



# Tween Bridge Solar Farm

A Nationally Significant Infrastructure Project in the Energy Sector

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## Preliminary Environmental Information Report

### Technical Appendices 12.2 Draft Outline Construction Traffic Management Plan

October 2023



Visit: [www.tweenbridgesolar.co.uk](http://www.tweenbridgesolar.co.uk)  
Email: [info@tweenbridgesolar.co.uk](mailto:info@tweenbridgesolar.co.uk)

# **DRAFT Outline Construction Traffic Management Plan.**

**Tween Bridge Solar Farm.**

On behalf of RWE Renewables.

Date: August 2023 | Pegasus Ref: P21-3484 TR02

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## Document Management.

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# 1. Introduction

- 1.1. This Draft Outline Construction Traffic Management Plan (OCTMP) has been prepared by Pegasus Group on behalf of RWE Renewables (The Applicant) in order to address the traffic and transportation issues associated with the construction, operation, maintenance and decommissioning of a ground mounted solar park with an intended design capacity of over 50MWp (megawatts peak), and a battery energy storage facility with an export/import connection to the National Grid. The cable route for the grid connection and the above ground works needed for connection to a proposed substation are also considered (referred to within this document as “the Scheme”). Further details of the proposal and the technology used together with the proposed Scheme layout are provided separately as part of the DCO documentation.
- 1.2. The Scheme is located within the Yorkshire and Humber regions. The site extends to over 1500 hectares, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. From the largest development parcel, Junction 5 of the M18 is approximately 2.5 kilometres to the west and Junction 1 of the M180 is approximately four kilometres to the southwest.
- 1.3. Due to the size of the Scheme and the number of associated land parcels, access during the construction and operational phases will be provided in a number of locations.
- 1.4. This OCTMP describes the arrangements that are proposed for the period of construction activities at the Scheme and sets out the following:
  - i. Proposed access arrangements.
  - ii. Routing for construction traffic.
  - iii. Vehicle numbers, size and frequency.
  - iv. Details relating to the proposed cable route; and
  - v. Proposed mitigation, including condition surveys.
- 1.5. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- 1.6. The OCTMP is an evolving document and will be updated as the project progresses and in response to consultation. It will ultimately become the CTMP post consent. The appointed contractors will be provided with a copy of the CTMP and will comply with it as part of the DCO consent. The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor, including a 24-hour emergency contact number, and those of the highway department at Doncaster Council and North Lincolnshire Council will be exchanged before commencement of the works on the site.



## 2. Scheme Context

### Scheme Location and Description

- 2.1. The Scheme is centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The site is split across the administrative boundaries of Doncaster Council (DC) and North Lincolnshire Council (NLC). The location of the Scheme in its wider geographical context is shown in **Figure 2.1**.
- 2.2. The Scheme comprises 16 separate land parcels and extends to over 1,500 hectares.
- 2.3. A Scheme location plan is included at **Figure 2.1** and an indicative layout plan is included within the wider submission. The Draft Order Limits are included at **Appendix A**.
- 2.4. The Stainforth and Keadby Canal and the South Humberside Mainline railway line run in an east to west direction to the south of Parcel A.

### Local Highway Network

- 2.5. A network of local roads connects the different land parcels as well as providing links to the wider local and strategic road networks.

#### A18

- 2.6. The A18 is a single carriageway road which is approximately seven metres wide. It is subject to the National Speed Limit (60mph) and facilitates travel between the towns of Hatfield to the west and Scunthorpe to the east. Streetlighting and footways are generally provided within the vicinity of local settlements.

#### A161

- 2.7. The A161 is a single carriageway road which is approximately seven metres wide. It is subject to the National Speed Limit. It connects via a junction onto the A18 to the north and can be used to join the M180 via Junction 2 to the south. Further afield the road facilitates travel between local towns such as Goole, Crowle, Epworth and Haxey.

#### Sandtoft Road

- 2.8. Sandtoft Road is a single carriageway road measuring around five to six metres in width. It is subject to the National Speed Limit and subject to a 7.5 tonne weight restriction, except for access. To the east it becomes Low Levels Bank Road and to the west it connects to the A18 via a priority junction. There are no footways or street lighting provided.

#### Low Levels Bank

- 2.9. Low Levels Bank consists of a single carriageway approximately five metres in width. It is subject to the National Speed Limit. To the east, it becomes Thorne Road and to the west it becomes Sandtoft Road. There are no footways or street lighting provided.



### Crow Tree Bank

- 2.10. Crow Tree Bank is a single carriageway road measuring approximately six to seven metres wide. It is subject to the National Speed Limit. It connects onto High Levels Bank to the north and High Bridge Road to the south via a priority junction.
- 2.11. A short section of footway extends south for approximately 60 metres from the High Levels Bank junction. There is no street lighting provided.

### High Bridge Road

- 2.12. High Bridge Road is an unmarked, single carriageway road measuring approximately three to four metres in width. It is subject to the National Speed Limit. To the east it becomes Green Bank and to the west it becomes Moors Edge Road. There are no footways or street lighting provided.

### Green Bank

- 2.13. Green Bank is a single carriageway road measuring approximately four metres in width and is subject to the National Speed Limit. To the north it narrows to three metres as it crosses over the Stainforth and Keadby Canal before leading onto High Bridge Road, and to the south it connects onto the A18 via a priority junction. Where the road crosses the canal there is a 7.5 tonne weight restriction.

### Clay Bank Road

- 2.14. Clay Bank Road is an unmarked single carriageway measuring approximately three to four metres wide. It is subject to the National Speed Limit. It connects to Green Bank to the east and to South End/Double Bridges Road to the west via priority junctions. There are no footways or street lighting provided.

### Moor Road

- 2.15. Moor Road is a single carriageway that measures approximately four metres in width. It is subject to the National Speed Limit. It routes over a level crossing and the Stainforth and Keadby Canal, narrowing to around three metres as it crosses the canal. It connects to Moors Edge Road to the north and South End/Double Bridges Road to the south via priority junctions. There are no footways or street lighting provided.

### Double Bridges Road

- 2.16. Double Bridges Road is a single carriageway which is around four to five metres wide. It is subject to the National Speed Limit. To the north it becomes South End whilst to the south it connects onto the A18 via a priority junction. There are no footways or street lighting provided.

### South End

- 2.17. South End routes southeast through a residential area, before crossing a canal bridge. It becomes Ellison Street to the north and Double Bridges Road to the south east.



2.18. North of the canal it measures approximately six metres wide and is subject to a 20mph speed limit. A continuous footway routes along the western side of the carriageway. On the eastern side, a footway extends for around 260 metres southwards from the point it for becomes Ellison Road. Street lighting is provided along its extent.

2.19. South of the canal bridge it measures approximately five metres wide and is subject to the National Speed Limit. There are no road markings, street lighting or footways provided.

#### Moors Edge Road

2.20. Moors Edge Road is a single carriageway that measures approximately four metres wide and is subject to the National Speed Limit. To the west it becomes Church Balk and to the south it becomes High Bridge Road. There are no footways or street lighting provided.

#### Coulman Street

2.21. Coulman Street is a single carriageway road that measures approximately seven to eight metres in width and is subject to a 30mph speed limit. It connects with King Edward/Marshland Road via a priority junction to the north and connects to Church Balk/Moor Edges Road and Wike Gate Road via a crossroad junction to the south.

2.22. A footway on the eastern side of the carriageway extends approximately 230 metres south of the King Edward/Marshland Road junction and a continuous footway routes along the western side of the carriageway. Street lighting is provided along its extent.

#### Coulman Road

2.23. This is a single carriageway road measuring approximately seven metres wide that loops through the Coulman Road Industrial Estate serving multiple businesses, storage warehouses, workshops and garages. Two priority junctions connect it to Coulman Street, one to the north and the other to the south. It is subject to a 30mph speed limit, street lighting is provided and a continuous footway exists along one side of the carriageway.

2.24. Traffic Regulation Orders in the form of Double Yellow Lines are present along at least one side of the carriageway.

#### Goole Road

2.25. Goole Road is a private, single carriageway road which varies in width between seven and 10 metres, becoming Grange Road to the west. Street lighting is present and a section of footway follows the road east and then north for approximately 600 metres.

#### Marsh Road

2.26. Marsh Road is an unmarked single carriageway that measures approximately four metres wide and currently serves a small number of dwellings and agricultural buildings. No footways are provided, and street lighting is provided at its north eastern extent only, within the vicinity of dwellings within Crowle.

2.27. To the southwest it becomes Crook O Moor Road and to the northeast it forms the minor arm of a priority junction with Cross Street and Windsor Road.

2.28. Marsh Road is subject to the national speed limit which reduces to a 30mph speed limit approximately 90 metres southwest of the junction with Cross Street and Windsor Road. There are double yellow lines on both sides of the carriageway at this junction.

2.29. Approximately 100 metres south of the junction between Marsh Road/Cross Street/Windsor Road is Crowle Primary School. Warning signage indicating the school is nearby and that a reduction of the speed limit to 20mph ‘when lights show’ is present approximately five metres south of the junction between Marsh Road, Cross Street and Windsor Road.

Informal Lanes/Farm Tracks

2.30. Due to the more rural nature of the Scheme, some locations are accessed by smaller informal lanes and farm tracks including:

- Marshland Road.
- Broadbent Gate Road.
- Thorne Waste Drain Road.
- Moor Owners Road.

and

- Crook O'Moor Road

2.31. These roads consist of rural lanes with no kerbs, footways or street lighting. They generally measure around four metres in width.

**Public Rights of Way**

2.32. A number of Public Rights of Way (PRoW) route through and abut the Scheme, these are shown on **Figure 2.1** and are summarised below in **Table 2.1**.

Table 2.1 – PRoW within the Scheme

PRoW Name	Type of PRoW	Responsible Authority
Thorne 14	Footpath	Doncaster Council
Thorne 15	Footpath	Doncaster Council
Thorne 19	Footpath	Doncaster Council
CROW 17	Bridleway	North Lincolnshire
CROW 18	Bridleway	North Lincolnshire





PRoW Name	Type of PRoW	Responsible Authority
CROW 21	Byway open to all traffic	North Lincolnshire
BELT 21	Footpath	North Lincolnshire

### **Recorded Traffic Flows and Speeds**

- 2.33. Automatic Traffic Count (ATC) surveys have been carried out across the local highway network, further to agreement with Doncaster Council and North Lincolnshire Council. The traffic and speed surveys are summarised in Pegasus Group document "Baseline Traffic Survey Report", included at Appendix 12.4 of the PEIR.

### 3. Proposed Scheme Access Arrangements

#### Construction Compounds

3.1. At this stage, five primary construction compounds are proposed with their indicative locations shown on **Figure 2.1**. The primary compounds will be located within the larger parcels of the Scheme where the largest heavy goods vehicles (HGVs) will offload and decant materials onto smaller vehicles (i.e. tractor and trailer) to access the remainder of the Scheme, as summarised in **Table 3.1**.

Table 3.1 – Construction Compound Locations

Compound	Land Parcel	Served Via	Parcels Served
1	A	Existing access off Moor Edges Road	A and C
2	B	Marsh Road	B
3	F	Upgraded field access from A18	D, E, F, G, H, N, O
4	i	Existing access to Brier Hills Farm from Low Levels Bank	i, J, K, L and M
5	P	Existing access from unnamed road east of High Levels Bank	P

3.2. The construction compounds will be on flat ground. They will be surfaced with aggregate/stone to support weight bearing plant and equipment. The construction compounds will be removed once the construction phase is complete.

3.3. The construction compounds will be secured by mesh fencing and will include:

- i. reception area.
- ii. office and welfare units.
- iii. security cabin.
- iv. turning area for delivery vehicles.
- v. laydown area.
- vi. skip area.
- vii. storage containers.
- viii. parking area; and
- ix. vehicle wheel wash area.

3.4. Parking for cars and minibuses will be provided within each of the compounds. Parking will therefore be contained within the Scheme and no unnecessary parking will occur on the local highway network.

- 3.5. No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the Scheme or the access tracks leading to the construction compounds during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the Scheme. The site manager will monitor that parking is taking place in the designated area within the compounds.
- 3.6. The compounds will also include areas for the storage of plant and equipment. The material storage units will be used to contain materials, products, parts, crates, packing materials and waste for the duration of the construction phase.
- 3.7. Staff welfare facilities including toilets and a canteen will be provided. An office block will be located at the entrance of the compounds for signing in and out.
- 3.8. Loading and unloading of construction material and plant will take place within the construction compounds. A fenced and secured storage area will also be provided. The compounds will be large enough for HGVs to turn and exit the compound in a forward gear.
- 3.9. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager. Drivers will be required to adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compounds. No HGVs will be permitted to wait on the public highway.
- 3.10. Wheel washing may be required until the internal access tracks are completed. A hose / pressure washer or dry-wheel wash will be provided at the exit of the construction compounds to ensure that vehicle's wheels are clear of mud and debris before exiting on to the local highway network.
- 3.11. As set out at **Chapter 1 of this OCTMP**, the contact details of the contractor and those of the highway department at NLC and DC will be exchanged before commencement of the works at the Scheme.

**Construction Access**

- 3.12. Due to the large-scale nature of the Scheme, and it being spread over a number of separate land parcels, there are a total of 12 access points proposed, as shown at **Figure 3.1**. Each access point, labelled A-L on **Figure 3.1**, is summarised in **Table 3.1**.

Table 3.1 – Proposed Point of Access During the Construction Phase

Access Ref	Accessed from	Details	Parcels Served	Figure Ref
A	Moor Edges Road	Existing industrial access	A	Figure 3.2
B	High Bridge Road	Existing agricultural access	C	Figure 3.3
C	Marsh Road	Existing agricultural access	B	Figure 3.4
D	Sandtoft Road	New access	G	Figure 3.5
E	South side of A18, High Levels Bank	Existing agricultural access	F	Figure 3.6

Access Ref	Accessed from	Details	Parcels Served	Figure Ref
F	South side of A18, High Levels Bank	Existing agricultural access	L	Figure 3.7
G	South side of A18 to west of Jaque's Bank	Existing agricultural access	M/N/O	Figure 3.8
H	Unnamed road east of High Levels Bank	Existing agricultural access	P	Figure 3.9
I	Unnamed road east of High Levels Bank	Existing agricultural access	P	Figure 3.10
J	Low Levels Bank	Existing agricultural access	H/i/J/K	Figure 3.11
K	Green Bank / Clay Bank Road	Existing agricultural access	D	Figure 3.12
L	Northside of A18 west of Jaque's Bank	Existing agricultural access	E	Figure 3.13

3.13. Suitable visibility splays can be provided in each location and all construction vehicles will enter and exit the Scheme in forward gear, as shown on **Figure 3.2** to **Figure 3.13**. The suitability of the access points to accommodate abnormal indivisible loads (AILs) will be considered in the future iteration of the OCTMP.

3.14. The extent of the access tracks within the Scheme is shown on the indicative layout included as part of the wider submission.

#### Internal Roads

3.15. The Scheme will feature permanent four metre wide access tracks throughout allowing for the movement of construction vehicles. These access tracks will be completed during the initial phase of the construction process.

3.16. The access tracks will be made of stone on top of permeable matting to protect and support the ground, enabling it to bear the weight of the plant and HGVs.

#### Proposed Operational Access

3.17. Once construction has finished, all construction accesses will be retained for operational purposes.

3.18. Once operational, it is anticipated that there could be eight people employed at the site with around one visit to each land parcel at the Scheme per day on average associated with equipment maintenance, ground maintenance, security checks etc. This would typically be made by light van or 4x4 type vehicles.

3.19. Whilst the contractor's compounds will have been removed, parking and turning areas will remain within the Scheme.

### Proposed Mitigation

- 3.20. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager. Drivers will be required to adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compound. No HGVs will be permitted to wait on the public highway.
- 3.21. Banksmen can be located at the access points, if necessary, to assist the largest vehicles exiting the Scheme.
- 3.22. Temporary signage will be erected in the vicinity of the Scheme during construction phase. Diagram 7301 'WORKS TRAFFIC ONLY' in the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix B**.
- 3.23. Wheel washing may be required until the internal access tracks are completed. This will be provided within each land parcel close to the access points to ensure that a vehicle's wheels are clear of mud and debris before exiting on to the local highway network.
- 3.24. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation and codes of practice including, but not limited to the Waste Duty of Care Code of Practice (2018). Any HGVs transporting materials away from the Scheme will be covered to reduce the propensity of dust and dirt.
- 3.25. As set out in **Chapter 12**, the contact details of the contractor and those of the highway department at NLC and DC will be exchanged before commencement of the works at the Scheme.



