Springwell Solar Farm

Outline Construction Traffic Management Plan

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

EN010149/APP/7.8
November 2024
Springwell Energyfarm Ltd

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1. Introduction

1.1. Introduction and purpose

1.1.1. The Applicant has prepared an Outline Construction Traffic Management Plan (oCTMP) for Springwell Solar Farm in Lincolnshire (the Proposed Development). The **oCTMP [EN010149/APP/7.8]** will be submitted as part of the DCO Application.

1.1.2. The purpose of the **oCTMP [EN010149/APP/7.8]** is to focus on the management of construction traffic within the vicinity of the Proposed Development along the local highway network during the construction period of the works, in order to limit any potential disruptions and implications on the wider transport network, as well as for the existing road users. The **oCTMP [EN010149/APP/7.8]** provides mitigation for the traffic generated during the construction phase of the Proposed Development, including Heavy Goods Vehicles (HGVs), in order to limit the impact on existing users of the public highway network, or those located close to it. The **oCTMP [EN010149/APP/7.8]** covers the principal construction activities envisaged at the time of preparing the Environmental Statement (ES).

1.1.3. The **oCTMP [EN010149/APP/7.8]** is intended to be an emerging document, such that modifications and necessary interventions can be made following further information and advice from consultees. The oCTMP has been informed by extensive consultation and engagement with Lincolnshire County Council as the local highway authority and National Highways as the highway authority for the Strategic Road Network (SRN). Further details of this engagement can be found in **ES Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1]**.

1.1.4. As this is an outline document, certain details remain to be developed as the Proposed Development progresses into detailed design. The full details of all measures may not be available until after consent for the Proposed Development has been granted. The **oCTMP [EN010149/APP/7.8]** is secured by a Requirement in the **Draft DCO [EN010149/APP/3.1]** and will be developed into detailed Construction Traffic Management Plan(s) (CTMP(s)) following the appointment of a Principal contractor and prior to the start of construction works. The detailed CTMP(s) will be submitted for approval to the Local Highway Authority, in consultation with North Kesteven District Council prior to commencement.

1.1.5. The appointed Principal contractor will be responsible for delivery of the Proposed Development in accordance with the controls documented in any approved CTMP, pursuant to the DCO.

1.2. The Proposed Development

1.2.1. A summary of the description of the Proposed Development can be found in Section 3.1 of the **Environmental Statement (ES) Volume 1, Chapter 3:Proposed Development Description [EN010149/APP/6.1**]. The terminology used in this document is defined in **ES Volume 1, Chapter 00: Glossary** [**EN010149/APP/6.1**].

1.3. The Order Limits

1.3.1. The Order Limits contain three land parcels, namely Springwell West, Springwell Central and Springwell East. Further details of the Site and the Proposed Development in the context of the **oCTMP [EN010149/APP/7.8]** are set out in **Section 3**.

2. Objectives and structure of the oCTMP

2.1. Introduction

2.1.1. The **oCTMP [EN010149/APP/7.8]** summarises the specific transport impacts predicted to arise from the construction works and provides a framework for the management of construction traffic.

2.1.2. The **oCTMP [EN010149/APP/7.8]** only considers the construction phase of the Proposed Development and has been prepared to ensure that the construction process, and management and mitigation measures, minimise the impact on existing users of the public highway network. The oCTMP should be read alongside **ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]** and **ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3].**

2.2. Objectives of the oCTMP

2.2.1. The primary objectives of the **oCTMP [EN010149/APP/7.8]** are to set a framework for the measures that would be developed in the detailed CTMP(s) to:

- Facilitate the safe and efficient movement of people and materials during the construction phase as far as reasonably practicable;
- Minimise freight and construction traffic, including HGVs and staff vehicles, during network peaks to reduce the impact on the highway network during the busy periods;
- Minimise the impact and disruption to the local communities;
- Set a framework for continued monitoring, review and subsequent evolution of the detailed CTMP(s) and mitigation measures over time;
- Limit the impacts on the Strategic Road Network (SRN) and the Local Road Network (LRN); and
- Limit the impacts on the natural and built environment, such as air quality and heritage assets, where practicable.

2.2.2. This version of the **oCTMP [EN010149/APP/7.8]** is based on the latest assessment of the construction traffic impacts of the Proposed Development described in **ES Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1]**.

2.3. Structure of the oCTMP

2.3.1. The **oCTMP [EN010149/APP/7.8]** is divided into the following sections:

- **Section 3 Onsite construction activities** – components of the Site compounds, Grid Connection Corridor access and working areas;

- **Section 4 Construction traffic routing** – routing from the Strategic and Local Road Networks;
- **Section 5 Abnormal Invisible Loads** – routing, impacts and management of Abnormal Indivisible Loads (AIL);
- **Section 6 Management and mitigation measures** – proposed measures that will be adopted to minimise the construction impacts on the highway, users and local residents and businesses;
- **Section 7 Implementation** – framework for implementing the proposed measures through detailed CTMP(s); and
- **Section 8 Monitoring, compliance and communication strategy** – monitoring and review process alongside compliance and enforcement while adopting best practices.

2.3.2. A separate **Outline Travel Plan (oTP)** has been prepared and forms **Appendix 1** to the **oCTMP [EN010149/APP/7.8]** to be submitted for approval by **Lincolnshire County Council as the Local Highway Authority**. The **oTP** promotes use of sustainable transport for worker travel to/from the construction Site with measures commensurate with the rural location of the Proposed Development. This forms part of the management measures of the **oCTMP [EN010149/APP/7.8]** and will be monitored and communicated in line with **Section 8** of this plan.

3. Construction activities

3.1. Activity Details

3.1.1. Construction activities are provided in detail in **ES Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1]**. The construction activities undertaken at the construction phase of the Proposed Development will involve:

- Order Limits preparation:
  - Ground preparation including localised site levelling, vegetation clearance and landscape planting;
  - Marking out the locations for the infrastructure;
  - Installation of the perimeter fencing and security features;
  - Demolition of Beckside Barn within Springwell Central; and
  - Delivery of construction materials, equipment and plant to the Site.
  - Establishment of Site construction compounds and welfare facilities;
  - Upgrading of existing field accesses and construction of new accesses from the highway;
  - Upgrading existing tracks and construction of new access roads within the Site; and
  - Construction of offsite highway improvements to facilitate delivery of materials.
- Main construction works:
  - Import and delivery of components to the Site;
  - Piling (where required) and installation of the Solar PV mounting structures;
  - Mounting of the Solar PV modules.
  - Trenching and installation of cabling;
  - Installation of Transformer, Inverter and Switchgear;
  - Construction of BESS compound;
  - Installation of electrical infrastructure to facilitate the storage of generated electricity;
  - Construction of Springwell Substation compound;
  - Installation of electrical infrastructure to facilitate the export of generated electricity;
  - Testing and commissioning; and
  - Reinstatement, installation of PRoW improvements and habitat creation.

3.2. Construction Compounds

3.2.1. During the construction phase, three temporary Primary Construction Compounds (Work No. 7) will be provided onsite, with temporary Secondary Construction Compound(s) (Work No. 7) provided at different locations throughout the Solar PV areas (Work No. 1). The locations of the Primary and Secondary Construction Compounds are summarised in **Table 5.1** and their locations illustrated in **ES Volume 2, Figure 3.10: Location of Primary and Secondary Construction Compounds [EN010149/APP/6.2].**

Table 3.1 Summary of temporary Construction Compounds

Area	Name	Construction activities from compound
Springwell West (MC1)	Primary Construction Compound 1 (Gorse Hill Lane)	Springwell Substation BESS Ground mounted Solar PV generating station Grid Connection Infrastructure Cables
	Secondary Construction Compound 1 (Temple Road)	Ground mounted Solar PV generating station Satellite Collector Compound
Springwell West East of A15 (MC2)	Primary Construction Compound 2 (B1191)	Ground mounted Solar PV generating station
	Secondary Construction Compound 2 (B1191)	Ground mounted Solar PV generating station
	Secondary Construction Compound 3 (B1191)	Ground mounted Solar PV generating station
Springwell Central	Secondary Construction Compound 4 (B1191)	Ground mounted Solar PV generating station
Springwell East (MC3)	Primary Construction Compound 3 (B1188)	Ground mounted Solar PV generating station
	Secondary Compound 5 (B1188)	Ground mounted Solar PV generating station

3.2.2. The three Primary Construction Compounds are located within Springwell West and Springwell East, containing laydown areas and staff welfare facilities. As set out in **ES Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1]**, each of these compounds has a footprint of up to 25,000m^2 and will provide the primary areas for storage of materials and equipment. Site offices will be erected, and parking provided for construction workers and onward minibus transport to internal working areas. Parking spaces will be provided for the maximum number of personnel at each Primary Construction Compound applying a ratio of 1.5 workers per vehicle, thereby avoiding overspill parking onto local roads. Confirmation of car parking provision will be provided in the detailed CTMP(s).

3.2.3. The five Secondary Construction Compounds across the Site contain a laydown area and staff welfare facilities. Each of these Construction Compounds will have a footprint of up to 1,250m^2. These will be used for limited storage of materials and equipment and up to 10 parking spaces. Construction workers will be transported from Primary Construction Compounds to Secondary Construction Compounds and working areas via minibus.

3.2.4. The use of Construction Compounds described is within specific parameters outlined within the **ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]** at this stage and will be confirmed by the Principal contractor (PC) with further details described in the detailed CTMP(s).

3.3. Site access

3.3.1. Several access points and road crossings to Springwell West, Springwell West (east of A15), Springwell Central and Springwell East have been identified to access the Site. The access points for construction and operation are illustrated in **ES Volume 2, Figure 14.4: Transport Routing and Existing Highways Network [EN010149/APP/6.2]** and secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]**.

3.3.2. Each Primary Construction Compound will be served by an access to the LRN. Several of the Secondary Construction Compounds will also be accessed directly from the LRN with the remainder accessed via internal haul roads from the Primary Construction Compounds.

3.3.3. Each access to the LRN has been designed as a priority junction, accommodating standard sized articulated goods vehicles and AILs where required. Visibility splays appropriate to the speed of the road in the vicinity of the access will be provided, sometimes necessitating the removal or trimming of hedgerow as set out and managed by the **Outline Landscape and Ecology Management Plan [EN010149/APP/7.9].** The typical layout of a Site access is illustrated in **Appendix 3** of this oCTMP secured within the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]**.

3.3.4. During the construction of these accesses, appropriate traffic management measures will be required to control traffic movements through the area of

works to facilitate 2-way or 3-way signal installation with associated off-peak single lane closures where possible, which will be secured through the standard Streetworks permit application process with the LHA and using the powers in the DCO for traffic regulation measures as shown in the **Traffic Regulation Plans [EN010149/APP/2.6]**.

3.3.5. Internal access tracks within the Site will follow the alignment of existing agricultural tracks, where practicable, limiting the requirement for new drainage ditch crossings, disturbance to soils and habitat removal. The access tracks would typically be constructed of permeable materials such as gravel and have a running width of up to approximately 6m.

3.3.6. Temporary road crossings will be required across Navenby Lane, Gorse Hill Lane and an unnamed road that passes Thompson's Bottom Farm during the construction phase to facilitate the movement of delivery goods vehicles and equipment to pass between working areas. These crossings will not allow vehicles to turn on and off the LRN and will be managed by a banksperson, as shown in the **Traffic Regulation Plans [EN010149/APP/2.6]**.

3.3.7. Where appropriate, traffic management may be implemented under the DCO powers, such as the use of Stop/Go signs or temporary traffic signals, depending on the circumstances of the road, for example, speed limit and volume of traffic.

3.4. Wheel wash facilities

3.4.1. The Construction Compounds will be constructed on hard standing areas and working areas will be connected by a network of haul roads constructed of aggregate. There are minimal works involving earthworks or the need for road-based vehicles to cross unsurfaced areas such that it is unlikely that mud and other detritus will be picked up on the wheels of vehicles leaving the Site. However a mobile wheel wash will be available in the event of such works taking place that may risk mud being carried onto the public highway.

