and depart during the 30-minute period that follows the end of the operating day (i.e. 18:00 to 18:30 Monday to Friday and 13:00 to 13:30 on Saturdays). Staff trips are likely to travel to / from different origins / destinations and hence spread their movement across the highway network.
- 5.15 Provision will be made to enable all vehicles to park within the construction compound to avoid obstruction to the operation of the public highway and this shall be strictly enforced.
- 5.16 **Figure 12a and Figure 12b** below shows the location of parking for site operatives and visitor vehicles within the two temporary construction compounds.

Figure 12a: Parking of Site Operatives and Visitors Vehicles at 75m x 75m construction compound

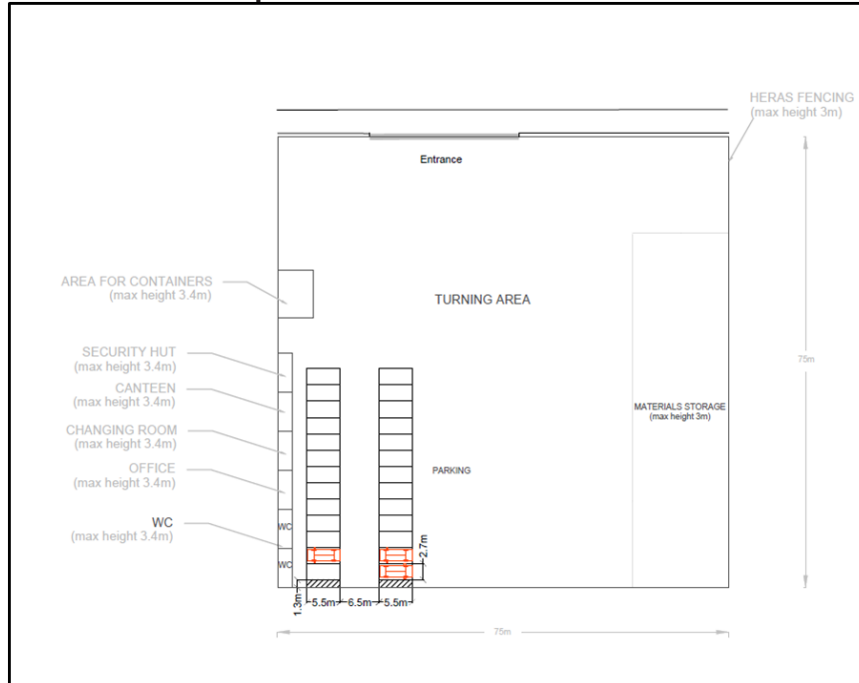


Figure 12b: Parking of Site Operatives and Visitors Vehicles at 50m x 50m construction compound



Maintenance

- 5.17 Once operational, the development will not require significant maintenance, except for occasional visits made by 4x4 vehicles or panel van vehicles.
- 5.18 The impact of maintenance vehicles is negligible given the infrequent nature of maintenance visits.

Decommissioning

- 5.19 At the end of the proposed 40-year operational period, the solar farm and its ancillary equipment will be decommissioned, dismantled and removed and the Site fully reinstated to the satisfaction of the local planning authority.
- 5.20 It is estimated that decommissioning of the development will take approximately 4 to 6 months to complete. The decommissioning of the development will be expected to generate a similar (or fewer) number of trips as the construction phase, since there is not the same requirement to transport the material separately. The traffic associated with the decommissioning phase will be discussed with the Highway Authority prior to commencement, and appropriate measures will be agreed as necessary at that time.

6 CONSTRUCTION TRAFFIC MITIGATION

General

- 6.1 This Section sets out the measures, management structure and control processes that will be put in place to implement, monitor, and manage the CTMP. The Site Manager will be responsible for the site works which will ensure that the control processes are efficiently communicated and implemented.

Construction Manager

- 6.2 Elgin Energy will appoint a Site Manager for the project. The Site Manager and their contact details will be provided to BDC, HBBC and LCC prior to construction commencing. BDC, HBBC and LCC will be advised of any change in personnel in this regard.
- 6.3 The Site Manager for the project will undertake the transport co-ordination role for the Site. In this respect, their main responsibilities will include:
- Managing implementation of the CTMP;
 - Vehicle scheduling;
 - Informing local residents and LCC of the commencement of construction works;
 - Informing local residents and LCC of any major or noise intensive works associated with the construction period to avoid / minimise disruption;
 - Checking for scheduled road works, events, or incidents in the local area which may cause HGVs to deviate from the designated vehicle route;
 - Checking for scheduled road works, special events and incidents in the local area on the [One.network](#) website;
 - Checking for scheduled refuse collections to avoid conflict with HGV deliveries within built up areas;
 - Handling any complaints; and
 - Acting as a general point of contact for employees, contractors, LCC, the general public, and any other interested parties.
- 6.4 The Site Manager is responsible for keeping neighbours within the vicinity of the Site informed of the construction progress. In this respect, the Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:
- The Contractor;
 - The Applicant;
 - Site neighbours;
 - LCC; and
 - Other local stakeholders such as emergency services or local transport providers.

- 6.5 Regular review meetings and telecommunication will be held between the Site Manager and LCC if requested. It is expected that update meetings / telecommunication will be held on an ad-hoc basis as required. Furthermore, the Site Manager will provide any monitoring data, delivery schedules, complaints or breaches of agreements to LCC if requested.

Ongoing Review of Access Routes

Route Management

- 6.6 It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict.
- 6.7 The Site Manager will be responsible for keeping up to date on scheduled roadworks, events, or incidents in the area which could result in a deviation of the preferred route for HGVs. Any major roadworks or events on the preferred route that result in the deviation of the preferred route will be agreed with officers at LCC in advance where feasible.

Route Compliance

- 6.8 Use of the agreed vehicle routes shall be included as a contractual requirement of the contractor. The contractor will be responsible for communicating the use of agreed HGV routes to all individuals involved in the construction process, prior to works commencing. This information will be communicated in the form of a leaflet or email and will be circulated to all individuals associated with construction. The information will include details of times of operation, delivery routes for HGVs, and how to access the delivery booking system.
- 6.9 Any repeated non-compliance of the construction routes could result in disciplinary procedures or the termination of the workers / supplier's contract. Therefore, the circulation of all required construction routing information is vital.

Control of Deliveries

- 6.10 All deliveries will be controlled by a delivery booking system which will distribute deliveries across the week and across working hours. Deliveries should not be accepted outside of their designated timeslot, and such deliveries will be asked to re-book, unless there is capacity to accommodate within the specified loading area.
- 6.11 On a daily basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the Site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager who will, as far as practical, ensure that HGV deliveries are spread out across the week and across the day to minimise any disruption.
- 6.12 When planning deliveries, the following will be considered:
- All deliveries to the Site should be restricted to the timings set out within this document;
 - Deliveries will be permitted only in the specified loading area on Site; and

- Material storage areas will be prepared onsite in advance of deliveries to minimise loading and unloading times.
- 6.13 The construction compounds will provide an area for waiting for an additional vehicle if required. All hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that there is delivery space and banksmen ready for their arrival onsite.
- 6.14 All deliveries to the Site will be organised to take place between the hours of 08:00-18:00, Monday to Friday and 08:00-13:00 Saturday (subject to confirmation / approval from NCC. The contractor will seek to minimise deliveries during the weekday peak hours (08:00-09:00 and 17:00-18:00), except for in emergencies.
- 6.15 Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.
- 6.16 The following measures will be implemented to reduce the number of vehicle movements to the site:
 - 'Backloading' vehicle operation, where site delivery vehicles are utilised to remove waste materials from the site as part of the same trip, where possible; and
 - Practical re-use of any aggregates on site and recycling of material, where possible.
- 6.17 The Applicant will provide a banksman to assist with the manoeuvring of delivery vehicles throughout the Site. The construction compounds will be located off the public highway within the Site, accessed via the internal access road.
- 6.18 With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the site will be kept to a minimum.

Subcontractors

- 6.19 Individual subcontractors involved in the construction process will be required to incorporate the relevant requirements from the CTMP into their activities as well as statutory requirements. Any potential sub-contractors will be required to show how they will comply with the CTMP and how targets will be achieved and impacts minimised.