## 4. Construction Traffic Routing

- 4.1. The components required to construct the Scheme will be shipped in 40ft containers which are typically carried to the site on 16.5m long articulated HGVs. Excluding any abnormal indivisible loads (AILs), this is the largest vehicle which will access the Scheme.
- 4.2. The designated routes for construction traffic accessing the Scheme to the five primary construction compounds are shown at **Figure 4.1** and summarised below. The routes between the primary compounds and the smaller parcels are to be reviewed and confirmed in due course.

### Compound 1

- 4.3. This compound is located within parcel A, via access A. The arrival route vehicles will take is as follows:
- i. Exit the M18 motorway at Junction 6 turning north onto Selby Road.
  - ii. Turn right onto North Common Road following it along before turning right onto Marshland Road.
  - iii. Follow Marshland Road south and then turn left onto Coulman Street; and
  - iv. Follow Coulman Street south before turning left onto Moor Edges Road and then onto the Private Road leading into Causeway Farm and into the Scheme.

### Compound 2

- 4.4. This compound is located within parcel B via access C. The arrival route vehicles will take is as follows:
- i. Exit the M180 at Junction 2 onto the A161 and follow it northwards into the town of Crowle.
  - ii. Upon reaching the junction with Cross Street turn left, following the road west; and
  - iii. Turn right onto Marsh Road and continue travelling west until turning right into the access point.

### Compound 3

- 4.5. This compound is located within parcel F via access E. The arrival route vehicles will take is as follows:
- i. Construction traffic will exit the M180 at Junction 1 onto the Tudworth Roundabout turning east onto High Levels Bank; and
  - ii. Continue east along High Levels Bank before turning right into it the access point.





#### **Compound 4**

- 4.6. This compound is located within parcel i via access J. The arrival route vehicles will take is as follows:
- i. Vehicles will exit the M180 at Junction 1 onto the Tudworth roundabout turning south onto the A18.
  - ii. Upon reaching the Sandtoft Road junction turn left following it along as it becomes Low Levels Bank; and
  - iii. Continue following Low Levels Bank east before turning right into the access point.

#### **Compound 5**

- 4.7. This compound is located within parcel P via access H or I. The arrival route vehicles will take is as follows:
- i. Exit the M180 at Junction 2 onto the A161 following it north; and
  - ii. Turn left onto the unnamed road that runs parallel to the A18 following it west until reaching the entrance, turning left in.
- 4.8. The departure route from all construction compounds is the same as the arrival routes but in reverse.

#### **Construction Route Mitigation**

- 4.9. The arrival and departure of HGVs at the Scheme will be strictly managed by the site manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compounds. No HGVs will be permitted to wait on the public highway.
- 4.10. Banksmen will direct construction traffic at the access points.
- 4.11. Drivers will be informed of the route prior to arriving at and / or departing from the Scheme, they will also be advised not to use Sat-Navs to reach the Scheme. A signage scheme will be put in place from the strategic road network.
- 4.12. There are no signed height restrictions on the route, and no road closures will be required in order to facilitate access.
- 4.13. Specifically in relation to Compound 2 and the proposed construction traffic route, the A161 passes through Crowle to the east of the site. It is already associated with large vehicles including HGVs and buses and is not subject to any height, weight or width restrictions which would prevent access by construction traffic. There are shuttle signals on a section of High Street within Crowle which reduces the carriageway to one-way working.
- 4.14. Crowle Primary School is located on Windsor Road around 95 metres south of Marsh Road. As such, any construction traffic movements through Crowle (a breakdown of which is provided in the Transport ES chapter) would be strictly managed and would be timed to avoid the peak hours on the highway network and the busiest times of the school day.



## 5. Vehicle Trip Attraction

### Construction Phase

- 5.1. The Applicant has confirmed that the Scheme could take approximately 30 months to complete.
- 5.2. The construction phase includes the preparation of the land, the temporary access roads, erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers/battery units and grid connection.
- 5.3. If considered necessary by local highway officers, construction traffic and delivery vehicles will be limited to outside of the AM and PM peak hours.
- 5.4. It is assumed at this stage that a maximum of up to 606 construction workers are also anticipated to be at the Scheme at any one time during peak time of the construction period. As set out in **Chapter 5** of this OCTMP, temporary construction compounds will be provided which will include car parking for contractors, ensuring that all parking associated with the construction is contained within the Scheme.
  - 5.4.1. The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is anticipated at this stage that the non-local workforce will stay at local accommodation and the vast majority of general operatives will be transported to the Scheme by minibuses to minimise the impact on the local highway network. Assuming 14-seater minibuses are used, there could be around 43 crew minibuses during the peak time of construction (86 two-way trips). The number of car trips to the Site will be minimised to those senior staff such as project managers and the Health and Safety Executive. At this stage, it is forecasted that there could be up to five individual car trips (10 two-way) to each land parcel per day. This will be subject to confirmation and will be updated within the next iteration of the OCTMP.
- 5.5. The construction period will include the use of HGVs to bring equipment to the Scheme and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. A small number of abnormal indivisible loads (AILs) may be required to transfer heavier equipment such as transformers and the Substation.
- 5.6. Based on Pegasus Group's experience with comparable schemes elsewhere in the UK, the following HGV movements could be associated with the construction period as set out in **Table 5.1**.

Table 5.1 – Heavy Goods Vehicle Movement – Construction Period

Delivery of:	Type of Vehicle	Number of Trips	Number of Two-Way Trips
Solar Farm Components – Modules	16.5 metre articulated	6,221	12,442
Solar Farm Components – Frames		3,112	6,224
Battery Units		637	1,274
Substation		126	252
Compound Containers		192	384
Inverters	12 metre rigid	421	842
Transformer	Abnormal Indivisible Load	1	2
Substations		6	12
Crane	Crane	1	2
Access Tracks	10 metre tipper trucks	1,659	3,318
General	Front End JCB	33	66
<b>Total</b>		<b>12,404</b>	<b>24,808</b>
<b>Extra 10% Contingency</b>		<b>13,644</b>	<b>27,289</b>

- 5.7. Assuming an 30 month construction period (worst case total) and a six day working week (720 days total) equates to around 19 HGV deliveries per day on average (or up to 38 two way movements per day). This could be higher or lower at times depending on the stage of construction.
- 5.8. In addition to the HGV movements identified in **Table 5.1**, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport of construction workers and sub-contractors.

- 5.8.1. The construction of the Scheme will require Abnormal Indivisible Loads (AIL) for the transformer and substation deliveries. The deliveries will be planned with an AIL route assessment and will be escorted and managed along the route from the port of entry into the UK and the Site. Any impacts will be minimised, and the arrangements will be secured through an AIL assessment in due course in conjunction with Doncaster Council, North Lincolnshire Council and the Police. This will be considered in more detail as part of future iterations of the OCTMP.

### **Operational Phase**

- 5.9. It is currently anticipated that once the Scheme is operational, there will be approximately one visit per day to each land parcel associated with a Shepherd (for sheep grazing on site) and for equipment maintenance.
- 5.10. The largest vehicles that are likely to be used during the operational phase is expected to be no larger than a 7.5t van or 4x4 vehicles. Maintenance works are generally anticipated to be completed within the same visit.
- 5.11. Whilst the contractor's compound will have been removed, space will remain within the Scheme for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway.

### **Summary**

- 5.12. It is expected that there will be approximately 38 two-way movements per day by large vehicles at the Site (i.e. 19 arrivals and 19 departures) over an 30 month period. There will also be construction workers arriving at the Scheme first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis and minibuses will be provided for general operatives.
- 5.13. The level of traffic during the temporary 30 month construction phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.



## 6. Proposed Mitigation Measures

- 6.1. The appointed contractor will introduce measures to minimise the impact on the local road network resulting from construction activities. These will be managed by the Project Manager and the Site Manager.
- 6.2. The Site Manager will assume responsibility for the operation of the Scheme. The details of the Site Manager will be provided to the highway authority in advance of any works being carried out.

### Management of HGVs

- 6.3. A Delivery Management System will be put in place to plan deliveries entering the and this will be controlled by the Site Manager and banksmen.
- 6.4. The arrival and departure of HGVs at the will be strictly managed by the Site Manager. Drivers and banksmen and will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held, if necessary, within the construction compound. No HGVs will be permitted to wait on the public highway.

### Operation and Management of Banksmen

- 6.5. Trained banksmen will be deployed to manage inbound and outbound HGV movements associated with the Scheme.
- 6.6. Banksmen will be sited at all access points during the construction phase to manage the safe access and egress of all construction traffic.
- 6.7. They will wear high-visibility clothing at all times and will communicate to HGV drivers and colleagues via radio.
- 6.8. Banksmen will also be located within the construction compounds to assist turning manoeuvres by the largest vehicles, where required, and at PRow crossing routes within the Scheme to ensure that users of the PRow are given priority at all times.
- 6.9. As set out at **Section 1**, the contact details of the contractor and those of the highway department at NLC and DC will be exchanged before commencement of the works at the Scheme.

### Temporary Signage

- 6.10. Temporary warning signage will be placed in strategic locations to warn road users of the ongoing construction.
- 6.11. The signage will be provided in line with The Traffic Signs Manual: Chapter 8 (2020) and is proposed to include (subject to agreement with the Highway Authority):
  - i. Sign Ref: 2708 – Red signage stating ‘CAUTION CONSTRUCTION TRAFFIC TURNING’ at the access and egress points; and



- ii. Sign Ref: 7305 – 'WORKS TRAFFIC' directional signage from the strategic road network.

6.12. During the construction phase, temporary signage in line with Diagram 7301 'WORKS TRAFFIC ONLY' of the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix B**.

### **Public Rights of Way**

6.13. Mitigation and management procedures will be put in place where the PRowS cross through the Scheme. These measures will include:

- i. when construction plant and machinery are accessing the site, a banksman will be employed to control both movements on the PRow and HGV traffic. Banksmen will ensure that users of the PRow always have priority.
- ii. where possible fencing will be placed along the PRow routes where they cross the Scheme with gated sections in the vicinity of the internal access tracks. Vehicles will only be permitted to cross the PRow at designated crossing points. Only smaller vehicles will be required to cross the PRow at the designated crossing points.
- iii. signage will be erected at either end of the affected PRowS in the vicinity of the Scheme boundary advising users of ongoing construction activities. Further signage will be positioned on the approach to either side of each crossing point for both construction traffic and PRow users.

6.14. Once the solar farm is operational, the PRowS will not be obstructed by any proposed fencing and the definitive widths and alignments will be retained.

### **Measures to Control the Emission of Dust and Dirt**

6.15. Mitigation measures to control dust and dirt will include:

- i. Water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material before it enters the highway.
- ii. Avoiding dry sweeping of large areas.
- iii. Ensuring vehicles entering and leaving the Scheme are covered to prevent escape of materials during transport.
- iv. Inspect internal access tracks and instigate necessary repairs to their surfacing, including recording all inspections and any subsequent action in a site log book.
- v. Install hard surfaced haul routes, which are regularly damped down with mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- vi. Installation of a wheel washing facilities; and





vii. Ensuring there is an adequate area of hard surfaced road between the wheel wash facility and the exit point on to the highway.

6.16. These measures will prevent mud and other debris from being transported onto the highway.

#### **Condition Survey**

6.17. A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. The extents of the surveys will be agreed with highway officers at NLC and DC in due course.

6.18. The survey will incorporate photographic records as appropriate. The survey will be accompanied by highway officers at NLC and DC, as required, and a date for this survey will be agreed before construction activities commence.

6.19. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the Scheme is complete.



## 7. Construction Traffic Method Statement – Point of Connection Cable Routing

7.1. The development proposals for the Scheme comprise the laying of an underground cable between the five 132kv substations situated within the Energy Park and a point of connection (POC) at a new National Grid substation located within land parcel A.

7.2. This Chapter sets out the following:

- i. Typical daily traffic movements.
- ii. The location and layout of construction compounds; and
- iii. The need for any temporary off-site mitigation including traffic management.

### **Proposed Cable Route**

7.3. The exact cable route will be determined at a later stage. However, this given the nature of the Scheme this will need to cross the A18, M180, the Staniforth and Keadby Canal, and the South Humberside Mainline.

7.4. The exact location of the cable route within carriageway and verges will be identified by the contractor who will produce a cable route feasibility report prior to commencement. Suitable traffic management and procedures will be implemented along the route to minimise disruption to background traffic on the local highway network.

7.5. It will also be necessary for the cable to cross key infrastructure including (but not limited to) the A18, the Stainforth and Keadby Canal and a section of railway track.

7.6. The traditional trench and duct method is anticipated primarily at this stage. However, the horizontal directional drilling method is likely to be used where there are identified constraints including the A18, M180 railway line and canal. Horizontal directional drilling allows for the required ductworks to be conducted and executed without the need to open, empty and backfill the traditional trenches.

### **Construction Period**

7.7. From experience elsewhere, a single construction team has the potential to complete approximately 100 metres of install per day when all factors are favourable. It is anticipated that two teams will be deployed working from either end of the route with around 200 metres of cable to be installed per day (subject to no Engineering difficulties or solid ground). Precise details on the length of the works associated with the cable run and the number of staff working on the cable run will be confirmed in future iterations of this OCTMP.

7.8. Core working hours are currently anticipated to be between the hours of 0700 to 1900 Monday to Saturday and between 0900 and 1300 on Sundays.

### **Proposed Access to Cable Route and PoC**

7.9. It is anticipated that access to the PoC will be via access B located within parcel A.



### **Proposed Construction Compound**

- 7.10. All materials and plant will be stored within the dedicated construction compound located within the wider Scheme. A designated area will be allocated for the storage of materials, machinery, and vehicles when not in use. Where possible plant and materials will be delivered to the Scheme in the early stages and kept within the Scheme for the duration of the works.
- 7.11. All contractor vehicles will park within the construction compounds in a designated parking area, available for both visitors and site operatives. Signage will be erected advising / designating where parking is available.
- 7.12. Where possible, plant and materials will be delivered to the compound in suitable sized loads to ensure vehicles have sufficient turning areas within the confines of the Scheme. A banksman will assist any delivery vehicles in turning / entering / exiting the access points.

### **Forecast Traffic Impact**

- 7.13. It is anticipated that the construction of the cable route will be associated with the following vehicles and machinery:
- i. 1x 21t Excavator – digging trench.
  - ii. 1x 9t+ Dumper – transporting sand / CBS.
  - iii. 1x 12t Excavator – backfilling trench.
  - iv. 1x 8t Excavator at sand storage.
  - v. 1x Rammax Trench compactor.
  - vi. 500l Towable Fuel bowser; and
  - vii. 1 x pick-up truck / off road vehicle for staff.
- 7.14. For the heavy and slow plant such as excavators, these would be brought to the Scheme at the start of the project and stored overnight within a temporary fenced area at the Point of Work. Light plant, fuel and staff vehicles would return to the compound on a daily basis.
- 7.15. As such, it is expected that there will typically only be around five vehicles moving between the solar farm Scheme and the cable route corridor each day (around ten two-way movements). This could be higher or lower at times depending on the stage of construction.
- 7.16. There will also be a small number of construction movements associated with smaller vehicles such as the transport of construction workers and sub-contractors. This is assumed to be one minibus arriving and departing each day (noting that there is anticipated to be a maximum of ten staff working on the cable route).
- 7.17. Based on the above, it is estimated that there could be around 12 daily vehicle movements associated with the cable route in total.



- 7.18. The construction phase will be temporary and, alongside traffic management and mitigation measures set out below, the impact of the works on the local highway network are therefore not considered to be severe.

