Transport Planning Associates

A Planning Application by

ENSO GREEN HOLDINGS R LIMITED

In respect of

Gunthorpe Road Solar Farm Access, WALPOLE MARSH

Construction Traffic Management Plan

January 2025

Document Management

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	WG	RR	JD	May 2021
-	Issue	WG	JD	JD	June 2021
A	Revision	AS	RR	JD	October 2024
B	Revision	AG	RR	JD	January 2025

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1 Introduction

1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Transport Planning Associates (TPA) on behalf of Enso Green Holdings R Limited (the 'Applicant') to provide transport planning advice in relation to a solar farm and battery storage development (the 'Development') on land to the south of Gunthorpe Road, near Walpole Marsh (the 'Site'). The CTMP accompanies a standalone application for an access and associated development to serve the previously approved solar farm and battery storage development.

Site Location

1.2 The Solar Farm site location plan is included at **Figure 1.1**.

1.3 The Site comprises approximately 0.68 ha of land, described as land between East Bank/Gunthorpe Road and Gunthorpe Road Solar Farm, Walpole Bank, Walpole Marsh, Wisbech, near PE14 7JJ

1.4 The wider Site comprises approximately 78.64 hectares of agricultural land located to the south of Gunthorpe Road. The Site is located approximately three kilometres south of Sutton Bridge, seven kilometres north of Wisbech and immediately north of the recently consented solar farm on Land South and West of Walpole Substation (Ref: 20/01508/FM). The Site is also located near to the recently constructed Rose and Crown Solar Farm (Ref: 14/00283/FM and APP/V2635/W14/3001281).

1.5 In the context of the strategic road network, the Site is located south of the A17, north-west of the A47 and east of the A1101.

Proposed Development

1.6 The wider Development was granted planning permission at appeal in October 2023 (SHDC Planning Reference: H18-0741-21, Appeal Reference: APP/A2525/W/22/3295140. Section 73s amending the approved plans and operational life have also subsequently been approved). It comprises the construction, operation, management and decommissioning of a grid connected solar farm with battery storage and associated infrastructure ("the generating station"). The generating station would supply clean renewable electricity to the national grid for a 40 year period. The battery storage facility would be utilised to reinforce the power generation of the solar PV. Storing energy at times of low demand and releasing to the grid in periods of higher demand or when solar irradiance is lower, as well as providing balancing services to maintain National Grid stability.

1.7 The approved Site Layout Plan is shown in **Appendix A** . The construction period will last approximately 30 weeks.

1.8 Since original planning permission was granted on appeal, the detailed design phase has progressed. Through this process, it has become apparent that two abnormal indivisible load (AIL) deliveries are required, in relation to equipment for the substation. The vehicles required to deliver this equipment will not be able to use the agreed route and access to the Site, due to constraints at the King John Bank / Marsh Road / The Marsh / Gunthorpe Road crossroads. Therefore, it is proposed that a new secondary access is created at the western end of Gunthorpe Road for AIL use only. AIL vehicles will route to this access via the A117 and East Bank alongside the River Nene. This application includes only this secondary (AIL) access. All other vehicles will continue to use the previously approved access and construction route.A red line plan boundary for the new secondary access is shown in **Appendix B.**

1.9 Pre-application discussions have been held with officers at Lincolnshire County Council to discuss the proposals for AIL access.

Construction Traffic Management Plan

1.10 This CTMP provides a framework for the management of all construction vehicle activity to the Site, to ensure that the effect of the construction phase on the local highway network is minimised.

1.11 This CTMP sets out the strategy for the following;

- Site access;
- Construction traffic routing;
- Site compound and internal routing;
- Construction vehicle dimensions, number and frequency;
- Proposed mitigation measures; and
- Road condition surveys.

1.12 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction and movement activities. The Site manager's details can be provided upon request to the highway authority in advance of any work being carried out.

2 Site Access

2.1 This section sets out the details of the construction and operational phase access arrangements.

Construction Phase

2.2 All construction vehicles (except AIL vehicles) will enter the Site via an existing agricultural access on Gunthorpe Road. This was approved as part of the planning permission The construction access arrangement is shown at **Drawing SK01 Rev D**, included within **Appendix C.** The access will be widened slightly to accommodate a 16.5m articulated vehicle. This is the largest vehicle that will visit the Site and swept path analysis has been provided to demonstrate the manoeuvre of this vehicle into the access. Banksmen will be provided at the Site access junction to ensure the safe movement of all construction vehicles.

2.3 In the vicinity of the proposed Site access, Gunthorpe Road is subject to a 40mph speed limit. **Drawing SK01 Rev D** demonstrates that visibility splays of 120 metres can be achieved in both directions at the proposed site access, from a setback of 2.4 metres, in accordance with the posted speed limit.

2.4 The proposed access is considered to be suitable for the following reasons.

- The access is currently used by large scale agricultural vehicles and is therefore considered to be suitable for use by construction vehicles;
- There are no recorded Personal Injury Collisions (PIC's) at the site access during the most recent five-year period;
- Gunthorpe Road is lightly trafficked and a site visit confirmed vehicle speeds are low;
- To ensure the proposed construction access operates safely during the temporary construction phase, banksmen will be deployed at the Site access junction whenever large construction vehicles are accessing the Site. Banksmen will not direct general traffic, but will indicate to heavy and large construction vehicles when it is appropriate for them to enter the Site. Priority will always be given to the through traffic on the adjacent highway network; and
- All construction vehicles will access and egress the Site in a forward gear.

2.5 Temporary signage will be erected in the vicinity of the proposed access junction during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'. These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames. The temporary signs will be in place for the duration of the construction phase.

2.6 It is noted that there is a Public Right of Way (Footpath Ref: Walpole St Peter FP1) crosses the Site. It is confirmed that the PRoW will remain open during the construction phase and does not require diversion. Banksmen will ensure the safety of all PROW users, at all times.