3.5. Cable crossings of roads

3.5.1. The Proposed Development will require the installation of a cable route to connect the Solar PV development to the Springwell Substation, west of the A15. The cable will be buried and will cross the LRN in a number of locations. Details of the construction methods for the cabling and Grid Connection Corridor are set out in **Appendix 2: Cabling and Grid Connection Method Statement** of the **Outline Construction Environmental Management Plan (oCEMP) [EN010149/APP/7.7]** and the location of crossings are secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4].**

3.5.2. Open-cut trenching methods will be used for the majority of the cable routing. However, specialist trenchless techniques (such as horizontal directional drilling) may be required for crossings of higher category roads such as the A15, subject to agreement with Lincolnshire County Council as local highway

authority. Open-cut trenching methods will adopt appropriate traffic management measures to control traffic movements through the area of works to facilitate 2-way or 3-way signal installation with associated off-peak single lane closures where possible which will be secured through the standard Streetworks permit application process with the Local Highway Authority as shown in the **Traffic Regulation Plans [EN010149/APP/2.6]**.

3.5.3. If Horizontal Directional Drilling is used as an alternative to open-cut trenching, cables will typically cross the carriageway at 90 degrees (perpendicular) to the alignment of the road and will require a working area either side to facilitate the works, minimising disruption to the traffic travelling along the road. These will be provided through the standard Streetworks permit application process with the Local Highway Authority and have been shown as part of the DCO powers within the **Traffic Regulation Plans [EN010149/APP/2.6]**.

3.6. Delivery of materials

3.6.1. Materials and plant include Solar PV modules and frames, inverters, transformers, cables, substation components, battery storage units and permanent accessways, as well as ancillary buildings other civil engineering items and plant, with key assumptions as follows:

- Solar PV modules and associated electrical equipment will be brought in by road to the relevant Primary Construction Compound as containerised goods, typically arriving via a port (Immingham);
- Substation and battery storage components will arrive at the Primary Construction Compounds by road, again typically arriving via a port;
- Aggregate will be required to establish Construction Compounds and internal haul roads, which will be brought in by road from local quarries, the location of which are unknown at this stage;
- Deliveries are assumed to be distributed across the working days over the operational duration of the Construction Compounds; this has not been assumed to be uniform, with fluctuations being based on the proportion of maximum daily movements anticipated across the period; and
- A variety of plant will be required at the Primary and Secondary Construction Compounds such as dumper trucks and excavators (as detailed in **Section 3.8** below).

3.6.2. Materials, equipment and plant will be delivered to the Primary and Secondary compounds, each providing loading and unloading areas adequate to accommodate multiple Heavy Goods Vehicles (HGVs). Sufficient space will be provided to ensure vehicles can enter, turn and exit in forward gear.

3.6.3. Plant and materials will be stored within the Construction Compound areas, which will be securely fenced and monitored.

3.6.4. The Principal contractor will coordinate deliveries and collections associated with the Site to optimise the frequency of deliveries, reduce congestion and make efficient use of delivery vehicles. A daily HGV delivery schedule will be set up to manage main HGV deliveries and to avoid delays at site accesses, and via the development of a Construction Logistics Plan to manage the sustainable delivery and goods and materials. The majority of HGV deliveries will be scheduled in advance where these are regular and large in number, such as bulk materials and substation equipment. If scheduled deliveries are cancelled or delayed, the delivery company or driver should contact the schedule manager with as much notice as possible.

3.6.5. Vehicles will access and egress the Site in forward gear with bankspersons available at each active Site access to ensure safe HGV manoeuvres. Deliveries will be directed to a check in point upon arrival and directed or escorted to appropriate waiting and unloading / loading areas. Once unloaded, they will be directed or escorted back to the site access and checked out before egressing the Construction Compound.

3.6.6. Visitors will be directed to Primary Construction Compounds and be checked in and out by Site personnel. Visitor parking will be available within each Construction Compound.

3.7. Programme, construction period and hours of operation

3.7.1. The construction phase is anticipated to be split into two phases over a 48-month construction period and commissioning. Subject to being granted development consent, the earliest construction is anticipated to start is in 2027. The final programme will depend on the detailed layout design and potential environmental constraints on the timing of construction activities.

3.7.2. **Table 3.2** indicates the potential construction durations across the different parts of the Proposed Development, showing a series of overlapping stages.

Table 3.2 Indicative Construction Programme

Site / Year	2027	2028	2029	2030
Springwell Substation phase 1				
Springwell Substation phase 2				
BESS				
Springwell West				
Springwell Central				
Springwell East				

3.7.3. Construction working hours on site would be from 7 am to 7 pm Monday through Friday and 7 am to 12 noon on Saturday. No working will be permitted on Sundays or Bank Holidays.

3.7.4. Delivery hours will be the same as the construction working hours and deliveries will be scheduled accordingly. The Principal contractor will consider the ability to reduce deliveries during network peak hours to minimise impacts on congestion, although this may not be possible for time-sensitive activities or long distance journeys where travel during peak periods will be difficult to avoid.

3.7.5. Working days will be one 12-hour shift, with employees typically travelling to and from Site an hour on either side of these times (i.e. between 6 am and 7 am, and 7 pm and 8 pm), avoiding the typical network peak periods. Where onsite works are to be conducted outside the core working hours, they will comply with the restrictions pursuant to the consenting process.

3.8. Vehicle types and plant equipment

3.8.1. Associated with the construction phase, the majority of construction vehicles accessing the Order limits are considered to be of a 'normal' size category (i.e. LGVs and HGVs). It is anticipated that the following vehicle types and plant will access the Proposed Development during the construction phase:

- Cars and Small Vans;
- 10 m rigid vehicles;
- Box vans;
- 8-wheeler rigid lorries;
- Concrete mixers and pumps;
- Water bowser tractors;
- Lorries with booms/platform cranes;
- Tipper lorries;
- Wheeled mobile cranes;
- Mobile telescopic cranes;
- Dozers and Dumper lorries;
- HDD rig;
- Water tanks;
- Mud mixing tank;
- Excavators;
- Drilling rigs;
- Graders;
- Cable Drum Mounted Trailer and Tractor Unit;
- Generators;
- Wood chippers; and
- Air Compressor & Blasting equipment.

3.8.2. All vehicles and plant will be sourced locally where possible, and delivery to the Order Limits arranged in line with this oCTMP and the full detailed CTMP(s) requirements.

3.9. Construction deliveries

3.9.1. Deliveries of construction materials will vary across the programme and by construction compound. The vehicles used will also vary by type of material being transported. **Table 3.2** provides an indicative summary of average vehicles per day by year of construction and area of activity.

Table 3.2 Summary of indicative construction deliveries

Activity	Vehicle size	Daily average deliveries					
		Years 1 & 2			Years 3 & 4		
		West	Central	East	West	Central	East
Site establishment **PV mounting structure** **Electrical cables** **Solar PV modules** **Substation** **Inverters and transformers** **BESS installation**	16.5m artic	15	0	0	7	3	7
Welfare / waste **Temporary works**	12m rigid	3	1	0	0	1	2
Miscellaneous **Roads / tracks** **Trenching**	10m rigid	11	2	0	1	4	8
Foundations	Concrete Mixer	6	0	0	5	1	2

4. Construction traffic routeing

4.1. Routeing strategy

4.1.1. Route options have been appraised to establish the preferred route to the temporary compounds for construction traffic, including any necessary abnormal loads. With the exception of locally sourced materials, all HGVs are expected to travel from the SRN onto the LRN to reach the Proposed Development construction Site. The routing appraisal has prioritised the A road network and then the B road network to maximise use of suitably designed roads to carry HGVs.

4.1.2. The LRN has been considered carefully to minimise disruption to other highway users, local residents and businesses, where practicable. This includes avoiding large built-up areas and sensitive locations, while minimising impacts on collision hotspots. This is achieved through the principles of prioritising the use of the SRN, A roads and B roads sequentially.

4.1.3. The A15 connects to the SRN and onwards to the ports to the north and south-east of Lincolnshire. Therefore, all HGV construction traffic will be required to arrive along the A15.

4.1.4. Construction Compounds within Springwell West to the west of the A15 can be accessed via a short distance along the minor roads of Gorse Hill Lane (Primary Construction Compound 1) and Temple Road (Secondary Construction Compound 1) as outlined **in ES Volume 2, Figure 14.4: Transport routing and existing highway network [EN010149/APP/6.2]** which will be improved as part of the Proposed Development.

4.1.5. Construction Compounds within Springwell West to the east of the A15 will be accessed via the B1191. Within a short distance from the A15, the B1191 will serve direct accesses into Primary Construction Compound 2 and Secondary Construction Compound 2. Secondary Construction Compound 3 will be accessed via internal haul roads.

4.1.6. Satellite Compound 4 (Springwell Central) will be directly accessed further along the B1191.

4.1.7. For Springwell East, HGV construction traffic will be required to travel the length of the B1191 and turn onto the B1188 and travel a short distance to a direct access, located between Scopwick and Blankney. Secondary Construction Compound 5 will be accessed via internal haul roads.

4.1.8. The agreed HGV routing is shown in **ES Volume 2, Figure 14.4: Transport Routing and Existing Highway Network [EN010149/APP/6.2]** and in **Appendix 2** of this **oCTMP**. Based on these routes, it is not anticipated that any timing restrictions will be required, such as to avoid school start/finish times.

4.1.9. All HGV construction traffic must adhere to the prescribed routeing strategy which is set by the **oCTMP [EN010149/APP/7.8]** and illustrated in **ES Volume 2, Figure 14.4: Transport Routing and Existing Highway Network [EN010149/APP/6.2]** and with any delivery management system or traffic management system be required to be approved under the detailed CTMP, while it is difficult to control worker movements given the vehicles used (LGVs), though sustainable modes and car sharing will be encouraged. As part of the detailed CTMP(s) control and monitoring measures, deviation from the approved routes will result in enforcement procedures and penalties. The mitigation, monitoring and enforcement are discussed in detail in **Section 8** of the **oCTMP [EN010149/APP/7.8]**.

4.2. Temporary signage

4.2.1. Although all access to compounds have been designed to meet current highway standards, it is beneficial to install additional signage to raise awareness of turning traffic. The **Traffic Regulations Plans [EN010149/APP/2.6],** and corresponding powers are set out in the **Draft DCO [EN010149/APP/3.1],** include provisions to contain the consent of the relevant traffic authority. Signage will comply with the Traffic Signs Regulations and General Directions (2016) **[Ref 14-1]** and its subsequent amendments.

4.2.2. Advance routeing signage may be considered appropriate for the Proposed Development to assist with compliance for HGVs. As above, the signage type and location will be agreed in advance with the relevant traffic authority. All temporary signage and traffic management will be secured by the Principal contractor through the standard Streetworks permit process with the Local Highway Authority and **Traffic Regulations Plans [EN010149/APP/2.6]** with corresponding powers set out in the **Draft DCO [EN010149/APP/3.1]**.

4.3. Highway condition survey

4.3.1. The Principal contractor will be responsible for undertaking a condition survey of the road network being used by HGVs. The A15 is already a key route for HGV transport and therefore the survey will encompass the sections of Gorse Hill Lane, Temple Road, B1191 and B1188 that are illustrated on **ES Volume 2, Figure 14.4: Transport Routing and Existing Highway Network [EN010149/APP/6.2]** and the extents of which will be agreed with the Local Highway Authority. Surveys will be completed before Permitted Preliminary Works commence in order to record any existing damage to kerbs, carriageway surface and street furniture. Preventative works may be undertaken before commencement of construction to ensure that these roads are in a suitable condition to accommodate construction traffic. Further conditions surveys will be undertaken at a frequency of at least every 6 months and upon completion of construction activities to identify any change in the level of damage to highway infrastructure. Should any additional damage be attributed to the construction activities associated with the Proposed Development, remedial repairs will be

undertaken to return the infrastructure to the same condition as before the Proposed Development to the reasonable satisfaction of the LHA.