### **Proposed Traffic Management and Mitigation Measures**

#### Traffic Management

- 7.19. The cable run will be constructed outside of the peak construction periods for the proposed Energy Park, minimising the potential for conflicts and impacts on the highway network.
- 7.20. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network.
- 7.21. There will be appropriate signing, lighting and guarding of the temporary works as per the Code of Practice "Safety at Street Works and Road Works" and Chapter 8 of the Traffic Signs Manual 1991, as required by Section 65 of the New Roads and Street Works Act, 1991.
- 7.22. Detailed traffic management layouts, site specific risk assessments and method statements would be produced and agreed with North Lincolnshire Council and Doncaster Council for all traffic management and highways related construction activities. The precise nature and locations of signage would be agreed with the highway authorities and will remain in place for the duration of the construction period.
- 7.23. The following traffic management measures could be implemented along the cable route, depending on the nature of the carriageway within which the works are taking place, and whether the cable will be laid within the carriageway or the verge.

#### *Give and Take:*

- 7.24. On roads along the route where the speed limit is 30mph or less, a give and take arrangement will be implemented whereby traffic gives way to oncoming vehicles past the works.

#### *Stop/Go boards:*

- 7.25. On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), stop/go boards shall be used to manage the flow of traffic past the cable works. Use of Stop/Go boards would be restricted to daylight hours.
- 7.26. Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used.

#### *Temporary traffic signals:*

- 7.27. Two way and / or multi-phase traffic signals will be considered where Stop/Go and Give and Take methods cannot be implemented.



#### *Road closure:*

- 7.28. Whilst this would be avoided, where possible, if it becomes necessary a Temporary Traffic Regulation Order (TTRO) could be applied for by the contractor to close a road or part of a road along the construction route.
- 7.29. If necessary, pedestrian access to properties within the affected road/s will be maintained at all times.
- 7.30. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8.

#### **Public Rights of Way Management**

- 7.31. Any management of PRow affected by the cable route will be confirmed in due course.

#### **Banksmen**

- 7.32. Where required, banksmen will be sited at either end of construction areas to control traffic associated with the Scheme on the highway. Banksmen will communicate between vehicles / site management via CB radio (to be agreed between the contractor and Highway Officers). This will ensure traffic is controlled in a 'one way only' fashion in the vicinity of construction areas.

#### **Disposal of Waste**

- 7.33. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation and codes of practice including, but not limited to the Waste Duty of Care Code of Practice.

#### **Compliance Inspections**

- 7.34. NLC and DC will meet with the contractor at regular intervals to ensure that the highway is reinstated according to standards. Inspections will take place during the works. The precise details will be confirmed in due course; however this is expected to be six months following reinstatement, and within three months of the guarantee period (likely to be up to 3 years). The guarantee period defines the length of time that the applicant / contractor must return to bring the road surface back to normal if any defects occur.



# Figures



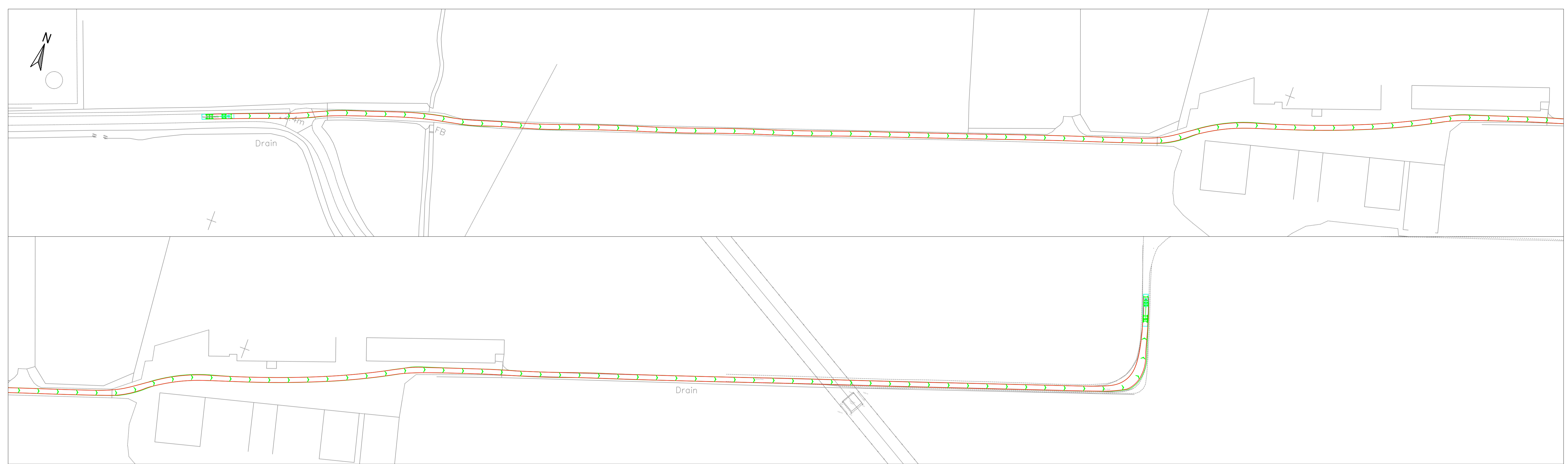




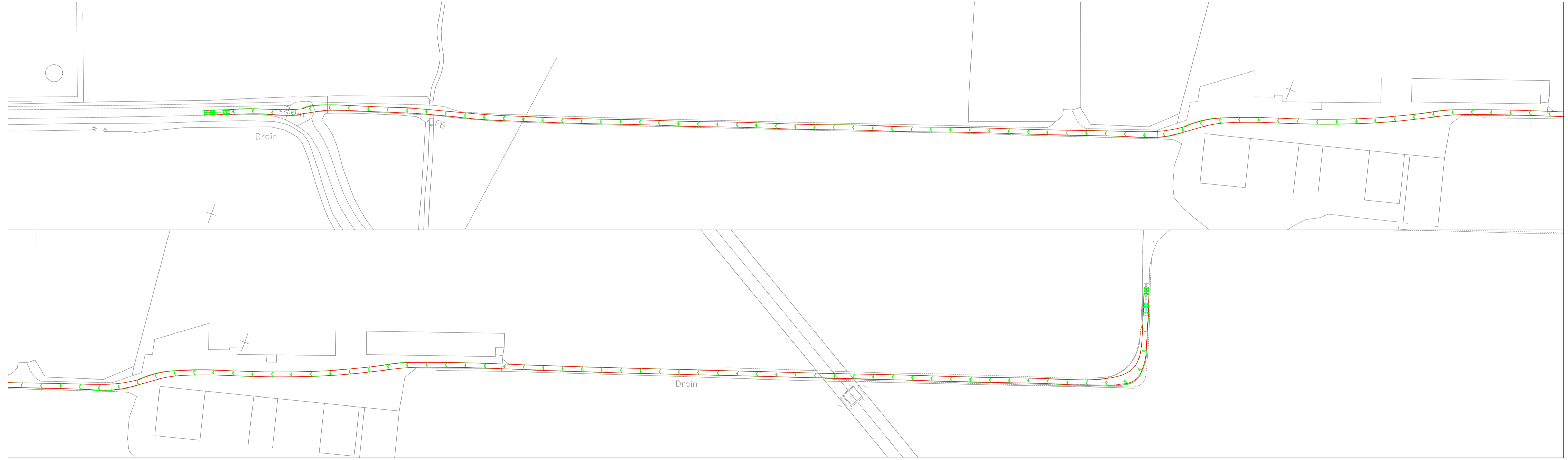


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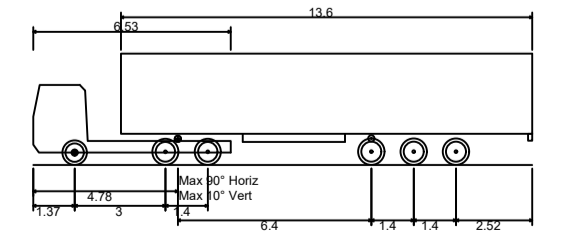


Swept Path Analysis of a 16.5m Articulated Vehicle Entering Access A



Swept Path Analysis of a 16.5m Articulated Vehicle Egressing Access A

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

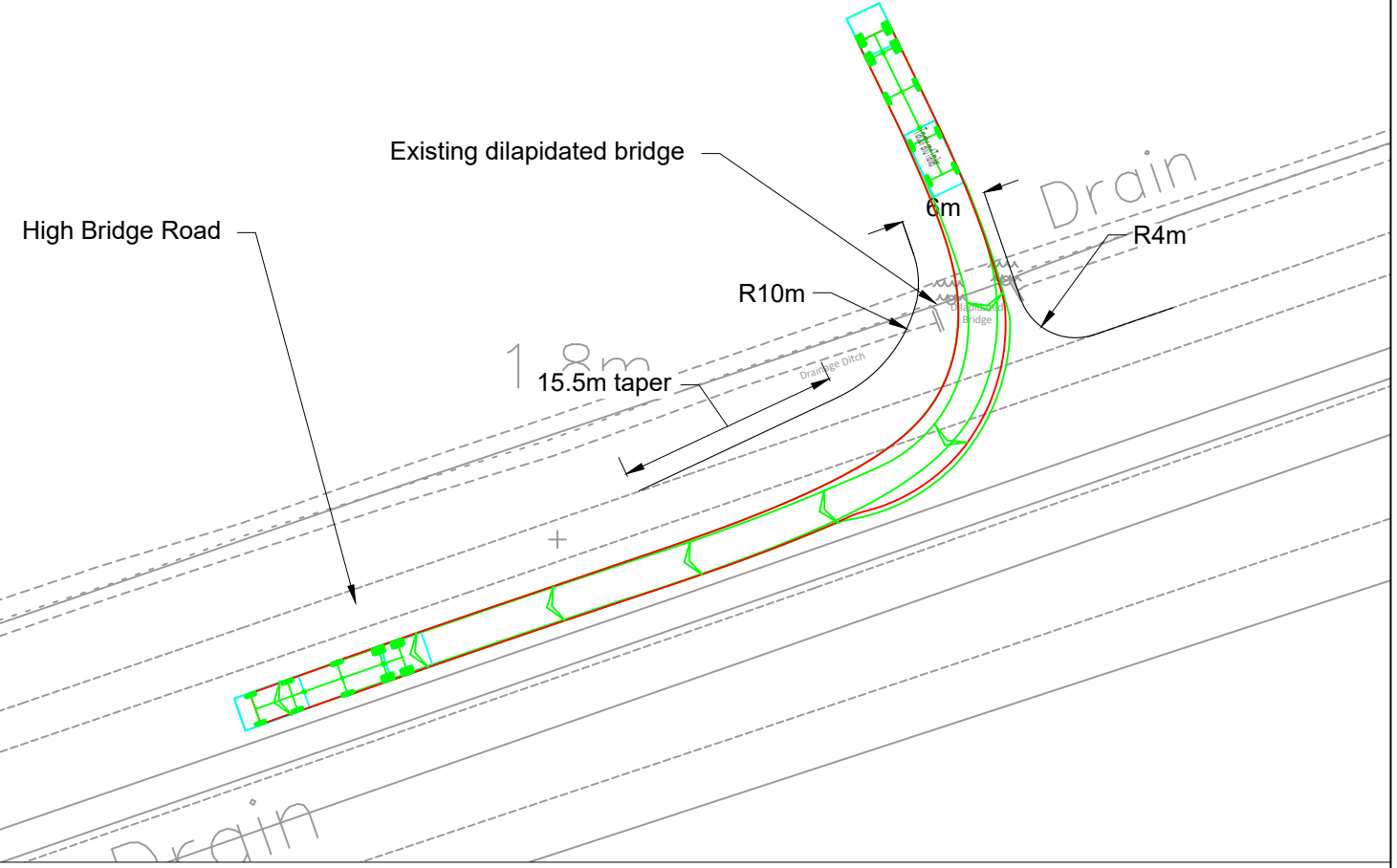
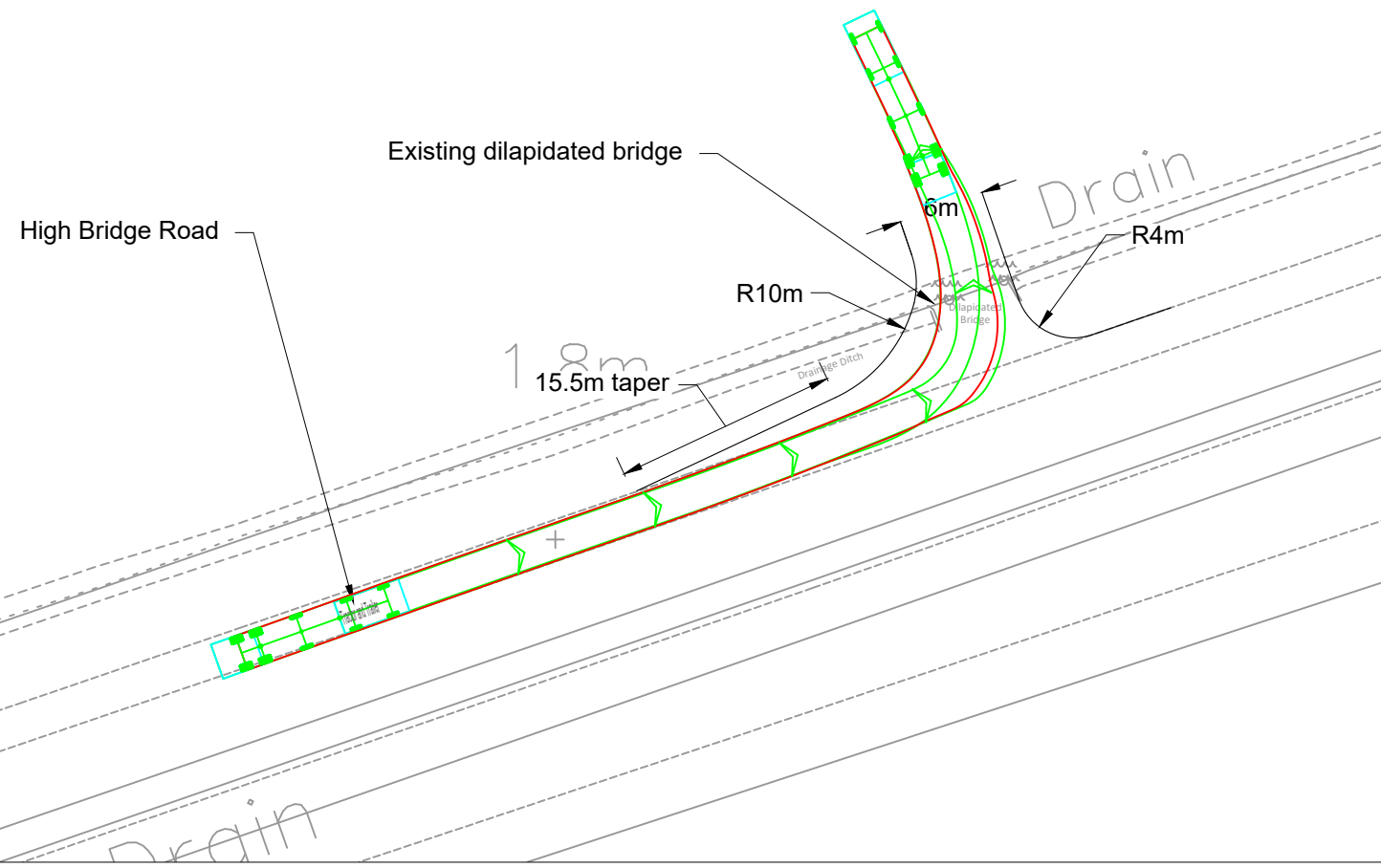
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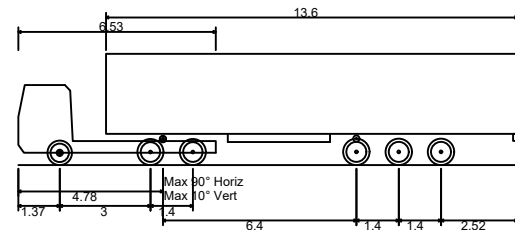