AIL Access

2.7 AIL vehicles will access the Site via a new secondary access on the corner of Gunthorpe Road and East Bank. The access arrangement drawing is shown in **Drawing SK02** in **Appendix D**.

2.8 Wynns, an abnormal loads transportation specialist, has provided swept path analysis of the Access. This is also shown in **Appendix D**.

2.9 There will be a total of two AIL movements to the Site. Traffic management will support both movements, which will be agreed with the local highway authorities and police prior to the delivery being undertaken.

Operational Phase

2.10 Once operational, maintenance vehicles will access the Site via the main access junction. Maintenance vehicles (likely to be a transit van) will visit the Site approximately once or twice a month. The PRoW will remain open during the operational phase.

3 Construction Vehicle Routing

3.1 The details of the approved construction vehicle route is set out below. Drivers will be made aware of the route in advance of driving to the Site. The majority of the identified route was used by construction traffic associated with the recently constructed Rose and Crown solar farm and will be used by construction traffic associated with the recently permitted Land South and West of Walpole Substation solar farm. It is therefore considered the most appropriate route to the Site.

Main Route Overview

3.2 The designated route for all construction vehicles associated with the construction period is illustrated in **Figure 3.1**. Visitors, delivery drivers and contractors will be advised of the route in advance of driving to the Site.

3.3 The designated route requires all construction vehicles to access the Site via the A17 junction with King John Bank. From here, the designated route to the Site comprises the following roads:

- King John Bank; and
- Gunthorpe Road.

3.4 When departing the Site, construction vehicles will use the same roads to access the A17.

Main Route Details

Inbound Construction Traffic

3.5 From the A17, construction vehicles will exit at the priority T-Junction with King John Bank, before turning left to continue along King John Bank for approximately 2.9km. King John Bank is a single carriageway road with a relatively straight alignment. The national speed limit applies initially, before reducing to 40mph east of the crossroads junction with Marsh Road / The Marsh / Gunthorpe Road.

3.6 At the King John Bank / Marsh Road / The Marsh / Gunthorpe Road crossroads, construction traffic will turn right and route west along Gunthorpe Road for approximately 130 metres before reaching the Site access. Gunthorpe Road is a single carriageway road and observes a 40mph speed limit.

3.7 **Drawing SP02 Rev E**, shown in **Appendix E**, demonstrates that a 16.5 metre articulated lorry and a 12m rigid vehicle can negotiate the King John Bank / Marsh Road / The Marsh / Gunthorpe Road

crossroads junction. Banksmen will be present at the crossroad junction for all HGV manoeuvres at this junction to ensure they are undertaken safely.

Outbound Construction Traffic

3.8 Upon egressing the Site onto Gunthorpe Road, outbound construction traffic will follow the reverse of the above described route.

Route Signage

3.9 Temporary road signage will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points on the route, such as junctions.

3.10 The signage location replicates that implemented during the construction of the Rose and Crown solar farm, and which will also be implemented during the construction of the recently permitted Land South and West of Walpole Substation solar farm. Signage is therefore proposed at the following locations:

- A17 / King John Bank/ Sutton Road Junction (Eastbound and Westbound);
- King John Bank / Marsh Road / The Marsh / Gunthorpe Road Junction;
- Site access.

3.11 All signage will be compliant with Chapter 8 of the Traffic Signs Manual where applicable. The following points will be considered when locating signage:

- The position of the sign in relation to the highway;
- Possible distraction to drivers; and
- The proximity to junctions.

Management of Deliveries

3.12 Due to the relatively low number of vehicles associated with the construction phase at the Site, there is not anticipated to be any delay to background traffic. Background traffic will always be given priority in the vicinity of the Site access junction.

3.13 The phone number of the Site Manager will be made available to all drivers of vehicles that will be accessing the Site. The drivers of the construction vehicles will be required to call ahead whilst stopped. Drivers travelling westbound on the A17 will be advised to stop and call at the layby located on the A17, approximately six kilometres east of the A17 / King John Bank junction. Similarly, drivers travelling

eastbound on the A17 will be advised to stop and call when passing the layby located on the A17, approximately two kilometres west of the A17 / King John Bank junction. This will allow enough time for banksmen to prepare at the Site access and at the King John Bank / Marsh Road / The Marsh / Gunthorpe Road crossroad junction.

3.14 The following procedure will be initiated when deliveries are made to the Site:

Procedure for Arrival to Site

- Driver to call ahead to Site when they reach the A17 layby;
- The banksmen are mobilised and will go to position at the Site access and crossroad junction;
- Driver will be informed the operators are in place and it is appropriate to travel to the Site via the agreed route;
- All operatives will communicate with each other, as necessary; and
- Banksmen will assist HGVs to manoeuvre at the King John Bank / Marsh Road / The Marsh / Gunthorpe Road crossroad junction and into the Site access, but will not direct general traffic.

3.15 The contractor will employ qualified banksmen who are experienced at traffic management.

3.16 The following procedure will be initiated when HGVs are leaving the Site:

Procedure for Leaving the Site

- Before drivers depart the Site Manager will be notified. They will then mobilise the banksmen at the Site access and crossroad junction;
- Drivers will be advised when the banksmen and operatives are in place and will leave the Site; and
- Banksmen will guide the drivers exiting the Site access onto Gunthorpe Road.

AIL Route

3.17 The two AIL deliveries will route to the Site via the A117 and the East Bank. Vehicles will arrive from the east on the A117 so that they are not required to use the Cross Key's Swing Bridge. Swept path analysis of the access A117/East Bank junction, undertaken by Wynns, is shown in **Appendix F**

3.18 Traffic management will support both movements, which will be agreed with the local highway authorities and police prior to the delivery being undertaken.