4.4. Abnormal Indivisible Loads (AILs)

4.4.1. The construction works will involve the delivery of up to seven AILs which comprise the Springwell Substation transformer. This load will have a maximum width of 6.2m and a vehicle length of 64m. Other deliveries may be considered oversized loads, including three cranes and up to 18 cable drums, but would not fall into the category of requiring an escort vehicle or mitigation works to accommodate them. Careful consideration has already been given to whether the highway network can accommodate the required AIL. An access route survey feasibility report has been undertaken, which identifies that the preferred route would utilise the heavy load routes HR144 and HR226 (defined by National Highways) **[Ref 14-2]** to follow the M180 followed by the A15 as far as Lincoln. The Lincoln Eastern Bypass and A15 south of Lincoln would represent the final part of the journey between the port of Immingham and the junction between Gorse Hill Lane and the A15 to reach the Springwell Substation Compound. The required route is illustrated at **Appendix 3** of this oCTMP.

4.4.2. This route can accommodate the delivery without changes to the highway or necessitating removal of street furniture. There are no locations along this route that are considered to be sensitive to abnormal load movements which may otherwise restrict the movement or timing of movement.

4.4.3. The Gorse Hill Lane/A15 junction and Gorse Hill Lane itself will be improved to accommodate construction traffic travelling to Primary Construction Compound 1, which includes the Springwell Substation and BESS. The junction has been designed to include a temporary overrun area to enable the delivery of the AIL.

4.4.4. The transport of abnormal loads will be timed to avoid peak traffic hours to minimise disruption. These deliveries will be pre-arranged with and will meet the requirements of the Police, the Local Highway Authority and National Highways.

4.4.5. Information will be provided to local residents, businesses and services about the AIL delivery. The most effective way of communicating this information will be agreed at the appropriate time with the Local Highways Authority.

5. Management and mitigation measures

5.1.1. The construction works will lead to a range of transport impacts each requiring a different scale of intervention, mitigation, monitoring and/or enforcement where appropriate. In this section, the proposed mitigation measures are outlined.

5.2. Compounds

5.2.1. The detailed CTMP(s) will provide specific information for each Construction Compound. This will include preparation and submission of a Construction Compound layout plan, indicating the access point, security fencing, health and safety signage, internal layout and parking.

5.2.2. The Site will be managed so that vehicles and pedestrians using Site routes can move around safely. This will include separate accessways and clearly marked crossings.

5.2.3. Additional control measures such as bankspersons who will be responsible to control manoeuvres and gates will be in place. Internal speed limits will be restricted to 15 miles per hour (mph) on surfaced roads and 10 mph on unsurfaced haul roads and work areas.

5.3. Highway network

5.3.1. An assessment of the highway network has been undertaken to determine HGV access routes and, where necessary, provide mitigation.

5.3.2. The A15 is a key A road within Lincolnshire, carrying high volumes of traffic, including HGVs with a speed limit mostly at 60 mph. The section between Lincoln and Sleaford provides a single carriageway road with multiple priority junctions onto side roads. Construction traffic will be turning off the A15 onto Gorse Hill Lane, Temple Road and the B1191.

5.3.3. Access to existing properties and premises will be maintained at all times. The existing road network will remain available throughout the construction period with only short term lane closures with appropriate traffic management to facilitate construction of Site accesses, junction improvements and cable route crossings. This is aside from Gorse Hill Lane where full closure will be required, as outlined below.

Gorse Hill Lane

5.3.4. The Gorse Hill Lane junction is currently a simple priority junction while the road itself offers a substandard surface and width to carry HGVs. This junction will be upgraded to include a widened carriageway on the A15 to accommodate a right turn ghost island, reducing the risk of shunt incidents and reduce disruption to through traffic while vehicles are waiting to turn into Gorse Hill Lane. Gorse Hill Lane will be improved with a wider carriageway, shallower gradient on the approach to the A15 and asphalt surfacing. These improvements are illustrated

in **Appendix 3** of this **oCTMP** and secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]**.

5.3.5. During the construction of this junction upgrade, appropriate traffic management measures will be required to control traffic movements through the area of works to facilitate 2-way or 3-way signal installation with associated off-peak single lane closures where possible, and off peak single lane closures along the A15. In addition, Gorse Hill Lane will be subject to a full closure at its eastern end, along the length of the section to be improved. These closures will be facilitated through the standard Streetworks permit application process with the Local Highway Authority. The closures will be secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]** and **Schedule 6** of the **Draft DCO [EN10149/APP/3.1].**

Temple Road / B1191

5.3.6. The Temple Road junction presents a right-left staggered layout with the B1191 opposite. The layout includes a short right turn ghost island on the A15 and Temple Road itself narrows to a single lane within a short distance of the junction. This junction will be improved to provide a standard length of right turn ghost island to reduce the risk of shunt incidents for vehicles slowing to turn right into Temple Road. Temple Road itself will be improved with a number of passing bays installed.

5.3.7. Opposite Temple Road, the B1191 junction offers a standard-length right turn ghost island and adequate carriageway for two-way traffic along the B1191 itself as vehicles enter from the A15. To cater for the increased volume of traffic turning left into the B1191, particularly HGVs, a deceleration lane will be added to reduce the risk of shunt incidents and avoid disruption to through traffic. The B1191 approach to the A15 will be widened to present a longer section for two vehicles to wait side by side, ensuring that the increase in vehicles turning right onto the A15 do not disrupt the current dominant flow of those turning left.

5.3.8. In addition, as part of Public Rights of Way (PRoW) improvements, a new pedestrian refuge island (crossing point) will be constructed in the centre of the A15 in the existing hatched area to assist with pedestrians crossing. This island will allow pedestrians to cross each half separately while providing a safe waiting area. These improvements are illustrated in **Appendix 3 of the oCTMP** and secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]**.

5.3.9. During the construction of this junction upgrade, appropriate traffic management measures will be required to control traffic movements through the area of works to facilitate off peak single lane closures, which will be facilitated through the standard Streetworks permit application process with the Local Highway Authority. The closures will be under the power of the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]** and the **Draft DCO [EN10149/APP/3.1].**

B1191

5.3.10. The B1191 runs between the A15 and the B1188 at Scopwick, passing close to Ashby de la Launde and past RAF Digby. Traffic surveys indicate that the B1191 carries on average less than ten articulated HGVs in each direction, while the Proposed Development will add up to 40 per day in each direction. There are some bends along the route which have been assessed as presenting a pinch point for increased two-way movement of articulated HGVs.

5.3.11. The staggered junction between the B1191 and the side roads of Navenby Lane and Main Street will be altered to improve two-way flow for larger HGVs through amendments to existing give way road markings, allowing wider through lanes. Approximately 140m south of Main Street, the bend will be widened to accommodate improved through lanes for larger HGVs. These improvements are illustrated in **Appendix 3** of this **oCTMP** and secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]**.

5.3.12. As the B1191 passes RAF Digby, there are double bends, first to the left and then to the right. The western bend, at the entrance to RAF Digby, will be improved with revised give way road markings, offering wider through lanes around the bend to accommodate two-way HGV movements. These improvements are illustrated in **Appendix 3** of this **oCTMP** and secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]**.

5.3.13. During the construction of these improvements, appropriate traffic management measures will be required to control traffic movements through the area of works to facilitate off peak single lane closures, which will be facilitated through the standard Streetworks permit application process with the Local Highway Authority. The closures will be secured through the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]** and the **Draft Development Consent Order [EN10149/APP/3.1].**

5.4. Delivery routes

5.4.1. All HGV construction traffic must adhere to the prescribed routeing strategy which is set by the **oCTMP [EN010149/APP/7.8]** and illustrated in **ES Volume 2, Figure 14.4: Transport Routing and Existing Highway Network [EN010149/APP/6.2]**.

5.4.2. The proposed delivery routes for HGV construction traffic, as outlined in **Section 4**, will assist in mitigating the impacts from vehicle emissions on air quality by routeing HGV traffic away from the largest settlements in the area.

5.4.3. Routeing HGV construction away from Blankney and the centre of Scopwick also avoids the conservation areas located within those settlements and therefore removes the potential for traffic-related impacts on cultural heritage.

5.4.4. The Principal contractor will also consider reducing deliveries during peak hours to minimise impacts on other users, where possible and not time sensitive.

5.5. Worker commuter travel

5.5.1. Construction workers are already anticipated to travel in groups, as is common practice for construction projects, to reduce single occupancy vehicle traffic. This reduces the volume of traffic along routes to the Primary Construction Compounds.

5.5.2. The A15/B1202 junction is proposed to be improved by Lincolnshire County Council and the Lincolnshire Road Safety Partnership to address existing road safety matters in this location. Details of the scheme are still being developed but are expected to deliver a signal controlled junction which will also increase capacity and are expected to be completed prior to 2027. In the event that this junction is not improved in advance of construction commencing for the Proposed Development, a commuter bus service will be implemented to pick up construction workers from designated points in Lincoln and Branston and transport them to the Primary Construction Compounds.

5.6. Locally sourced materials

5.6.1. A large proportion of the materials required to construct the Proposed Development will comprise the Solar PV modules, frames and electrical equipment, the majority of which are currently manufactured abroad and imported. However, a large volume of aggregate will be required to construct temporary compounds and internal haul roads which could be sourced locally.

5.6.2. The Site is located close to multiple quarries that offer suitable aggregate. While it is not possible at this stage to secure a supply from a specific quarry, it is likely that aggregate will be transported from a relatively short distance as this would reduce the transport costs and therefore be most competitive. The shorter distance for transportation of aggregate will assist in mitigating the impacts from vehicle emissions on air quality and climate.

5.7. Incident management

5.7.1. In the event of an incident along the identified delivery routes, arrangements will be implemented to minimise disruption to other road users and construction activities. This encompasses immediate issues, such as a road traffic collision where delivery vehicles are likely to already be on the highway network.

5.7.2. In such an event, once the Principal contractor is aware of the incident and its location, suppliers will be contacted to inform them and request that their drivers act accordingly. This would include returning vehicles to their origin point or appropriate holding area, for example a roadside service area, to minimise the risk of vehicles adding to congestion. If vehicles are already local to the Construction Compound, they may be requested to be held at the compound if their exit route is blocked.

5.7.3. The Principal contractor will monitor such incidents and if any closure is anticipated to be lengthy, alternative routes will be considered on a temporary

basis. Emergency routes will be agreed with the local highways authority as part of the detailed CTMP(s) with the principle of using the highest classified roads first, for example routeing along the B1188 if the A15 is closed, to minimise the risk of causing congestion on minor roads.

5.8. Alternative management solutions

5.8.1. During the course of the four-year construction period, it is reasonable to expect that other matters could arise, either as a direct result of the Proposed Development or from external influences. These could include roadworks or other major developments requiring high volumes of construction traffic along common routes, among many factors.

5.8.2. The Principal contractor will liaise with the local highways authority and, if necessary, other parties to address such matters. This could require the need for alternative routeing to avoid third party road closures or changes to the logistics strategy across the Site, for example. The compounds and accesses are designed with sufficient space to accommodate changes, including holding areas. The details of such solutions will be dependent on the matters arising and therefore will be discussed with the local highways authority at the appropriate time.

6. Implementation

6.1.1. Whilst the **oCTMP [EN010149/APP/7.8]** provides a framework for the management of the construction traffic and the impacts, detailed CTMP(s) will be prepared by the Principal contractor once appointed, implemented throughout the duration of the works as secured by a Requirement in the **Draft DCO [EN010149/APP/3.1].**

6.1.2. Temporary traffic management works will be required to comply with the provisions of the Traffic Signs Manual: Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009) **[Ref 14-3**]. Traffic signs will comply with the Traffic Signs Regulations and General Directions 2016 **[Ref 14-1]** and its subsequent amendment. These are secured through the **Traffic Regulations Plans [EN010149/APP/2.6]** and the corresponding powers in the **Draft DCO [EN010149/APP/3.1].**

6.2. Community Liaison Group and Traffic Management Working Group

6.2.1. Traffic Management Working Group (TMWG) will be formed for the Proposed Development at the construction phase, functioning as a subgroup of the Community Liaison Group (CLG), as noted in the **Outline Construction Environmental Management Plan** (**oCEMP**) [**EN010149/APP/7.7**]. This group would help to co-ordinate construction phase works and provide a robust conduit for information sharing and issues that may arise. It is suggested that it would meet regularly during the construction period.