Ploughed Field

Ploughed Field



Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access B



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

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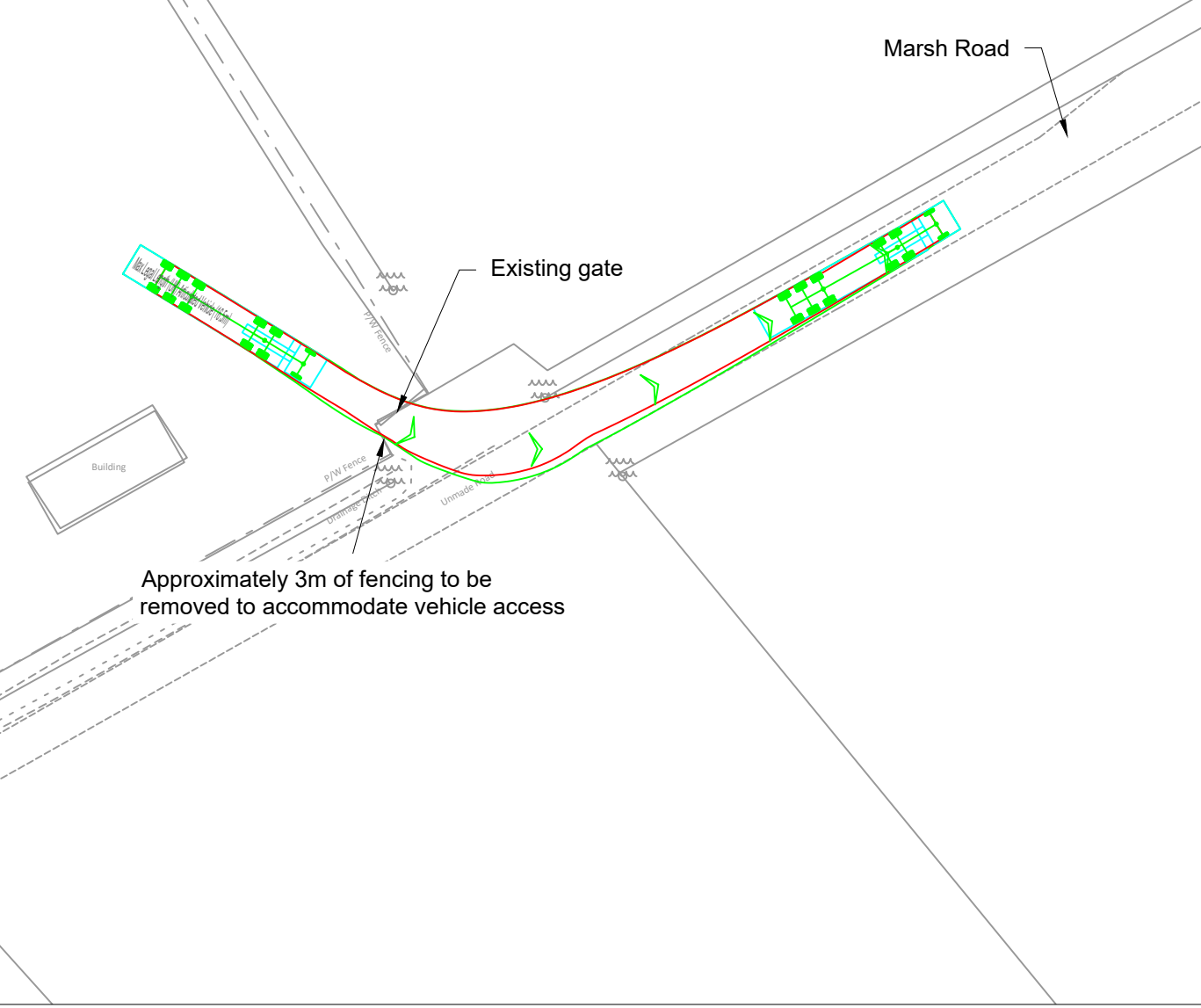
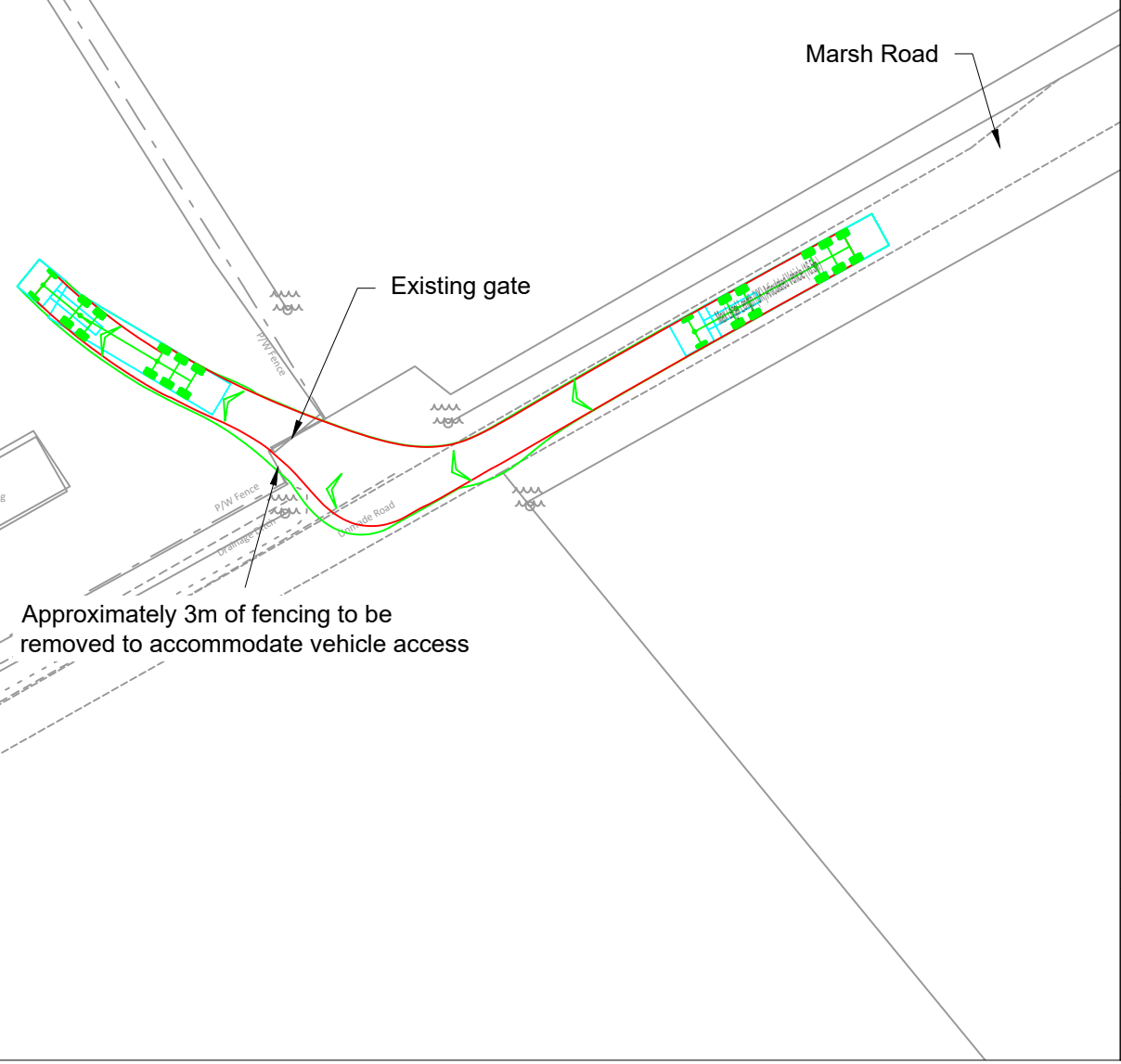
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**FIGURE 3.3**

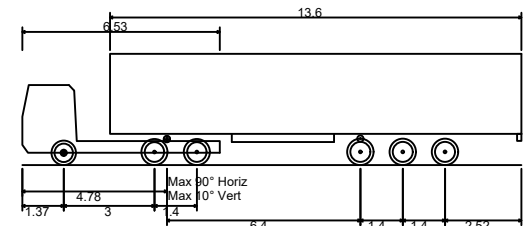
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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access C



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

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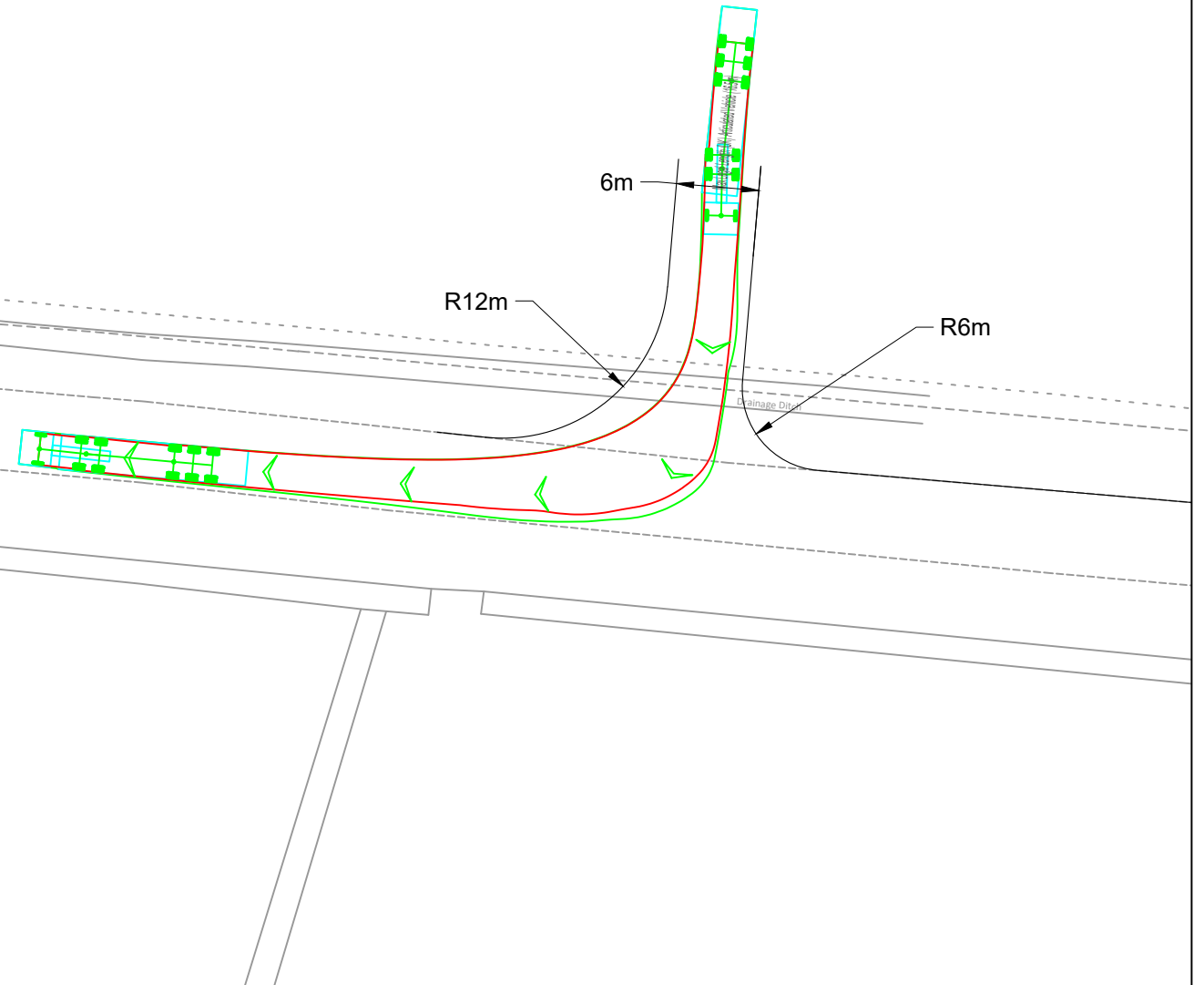
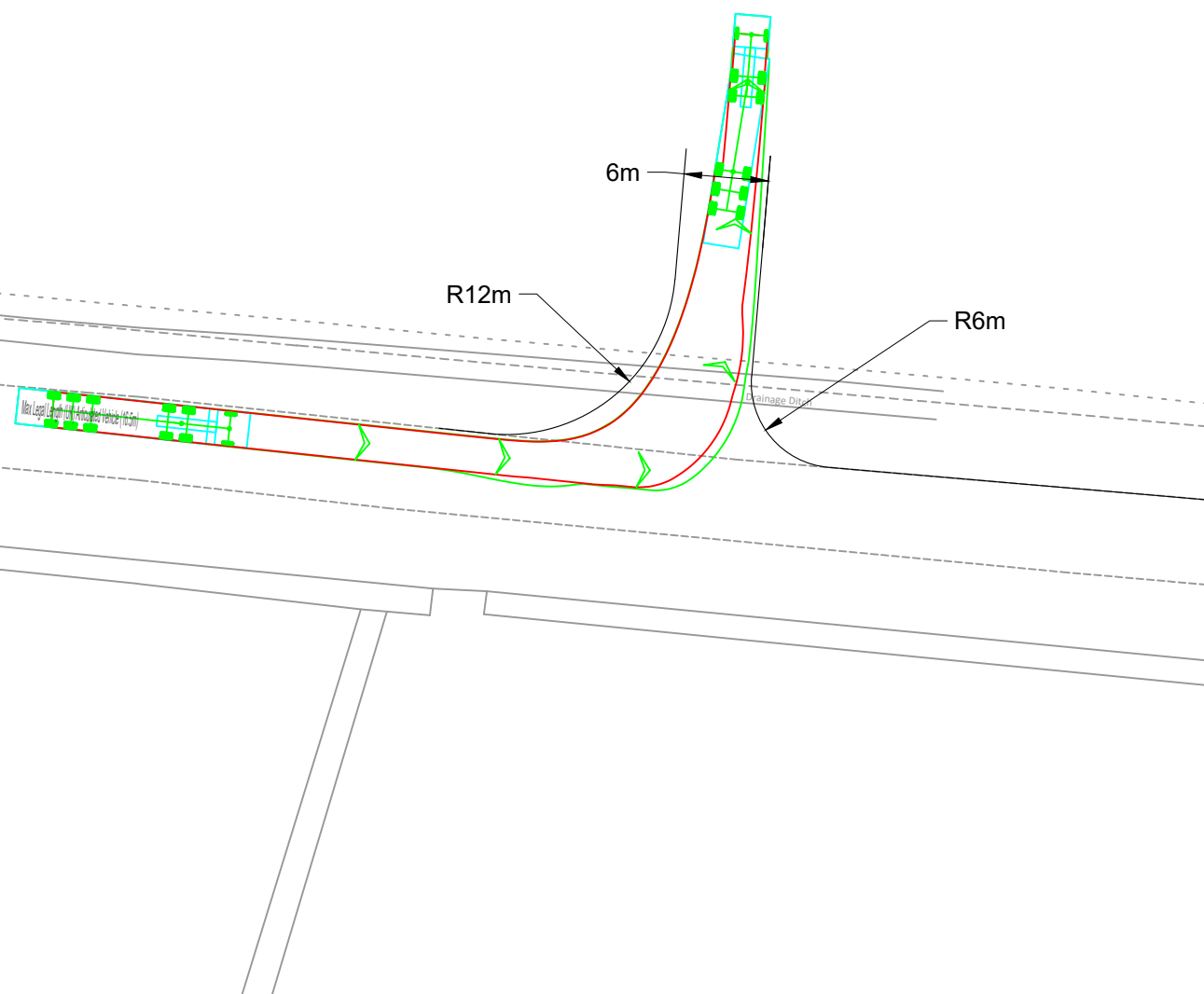
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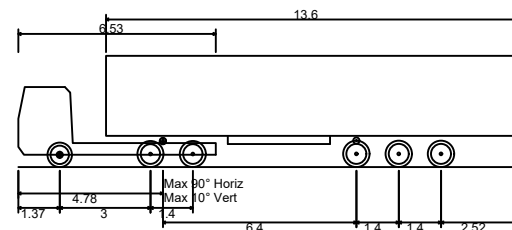
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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access D