Good Neighbours Policy

- 6.20 The contractor will strive to be 'Good Neighbours', with systems employed to ensure local issues are understood. As part of this, the contractor could sign up to the Considerate Constructor Scheme (CCS).
- 6.21 Communication with local residents and businesses will begin prior to commencement of construction and will be provided with information on the planned construction including times and contact details by a senior manager based on site.
- 6.22 An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety, on-site construction works and issues and sensitivities in the context of the surrounding community.

Dust and Dirt Control

- 6.23 The control of dust and dirt is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust.
- 6.24 Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites. All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.
- 6.25 Further to this, all skips and storage area for cement, sand and fine aggregates will be sheeted / covered when not in use.
- 6.26 Wheel washing facility will be provided for the duration of the construction works to ensure levels of soil on roadways near the construction Site is minimised. The wheel wash facility will be in the form of a hose down point located adjacent to the construction compound. All vehicle wheels will be cleaned whenever a vehicle leaves the Site.
- 6.27 The carriageway fronting the accesses used for the construction will be swept daily, and the need for this will be continuously monitored throughout the day, in light of site operations and weather conditions. Goods, waste material and wheelbarrows will be secured and covered prior to being transported to and from the Site to prevent the escape of debris and dust.
- 6.28 The contractor will ensure that the area around the construction Site, including the public highway, are regularly and adequately swept to prevent any accumulation of dust and dirt.
- 6.29 The Site Manager will undertake daily inspections of the Site and the roads surrounding the Site to ensure that dust control measures are complied with. The Site Manager will record and respond to all dust and air quality pollutant emissions complaints and will maintain a log of any complaints and any action taken to resolve the issues.
- 6.30 The frequency of Site inspections will increase when activities with a high potential to produce dust are being carried out as well as during periods of prolonged dry or windy conditions.

Mud on Roads

- 6.31 A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the Site. Wheel washing facilities will be located at the access for both compounds and at the site access junctions for vehicles egressing the site onto the highway network.
- 6.32 A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud/slurry being collected and disposed of.
- 6.33 The wheel wash station will remain on Site until the development is complete. The proposed wheel cleaning procedure will consist of:
- Before leaving the Site, vehicles will be inspected for any heavy deposit left on wheels. If present, these will be removed manually;
 - Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits; and

- Vehicles will be permitted to leave site following approval of the Site Manager / Site representative that the above steps have been completed to a satisfactory standard.
- 6.34 The Site will be kept as free of mud as is practical during ground working operations. Machine and wagon trafficking around the Site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.
- 6.35 The construction Site access into the Site will be secured. The Site will be secured whenever construction personnel are not present. Site contact details and out of hours emergency contact details will also be prominently displayed on Site hoardings. Daily inspections will be undertaken in the vicinity of the Site and on footways to check for potential hazards (including blocked footways and the build-up of rubbish).

Site Fencing

- 6.36 A security fence will be constructed around the Site prior to any significant construction works taking place. The security fence will be erected on the inside of any hedgerows, so that it will be screened by any such hedgerow in views from the surrounding area, further mitigating any visual impact.

Communication Strategy

- 6.37 As identified above, the Site Manager will be responsible for ensuring that there is adequate liaison between all stakeholders throughout the construction period.
- 6.38 Prior to any works starting, the contractor shall inform neighbours which may be affected by noise, dust or vehicular movements arising from the construction work of the nature of the works, proposed hours of work and their expected duration. In addition to this a notice will be placed at the main entrance to the Site informing site neighbours of the hours of work.

Complaints Procedure

- 6.39 Whilst the Site Manager will use reasonable endeavours to ensure that Site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by Site neighbours about the programme of works. The Site Manager will therefore be available to meet and explore issues with concerned neighbours directly via appointment.
- 6.40 Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees.
- 6.41 The Site Managers contact details will be provided to LCC prior to work commencing on site. Contact details for the Site Manager will also be displayed at the site entrance.

Fuel Consumption / Emissions

- 6.42 The contractor will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of the booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner which will help minimise the number of vehicle movements generated by the Site.

- 6.43 A further measure that will be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

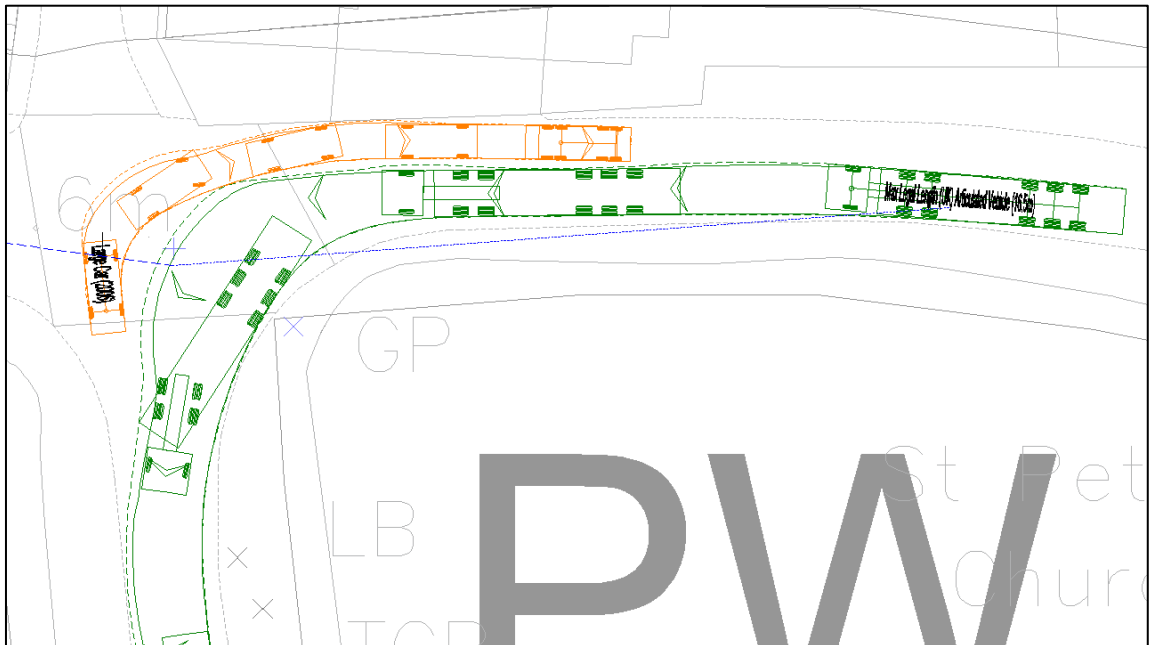
Construction Access Junctions Management

- 6.44 The booking system will ensure that the timing of all construction vehicles is known. This will enable the banksmen to act as traffic marshals on the access roads and utilise stop / go boards as required to ensure the safe movement of construction vehicles arriving and departing through the construction accesses.
- 6.45 All arriving HGVs will be known in advance as part of the HGV booking system, and all departing HGV movements will be managed on-site to ensure no departing HGVs meet an arriving HGV through the access junctions.

Lychgate Lane / Sharnford Road Junction

- 6.46 Visibility splays for a 30mph road can be achieved at the Lychgate Lane / Hinckley Road junction for HGVs emerging from Lychgate Lane and turning right onto Hinckley Road. It should be noted that the visibility splay of 2m x 43m with a 1m carriageway offset represents a HGV waiting at the give way line for traffic travelling westbound across the Hinckley Road junction. This is shown on **Figure 13**.

Figure 13: Eastern Visibility at Lychgate Lane / Sharnford Road



- 6.47 The signage shown on **Figure 10** will be implemented on Lychgate Lane, Sharnford Road and Hinckley Road to advise road users of construction vehicles turning through the junction.

Lychgate Lane Traffic Management

- 6.48 Additional signage, shown on **Figure 14**, will be installed on Lychgate Lane within the vicinity of the 90-degree bend to advise road users of oncoming HGVs.