6.2.2. The Principal contractor will consult with the TMWG regarding traffic management, Non-Motorised Users (NMU) and public transport issues. The members of the TMWG will agree a resolution procedure for disputes relating to traffic management and other traffic related measures to be implemented during the construction of the Proposed Development. The members of the TMWG, the Terms of Reference, frequency of meeting and its full remit will be agreed with the Local Highway Authority as part of the detailed CTMP(s). The suggested structure of the TMWG and CLG would likely comprise the following entities:

- The Site Manager;
- The CTMP Co-ordinator;
- A senior member from the Applicant's development team;
- Local Highways representative from Lincolnshire County Council;
- Local ward elected members;
- A representative from each of the neighbouring Parish Councils; and
- A representative from the Police.

7. Implementation

7.1.1. The detailed CTMP(s) which will be prepared and implemented by the Principal contractor will describe the traffic management, safety and control measures proposed during construction of the Proposed Development. The detailed CTMP(s) will include details of the following, as appropriate:

- Measures to provide for the safety of traffic, the public and construction staff during traffic management works and temporary traffic control measures;
- Measures to ensure that the maintenance and condition of public roads, cycleways and PRoW do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities;
- Procedures to be followed for the temporary or permanent closure or diversion of roads or accesses; including details of required notice periods;
- Existing pedestrian, equestrian and cyclist routes, including whether the routes are used by one or more of these groups of road users;
- Measures to be implemented to reduce construction traffic impacts or impacts associated with over-parking on residential streets;
- Details of parking arrangements for site staff and site visitors;
- Temporary and permanent access to the works;
- Permitted access routes for construction traffic;
- Monitoring requirements in relation to the plan;
- A programme of traffic management measures to be implemented and details of traffic management proposals for the works on or adjacent to public roads;
- Details of phasing of works;
- Drawings showing traffic management layouts, signing and apparatus to be implemented, including proposed routes for pedestrians, equestrians and cyclists;
- Timing of operations;
- A list of roads which may be used by construction traffic in the vicinity of the site including any restrictions to construction traffic on these routes;
- The name and contact details of the Contractor's traffic safety and control officer and information and advice for the public regarding ways to raise complaints or request information;
- A register of applications for consents associated with temporary traffic management measures; and
- Block and layout plans of the compounds which will compromise:
  - Access/egress arrangements including visibility splays onto the public highway;

- Turning movements within the site especially for articulated HGVs where appropriate so that vehicles enter and leave the site in forward gear;
- Internal parking arrangements for staff and visitors;
- Storage of materials and waste on site; and
- Pedestrian/circulation routes within the compound.

8. Monitoring, compliance and communication strategy

8.1.1. The Principal contractor will ensure that all contractor and sub-contractor vehicles arriving at Site comply with all applicable safety measures and requirements. Industry best practice will be adopted wherever possible to support the construction phase of the Proposed Development.

8.1.2. The Principal contractor will monitor noise, dust and emissions, traffic management schemes, traffic levels on roads and Site accesses and public roads adjacent to access points to maintain their effectiveness and condition throughout the works and to provide for the safety of traffic, the public and construction staff during traffic management works. The Principal contractor will provide information regarding any delays to traffic due to construction works.

8.2. CTMP management

8.2.1. The detailed CTMP(s) will integrate with all other documentation pertaining to the overall construction execution for this project. In accordance with Construction (Design & Management) Regulations 2015 [**Ref 14-4**], a detailed strategy for managing Health & Safety will be developed by the appointed Principal contractor.

8.2.2. Management of the detailed CTMP(s) process will be achieved through the identification of a suitable person as the CTMP co-ordinator. The CTMP co-ordinator will be responsible for delivering a successful CTMP. They will be appointed prior to the commencement of the construction works and will act as the main contact for the detailed CTMP(s), with responsibility for ensuring all measures are implemented, monitoring the effects of implementation, and taking remedial actions where they are required.

8.2.3. The CTMP co-ordinator will ensure that all suppliers are fully aware and compliant with the requirements within the detailed CTMP(s), such as vehicle routeing arrangements and delivery times.

8.3. Monitoring

8.3.1. To establish the success of the detailed CTMP(s), an effective monitoring and review process must be in place. Monitoring will ensure that that there is compliance with the detailed CTMP(s) and it will assess the effectiveness of the measures and provide the opportunity for review.

8.3.2. Monitoring and review of the measures in the **oCTMP [EN010149/APP/7.8]** will be carried out at an appropriate frequency, to be agreed with the Local Highway Authority. The review will identify failures to comply with the detailed CTMP(s) and detail actions and responsibilities to ensure ongoing compliance.

8.3.3. The monitoring of the detailed CTMP(s) is important for the following reasons:

- It will demonstrate to the local authority the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the CTMP;
- It justifies the commitment of the Contractor and of other resources;
- It helps to identify any deficiencies within the detailed CTMP(s), including any measures that are not effective; and
- The data can be shared with any other stakeholders as well as inform the local authority of logistics patterns and common issues.

8.3.4. A range of data will be collected by the Principal contractor to monitor key indicators of success, such as the number of breaches of vehicle routeing and compliance with health and safety standards.

8.4. Enforcement

8.4.1. Compliance with the **oCTMP [EN010149/APP/7.8]** and subsequent detailed CTMP(s) is important to ensure that the objectives are met and impacts on others are minimised. Where non-compliance occurs, an effective enforcement process needs to be established, using best practice within the industry.

8.4.2. In relation to vehicle routeing, the restricted routes will be recorded clearly on a map and communicated to all drivers, sub-contractors and suppliers. Any non-compliance of vehicle routing will be encouraged to be reported by local residents through a hotline number and will be raised with the appropriate Principal contractor, sub-contractor or supplier. This can be enforced through their contractual arrangements with the Principal Contractor.

8.4.3. Details of all enforcement provisions will be included in the detailed CTMP(s).

8.5. Communication

8.5.1. The CTMP co-ordinator will be responsible for communicating with relevant stakeholders about construction activities where they relate to traffic. This includes, but is not limited to, the Local Highway Authority, local residents, PRoW users and businesses. The detailed CTMP(s) will be agreed with the Local Highway Authority in advance of commencement of construction and any updates will be discussed and agreed through a working group with stakeholders.

8.5.2. Local residents and businesses will be informed in advance of any temporary road closures or roadworks that could potentially affect their journey times.

9. References

- **Ref. 14-1**: Traffic Signs Regulations and General Directions (TSRGD) (2016). Available online: tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf
- **Ref. 14-2**: Electronic Service Delivery for Abnormal Loads (ESDAL). Available online: Electronic Service Delivery for Abnormal Loads (ESDAL) - National Highways
- **Ref. 14-3**: Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009). Available online: Traffic signs manual chapter 8 part 1 road works and temporary situations: designs (publishing.service.gov.uk)
- **Ref. 14-4**: The Construction (Design and Management) Regulations 2015. Available online: Construction - Construction Design and Management Regulations 2015 (hse.gov.uk)

Appendix 1
Outline Travel Plan

Application Document Ref: EN010149/APP/7.8
Planning Inspectorate Scheme Ref: EN010149

Springwell Solar Farm

Outline Construction Traffic Management Plan

Appendix 1: Outline Travel Plan

Volume 3

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

EN010149/APP/7.8
September 2024
Springwell Energyfarm Ltd

Table of Contents

1.1. Introduction

1.1.1. The Applicant has prepared an outline Travel Plan (oTP) for the Springwell Solar Farm in Lincolnshire (the Proposed Development). The oTP is a supporting appendix to the **Outline Construction Traffic Management Plan (oCTMP) [EN010149/APP/7.8]** submitted for approval by the Local Highway Authority as part of the DCO Application.

1.1.2. This oTP is also intended to be read in conjunction with **ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]** and **ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]**.

1.1.3. This oTP focuses on the construction phase of the Proposed Development, defined in **ES Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1].** Operational effects have been scoped out of the ES assessments for Traffic and Transport. The decommissioning phase is expected to have no greater impact that that of the assessed construction phase and therefore is considered to have been addressed and will be managed in accordance with the Decommissioning Environmental Management Plan approved at the time of decommissioning.

The need for a travel plan and the benefits

1.1.4. A travel plan is an important tool for delivering sustainable access to a development. It provides a strategy to deliver sustainable transport objectives.

1.1.5. Travel plans can result in a wide variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues, including:

- Reducing traffic congestion;
- Cutting carbon emissions and their contribution to climate change; and
- Improving local air quality.

1.2. Policy context

1.2.1. This oTP has been prepared within reference and consideration to the following policy and guidance material:

- Overarching National Policy Statement for Energy EN-1 2023;
- National Policy Statement for Renewable Energy Infrastructure EN-3 2023;
- National Planning Policy Framework 2023;
- National Planning Practice Guidance 2014;

- Department for Transport Analysis Guidance 2023;
- Central Lincolnshire Local Plan 2018-2040 2023;
- Local Transport Plan 5m 2022; and
- Lincolnshire Walking Strategy 2022.

1.3. Accessibility

Public transport

1.3.1. Local public transport services in the area are comprised of buses only, with the nearest bus stops to the Site being located in Ashby de la Launde, RAF Digby and Scopwick. These stops are serviced by the 31, 31X, M2, 18M and 18S. Additionally, there are several services routed through Metheringham, such as the 55, B5 and B5X. These services are summarised in **Section 4.6** of **ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]**.

Pedestrian network

1.3.2. Pedestrian footways along the highway links surrounding the Proposed Development are limited, commensurate with the rural location. However, there are a number of Public Rights of Way (PRoW) within and surrounding the Proposed Development. These PRoW provide access to the nearby villages, including Ashby de la Launde, Scopwick, Blankney, and Metheringham. The extent of the PRoW network is detailed in **Section 4.4** of **ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]** and the **Outline Public Rights of Way and Permissive Paths Management Plan (oPRoWPPMP) [EN010149/APP/7.12]**.

Cycle network

1.3.3. There are no National Cycle Network (NCN) routes available in the vicinity of the Proposed Development, although cycling is feasible for able users along the local road network particularly along quieter rural lanes.

Summary

1.3.4. Local bus and pedestrian networks are accessible from the Proposed Development and provide the opportunity to travel to Primary Construction Compounds by sustainable modes. Measures to promote and encourage their use are outlined in **Section 1.8** and **Section 1.9**.

1.4. Proposed Development

1.4.1. A summary of the description of the Proposed Development can be found in **Section 3.1** of the **Environmental Statement (ES) Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1]**.

Car sharing

1.4.2. As the Proposed Development comprises a large area of primarily agricultural land, it is recognised that there will be limited opportunities for access by active travel or sustainable modes. The greatest opportunity for sustainable travel will be to promote car sharing to all construction workers as this represents a realistic and practical way to reduce single occupancy vehicle movements.

1.4.3. The specialist nature of this type of development means that specific subcontractors may be sourced regionally and are therefore ideally suited to car sharing as they will often travel in teams.

1.4.4. Whilst it is likely that the value of persons per car (occupancy) of construction workers would reach an average of 2.5, as outlined by the Applicant based on monitoring previously undertaken at sites of a similar nature, an average capacity of 1.5 persons per car has been assumed for the basis of the transport-based assessments.

1.5. Objectives

1.5.1. This oTP presents clear objectives to be achieved, based on key goals for the Proposed Development. This section outlines the objectives to support local and national policy and a summary of the baseline travel habits that may be expected for staff of the Proposed Development.

Travel plan objectives

1.5.2. The aim of the oTP is to provide measures and information, as well as support initiatives that will facilitate a range of realistic and achievable alternative modes of travel to reduce the number of single vehicle occupancy trips.

1.5.3. The key objectives of this oTP are identified as follows:

- Reduce single occupancy car journeys to / from the Site; and
- Minimise the impact and frequency of car travel, thus reducing pollution and congestion in the area, and minimising the need for parking.

Targets

1.5.4. The setting of targets is essential to support achieving the objectives of the oTP. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related).

1.5.5. Targets are measurable using indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the oTP without necessarily having a linked target.

1.5.6. The objectives of this oTP are to reduce the number of construction staff who travel in single occupancy vehicles, by as much as practically possible, while minimising the impact and frequency of car travel.

1.5.7. Currently, the details regarding the location of where staff will be situated/accommodated are not confirmed. Therefore, it is difficult to set specific targets. However, the key focus of the travel plan is to encourage car sharing where appropriate. Initial targets will be set out within the full travel plan to align with the aim of reducing single occupancy car journeys.