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

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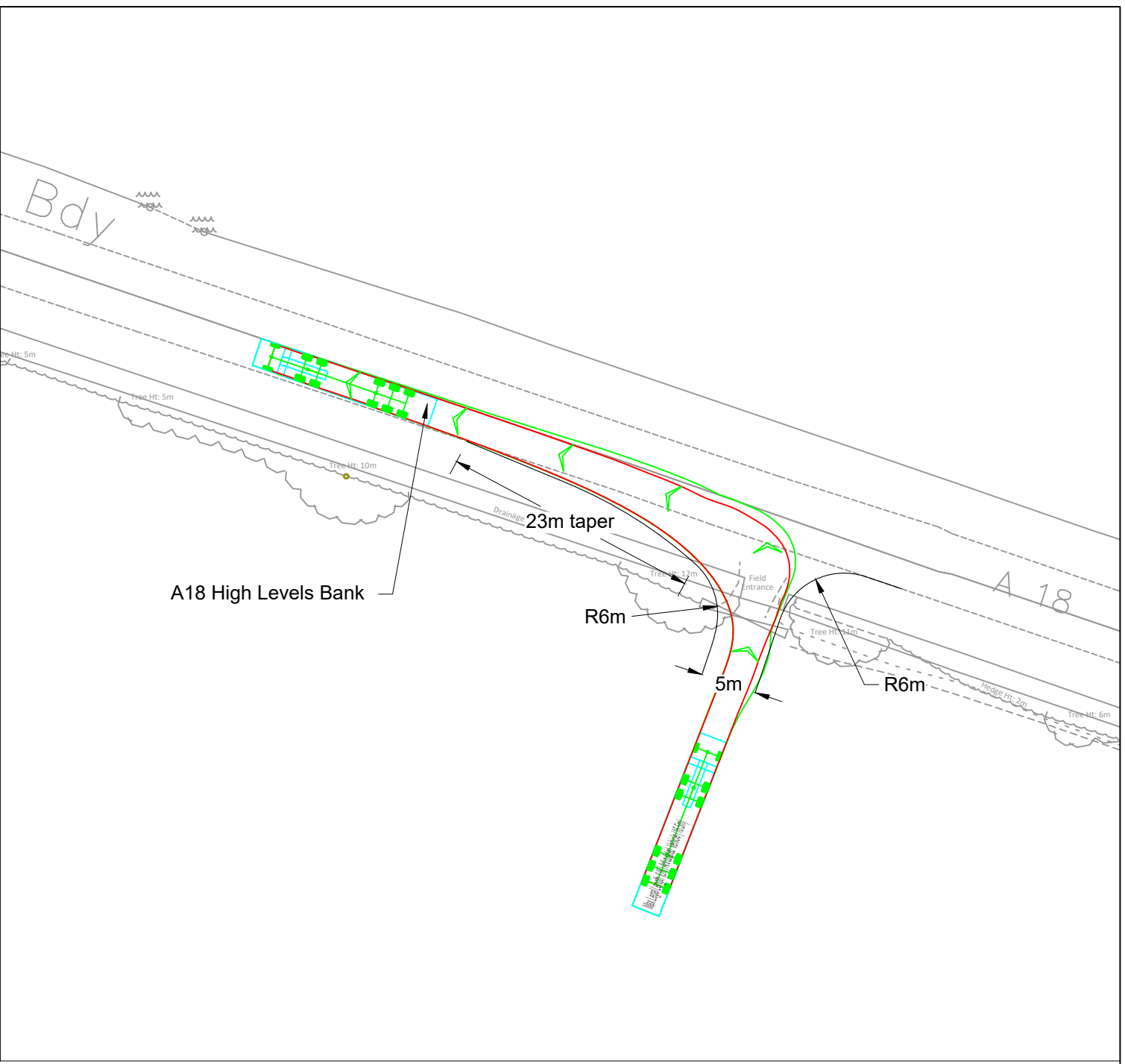
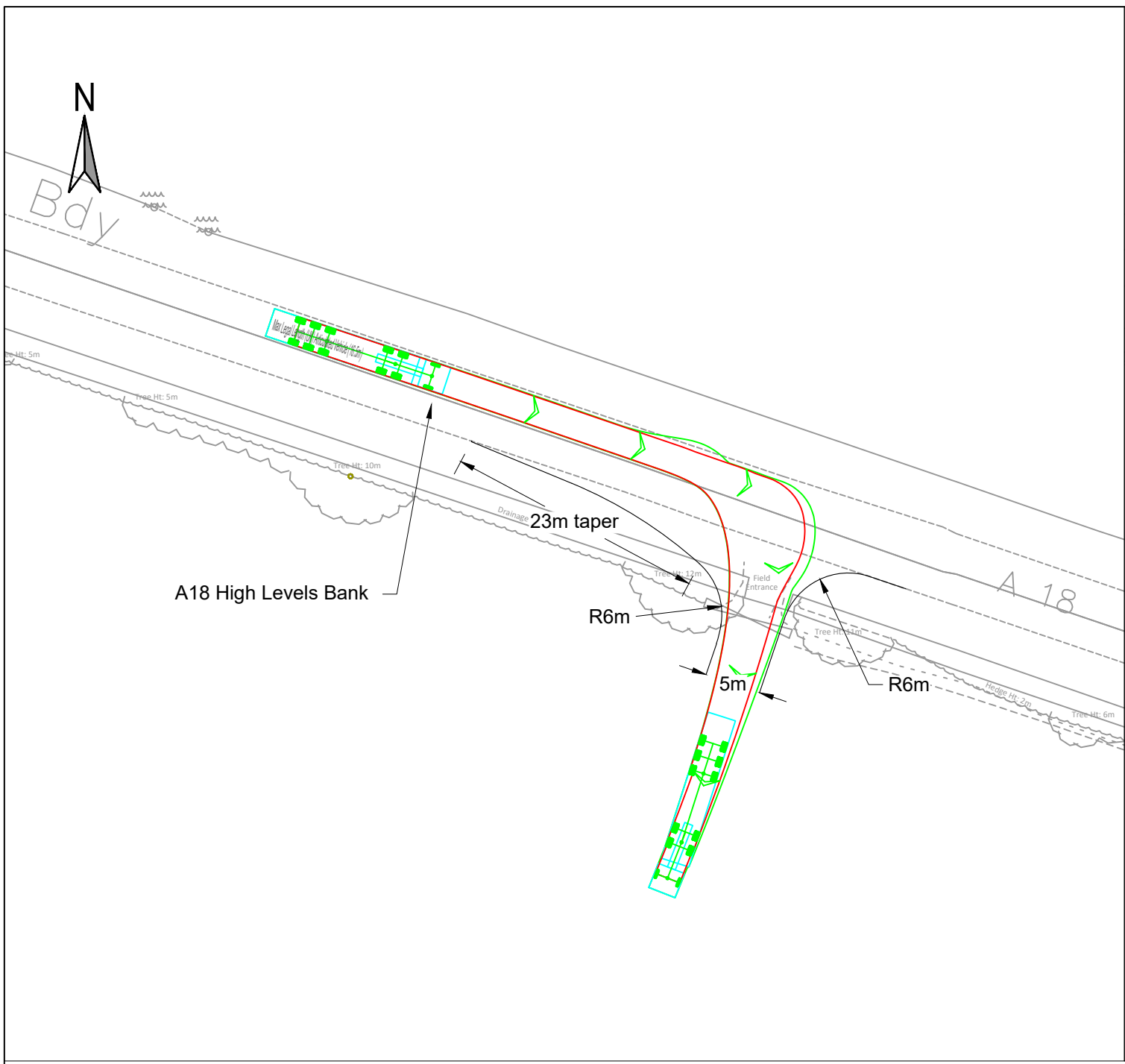
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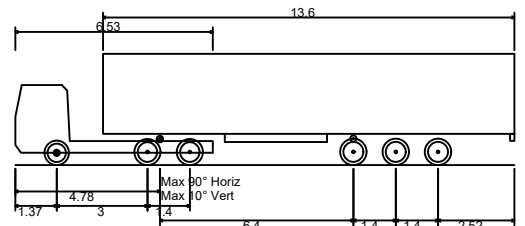
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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access E



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

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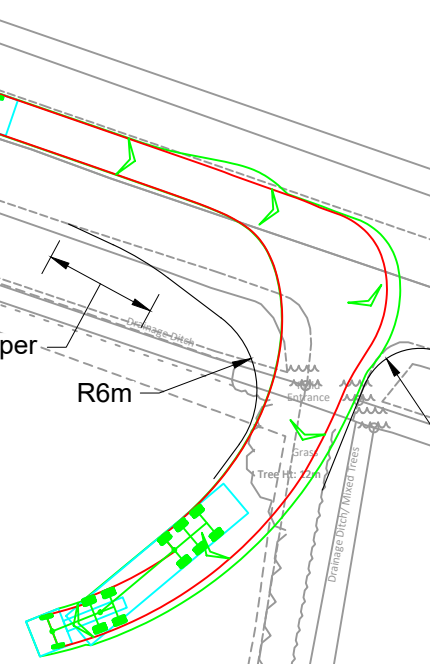
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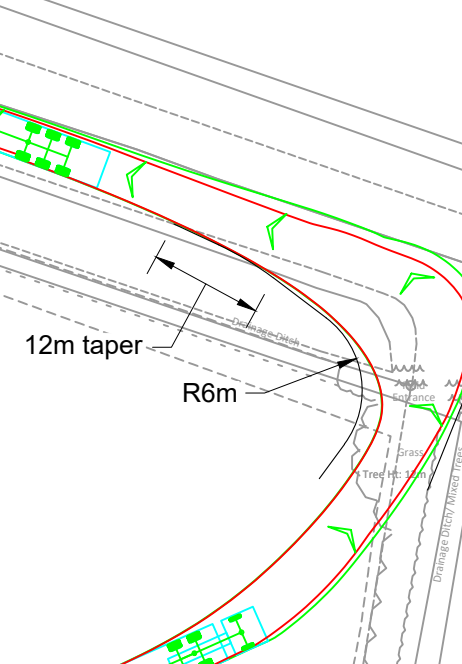
Drain  
A18 High Levels Bank

12m taper  
R6m  
R4m

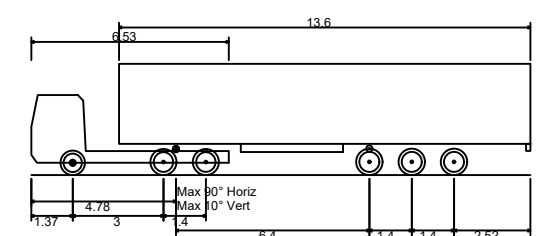


Drain  
A18 High Levels Bank

12m taper  
R6m  
R4m

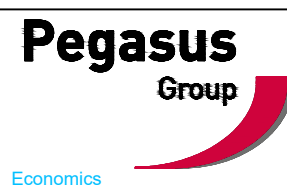


Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access F



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

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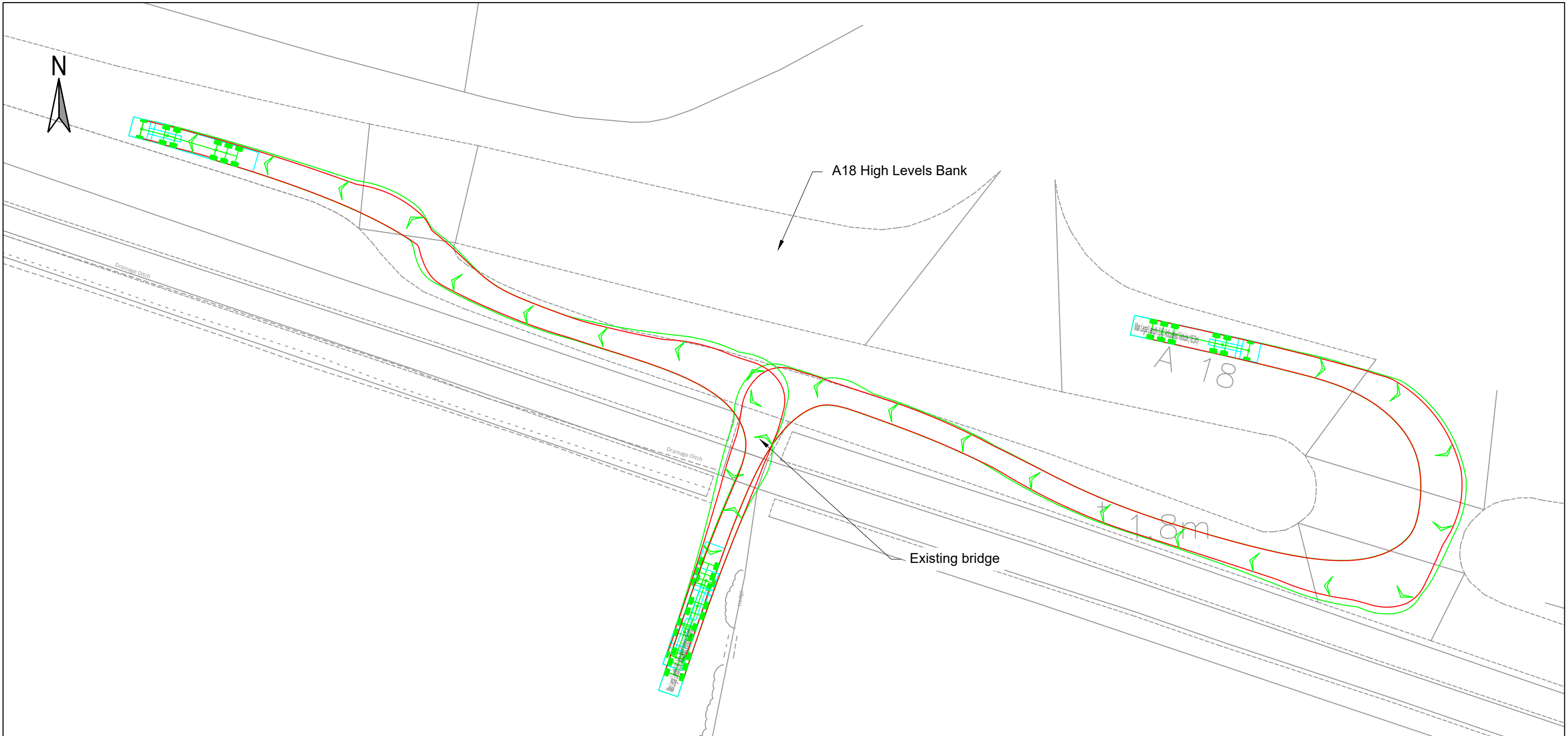
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TITLE: PROPOSED ACCESS ARRANGEMENTS - ACCESS F			PROJECT No: P21-3484	DRAWING No: FIGURE 3.7	REV:

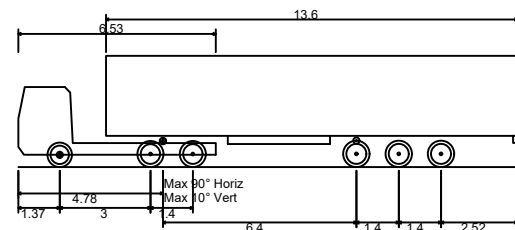
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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access G