Figure 14: Temporary Signage at the Lychgate Lane / Hinckley Road Junction



- 6.49 With regard to HGV movements, the construction period is estimated to last for up to 16 weeks, with deliveries fluctuating within this period. It is envisaged that the majority of movements would be Monday to Friday with only a limited number of movements on a Saturday.
- 6.50 Deliveries will vary in amount per day during the construction period with an average of 17 HGV movements per day (around eight arrivals plus eight departures), which equates to one arrival every 75 minutes on a typical weekday based on a 08:00 to 18:00 working day.
- 6.51 On a daily basis, the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.
- 6.52 The construction compounds will provide an area for waiting for an additional HGV if the site manager is aware of an imminent HGV arrival. Hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space is ready for their arrival onsite. Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting. These measures will ensure that two construction HGVs do not meet along Lychgate Lane.
- 6.53 Additional signage, as shown on **Figure 14**, will be installed on Lychgate Lane to advise road users of oncoming HGVs.

Pedestrian Safety Measures

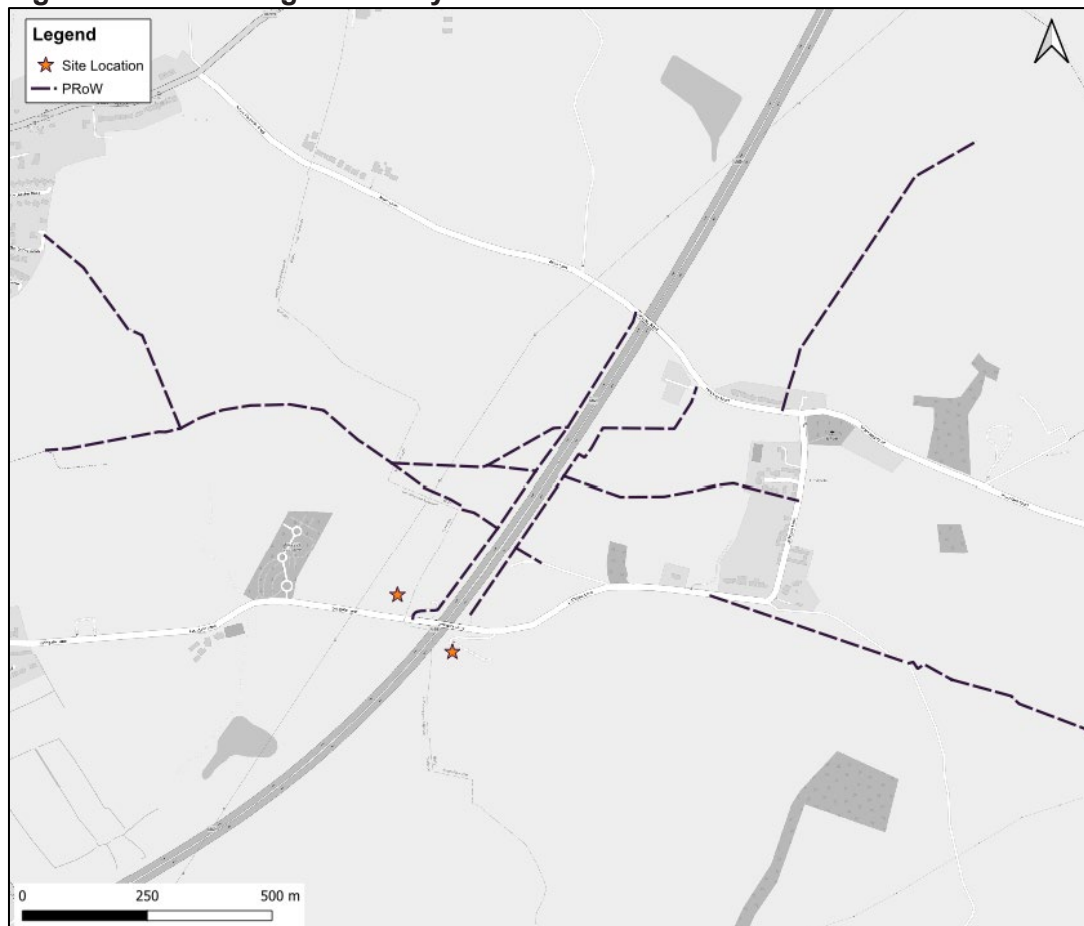
- 6.54 Pedestrian safety throughout the construction programme will be paramount. As set out in **Section 4**, a Banksman will be present at the site accesses to minimise the likelihood of conflict

with pedestrians and to ensure pedestrian safety during loading and unloading activity. Warning signage will be provided along Lychgate Lane and in the vicinity of the Site accesses to ensure that vehicles, pedestrians, and cyclists are aware that construction activity is taking place. The site will be properly secured, helping to ensure that pedestrians and the general public cannot access the construction site unauthorised.

Public Rights of Way

- 6.55 A separate PRow Management Plan has been prepared to demonstrate a planned approach to the management of PRowS during construction. The key aim of this plan is to maintain public safety while minimising disruption to users.
- 6.56 There are several Public Rights of Way (PRow) in the vicinity of the site including Footpaths U63 and V30 which route through the Site. **Figure 15** below shows the locations of these existing PRow.

Figure 15: Public Rights of Way

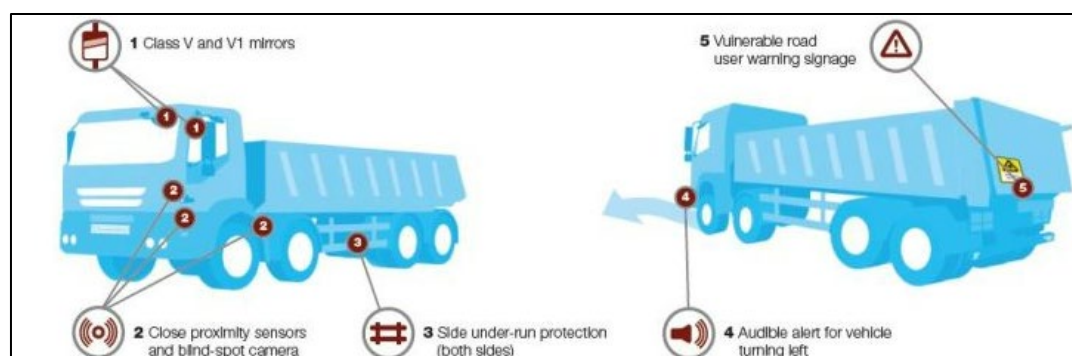


- 6.57 A separate Public Right of Way Management Report has been produced (RPS Document 794-PLN-WWP-00230-01d). Full details of the PRow management measures are set out in the Public Right of Way Management Report.

Additional Measures

- 6.58 Site contact details and out of hours emergency contact details will also be prominently displayed on site hoardings. Daily inspections should be undertaken in the vicinity of the Site to check for potential hazards (including the build-up of rubbish).
- 6.59 Heavy goods vehicles associated with the construction of the development must:
- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function for which it was built, if Side Guards are fitted;
 - Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides a reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
 - Have a Class VI Mirror; and
 - Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.
- 6.60 The Site Manager will ensure that all contractors and fleet operators at the site sign with vehicles over 3.5 tonnes will be required to have the vulnerable road user safety kit fitted, as outlined in **Figure 16**.

Figure 16: Safety Measures



- 6.61 The Site Manager will undertake checks of vehicles accessing the Site. In the event that a vehicle arrives at the Site and is not fitted with the above safety kit then the vehicle may be refused entry and a non-conformance report completed.
- 6.62 The Site Manager / Contractor should ensure that all contractors and fleet operators accessing the Site have received the correct level of training and have had driver license checks.

7 CONSTRUCTION TRAVEL PLAN

- 7.1 A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing a number of other benefits to the organisation as an employer and to staff.
- 7.2 This Travel Plan seeks to address activities related to the construction of the Site which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel by promoting travel via sustainable modes and sourcing labour and goods locally, the Travel Plan objectives can be achieved.