Summary

3.19 The approved construction vehicle route is considered to provide a direct route from the strategic highway network to the Site. It is of a consistent width and considered appropriate to accommodate construction vehicles associated with the proposed development.

3.20 The majority of the identified route has also recently been used by construction vehicles associated with the nearby Rose and Crown Solar Farm, and will be used by construction vehicles associated with the recently permitted Land South and West of Walpole Substation solar farm. This confirms the appropriateness of the route for construction vehicles.

3.21 With the exception of AIL deliveries, the use of any other roads other than the designated and signposted route shall not be permitted and this shall be enforced through the agreement of the CTMP.

3.22 The two AIL deliveries will route to the Site via the A117 and the East Bank. Traffic management will be in place for these movements.

3.23 Appropriate mitigation measures will be provided throughout the construction phase in order to manage the arrival and departures of HGVs at the Site. This is set out further in **Chapter 6**.

4 Contractors Compound and Internal Routing

Contractors Compound

4.1 A construction compound will be set up within the Site, near to the access junction.

4.2 Approximately 60 to 70 construction workers are anticipated to be required on Site on an average day. This may increase slightly during peak construction. The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that the majority of non-local workforce will stay at local accommodation and be transported to the Site by minibuses to minimise the impact on the strategic and local highway network. Full details of the minibus operation will be set out in the final CTMP.

4.3 At this stage, it is envisaged that approximately 20-30 parking spaces will be provided on Site. This will be confirmed within the final CTMP. No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network or the Site access road at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the Site. The Site Manager will monitor that parking is taking place in the designated area on a regular basis.

4.4 No diversion of pedestrian routes, parking suspensions or closure of lanes are required.

Internal Access Road

4.5 The Proposed Development will include internal access roads throughout the Site allowing for the movement of construction and maintenance vehicles.

4.6 The internal access road will be completed during the initial stages of construction so that temporary haul routes are not necessary.

4.7 During the construction phase, appropriate turning areas will be provided in the vicinity of the internal access road to ensure all vehicles egress the site in a forward gear.

4.8 Wheel washing facilities will be provided at the end of the access road if necessary.

4.9 Banksmen will manage the crossing of the PRoW (Ref: Walpole St Peter FP1) during the construction phase, ensuring priority to PRoW users.

5 Construction Vehicle Trip Generation

Construction Phase

5.1 It is anticipated that the construction phase will last for approximately 30 weeks. Construction activities and deliveries will be carried out Monday to Friday 08:00-18:00 and between 08:00 and 13:30 on Saturdays. No construction activities or deliveries will occur on Sunday or Public Holidays. Where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).

5.2 The construction period will include the use of HGVs to bring the equipment onto the Site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. It should be noted that, unlike wind farms, the construction of a solar farm and battery storage facility does not require equipment to be delivered by abnormal loads (i.e. vehicles over 16.5m in length), save for, in this instance at Gunthorpe Road Solar Farm, the delivery of transformers.

5.3 Deliveries to the Site shall be reported to the Site Manager and will be made by the smallest possible vehicles for that particular item of plant or material.

Solar Farm

5.4 The components which are required to construct the solar farm will arrive by HGV (maximum size of 16.5m in length).

5.5 The Applicant has advised that 430 deliveries will be required for the solar modules and mounting structures. The largest vehicle to deliver this equipment will be a 16.5m articulated vehicle.

5.6 It is anticipated that the proposed solar farm will have a total of 11 inverter/transformer stations. It is assumed that these would be transported individually due to their weight and as such it is anticipated that this would equate to a total of 11 deliveries.

5.7 It is also anticipated that the internal equipment housed within the substation container and the external equipment located within the substation compound would be delivered on four 10m rigid lorries and/or 16.5m articulated lorries. Two AIL movements will also be required.

5.8 It is likely that the material required for the internal access tracks will arrive by 10m rigid vehicles and it is anticipated that 215 deliveries will be required.

5.9 Front end JCBs would also be required to transport equipment around the Site, and to distribute the graded stone required for the access road as necessary. It is anticipated that five JCBs will be required and that these will be transported to the Site by a 16.5m low loader.

5.10 In addition, there will be a number of deliveries bringing sand, gravel and cables to the Site.

5.11 **Table 5.1** sets out a summary of the HGV movements that could be associated with the construction phase of the solar farm.

Table 5.1 Heavy Goods Vehicle Movements – Construction Period

Activity	Type of Vehicle	Total Number of Deliveries
Solar Modules & Mounting Structures	Max 16.5 Articulated	430 (860 two-way movements)
Inverters/Transformers	10m Rigid	11 (22 two-way movements)
Substation	10m Rigid, 16.5m Articulated and Abnormal Load Vehicle	4 (8 two-way movements)
Internal Access Tracks	10m Rigid	215 (430 two-way movements)
General	Front End JCB by low loader	5 (10 two-way movements if driven to Site)
Other (Temporary welfare compound buildings, fencing,	Max 16.5 Articulated	320 (640 two-way movements)
Total		985 deliveries (average of 7 deliveries per day or 14 two way movements per day)*
10% Buffer		1084 deliveries (average of 8 deliveries per day or 16 two way movements per day)*
* Deliveries taking place over a 30 week period (150 working days, excluding Saturdays to be robust)		

5.12 As set out in **Table 5.1** it is anticipated that 985 deliveries (1,970 two-way movements) could be made by HGVs during the construction of the solar farm, at an average of around seven deliveries, or 14 two-way movements, per day. If a 10% buffer is applied to represent a worst case, the number of deliveries will be an average of eight per day.

5.13 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 for waste management and the

transportation of construction workers and sub-contractors. It is likely that that there could be up to five LGV movements per day.

5.14 As stated and where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00). Due to the Site operational hours (08:00-18:00), construction worker travel will occur outside of the peak hours.