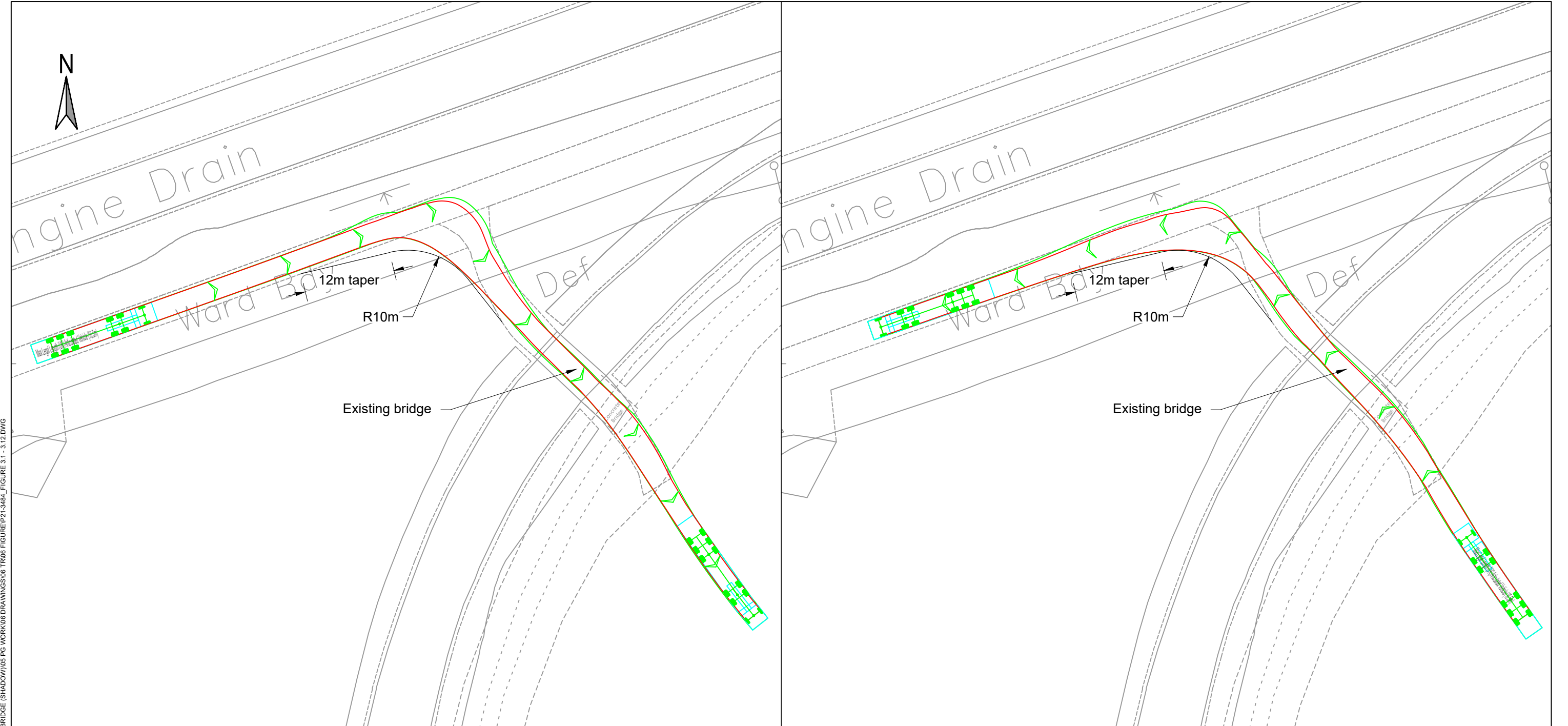
Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 6.530m

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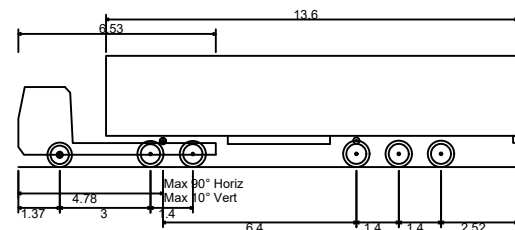


REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: RWE RENEWABLES			SCALE @ A3: 1:500	CHECKED: ADWS	APPROVED:
PROJECT: TWEEN BRIDGE, THORNE			DATE: 03/04/2023	DESIGN-DRAWN: JAN	DRAWING-STATUS: DRAFT
TITLE: PROPOSED ACCESS ARRANGEMENTS - ACCESS G			PROJECT No: P21-3484	DRAWING No: FIGURE 3.8	REV:

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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access H



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

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DATE:  
**03/04/2023**

DESIGN-DRAWN:  
**JAN**

DRAWING-STATUS:  
**DRAFT**

TITLE:  
**PROPOSED ACCESS ARRANGEMENTS -  
ACCESS H**

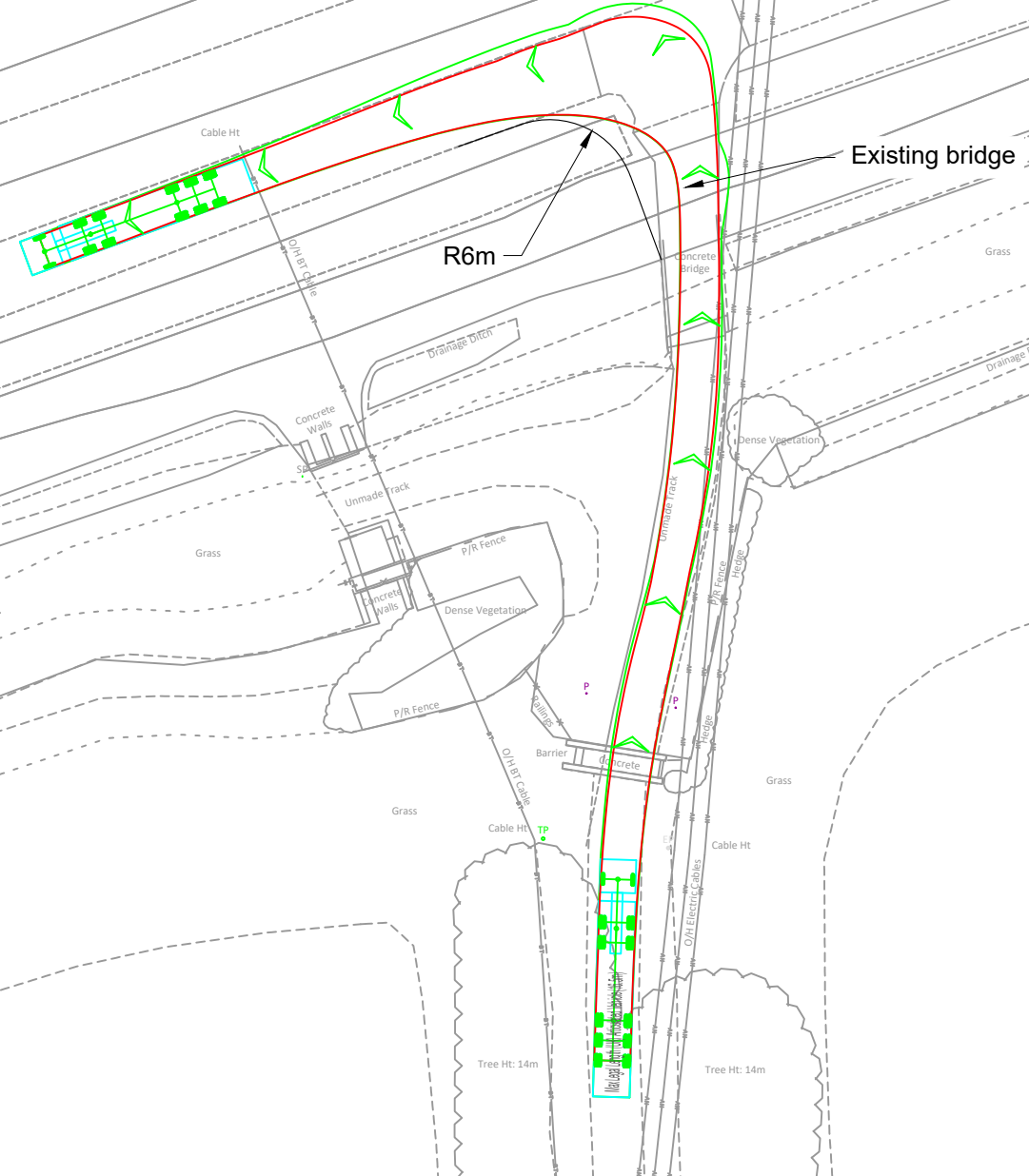
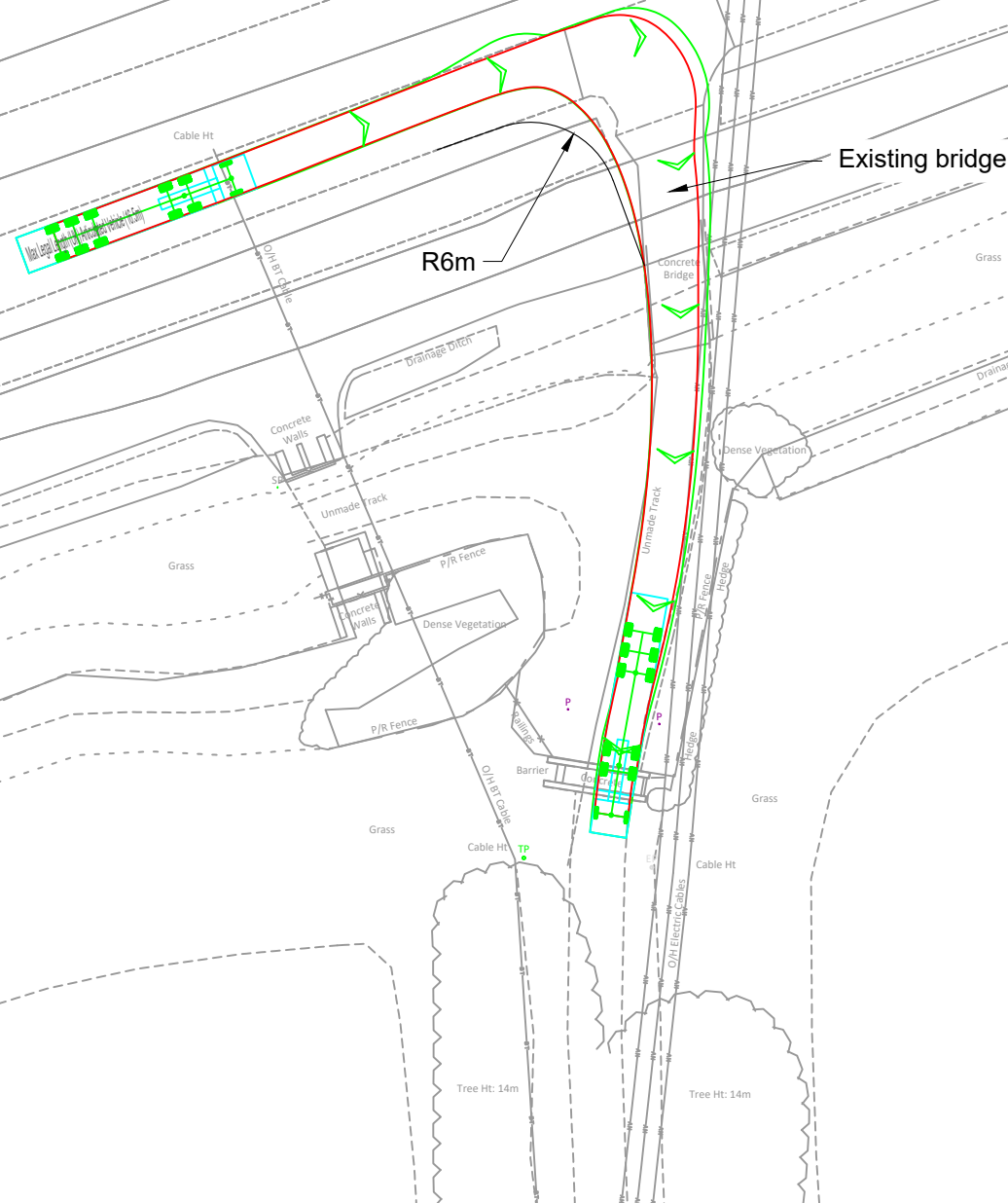
PROJECT No:  
**P21-3484**

DRAWING No:  
**FIGURE 3.9**

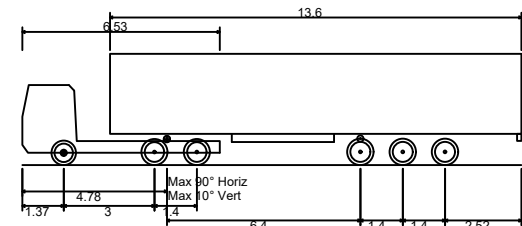
REV:

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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access I



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

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PROJECT:  
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APPROVED:

DATE:  
**03/04/2023**

DESIGN-DRAWN:  
**JAN**

DRAWING-STATUS:  
**DRAFT**

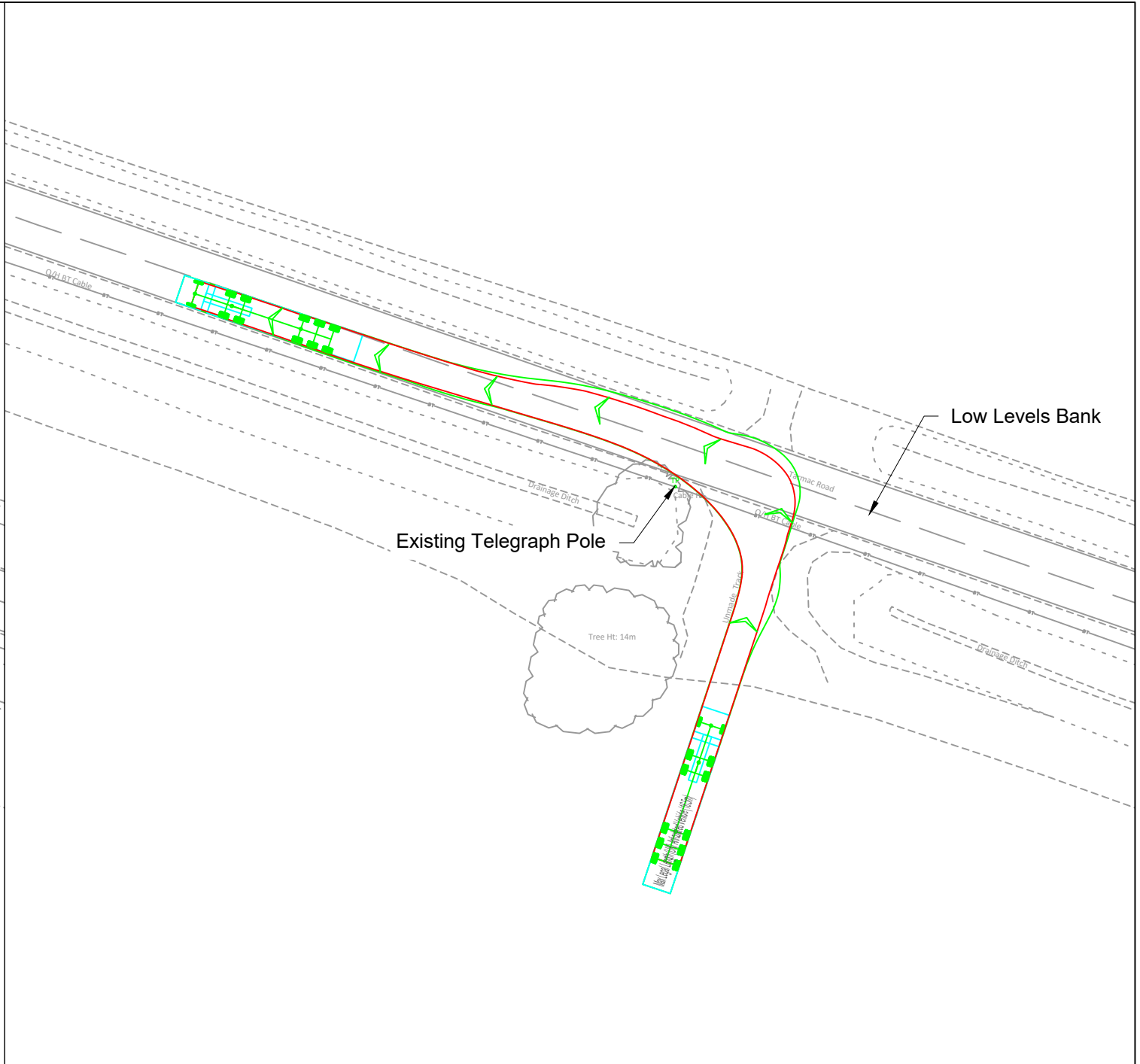
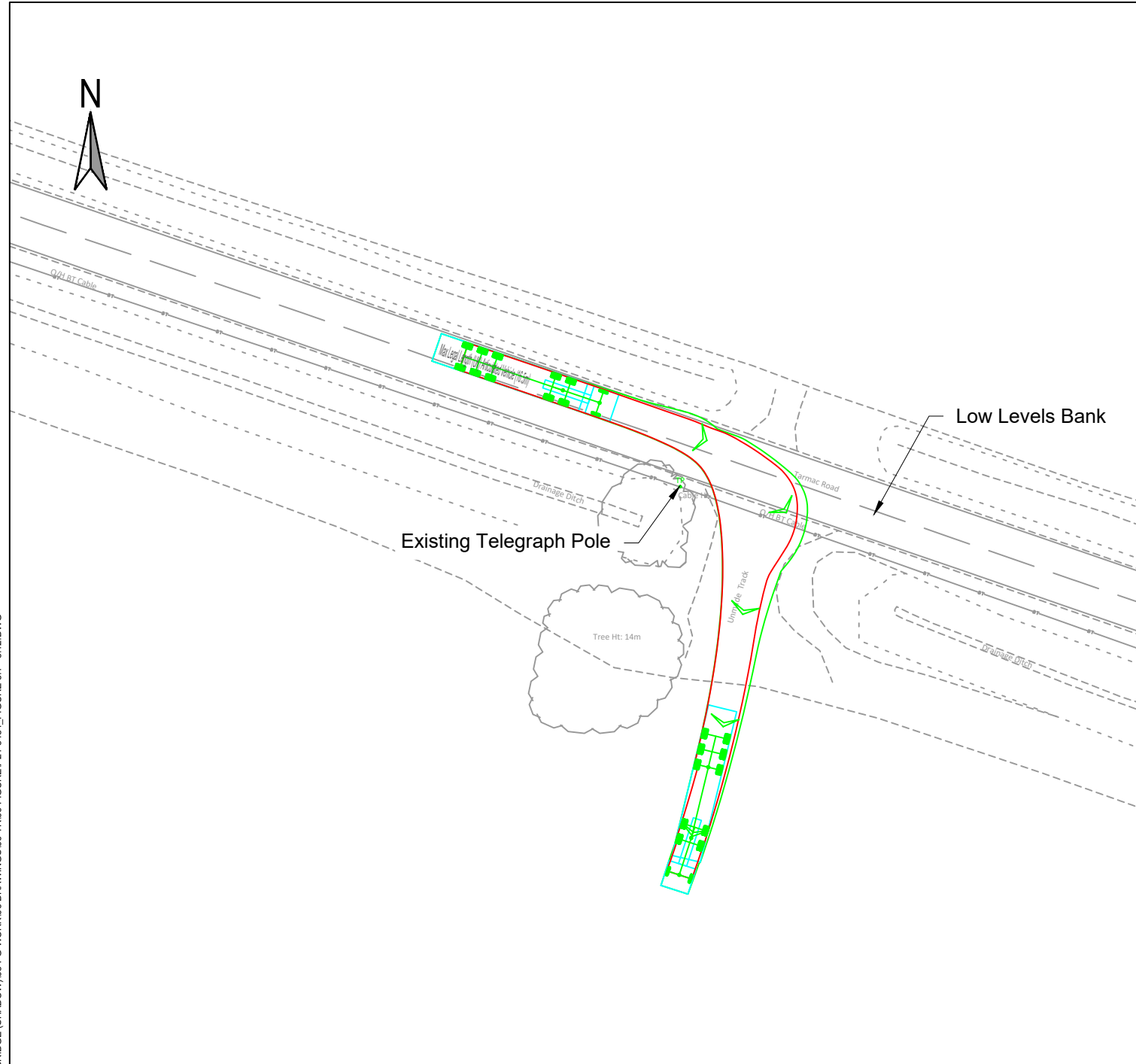
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**PROPOSED ACCESS ARRANGEMENTS -  
ACCESS I**