Trip Generation

- 7.3 The Applicant expects that there will be up to a maximum of 60 staff on Site per day. The Applicant's experience of similar developments elsewhere suggests that car sharing can reduce the number of cars on Site to 30. This will be achieved through management of staff travel patterns and actively encouraging car sharing. As such the Site Manager will actively promote the use of car sharing as the primary method for construction workers to access the Site.
- 7.4 As set out in the construction compound layout at **Appendix 2**, up to 30 car parking spaces will be provided within each construction compound.
- 7.5 The construction period is expected to last approximately 4 months (16 weeks), with deliveries fluctuating within this period. It is expected that the majority of movements would be Monday to Friday with only a limited number of movements on a Saturday.
- 7.6 Deliveries will vary in amount per day during the construction period and will be dependent on upon the activities being undertaken at the Site. It is expected that there will be an average of eight deliveries (eight inbound HGV movements plus eight outbound HGV movements) per day over the 16-week construction period.

Staff Infrastructure

- 7.7 The contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the Site.
- 7.8 There is great potential for construction workers to car share to work, especially given the fact that some sub-contractors are likely to be travelling from the same origin (their local residence) to the same destination (the Site).
- 7.9 Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers. It is this mode of transport which often forms one of the most convenient methods of sustainable travel for construction workers.
- 7.10 The Site Manager would promote a car-sharing scheme throughout the construction program. The Site Manager would also make construction workers aware of existing car sharing schemes such as liftshare.com/uk.

- 7.11 The Site Manager will determine construction staff members' willingness to car share. Furthermore, looking at workers home / local residence postal addresses it would become evident whether there are any area groupings of people that would make the principle of car sharing a reasonable prospect of being successful. The Site Manager will then investigate setting up a database of construction workers willing to share journeys, including information such as their home / local residence addresses and could try and match suitable car sharers.
- 7.12 The construction Site will provide facilities in accordance with requirements set out in Health and Safety Executive guidelines. Consequently, the Site compound will provide a drying room, storage facilities, toilets and offices within the welfare area. This will encourage people to travel to the Site by sustainable modes whilst having the added benefit of reducing the number of trips made off Site during lunch breaks.

Aims and Targets

- 7.13 The Site is a construction site and sustainable transport measures will be adopted. The Applicant considers that through car sharing, there will be up to 30 car arrivals per day.
- 7.14 Each car parking area will be able to accommodate up to 30 vehicles with additional space to be made available if required. Construction worker parking at the Site will be monitored, controlled and recorded by the Site Manager to ensure that single occupancy car use is minimised. The Site Manager will ensure there is space made available for any overspill parking during the early periods of construction.
- 7.15 This CTMP and Travel Plan will be communicated to all construction workers as part of their induction / training process. An up to date copy of the Travel Plan will always be available for consultation.

Measures

- 7.16 As indicated above there is potential for construction workers to car share or travel by bicycle or bus to the Site. It is therefore deemed appropriate to promote the following measures to promote sustainable travel by construction staff.
- Include local public transport timetables and route maps within the on-site compound for construction staff to review;
 - Include cycle parking within the site compound
 - Providing changing and storage facilities for construction staff;
 - Assist in matching car sharers; and
 - Minimise, where possible, the number of contractors on Site at any one time to reduce trips generated and promote car sharing.
- 7.17 Further to this the following measures are to be promoted to minimise the environmental impacts of HGV trips generated by the development:
- Initiate a weekly booking system for the delivery of plant and materials to the Site;
 - The Applicant will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment;

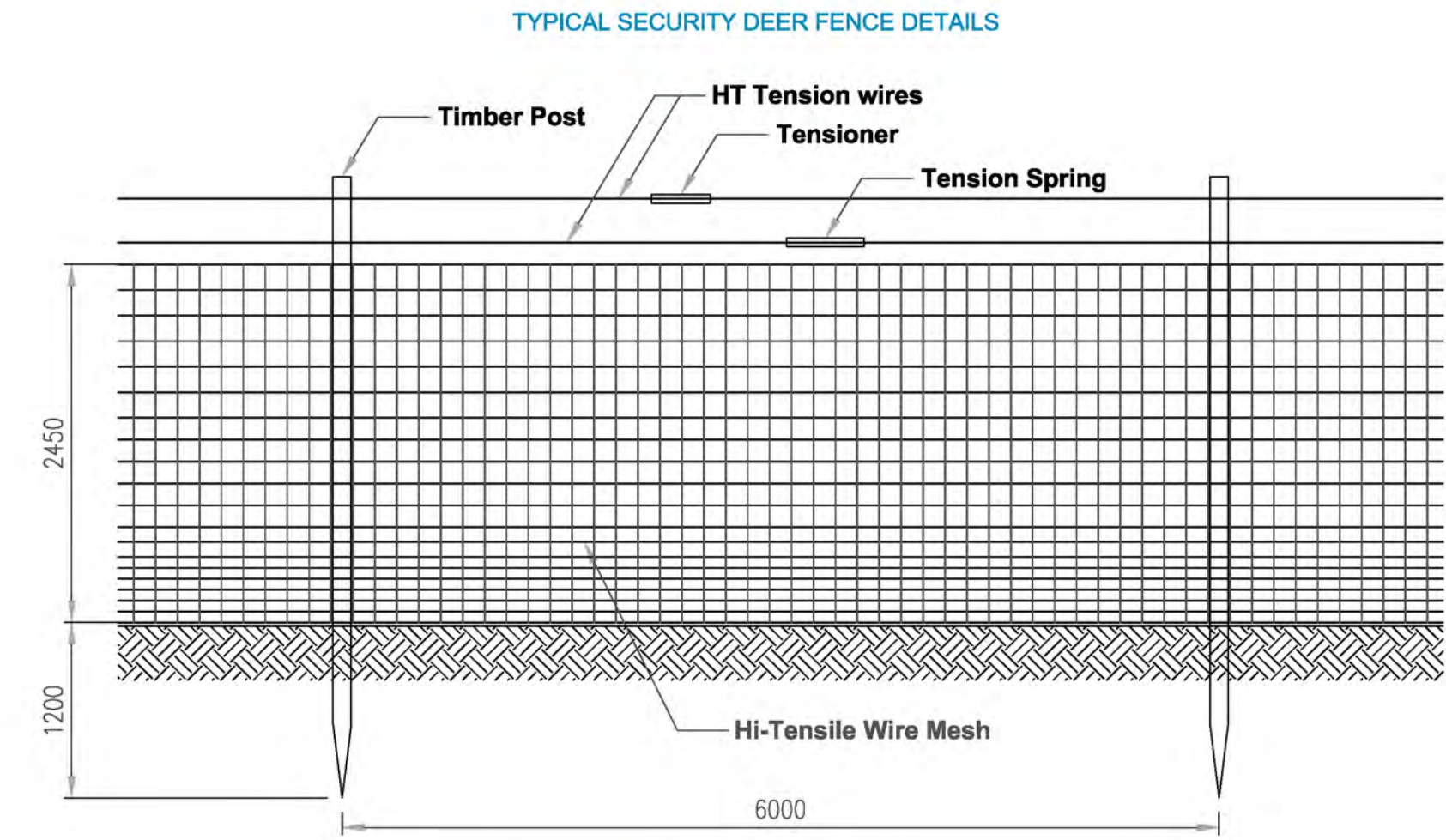
- All delivery vehicles will be required to switch off their engines as they are waiting at the Site, thereby preventing unnecessarily idling vehicles;
 - Use of the agreed vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals associated with the works; and
 - Provision of wheel washing facilities at the Site entrance / egress.
- 7.18 The Department for Transport (DfT) has published guidance relating to the efficient use of freight on the network. “Review of Low Carbon Technologies for Heavy Goods Vehicles” (2009) sets out a number of HGV technologies with the potential for reducing carbon emissions. The report assesses a number of vehicle technologies and driver behavioural styles for reducing the environmental impact of HGVs. Some of these measures could be incorporated into the vehicle fleet in order to reduce the environmental impact of generated traffic. Such measures would include:
- Aerodynamic improvement to Trailers – Reduce the aerodynamic drag of the vehicle;
 - Spray Reduction Mud Flaps – Reduces Spray and Provides Aerodynamic Benefits;
 - Low Rolling Resistance Tyres – Can reduce CO² emissions by up to 5%;
 - Automatic Tyre Pressure Adjustment – Automatically monitors and adjusts tyre pressures which could provide CO² reductions of around 7-8%;
 - Predictive Cruise Control – Improves fuel efficiency of vehicles; and
 - SAFED Driver Training Scheme – Aims at improving accident prevention and reduction and improved fuel consumption.