Battery Storage

5.15 Components which are required to construct the battery storage facility will arrive by HGV (maximum size of 16.5m length). In summary, it is proposed that the following HGV movements could be associated with the construction of the battery storage facility, as set out in **Table 5.2**.

Table 5.2 Heavy Goods Vehicle Movements – Construction Phase

Activity	Type of Vehicle	Total number of Deliveries
Battery Modules	Max 16.5m Articulated	50 (100 two-way movements)
General Deliveries (cables, fencing etc.)	16.5m Articulated or 10m Rigid	75 (150 two-way movements)
Contractor's Compound	16.5m Articulated	6 (12 two-way movements)
Total		**131** deliveries (average of less than one delivery per day or up to two two-way movements)
* Deliveries taking place over a 30 week period 150 working days, excluding Saturdays to be robust)		

5.16 As set out in **Table 5.2** it is anticipated that a maximum of 131 deliveries (262 two-way movements) could be made by HGV's during the construction of the battery storage facility, at an average of less than one delivery, or up to two two-way movements, per day.

Operational and Decommissioning Phases

5.17 Once operational, maintenance vehicles will utilise the same access points. Maintenance vehicles (likely to be a transit van) will visit the Site approximately twice a month.

5.18 Space will be available within the Site on the access road for such a vehicle to turn around to ensure that reversing will not occur onto the highway.

5.19 The traffic management elements of the decommissioning phase will be addressed in the decommissioning plan, which can be secured by a suitably worded condition

Summary

5.20 It is expected that there will be approximately eight HGVs accessing the Site each day during the construction phase. There will also be construction workers arriving at the Site in the morning and departing in the evening, although the numbers involved are forecast to be relatively low and will occur outside of peak hours.

5.21 The level of traffic forecast during the temporary construction phase is therefore low and it is concluded that it will not have a material impact on the safety or operation of the local highway network.

6 Mitigation Measures

6.1 The contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Project Manager and Site Manager to oversee the implementation of the mitigation measures, which include:

- Signs to direct construction vehicles associated with the development will be installed along the route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route;
- Advisory signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site or on the Site access road;
- All signage on the designated route will be inspected twice daily by the Site Manager (once in the morning and once at lunchtime), to ensure they are kept in a well maintained condition and located in safe and appropriate locations;
- A compound area for contractors will be set up on-Site including appropriate parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-Site in advance of visiting the Site and that they should not park on-street;
- A wheel wash facility will be provided ahead of the Site egress onto Gunthorpe Road, as required;
- A road sweeper will be provided for surrounding local roads along the designated route to alleviate any residual debris generated during the construction phase, as required;
- The Site will be secured at all times with Heras fencing or Solar Farm perimeter fencing;
- Traffic management for the two AIL deliveries will be agreed with the local highway authority and police prior to being undertaken.
- A requirement for engines to be switched off on-Site when not in use;
- Spraying of areas with water as and when conditions dictate to prevent the spread of dust;
- Vehicles carrying waste material off-Site to be sheeted;
- Banksmen will be provided at the Site access and egress to indicate to construction traffic when it is safe for them to enter and exit the Site. Banksmen will ensure the safety of pedestrians and cyclists in the vicinity of the site access at all times; and

- All residents in the vicinity of the Site along the designated route (notably those on King John Bank and Gunthorpe Road) will be provided with contact details of the Site Manager, which will also be provided on a Site-board at the Site access junction.

7 Road Condition Surveys

7.1 A pre-construction walk-over condition survey on the local highway network will be carried out and agreed with highway officers at Lincolnshire County Council (LCC) and Norfolk County Council (NCC), in order to assess the baseline condition of the adopted highway.

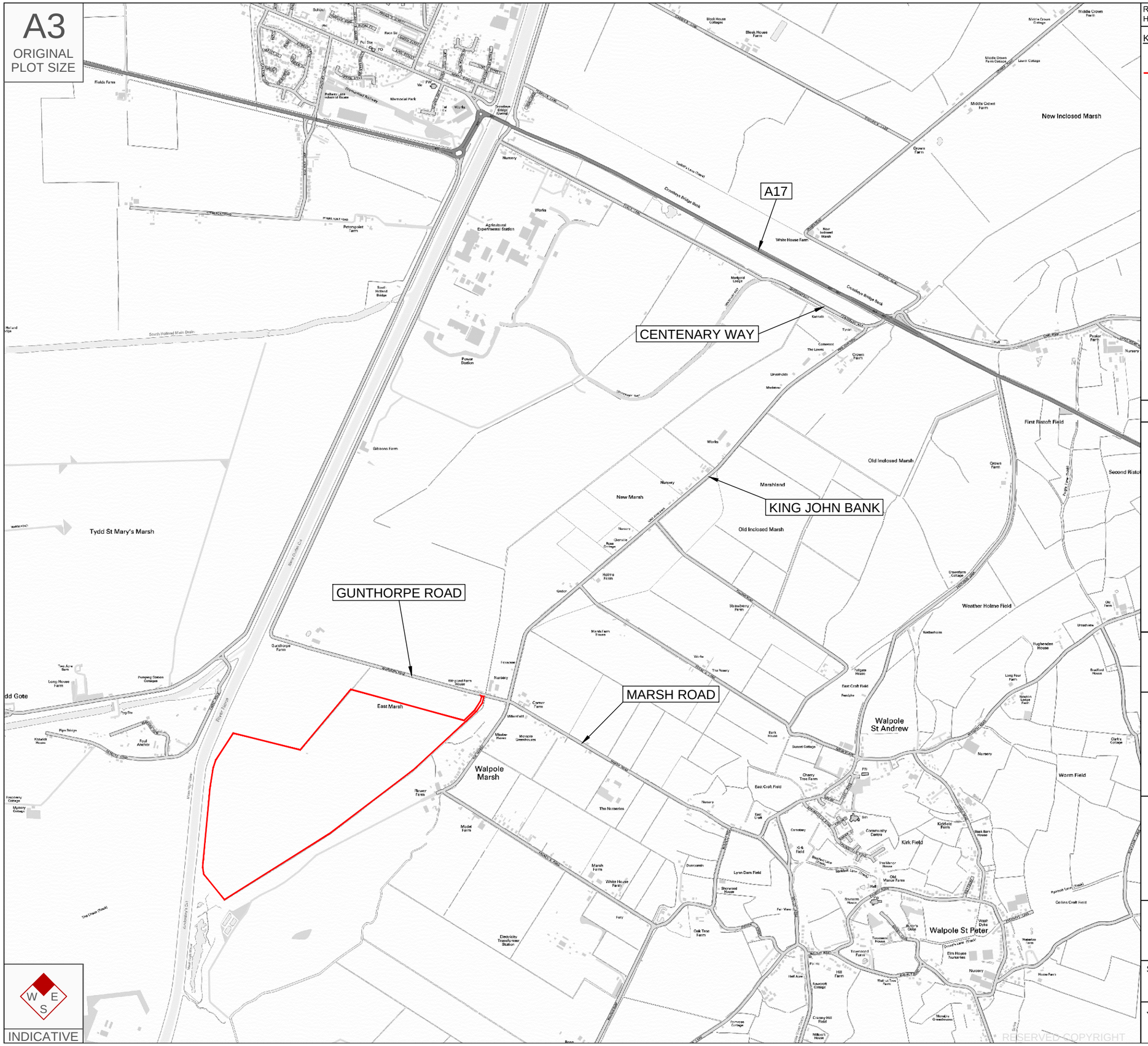
7.2 The extent of the survey will be agreed with highway officers and is anticipated to include the section of carriageway in the vicinity of the Gunthorpe Road Site access junction and the King John Bank / Marsh Road / The Marsh / Gunthorpe Road crossroads only. The wider road network is already used regularly by agricultural vehicles and as such any damage caused would not be able to be attributed solely to construction activity at this Site. The survey will incorporate a photographic record as appropriate.