PROJECT No:  
**P21-3484**

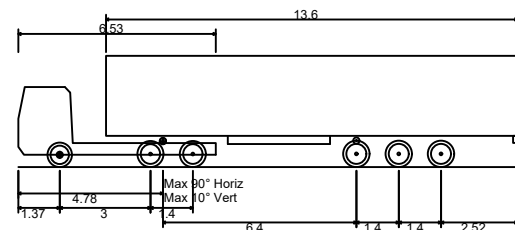
DRAWING No:  
**FIGURE 3.10**

REV:

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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access J



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

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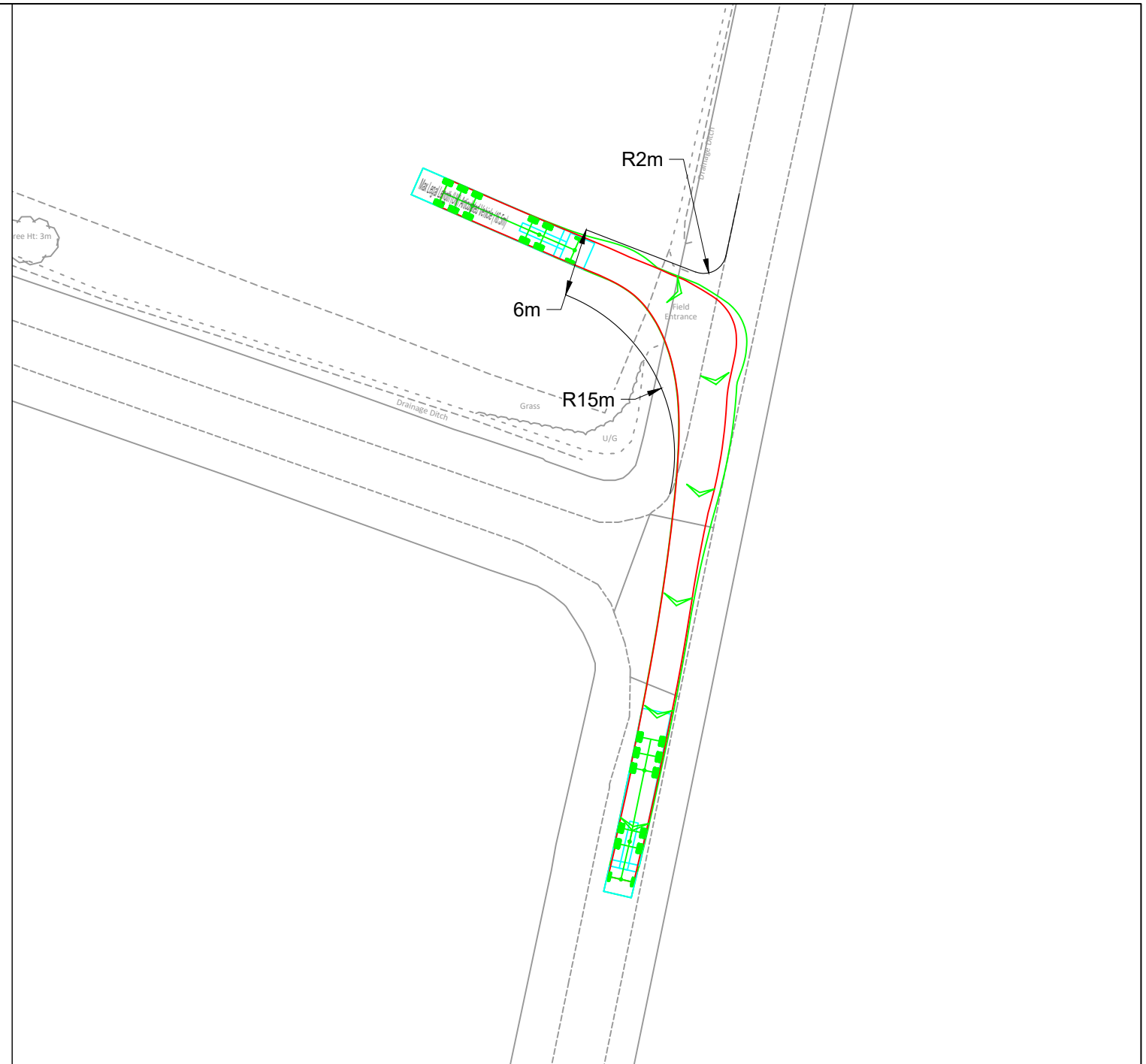
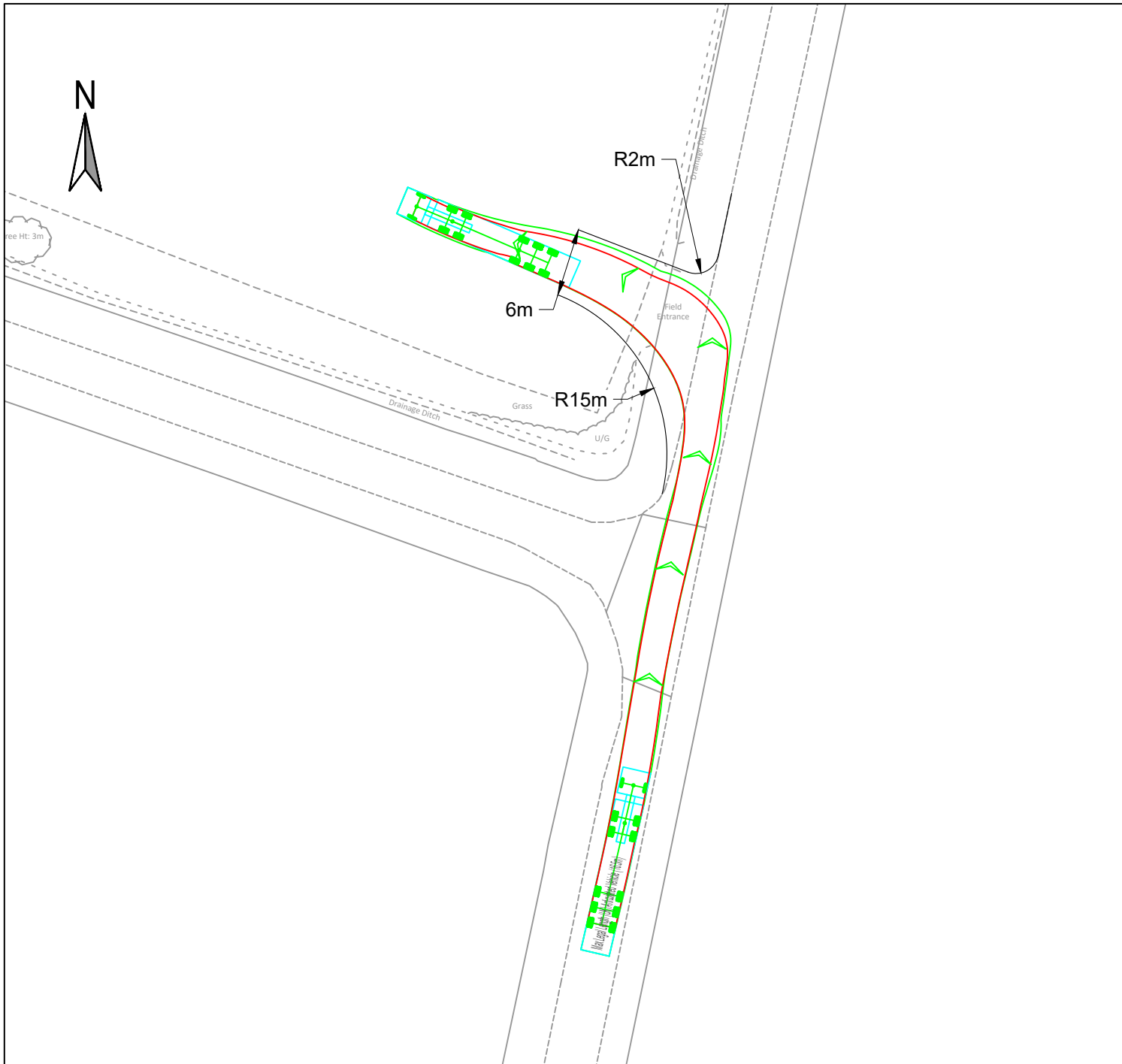
REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: RWE RENEWABLES			SCALE @ A3: 1:500	CHECKED: ADWS	APPROVED:
PROJECT: TWEEN BRIDGE, THORNE			DATE: 03/04/2023	DESIGN-DRAWN: JAN	DRAWING-STATUS: DRAFT
TITLE: PROPOSED ACCESS ARRANGEMENTS - ACCESS J			PROJECT No: P21-3484	DRAWING No: FIGURE 3.11	REV:

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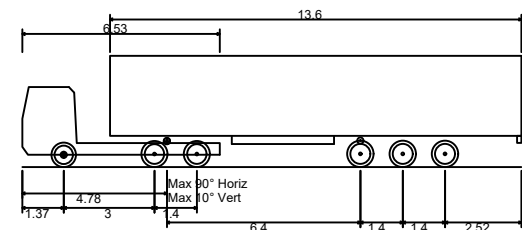
X:\BRISTOL PROJECTS\BRISTOL - LIVE PROJECTS\IP21\IP21-3401-3500\IP21-3484 - RWE RENEWABLES - TWEEN BRIDGE (SHADOW)\05 PG WORK\06 DRAWINGS\06 TR06 FIGURE\IP21-3484\_FIGURE 3.1 - 3.12.DWG



X:\BRISTOL PROJECTS\BRISTOL - LIVE PROJECTS\IP21\IP21-3401-3500\IP21-3484 - RWE RENEWABLES - TWEEN BRIDGE (SHADOW)\05 PG WORK\06 DRAWINGS\06 TR06 FIGURE\IP21-3484\_FIGURE 3.1 - 3.12.DWG



Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access K



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

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SCALE @ A3:  
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PROJECT:  
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THORNE**