Residual Impacts

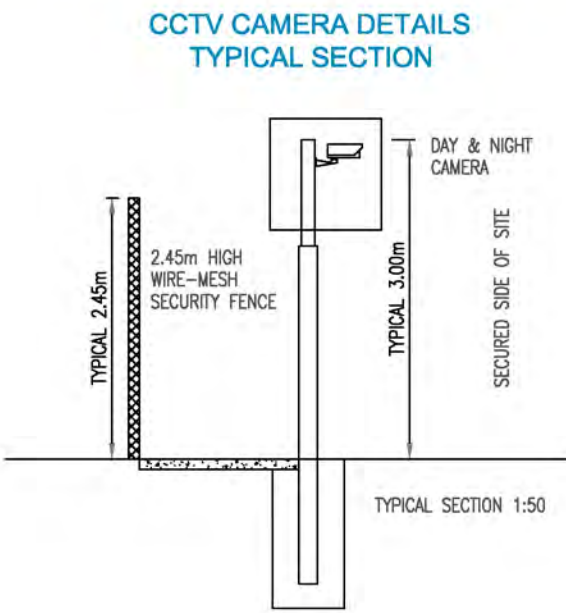
- 7.19 A booking system will be initiated to ensure that construction deliveries are managed efficiently with minimal disruption and delay. Local residents will be informed of the commencement of the construction process. The initiation of the Travel Plan measures alongside the targets will therefore minimise impacts upon the operation of the local highway network as well as reduce environmental impact.

Appendices

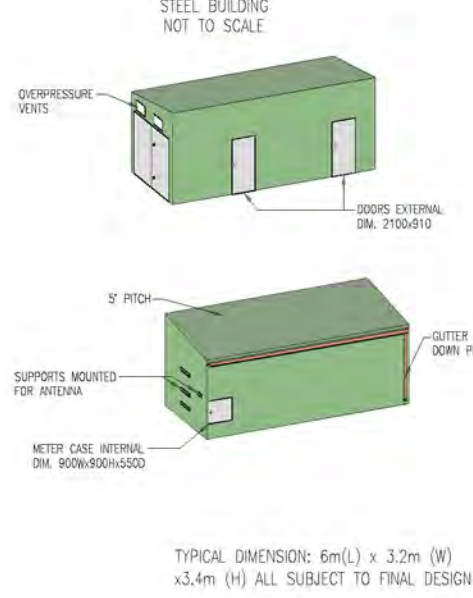
Appendix 1 – Site Masterplan



- TYPICAL HIGH TENSILE FIXED KNOT FENCING:
1. 2.45M HIGH PRESSURE TREATED TIMBER POSTS AT 6M CENTRES.
 2. HIGH TENSILE GALVANISED WIRE TO BS EN 10223 AND BS EN 10244.
 3. 20 NO. HORIZONTAL LINES, 2.5MM WIRE, SPACING VARIES BETWEEN 75MM AND 175MM.
 4. VERTICAL LINES, 2.5 WIRE AT 150MM CENTRES.
 5. HIGH TENSILE TENSION WIRE TO TOP FITTED WITH TENSIONER AND TENSION SPRING.



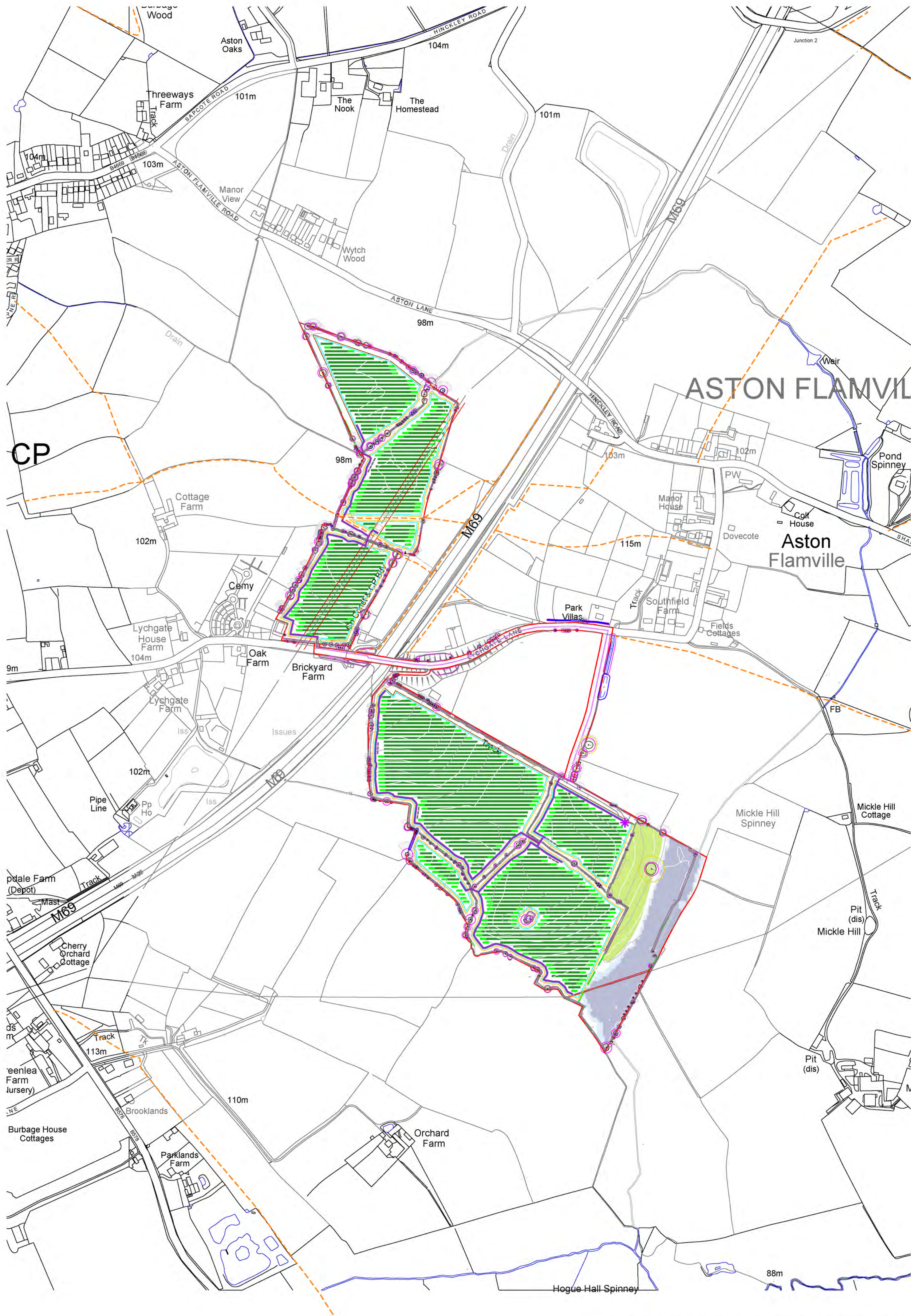
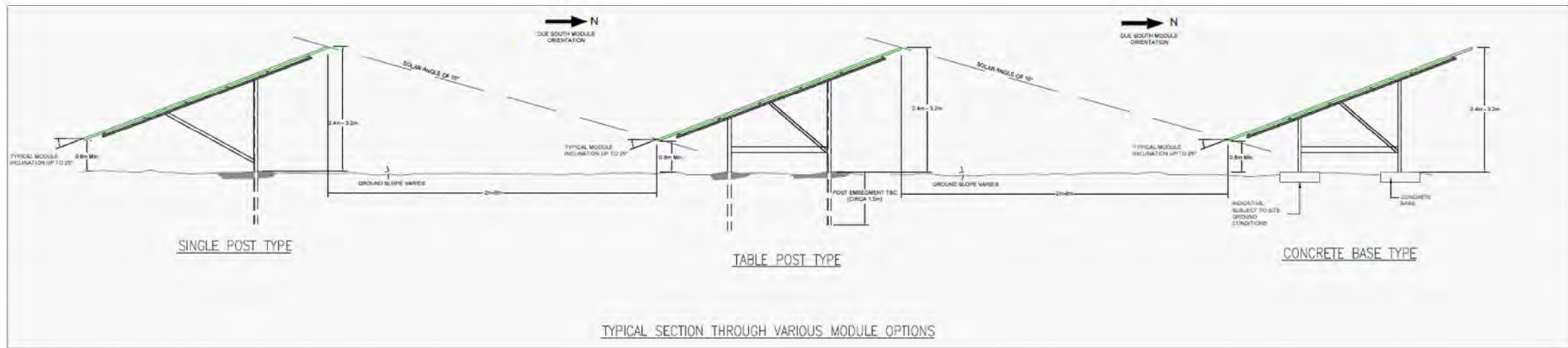
TYPICAL PRIMARY SUB-SUBSTATION