Actions

1.5.8. The following milestone targets are set, requiring the Principal contractor to:

- prepare staff travel information in advance of construction commencing promoting alternative modes of transport and car sharing to be distributed electronically to staff;
- Provide suitable cycle parking spaces and associated facilities during mobilisation of Primary Construction Compounds, as demand necessitates; and
- Undertake monthly reviews of the car and cycle parking demands to ensure that sufficient capacity is available.

1.6. Measures

1.6.1. The oTP is a tool that seeks to implement measures to promote and encourage sustainable travel. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development.

1.6.2. Complementary ‘hard’ and ‘soft’ measures are proposed that address the objectives set out in this oTP. Proposed measures for the Proposed Development are therefore grouped under infrastructure (hard) and information (soft). A third category ‘management measures’ enables a proactive approach to the delivery of the oTP and is linked intrinsically to the oCTMP.

1.7. Management measures

1.7.1. The Principal contractor will develop and implement a detailed Travel Plan (TP). The Principal contractor will champion the plan, with the role including but not limited to:

- Leading on the implementation of the TP;
- Raising awareness of the TP and travel options available to construction staff, including the provision of resources in accessible formats where necessary; and
- Carrying out monitoring of the parking provision.

1.8. Hard measures

Commuter bus service

1.8.1. In the event that the A15/B1202 junction is not improved, as outlined in the **oCTMP [EN010149/APP/7.8],** a commuter bus service will be implemented to pick up construction workers from designated points in Lincoln and Branston and transport them to the Primary Construction Compounds via the B1188. The designated points, routeing, number of buses required and their frequency will be determined once worker locations are known to maximise the number of workers that can be transported by bus and minimise the impact of traffic flows on the A15/B1202 junction.

Minibus transport

1.8.2. Construction workers will be directed to park at the Primary Construction Compounds. Onward transport to Secondary Construction Compounds and working areas will be facilitated through the use of minibuses.

Cycle parking facilities

1.8.3. Cycle parking may be provided within the construction compounds. Due to the nature of the Proposed Development, there are no set cycle parking standards within local policy to conform to, thus it is proposed that cycle parking will be provided on a demand led basis. Details of cycle parking provision will be determined at the detailed design stage.

Car parking

1.8.4. The dedicated construction car parks are to be located at or adjacent to each of the main construction compounds, with limited parking also found at the Secondary Construction Compounds for visitors and minibuses.

1.9. Soft measures

Information measures

1.9.1. Travel information will be distributed electronically to all construction staff. The information will include:

- An introduction to the TP, highlighting the purpose and key measures being implemented as well as the contact details of the Contractor;
- Benefits of car sharing;
- A map showing the location of the Site / Construction Compounds in relation to the local area, highlighting the nearby public transport links and PRoW network within easy walking distance; and
- Bus timetables of local services and fare information.

1.9.2. The Principal contractor will regularly review the information provided to ensure that staff are kept up to date with any changes, such as new bus timetables, withdrawn or new services, or new contact details.

Encouraging public transport

1.9.3. The travel information will be kept up to date to reflect any changes to local bus services and keep staff updated with the latest timetables, travel routes and fares.

1.10. Monitoring and review

1.10.1. The parking provision will be monitored to ensure sufficient space is available to meet the needs of peak parking demand for cars and cycles. This will be critical to avoid overspill parking onto local roads and verges.

1.10.2. Monitoring forms part of the **oCTMP [EN010149/APP/7.8]** as part of wider management of construction traffic and further details will be available in the detailed CTMP(s).

1.10.3. Should additional measures be necessary to accommodate the travel needs of staff, either travelling to/from the Site or internally to working areas, these will be reviewed as appropriate.

1.11. Action plan

1.11.1. The measures and initiatives summarised in this oTP will be implemented in order to target specific objectives of the TP within particular timescales. These have been included in the action plan set out in **Table 1.1**. Further detail on timescales will be provided in the TP.

Table 1.1: Indicative action plan

Action	Responsibility
Prior to commencement	
Agree with LHA on TP Measures and Travel Information	PC
Upon commencement and throughout the duration of travel plan	
Dissemination of the Travel Information to staff	PC
Promote schemes such as car sharing	PC
Undertake regular monitoring of parking provision	PC

1.12. References

- Central Lincolnshire Local Plan (2018-2040), North Kesteven District Council (2018). Available online: https://www.n-kesteven.gov.uk/planning-building/planning/planning-policy/central-lincolnshire-local-plan-2018-2040
- Lincolnshire Walking Strategy (2021), Lincolnshire County Council. Available online: Lincolnshire Walking Strategy.
- Local Transport Plan 5 (2022), Lincolnshire County Council. Available online: Lincs_Transport_Plan_5_Consultation_Draft.
- National Planning Policy Framework (NPPF) (2023). Available online: National Planning Policy Framework - GOV.UK (www.gov.uk).
- National Planning Practice Guidance, DLUHC (2014). Available online: Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)
- National Policy Statement for Energy (EN-1) (2023). Available online: Overarching National Policy Statement for energy (EN-1) - GOV.UK (www.gov.uk).
- National Policy Statement for Renewable Energy Infrastructure (EN-3) (2023). Available online: National Policy Statement for renewable energy infrastructure (EN-3) - GOV.UK (www.gov.uk).

Appendix 2
HGV Routing

Application Document Ref: EN010149/APP/7.8
Planning Inspectorate Scheme Ref: EN010149

65000W
60000W
55000W
50000W
45000W
40000W
7010000N
7005000N
7000000N
6995000N
6990000N

B1188
B1202
Bloxholm Lane
MC3
A15
Navenby Lane
B1191
Gorse Hill Lane
MC1
B1188
B1191
MC2
Temple Road
A15

Legend

Order Limits

Compounds

Primary

Secondary

HGV Routing

Route

CRS: EPSG:3857
Projection: Mercator
Ellipsoid: EPSG:7030
Units: meters

Rev	Date	Description	Drn	Chk	App
01	NOV 2024	DCO SUBMISSION	SCP	SCP	EDF

Springwell Solar Farm

DOCUMENT:
OCTMP
VOLUME 2: FIGURES
Reg5(2)(q)

TITLE:
APPENDIX 2 HGV Routing

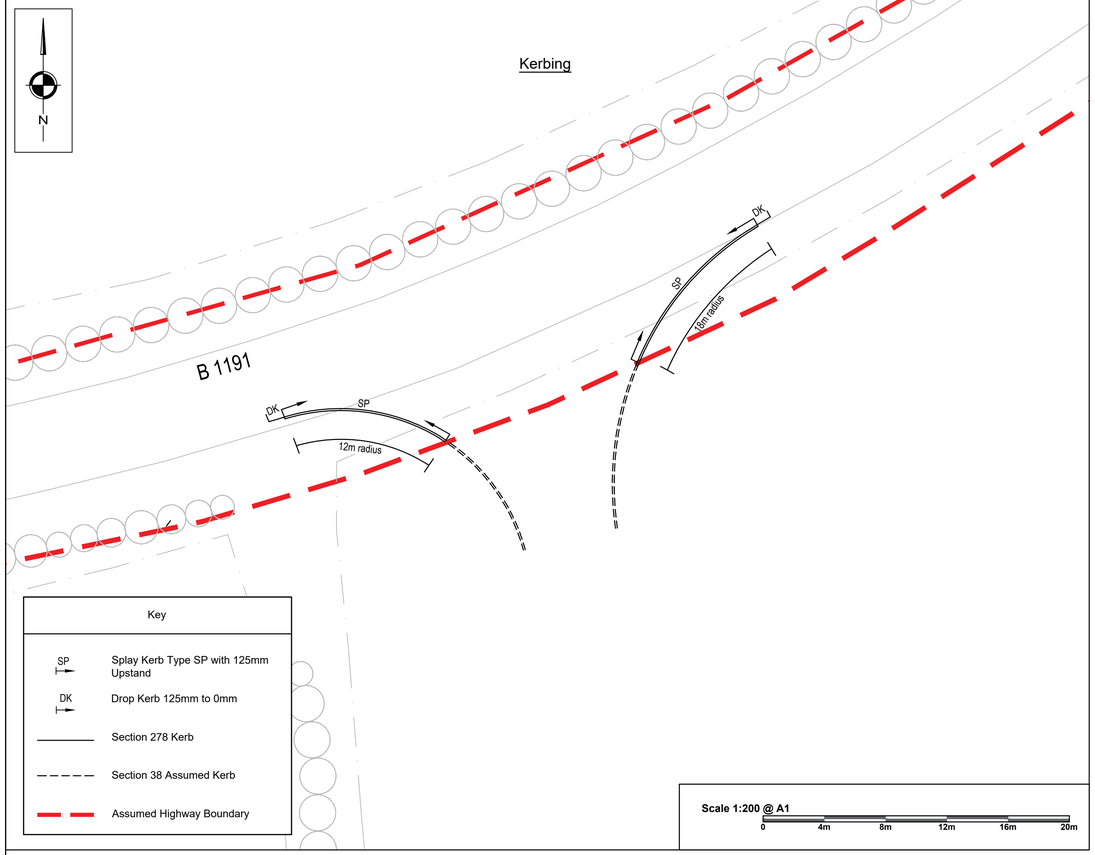
0 1 2
Kilometers
Scale: 1:90000 @A3

REV 01

Appendix 3
Supporting drawings

Application Document Ref: EN010149/APP/7.8
Planning Inspectorate Scheme Ref: EN010149

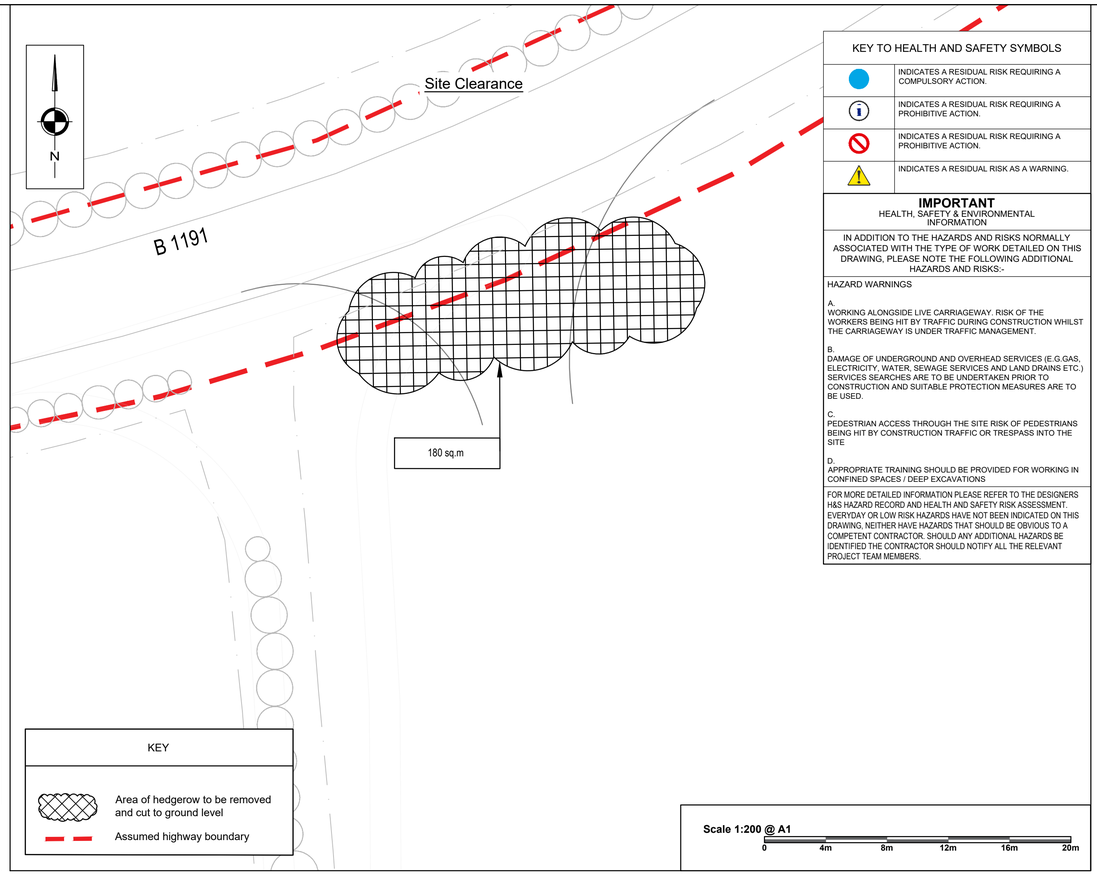
Kerbing



Key	
SP	Splay Kerb Type SP with 125mm Upstand
DK	Drop Kerb 125mm to 0mm
	Section 278 Kerb
	Section 38 Assumed Kerb
	Assumed Highway Boundary

Scale 1:200 @ A1
0 4m 8m 12m 16m 20m

Site Clearance



KEY	
	Area of hedgerow to be removed and cut to ground level
	Assumed highway boundary

Scale 1:200 @ A1
0 4m 8m 12m 16m 20m

KEY TO HEALTH AND SAFETY SYMBOLS	
	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
	INDICATES A RESIDUAL RISK AS A WARNING.