7.3 A post-construction condition survey would then be conducted across the same extent of adopted highway in order to identify and agree with LCC and NCC any remedial works reasonably attributable to construction activities. Any identified highways defects resulting from construction activities will be corrected to the satisfaction of LCC and NCC.

7.4 The road condition surveys can be secured by a suitably worded condition.

FIGURES

A3
ORIGINAL
PLOT SIZE



KEY

Approximate site boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by
B	31.10.24	Client and title updated	AS	RR	RR
A	22.06.21	Site boundary updated.	PSW	WG	JD

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CLIENT:
ENSO GREEN HOLDINGS R LIMITED

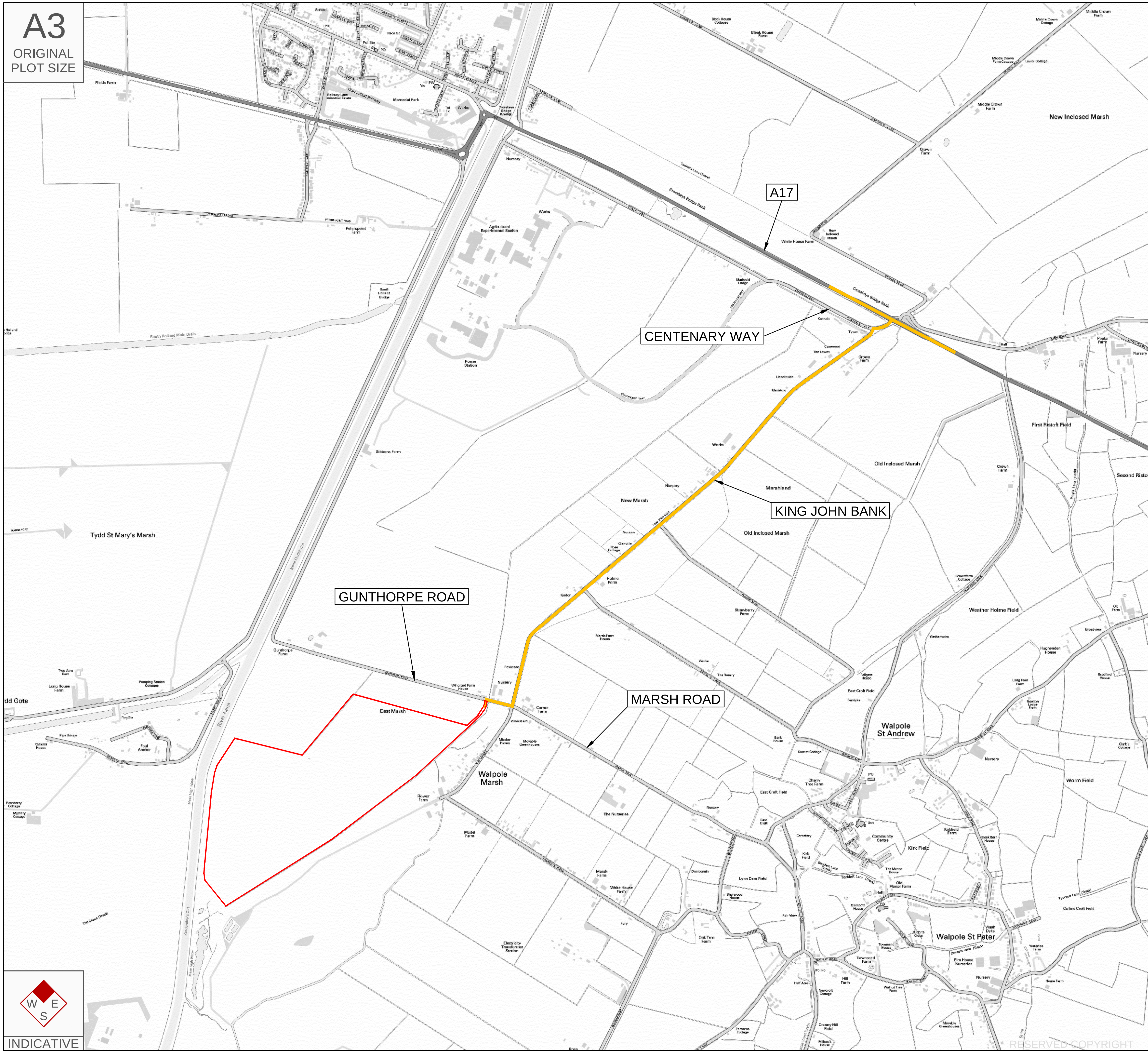
PROJECT:
GUNTHORPE ROAD SOLAR FARM, WALPOLE MARSH

TITLE:
Solar Farm Site Location Plan

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:20,000	May 21	RR	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2102-022	Figure 1.1	B



KEY

Approximate site boundary.