DATE:  
**02/10/2023**

DESIGN-DRAWN:  
**JAN**

DRAWING-STATUS:  
**DRAFT**

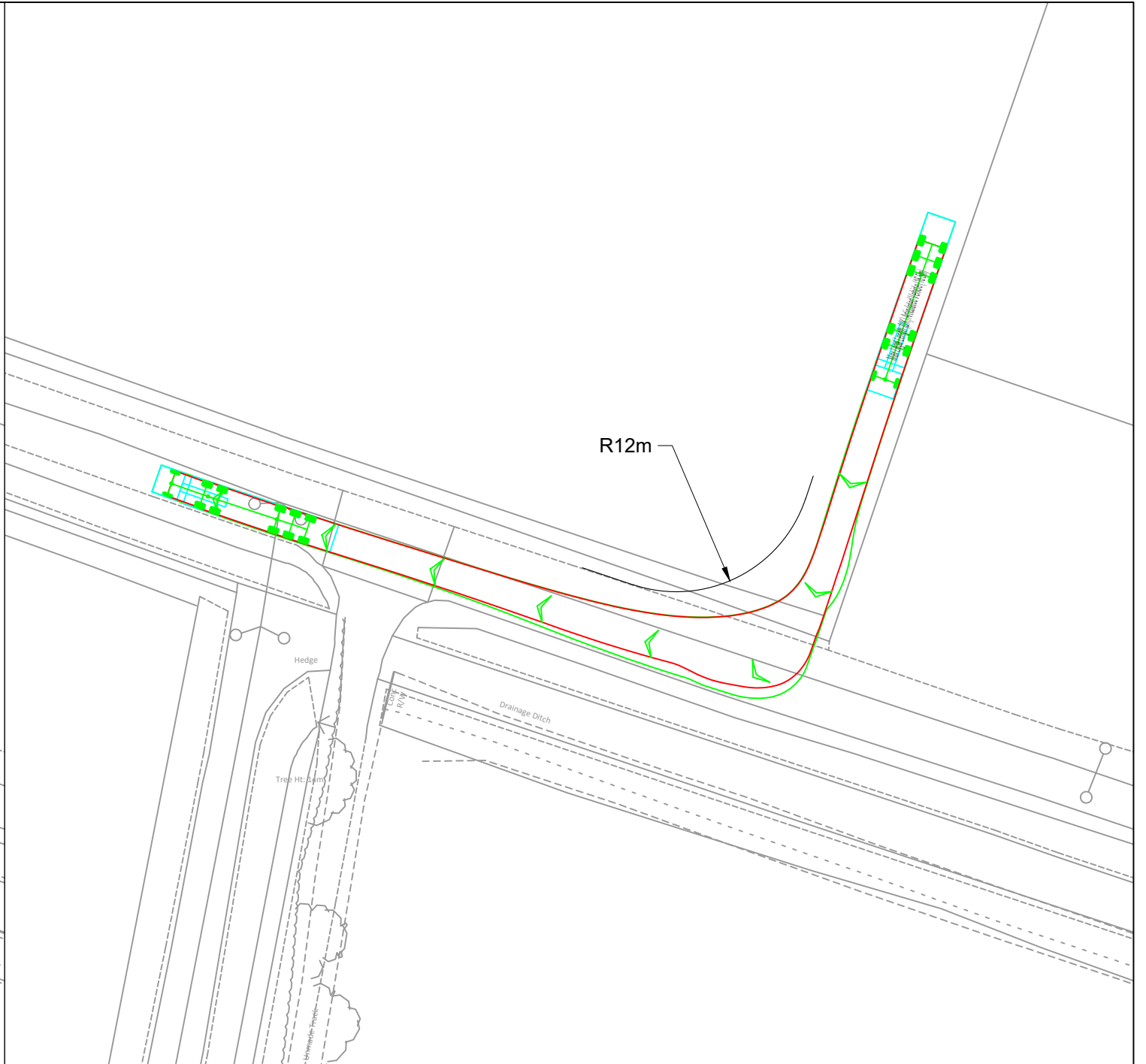
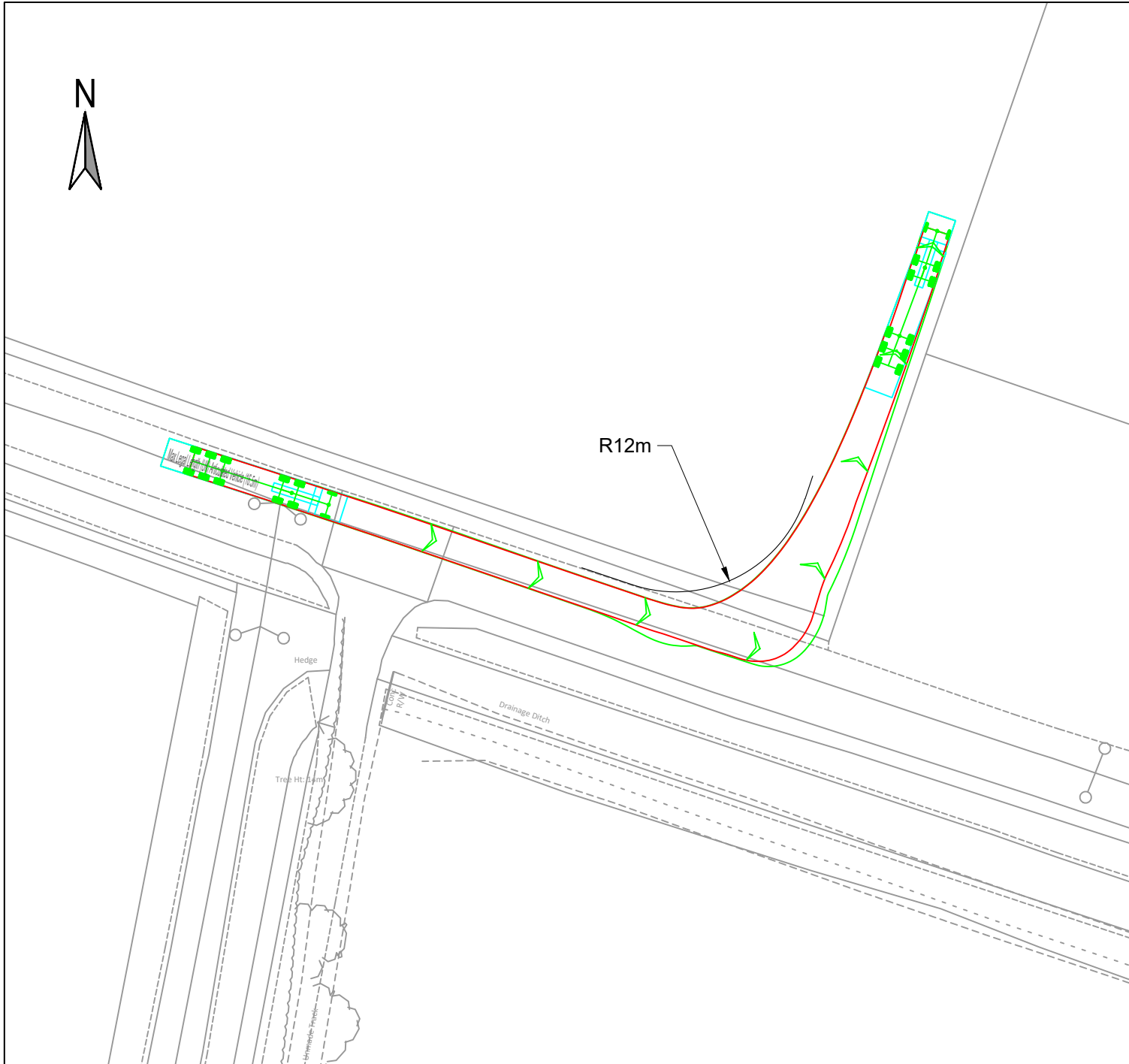
TITLE:  
**PROPOSED ACCESS ARRANGEMENTS -  
ACCESS K**

PROJECT No:  
**P21-3484**

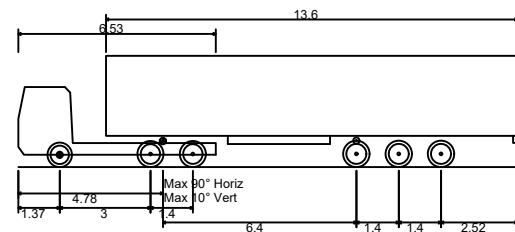
DRAWING No:  
**FIGURE 3.12**

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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Access L



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

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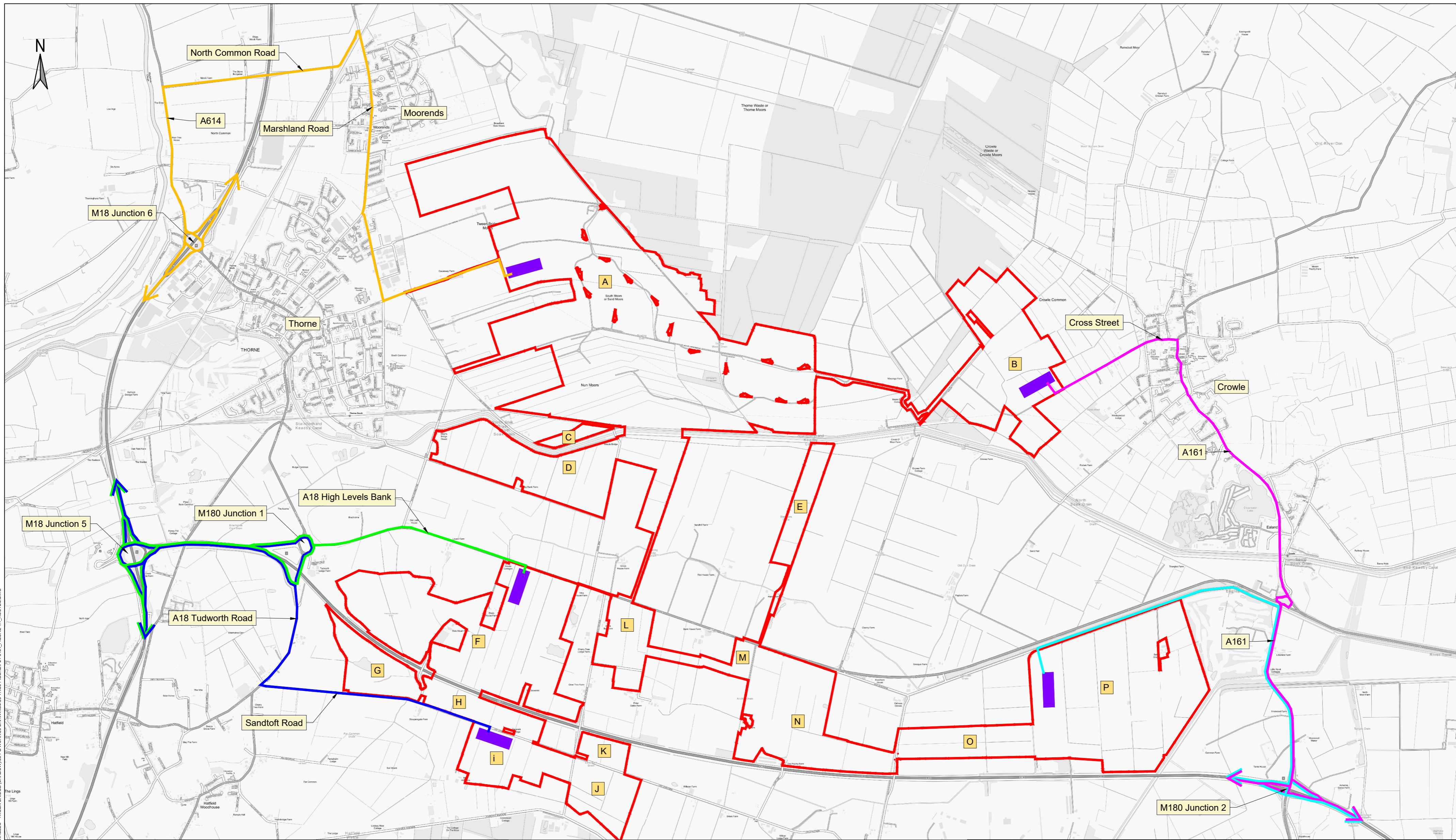


REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: RWE RENEWABLES			SCALE @ A3: 1:500	CHECKED: ADWS	APPROVED:
PROJECT: TWEEN BRIDGE, THORNE			DATE: 02/10/2023	DESIGN-DRAWN: JAN	DRAWING-STATUS: DRAFT
TITLE: PROPOSED ACCESS ARRANGEMENTS - ACCESS L			PROJECT No: P21-3484	DRAWING No: FIGURE 3.13	REV:

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X:\BRISTOL\_PROJECTS\BRISTOL - LIVE PROJECTS\213401-3500\21-3484 - RWE RENEWABLES - TWEEN BRIDGE (SHADOWS) TR06 FIGURE 4.1 ROUTES DWG

- Key:**
- Approximate Red Line Boundary
  - Approximate Construction Compound Location
  - Construction Route to Parcel A
  - Construction Route to Parcel B
  - Construction Route to Parcel F
  - Construction Route to Parcel I
  - Construction Route to Parcel P

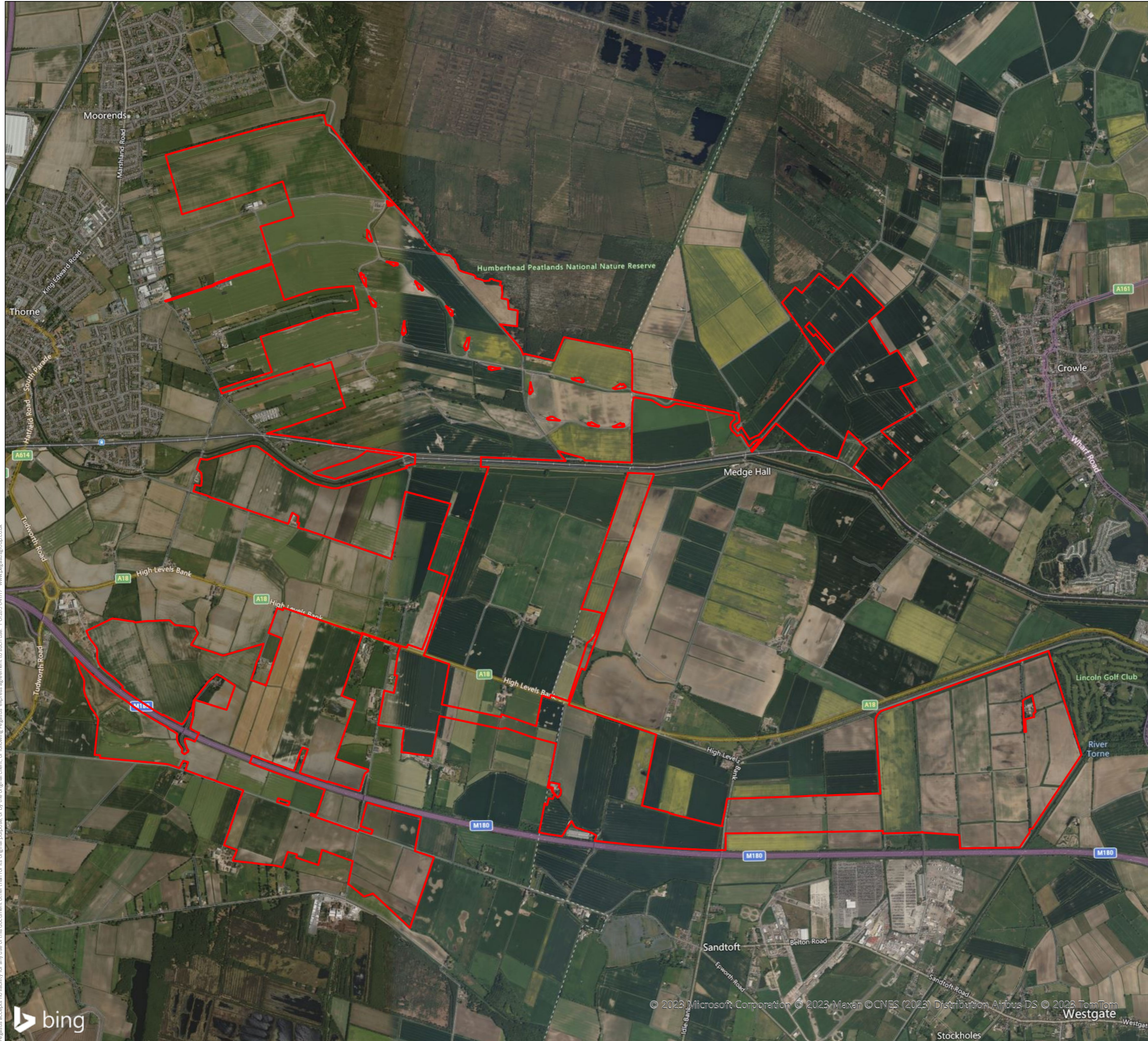
First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics				REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: <b>RWE RENEWABLES</b>				SCALE @ A2: <b>NTS</b>		CHECKED: <b>LT</b>		APPROVED: <b>KSS</b>	
PROJECT: <b>TWEEN BRIDGE</b>				DATE: <b>02/10/2023</b>		DESIGN-DRAWN: <b>JAN</b>		DRAWING-STATUS: <b>DRAFT</b>	
TITLE: <b>CONSTRUCTION TRAFFIC ROUTE PLAN</b>				PROJECT No: <b>P21-3484</b>		DRAWING No: <b>FIGURE 4.1</b>		REV: <b>-</b>	
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# Appendix A





**KEY**

DRAFT ORDER LIMITS (REV P - 13/06/23)

**REVISIONS:**

- A - 21/09/22 - ADDED EASEMENTS
- B - 29/09/22 - ADDED EASEMENTS & PARCELS
- C - 11/10/22 - REMOVED PARCEL
- D - 21/10/22 - ADDED PARCELS
- E - 25/10/22 - ADDED AND REMOVED PARCELS
- F - 29/11/22 - REMOVED PARCEL
- G - 19/12/22 - ADDED ACCESS TRACK & AMMENDED BOUNDARY
- H - 05/04/23 - ADDED AND REMOVED PARCELS
- I - 12/04/23 - REMOVED PARCELS
- J - 13/04/23 - REMOVED PARCEL & ADDED ACCESS
- K - 19/04/23 - ADDED ACCESS TRACK
- L - 04/05/23 - REMOVED PARCEL
- M - 23/05/23 - ADDED AND REMOVED PARCELS
- N - 25/05/23 - REDUCED CABLE EASEMENT
- O - 08/06/23 - MULTIPLE EDITS
- P - 13/06/23 - REMOVED PARCELS

**DRAFT ORDER LIMITS**

**TWEEN BRIDGE SOLAR**

CLIENT

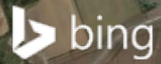
RWE

DATE	DRAWN	APPROVED	SCALE
13/06/2023	RL	HS	1:32,000@A3

SHEET	REVISION	DRAWING NUMBER
-	P	P21-3484_06



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# Appendix B



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

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