IMPORTANT
HEALTH, SAFETY & ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS AND RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, PLEASE NOTE THE FOLLOWING ADDITIONAL HAZARDS AND RISKS:-

HAZARD WARNINGS

A.
WORKING ALONGSIDE LIVE CARRIAGEWAY. RISK OF THE WORKERS BEING HIT BY TRAFFIC DURING CONSTRUCTION WHILST THE CARRIAGEWAY IS UNDER TRAFFIC MANAGEMENT.

B.
DAMAGE OF UNDERGROUND AND OVERHEAD SERVICES (E.G.GAS, ELECTRICITY, WATER, SEWAGE SERVICES AND LAND DRAINS ETC.) SERVICES SEARCHES ARE TO BE UNDERTAKEN PRIOR TO CONSTRUCTION AND SUITABLE PROTECTION MEASURES ARE TO BE USED.

C.
PEDESTRIAN ACCESS THROUGH THE SITE RISK OF PEDESTRIANS BEING HIT BY CONSTRUCTION TRAFFIC OR TRESPASS INTO THE SITE

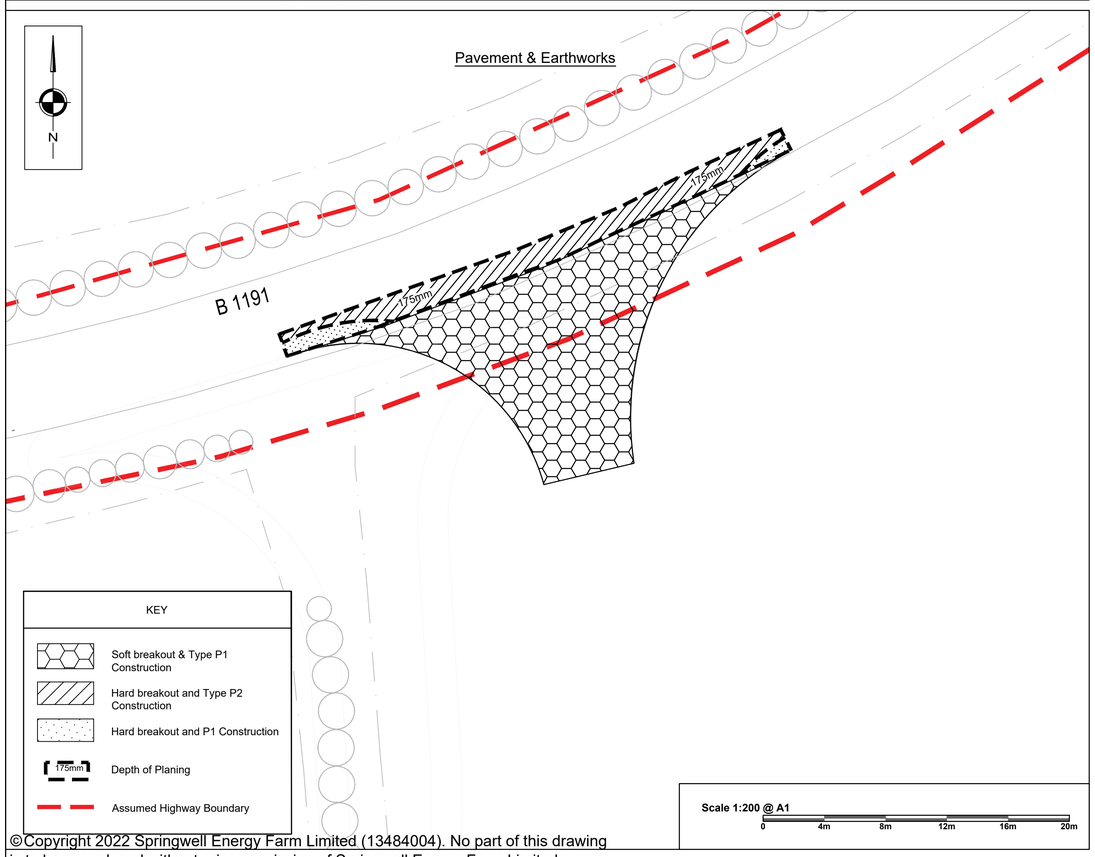
D.
APPROPRIATE TRAINING SHOULD BE PROVIDED FOR WORKING IN CONFINED SPACES / DEEP EXCAVATIONS

FOR MORE DETAILED INFORMATION PLEASE REFER TO THE DESIGNERS H&S HAZARD RECORD AND HEALTH AND SAFETY RISK ASSESSMENT. EVERYDAY OR LOW RISK HAZARDS HAVE NOT BEEN INDICATED ON THIS DRAWING, NEITHER HAVE HAZARDS THAT SHOULD BE OBVIOUS TO A COMPETENT CONTRACTOR. SHOULD ANY ADDITIONAL HAZARDS BE IDENTIFIED THE CONTRACTOR SHOULD NOTIFY ALL THE RELEVANT PROJECT TEAM MEMBERS.

NOTES

1) ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE
2) ALL WORK IS CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND THE LOCAL AUTHORITY STANDARDS
3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. THE CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
4) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALIST DETAILS AND SPECIFICATION CONSTRUCTION DETAILS FOR THE USED MATERIALS CAN BE FOUND ON THE RELEVANT DRAWINGS
5) THE CONTRACTOR SHALL MAKE SUITABLE TEMPORARY RAMPS TO MAKE SURE RUN ONS AND RUNOFFS OF PAVEMENT, FRAMES AND COVERS DURING CONSTRUCTION
6) FOR DETAILS OF PAVEMENT, REFER TO SCP-220489-0701
7) ANY DIFFERENCE IN UPSTANDS AT THE TIE-INS BETWEEN PROPOSED AND EXISTING ARE TO BE TAKEN OUT OVER A 3M TRANSITION LENGTH. UP-STANDS AT THIS POINT ARE TO MATCH EXISTING
8) HIGHWAY BOUNDARY LOCATION IS ASSUMED. CONTRACTOR TO ONLY WORK WITHIN HIGHWAY BOUNDARY
9) WHERE MORTAR BED EXCEEDS 50MM THICK, ST1 CONCRETE IS TO BE USED
10) WHERE ST1 & ST4 CONCRETE IS USED, IT IS TO BE IN ACCORDANCE WITH BS EN 8500-1 & 2 BS EN 206-1 SHW CL. 1101 & 2602
11) FOR DETAILS RELATING TO PROPOSED INTERNAL ROADS, REFER TO DRAWINGS AND DETAILS AS BY WSP
12) CONSTRUCTION AND DESIGN TO COMPLY WITH LINCOLNSHIRE COUNTY COUNCIL'S "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE AND CONSTRUCTION" 2021 DOCUMENT
13) CARRIAGEWAY SUB BASE LAYER TO EXTEND BACK BENEATH KERB FACE AS PER SHOWN IN LINCONSHIRE COUNTY COUNCIL'S "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE AND CONSTRUCTION" 2021 DOCUMENT

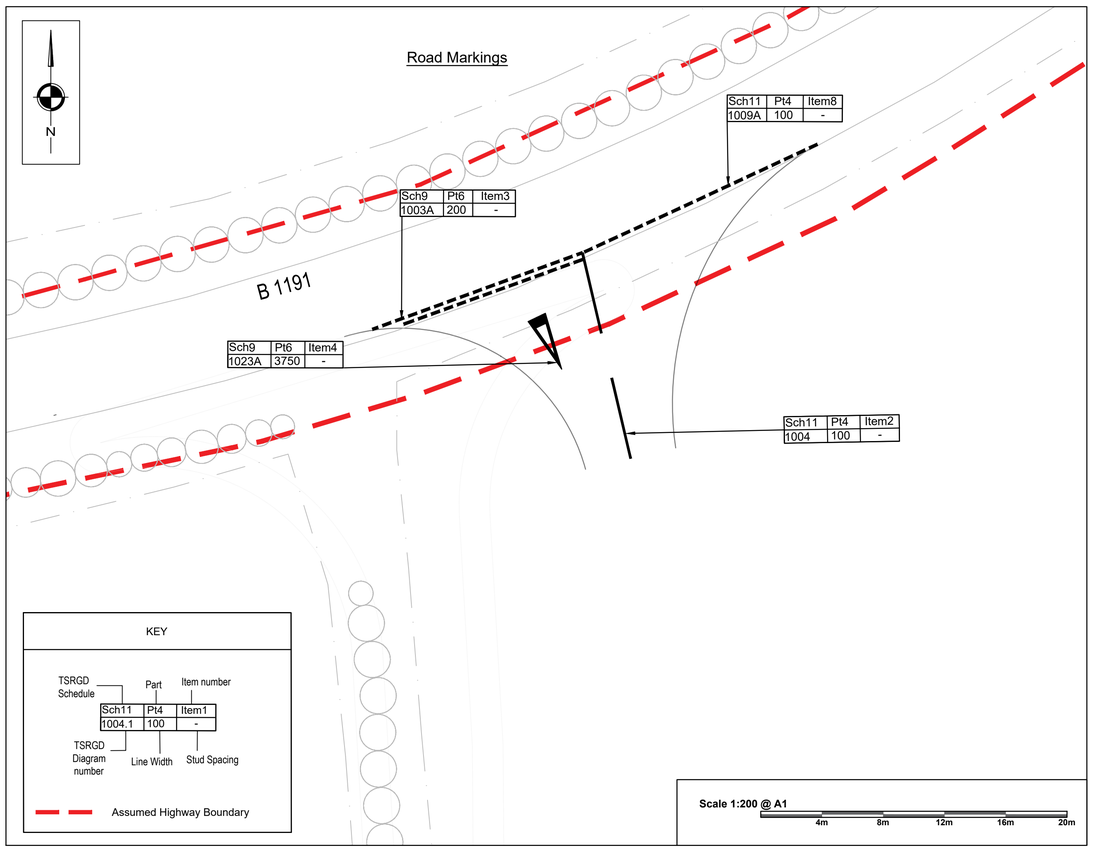
Pavement & Earthworks



KEY	
	Soft breakout & Type P1 Construction
	Hard breakout and Type P2 Construction
	Hard breakout and P1 Construction
175mm	Depth of Planing
	Assumed Highway Boundary

Scale 1:200 @ A1
0 4m 8m 12m 16m 20m

Road Markings



KEY

TSRGD Schedule | Part | Item number

Sch11	Pt4	Item1
1004.1	100	-

TSRGD Diagram number | Line Width | Stud Spacing

Assumed Highway Boundary

Scale 1:200 @ A1
4m 8m 12m 16m 20m

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
P01	26/09/24	FOR REVIEW @ COMMENT	AB	JC	TW