Proposed construction traffic route.

Rev	Date	Details	Drawn by	Checked by	Approved by
B	31.10.24	Client updated	AS	RR	RR
A	22.06.21	Site boundary updated.	PSW	WG	JD

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CLIENT:
ENSO GREEN HOLDINGS R LIMITED

PROJECT:
GUNTHORPE ROAD SOLAR FARM, WALPOLE MARSH

TITLE:
Construction Traffic Route Plan

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:20,000	May 21	RR	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2102-022	Figure 3.1	B

APPENDIX A

KEY

- Overhead Line
- Existing Vegetation
- Neutral Grassland
- Neutral Grassland with Wildflowers and Scrub
- Security Fence
- Gravel
- PV Modules
- Inverter
- Spare Parts Container
- Battery Container
- BESS Inverter/Transformer
- Switchroom
- Control Room
- Battery Fence
- Access Track
- Access Gate
- CCTV

N

Revisions:
First Issue- 13/05/2024 JS

enso energy

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Tel: 01452 764685 Email: enquiries@ensoenergy.co.uk

Project Title:

Gunthorpe Road

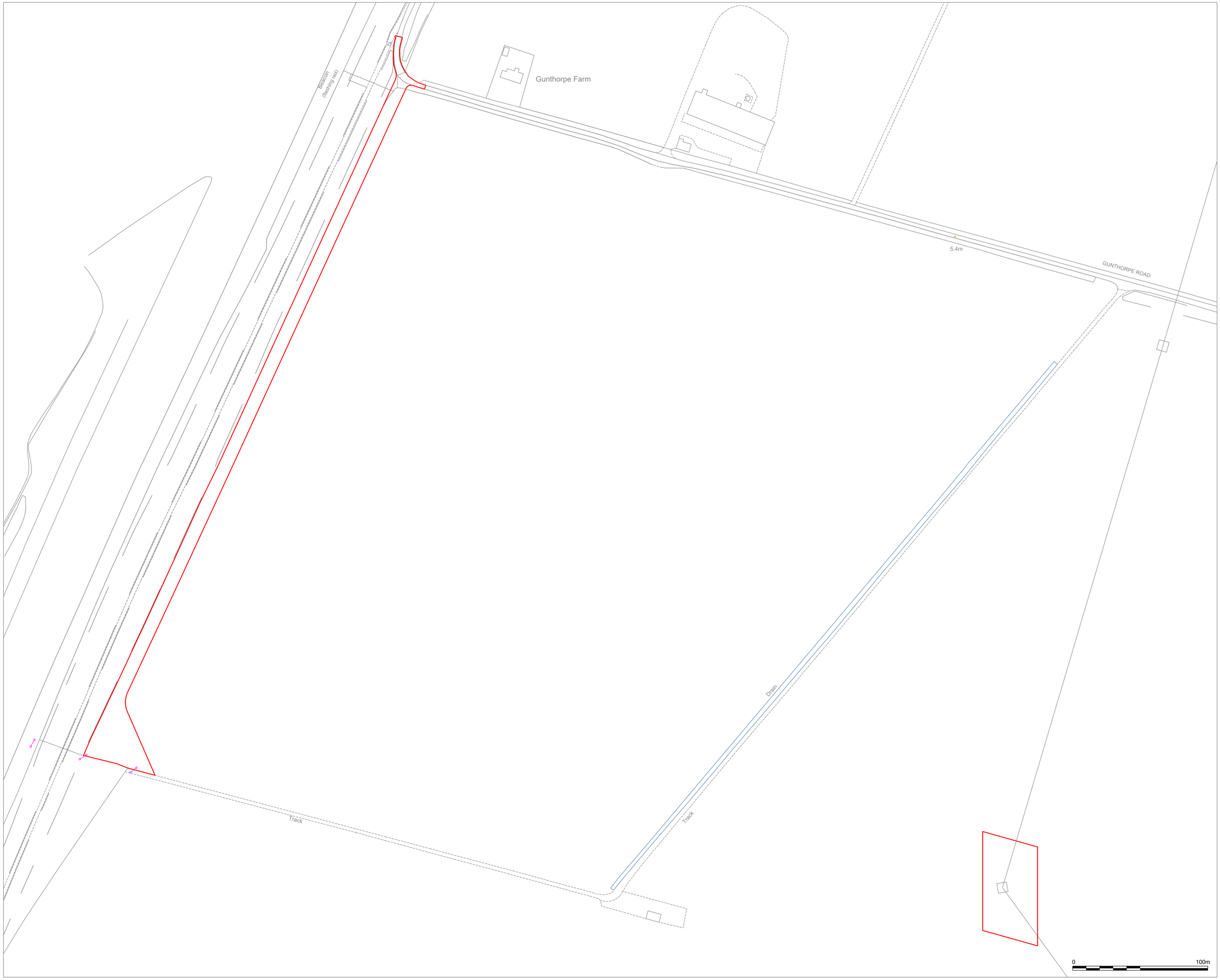
Drawing Title:

Proposed Site Plan

DRWG No:	Rev:	Sht no:
WP2-01-P02	-	-
Drawn by : JS	Checked by: OH	
Scale: 1:2500 @ A1	Date: 13/05/2024	

0 250m

APPENDIX B



KEY

Site Boundary

N

Revisions:
First Issue- 29/07/2024
01 - (27/09/2024 JS) Revised boundary
02 - (16/10/2024 JS) Revised boundary
03 - (14/01/2025 AH) Revised boundary
04 - (23/01/2025 AH) Revised boundary

ALL DIMENSIONS TO BE CHECKED ON SITE WORK
TO FIGURED DIMENSIONS ONLY REPORT
DISCREPANCIES TO THE GFP AT ONCE BEFORE
PROCEEDING COPYRIGHT ACT APPLIES.

enso energy
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Project Title:

Gunthorpe Road

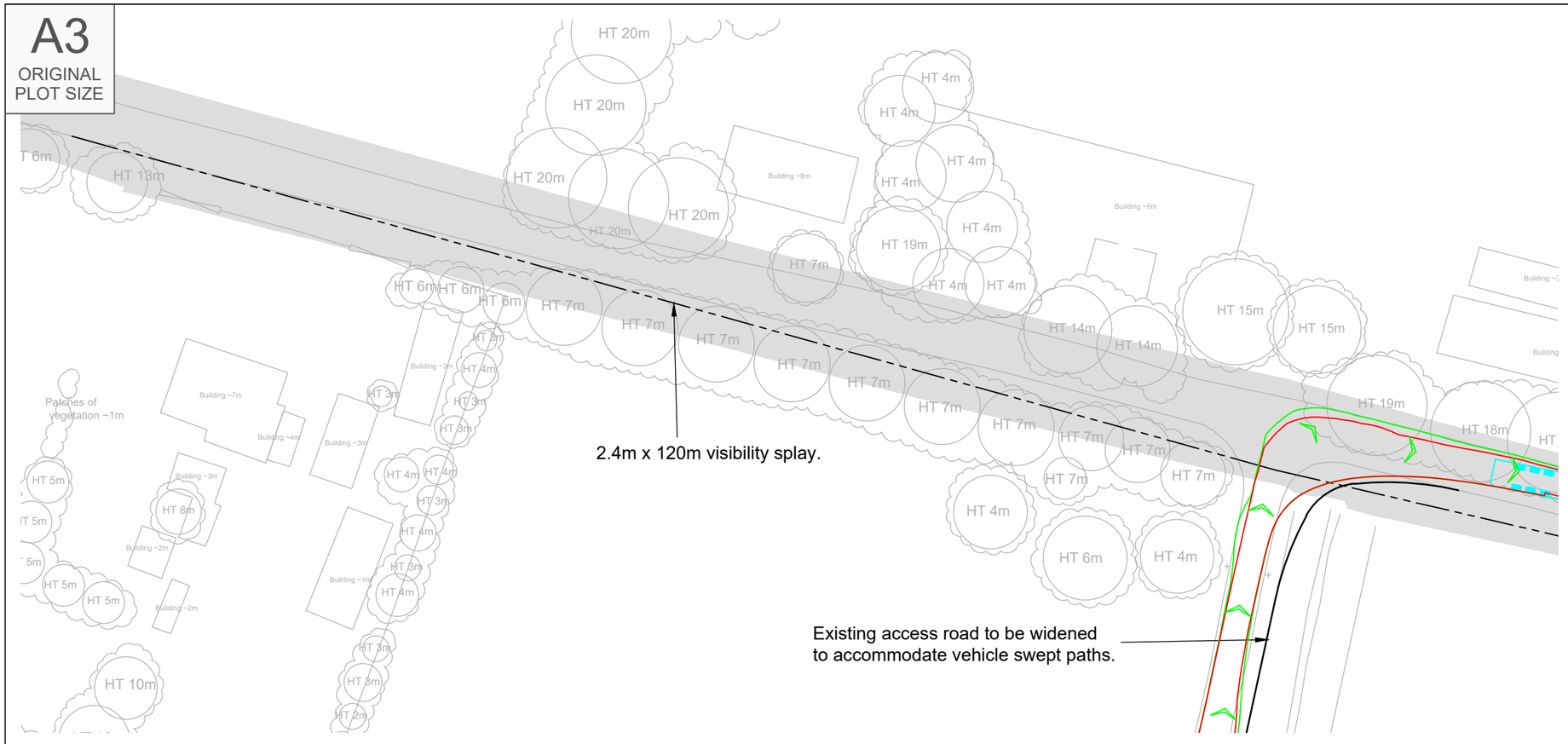
Drawing Title:

Access Site Location Plan

DRWG No:	Rev:	Sht no:
WP2-01-P27	04	-
Drawn by : AH	Checked by: OH	
Scale: 1:1250 @ A1	Date: 23/01/2025	

APPENDIX C

A3
ORIGINAL
PLOT SIZE



NOTES:

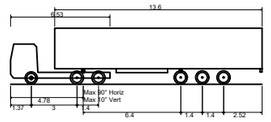
1. Topographical survey undertaken by Enso Energy.

KEY

Wheel Track

Vehicle Body Overhang

Approximate extent of adopted highway maintainable at public expense by Lincolnshire County Council (based on Ordnance Survey data and is indicative only).