TYPICAL INVERTORS SUB-SUNSTATION



TYPICAL INVERTOR SUBSTATION ABB PYS800-MWS SHOWN
DIMENSIONS: 7m x 2.5m x 3m HIGH. ALL SUBJECT TO FINAL DESIGN



The scaling of this drawing cannot be assured

Revision	Date	Dm	Ckd
G	01.09.22	KT	TE

Revision G Inverter substations added

LEGEND

- Site Boundary
- Existing Public Right of Way
- Cable route
- Hedgerows
- On site substation
- Inverter Substations
- Fence (15m ecological buffer from Site Boundary)
- Fence (5m ecological buffer)
- 3m buffer from fence
- 3.5m wide access track
- 2x12 Typical Module Panel
- 2x24 Typical Module Panel
- Special General Purpose Meadow Mixture
- Flood zones 2 and 3 (this area will be seeded with a meadow mixture of wetlands)
- Tree with numbered reference. Canopy spread and BS5837:2012 tree quality category as shown below.
- Vegetation group with numbered reference. Average canopy extent and BS5837:2012 tree quality category as shown below.
- Hedge/Strubs/Saplings with numbered reference.
- BS 5837:2012 Tree Quality Categories - Table 1
 - Category A - High quality
 - Category B - Moderate quality
 - Category C - Low quality
 - Category U - Unsuitable for retention
- Root protection area (RPA) calculated in accordance with Section 4.6 - BS5837:2012
- Veteran Root protection area (VRPA) calculated in accordance with NE/FC Guidance
- First Significant Branch Direction
- Approximate shade cast by tree
- Maximum Canopy Spread Estimated as a Displacement of Current Canopy

Project
Aston Flamville

Drawing Title
Concept Masterplan
with Context

Date	Scale	Drawn by	Check by
12.07.18	1:5000 @A1 1:10000 @A3	KT	TE
Project No	Drawing No	Revision	
28803	9301	G	

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Appendix 2 – Construction Compound Layout



- NOTES
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing is to be read in conjunction with all relevant scheme drawings.

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INFORMATION
ONLY

Rev	Description	By	CB	Date
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Client Elgin Energy EsCo Ltd

Project Aston Flamville Solar Farm

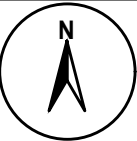
Title 50m x 50m Construction Compound
Proposed Layout

Status Drawn By PM/Checked by
INFORMATION AJ EON

Project Number Scale @ A3 Date Created
JNY11245 1:500 11/12/2025

RPS Drawing/Figure Number Rev
794-PLN-WWP-00230-01 -

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Project Aston Flamville Solar Farm

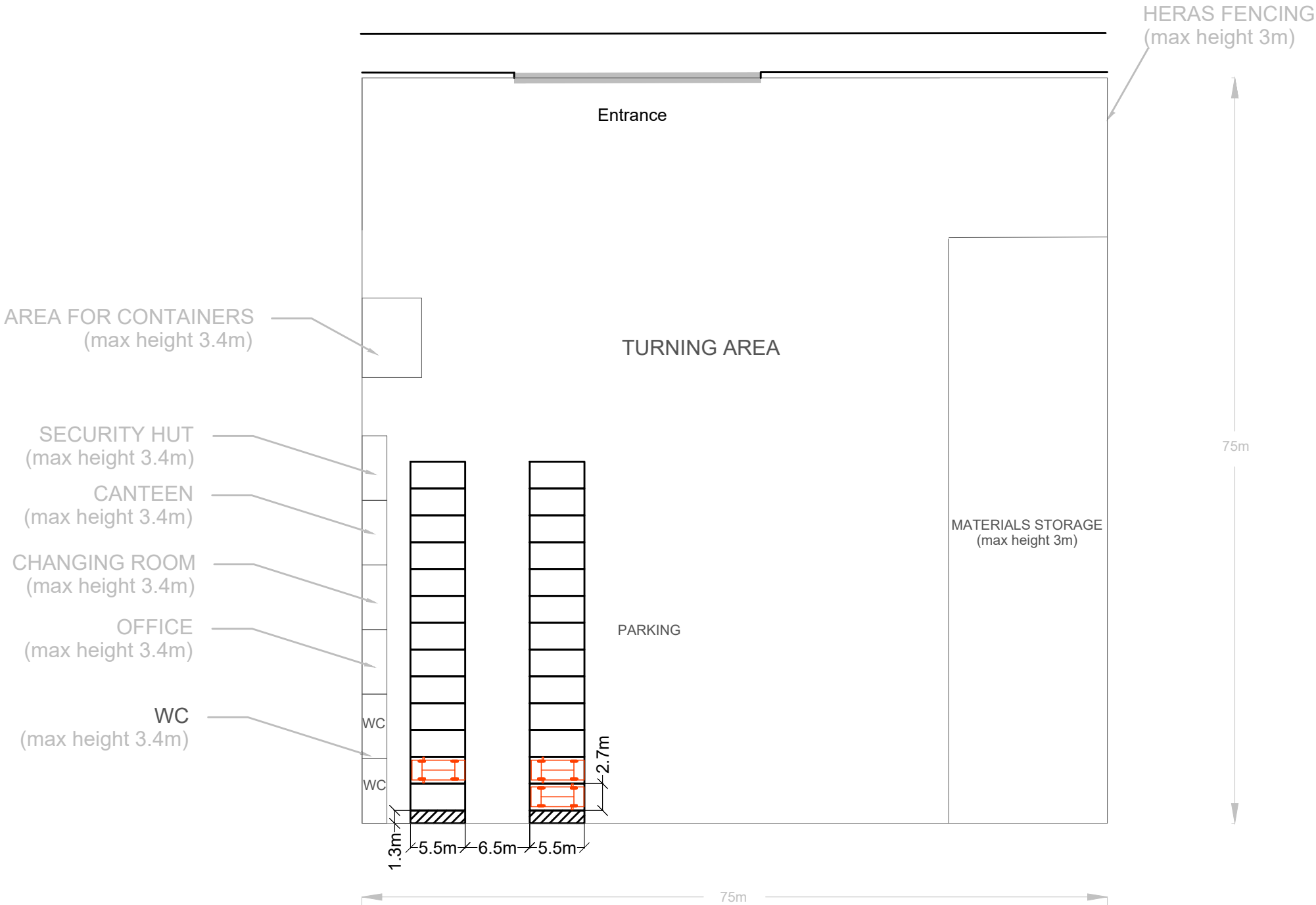
Title 75m x 75m Construction Compound
Proposed Layout

Status Drawn By PM/Checked by
INFORMATION LS EON

Project Number Scale @ A3 Date Created
JNY11245 1:500 11/12/2025

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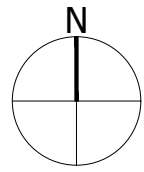


Appendix 3 – Construction Compound Locations



- | | |
|--|--|
| Site Boundary | Fence (5m ecological buffer) |
| Existing Public Right of Way | 3m buffer from fence |
| Cable route | 3.5m wide access track |
| Hedgerows | 2x12 Typical Module Panel |
| On site substation | 2x24 Typical Module Panel |
| Inverter Substations | Archaeological Exclusion Zones |
| Fence (15m ecological buffer from Site Boundary) | Special General Purpose Meadow Mixture |
| Fence (5m ecological buffer) | Flood zones 2 and 3 (this area will be seeded with a meadow mixture of wetlands) |
| | Temporary Construction Compound (75mx75m) |
| | Temporary Construction Compound (50mx50m) |