Springwell Solar Farm

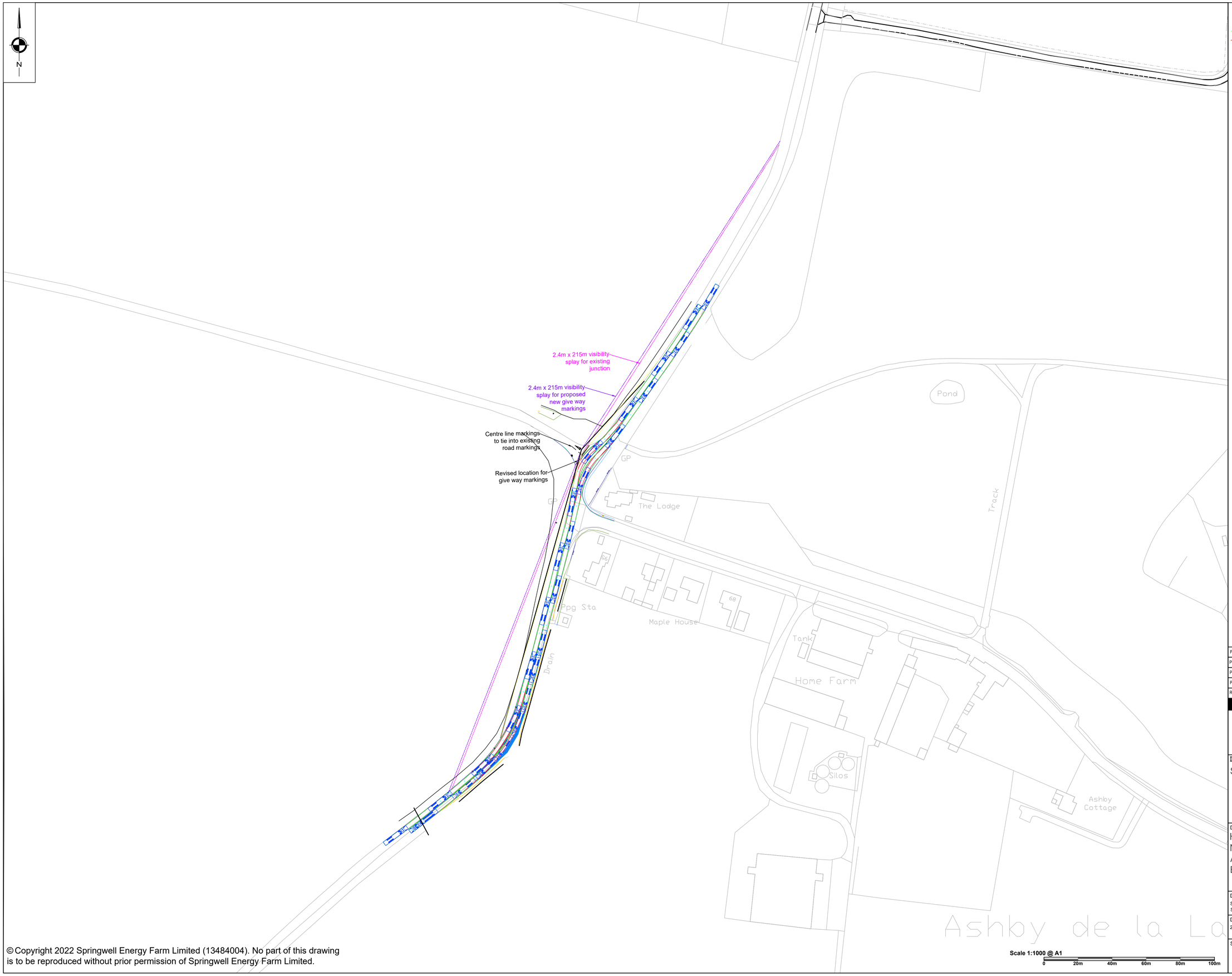
DOCUMENT:
SPRINGWELL SOLAR FARM

DRAWING TITLE:
PROPOSED TYPICAL FIELD ACCESS

DRAWING NO:	REVISION:
SPRI-05-DR-00152	P01

DATE:	DRAWN:	SCALE:
16/02/24	AB	AS SHOWN

SCALE BAR: (AS SHOWN IN VIEWPORTS)



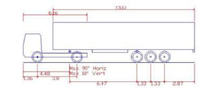
KEY:

- Overhang of swept path
- Wheels of swept path
- Hatched area of previous kerbline and proposed kerbline
- 2.4m x 215m visibility splay for proposed new give-way markings
- 2.4m x 215m visibility splay for existing junction

NOTES:

1) ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE.
3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
4) EXISTING ROAD MARKINGS NOT SHOWN ON TOPOGRAPHICAL SURVEY DRAWING.
5) ALL MANOEUVRES HAVE BEEN TRACKED AT 5KPH

DIMENSIONS OF HGV TRACKED (METRES)



REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
P04	28/06/24	ROAD COMMENT & REVIEW	AB	NH	TW
P03	28/06/24	ROAD MARKING UPDATE & VIS SPLAY	AB	NH	TW
P02	05/06/24	VEHICLE TRACKING WITH NEW TOPO	AB	NH	TW
P01	26/03/24	FOR REVIEW & COMMENT	AB	NH	TW

Springwell Solar Farm

DOCUMENT:
SPRINGWELL SOLAR FARM

DRAWING TITLE:
HGV VEHICLE TRACKING NORTHBOUND/SOUTHBOUND AT ASHBY-DE-LA-LAUNDE B1191

DRAWING NO:	REVISION:
SPRI-05-DR-00171 SHEET 1 OF 1	P04

DATE:	DRAWN:	SCALE:
26/03/24	AB	1:1000 @ A1

SCALE BAR: (AS SHOWN)

NOTES:

1) ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE.

KEY

The Route

REVISION	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
01	18/10/24	DCO Submission	RRT	JC	TW

Springwell Solar Farm

DOCUMENT:

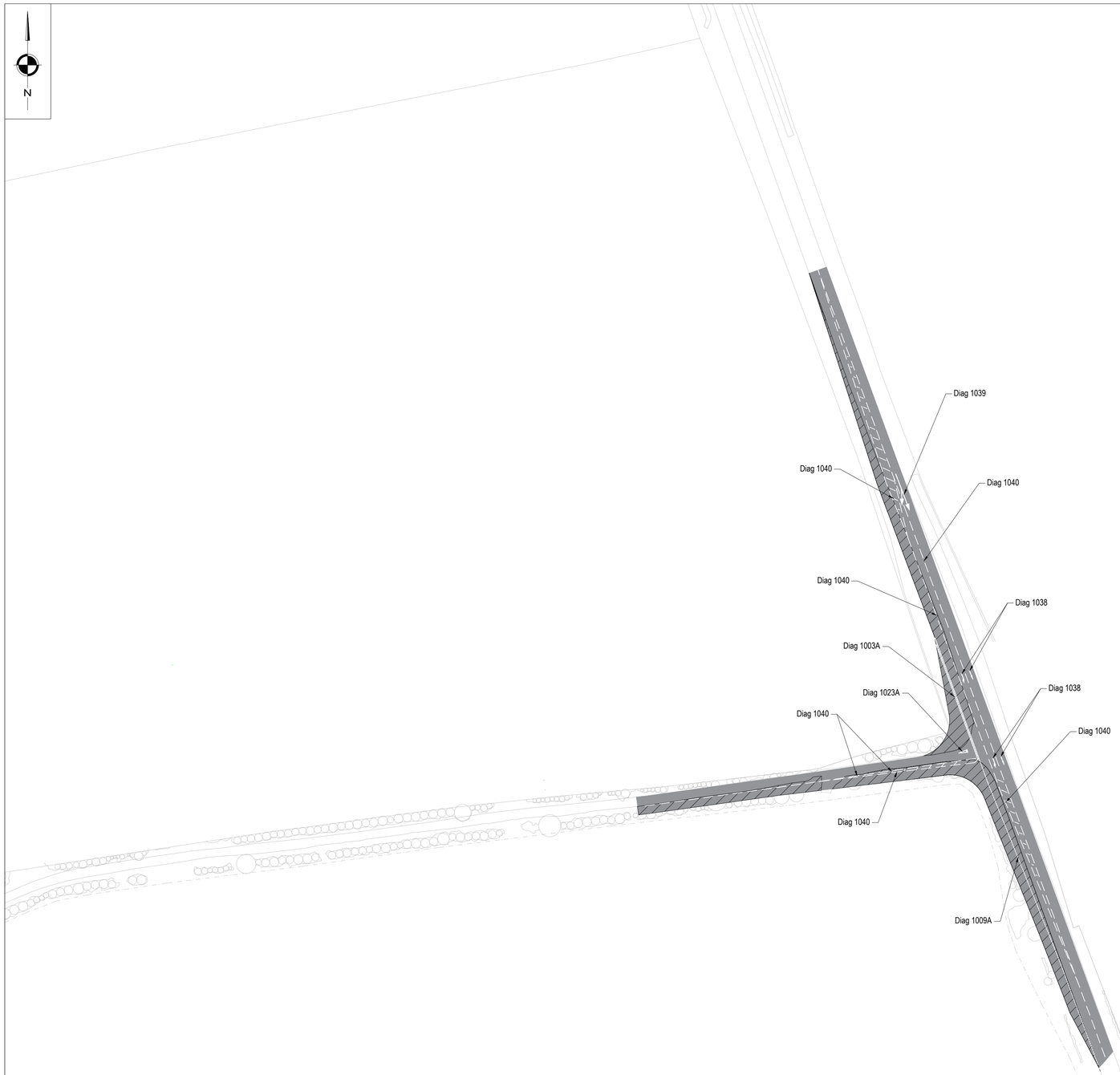
SPRINGWELL SOLAR FARM

DRAWING TITLE:

Abnormal Indivisible Load Route
Sheet 1 of 1

DRAWING NO:		REVISION:
SPRI-05-DR-00226		01
DATE:	DRAWN:	SCALE:
25/10/24	RRT	Not to Scale

SCALE BAR:
Not to Scale



KEY:

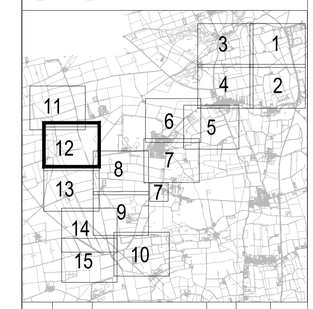
CARRIAGEWAY

PROPOSED AREA OF VERGE TO CARRIAGEWAY

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND DOCUMENTATION ASSOCIATED WITH THE PROJECT.
4. ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.
5. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY CLEARANCE WORKS.
6. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE.
7. ALL DRAINAGE RELATED WORKS TO COMPLY WITH "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION" 2021 DOCUMENT.
8. LCC'S "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION" 2021 DOCUMENT STATES "DURING CONSTRUCTION SURFACE WATER RUNOFF SHOULD BE PREVENTED FROM ENTERING SWALES FROM ENTERING SWALES AND CHANNELS. WHERE INFILTRATION DEVICES ARE BEING CONSTRUCTED THEY SHALL BE BACKFILLED AND REINSTATED WITH A MATERIAL OF EQUIVALENT OR GREATER INFILTRATION POTENTIAL INCLUDING THE SURFACE LAYER. MATERIALS ON SITE SHOULD NOT BE MIXED".
9. DRAINAGE RELATED LEVELS AND FURTHER GROUND LEVELS TO BE CONFIRMED AT DETAILED DESIGN STAGE.