- | | |
|---|---|
| Tree with numbered reference. Canopy spread and BS5837:2012 tree quality category as shown below. | Vegetation group with numbered reference. Average canopy extent and BS5837:2012 tree quality category as shown below. |
| Hedge/Shrubs/Saplings with numbered reference. | |
| BS 5837:2012 Tree Quality Categories - Table 1 | |
| Category A - High quality | |
| Category B - Moderate quality | |
| Category C - Low quality | |
| Category U - Unsuitable for retention | |
| Root protection area (RPA) calculated in accordance with Section 4.6 - BS5837:2012 | Veteran Root protection area (VRPA) calculated in accordance with NEFC Guidance |
| First Significant Branch Direction | Approximate shade cast by tree |
| Maximum Canopy Spread Estimated as a Displacement of Current Canopy | |



Project
Aston Flamville

Drawing Title
Concept Masterplan
with Context

Date
12.07.18
Project No
28803

Scale
1:2500 @A1
Drawing No
9301

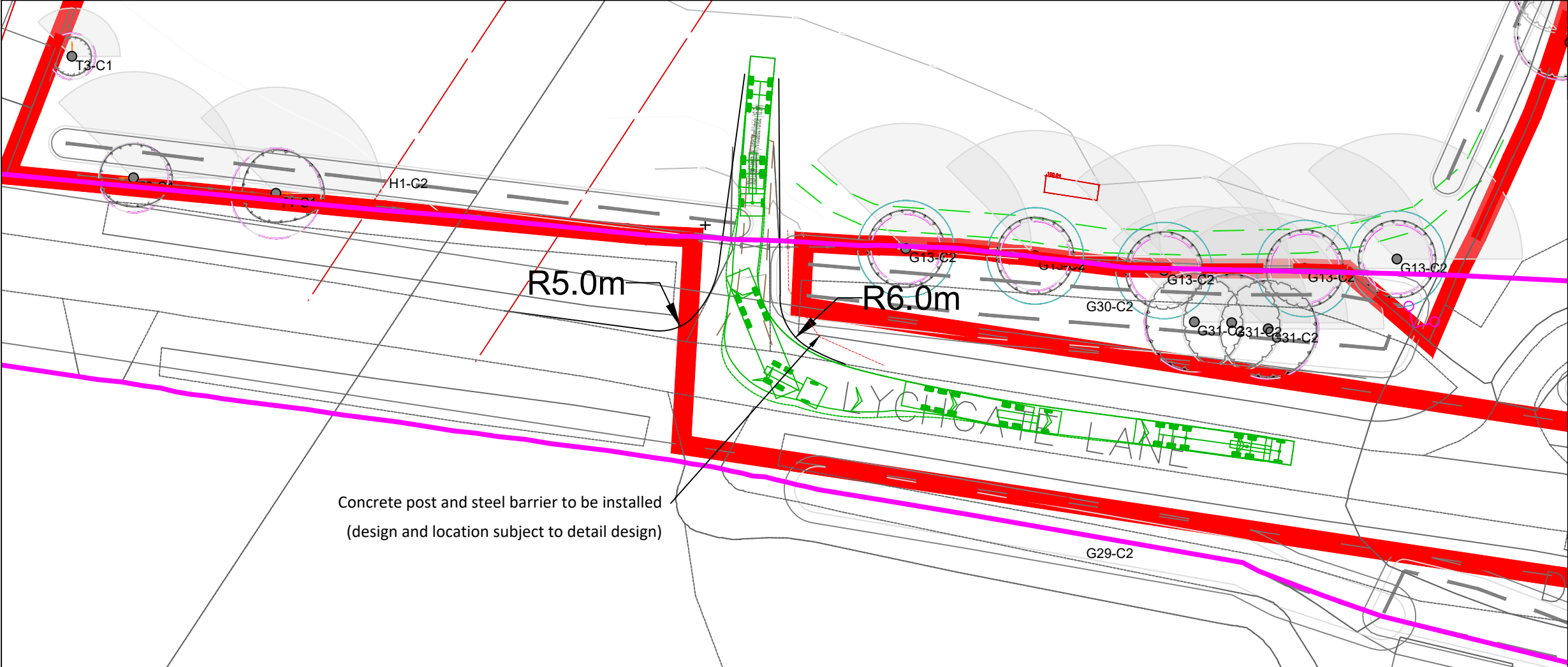
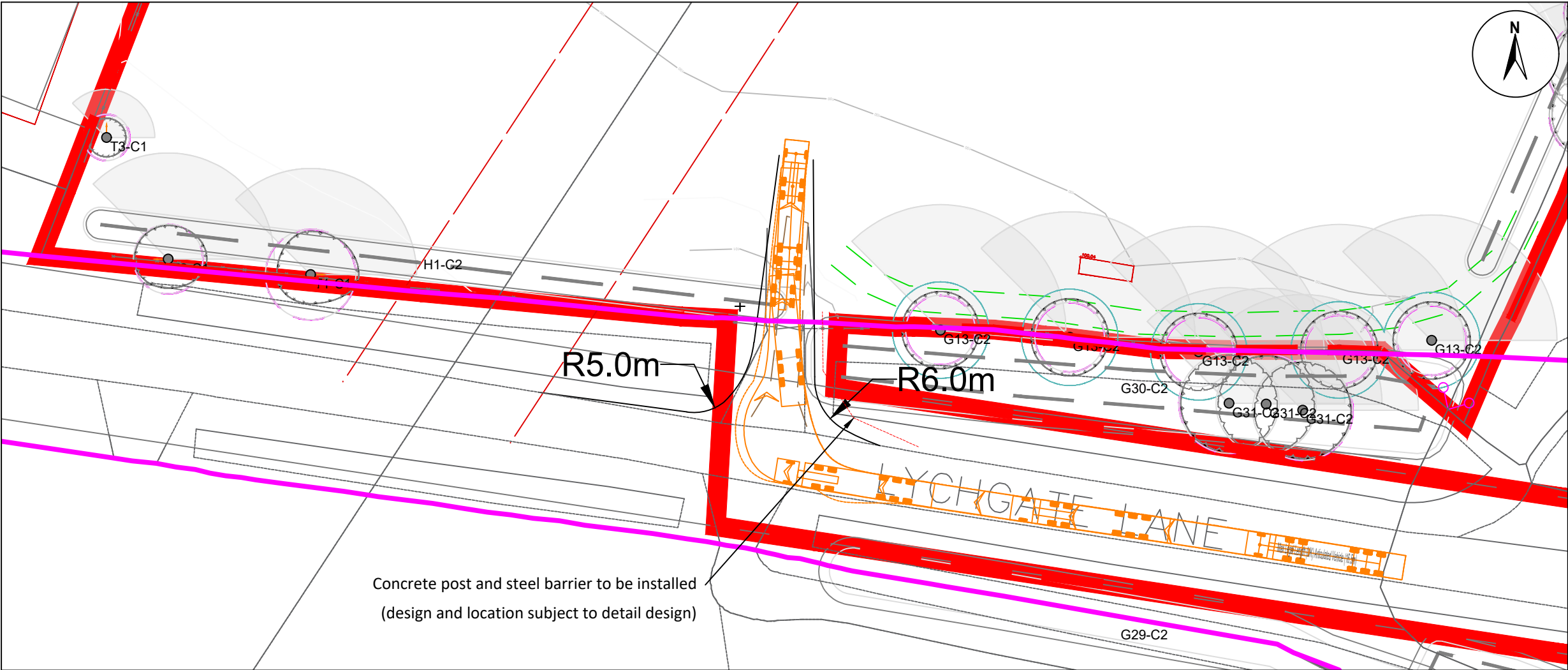
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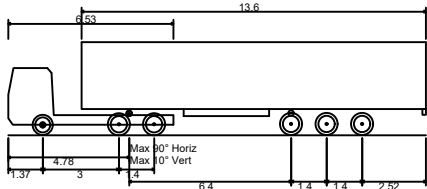
Stantec UK Limited
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Appendix 4 – RPS Technical Drawings Package



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Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

Highway Boundary

PRELIMINARY
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CONSTRUCTION

A	Highway Boundary Extent Added	JG	DA	02 2023
Rev	Description	By	CB	Date



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Client Elgin Energy Esco Ltd