KEY PLAN:



REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
P01	05/03/24	FOR REVIEW @ COMMENT	AB	JC	TW

Springwell Solar Farm

DOCUMENT:
SPRINGWELL SOLAR FARM

DRAWING TITLE:
A15/GORSE HILL LANE JUNCTION IMPROVEMENT GENERAL ARRANGEMENT

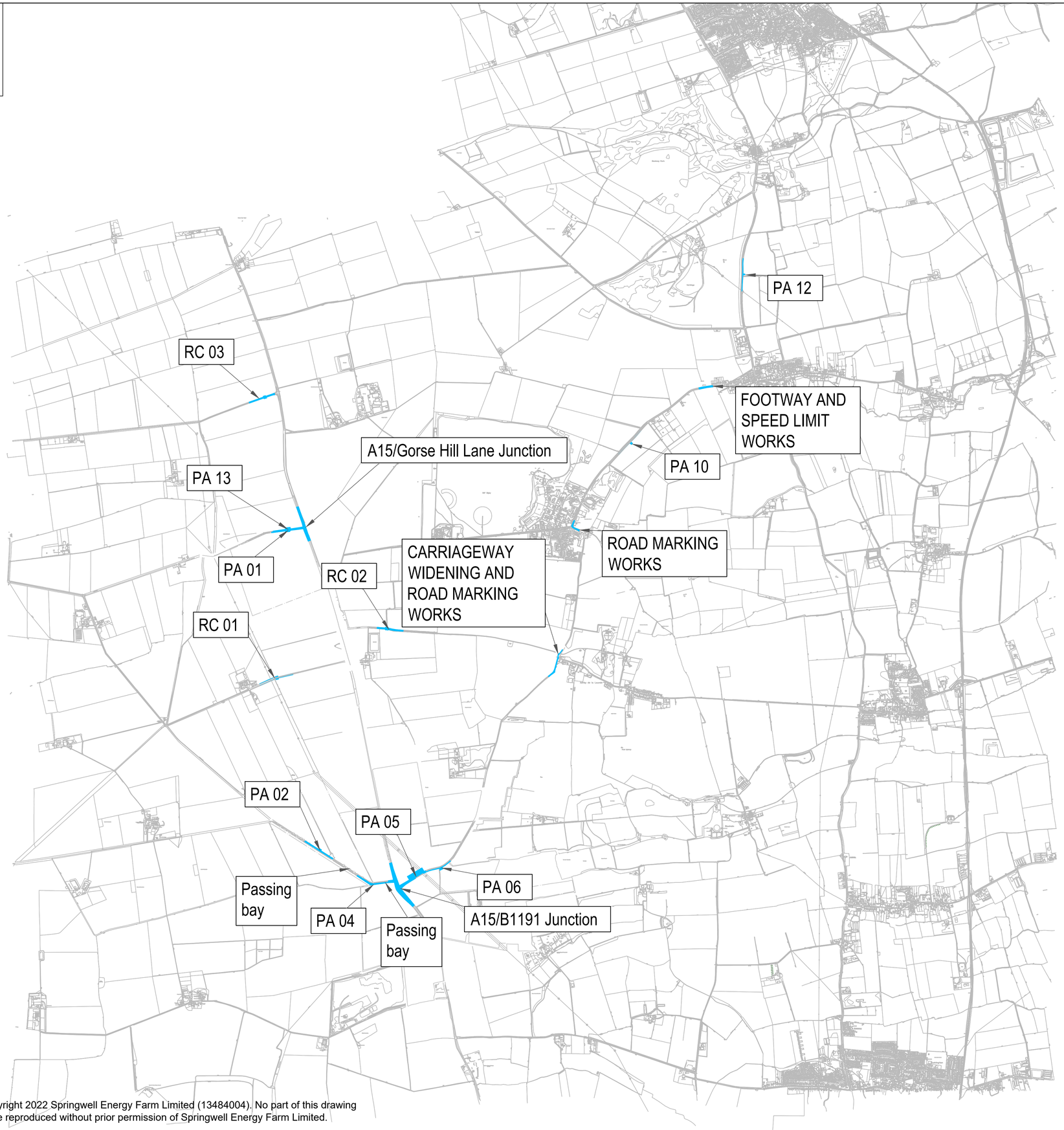
DRAWING NO:	REVISION:
SPRI-05-DR-0208 SHEET 1 OF 1	P01

DATE:	DRAWN:	SCALE:
05/03/24	AB	1:1000 @ A1

SCALE BAR: AS SHOWN

Scale 1:1000 @ A1 - 1:2000 @ A3

20m 0 20m 40m 60m 80m 100m



KEY:

AREA REQUIRED FOR HIGHWAY WORKS

NOTES:

1) ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE.
3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
P02	26/09/24	FOR REVIEW @ COMMENT	AB	JC	TW
P01	24/07/23	FOR REVIEW @ COMMENT	AB	JC	TW

Springwell Solar Farm

DOCUMENT:
SPRINGWELL SOLAR FARM

DRAWING TITLE:
PROPOSED HIGHWAY IMPROVEMENTS

DRAWING NO:
SPRI-05-DR-00177
SHEET 1 OF 1

REVISION:
P02

DATE:
24/07/23

DRAWN:
AB

SCALE:
NTS

SCALE BAR: (NA)

KEY:

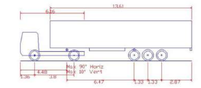
OVERHANG OF SWEPT PATH

WHEELS OF SWEPT PATH

NOTES:

1) ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
2) ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE.
3) UNDERGROUND SERVICES ARE PRESENT IN THE AREA. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS
4) ALL MANEUVERS HAVE BEEN TRACKED AT 5KPH

DIMENSIONS OF HGV TRACKED (METRES)



REVISION	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
P01	08/05/24	FOR REVIEW @ COMMENT	AB	JC	TW
P01	26/03/24	FOR REVIEW @ COMMENT	AB	JC	TW

Springwell Solar Farm

Springwell Solar Farm

DOCUMENT:
SPRINGWELL SOLAR FARM

DRAWING TITLE:
HGV VS CAR VEHICLE TRACKING NORTHBOUND/SOUTHBOUND AT RAF DIGBY

DRAWING NO: SPRI-05-DR-00173
SHEET 1 OF 2

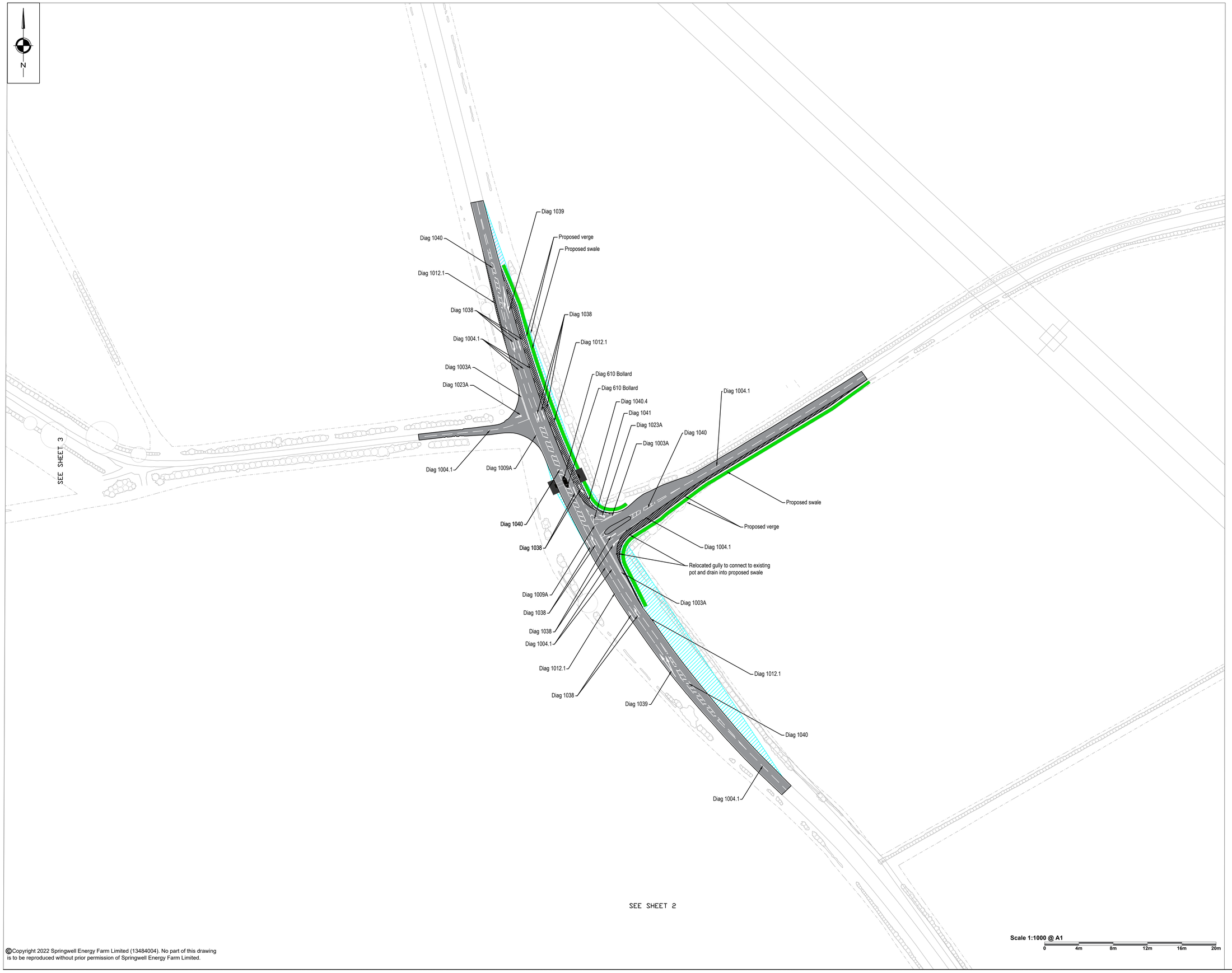
REVISION: P01

DATE: 26/03/24

DRAWN: AB

SCALE: 1:1000 @ A1

SCALE BAR: (AS SHOWN)



Scale 1:1000 @ A1

0 4m 8m 12m 16m 20m

KEY

- Proposed verge
- Proposed swale
- Carriageway
- Proposed area of verge to carriageway
- Visibility Splay for Pedestrians
- Proposed 0.4m x 0.4m tactile slabs

NOTES

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2. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND DOCUMENTATION ASSOCIATED WITH THE PROJECT.
4. ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.
5. CONTRACTOR IS TO CONFIRM THE PRECISE LINE AND DEPTH OF ANY SERVICES PRIOR TO THE COMMENCEMENT OF ANY CLEARANCE WORKS.
6. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AND LOCAL AUTHORITY GUIDANCE.
7. ALL DRAINAGE RELATED WORKS TO COMPLY WITH "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION" 2021 DOCUMENT.
8. ALL SWALES TO HAVE A MAXIMUM BASE WIDTH OF 2M AS PER LCC'S "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION" 2021 DOCUMENT.
9. SWALES TO HAVE A MINIMUM OF 1M DISTANCE FROM ANY CARRIAGEWAY AS PER LCC'S "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION" 2021 DOCUMENT.
10. SWALES TO HAVE A MINIMUM DEPTH OF 200MM AND MAXIMUM DEPTH OF 600MMM AS PER LCC'S "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION" 2021 DOCUMENT.
11. LCC'S "DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION" 2021 DOCUMENT STATES "DURING CONSTRUCTION SURFACE WATER RUNOFF SHOULD BE PREVENTED FROM ENTERING SWALES FROM ENTERING SWALES AND CHANNELS. WHERE INFILTRATION DEVICES ARE BEING CONSTRUCTED THEY SHALL BE BACKFILLED AND REINSTATED WITH A MATERIAL OF EQUIVALENT OR GREATER INFILTRATION POTENTIAL INCLUDING THE SURFACE LAYER. MATERIALS ON SITE SHOULD NOT BE MIXED".
12. THE ALTHON SWALE INLET HEADWALL (225MM) IS A SWALE/POND FIBRE REINFORCED PRECAST CONCRETE OPEN INLET FOR SURFACE WATER.
13. FOR CONSTRUCTION DETAILS OF SWALES, REFER TO DRAWING SCP-220489-0502.
14. DRAINAGE RELATED LEVELS AND FURTHER GROUND LEVELS TO BE CONFIRMED AT DETAILED DESIGN STAGE.

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
P02	18/04/24	DRAFT ISSUE	AB	JC	TW
P01	05/03/24	VISIBILITY SPLAYS	AB	JC	TW

Springwell Solar Farm

DOCUMENT:
SPRINGWELL SOLAR FARM

DRAWING TITLE:
A15/B1191
JUNCTION IMPROVEMENT
GENERAL ARRANGEMENT

DRAWING NO:
SPRI-01-DR-00162
Sheet 1 of 1

REVISION:
P02

DATE:
18/04/24

DRAWN:
AB

SCALE:
1:1000 @ A1

SCALE BAR: AS SHOWN

Springwell
Solar Farm

springwellsolarfarm.co.uk

Application Document Ref: EN010149/APP/7.8
Planning Inspectorate Scheme Ref: EN010149