Project Aston Flamville

Title Parcel A Preliminary Access Design

Status	Drawn By	PM/Checked by
INFORMATION	JG	DA
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Highway Boundary

PRELIMINARY
NOT FOR
CONSTRUCTION

B	Visibility Splay Amended (increased from 65m to 160m)	JG	DA	01 2024
A	Highway Boundary Extent Added, Visibility Splay Amended	JG	DA	05 2023
Rev	Description	By	CB	Date



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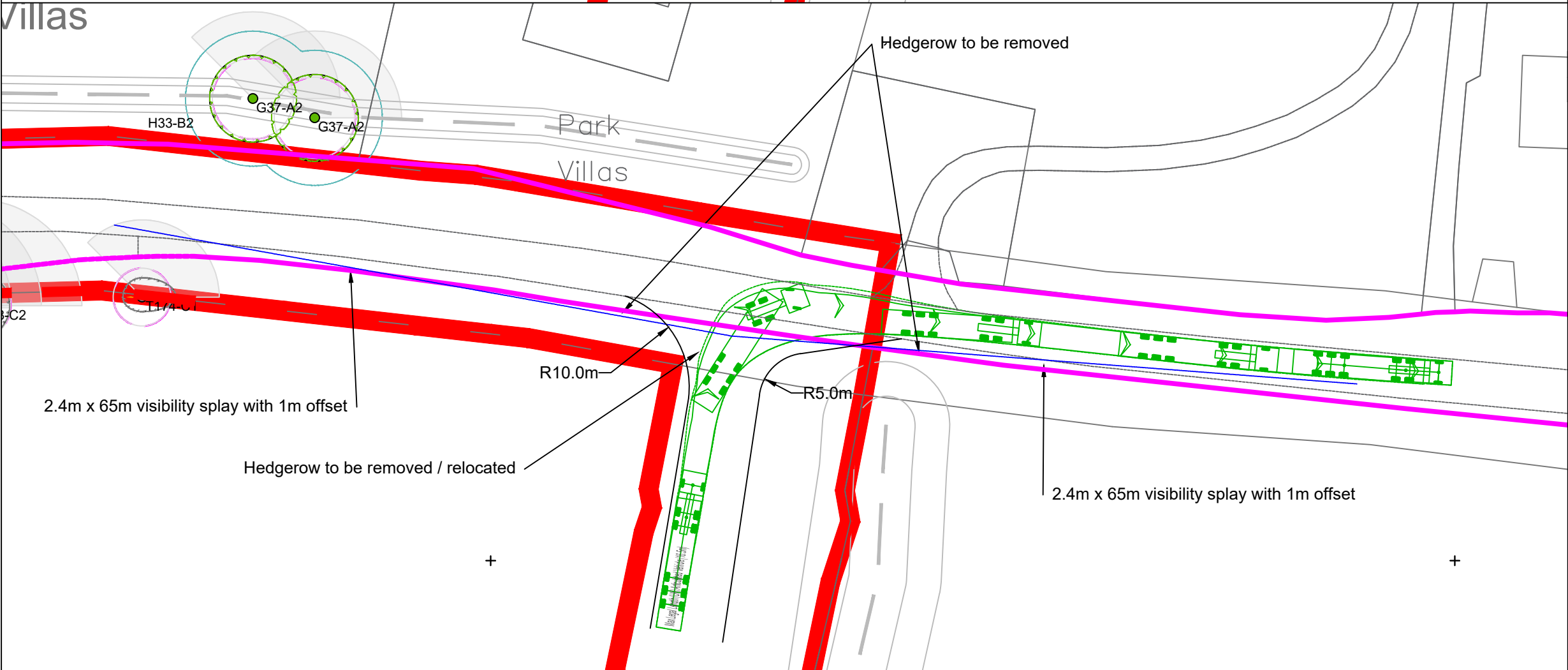
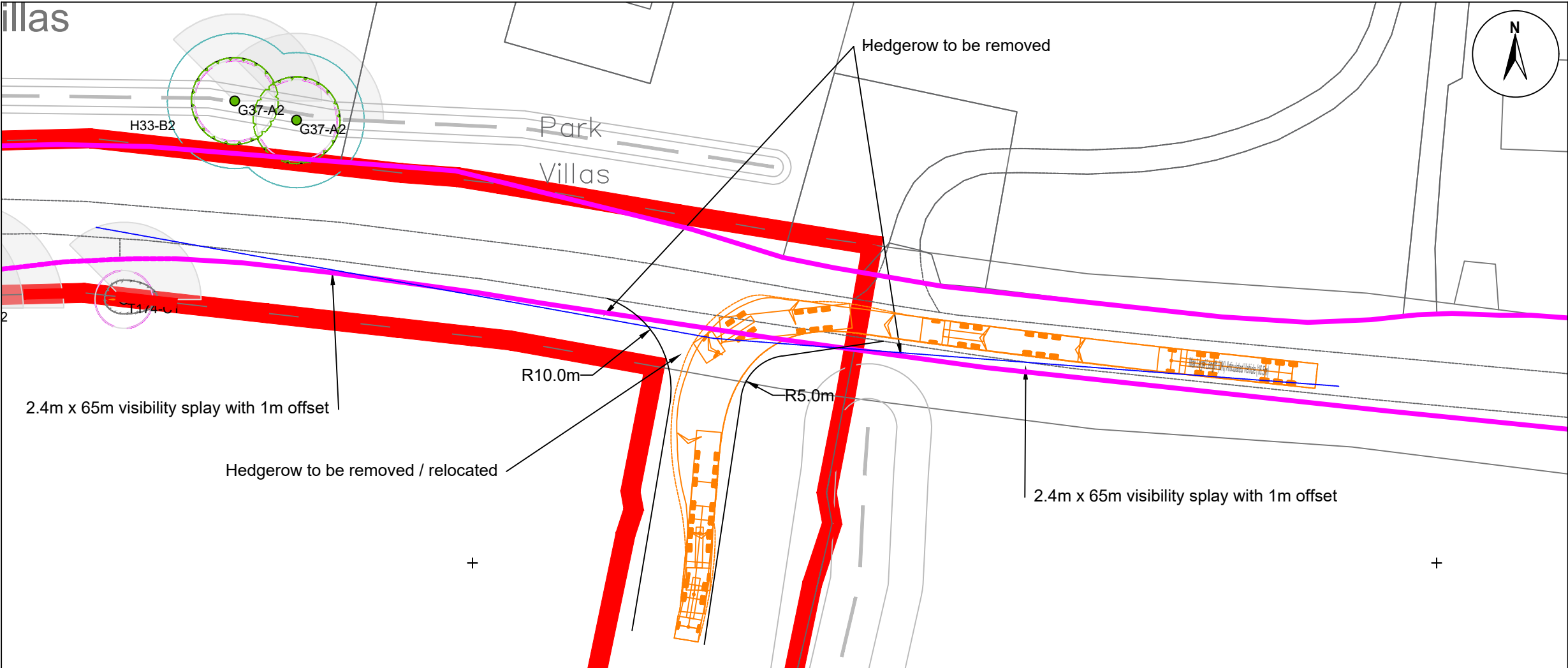
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Project Aston Flamville

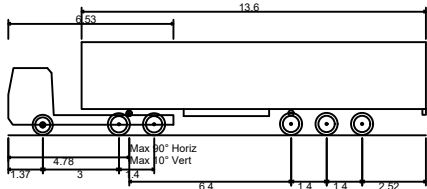
Title Parcel A Preliminary Access Design
Visibility Splays

Status	Drawn By	PM/Checked by
INFORMATION	JG	DA
Project Number	Scale @ A3	Date Created
JNY11245	1:500	09 2022
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Kerb to Kerb Turning Radius	

Highway Boundary

PRELIMINARY
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A	Highway Boundary Extent Added. Amendment to visibility splays.	JG	DA	02 2023
Rev	Description	By	CB	Date



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Project Aston Flamville

Title Parcel B Preliminary Access Design
Visibility Splays

Status	Drawn By	PM/Checked by
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Project Number	Scale @ A3	Date Created
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RPS Drawing/Figure Number	Rev	
JNY11245-03	A	

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