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

Rev	Date	Details	Drawn by	Checked by	Approved by
D	16.08.21	Access road widening revised and vehicle tracked to suit.	PSW	RR	JD
C	12.08.21	Updated with topographical survey, access redrawn, vehicle tracked to suit, highway boundary added, scale value corrected.	PSW	RR	JD
B	11.08.21	Clarification on Autotrack lines	SG	RR	JD
A	05.08.21	Clarification on Autotrack lines	SG	RR	JD

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Transport Planning Associates

25 King Street
Bristol
BS1 4PB
0117 925 9400

www.tpa.uk.com

CLIENT:
ENSO ENERGY LTD

PROJECT:
GUNTHORPE ROAD
SOLAR FARM

TITLE:
Access Design

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	13.04.21	SG	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2102-022	SK 01	D

APPENDIX D

A3
ORIGINAL
PLOT SIZE

Proposed Site Access

2.4m x 50m
visibility splay.

Gunthorpe Road widened
at bend to allow for access
by HGVs including
abnormal load vehicle

Tangential
visibility splay.

New 6m wide
Access Road

2.4m x 215m
visibility splay.

HT 13m

CUT LINE

CUT LINE

1:500

Proposed Site Access
Visibility Splay to East

CUT LINE

W E S

INDICATIVE

1:500

NOTES:

1. Topographical survey undertaken by Enso Energy.
2. Based on OS Mapping and Topographic Survey.
3. Subject to Detailed Design.
4. Highway Boundary based on information provided by Lincolnshire County Council.

Key

Site Boundary

Approximate extent of adopted highway maintainable at public expense by Lincolnshire County Council based on Ordnance Survey data and is indicative only).

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
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Welwyn Garden City

Transport Planning Associates

40 Berkeley Square
Clifton
Bristol
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www.tpa.uk.com

CLIENT:
ENSO ENERGY LTD

PROJECT:
Gunthorpe Road Solar Farm, Walpole Marsh

TITLE:
Proposed Site Access Design

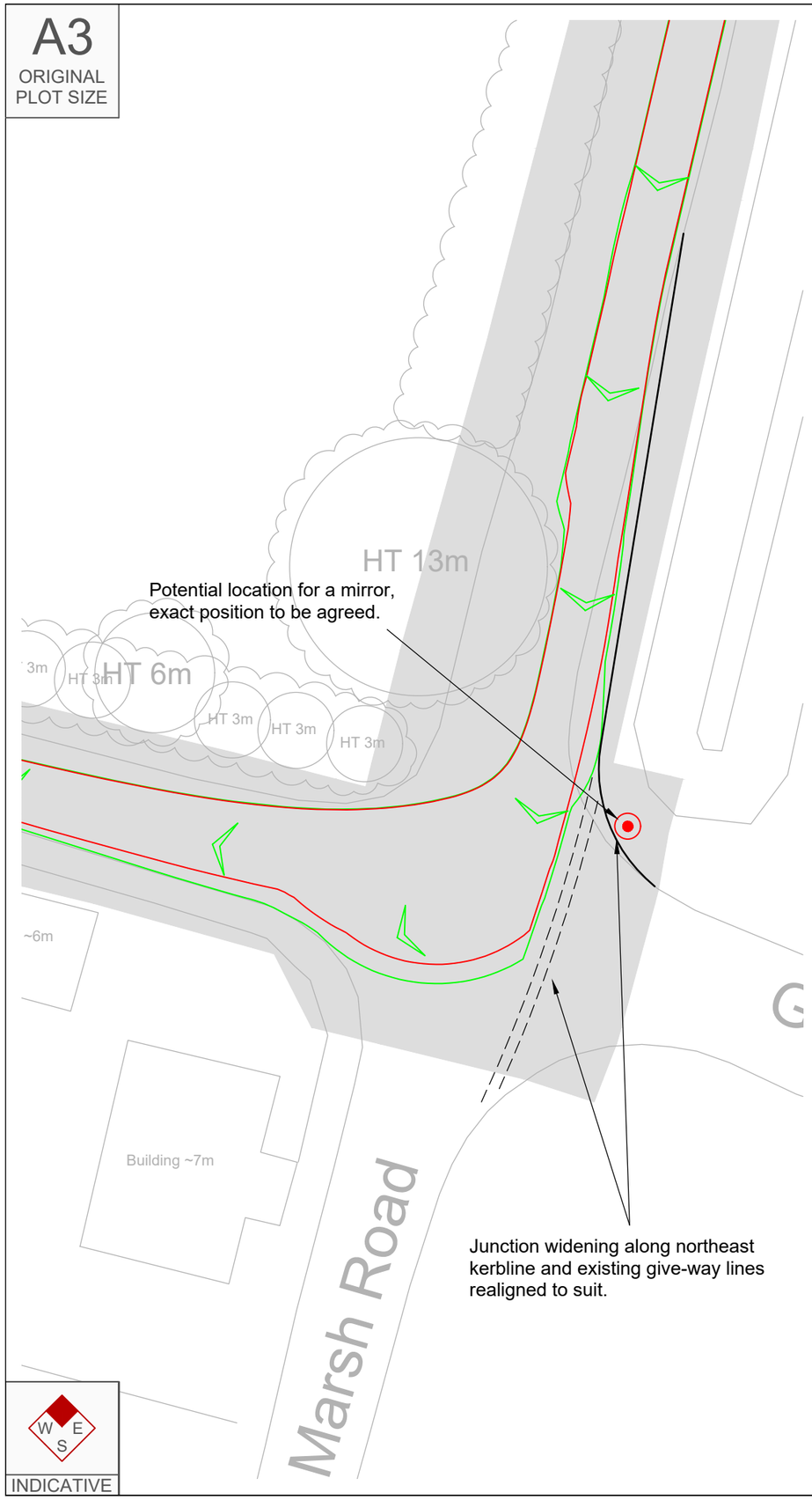
STATUS:
FOR INFORMATION

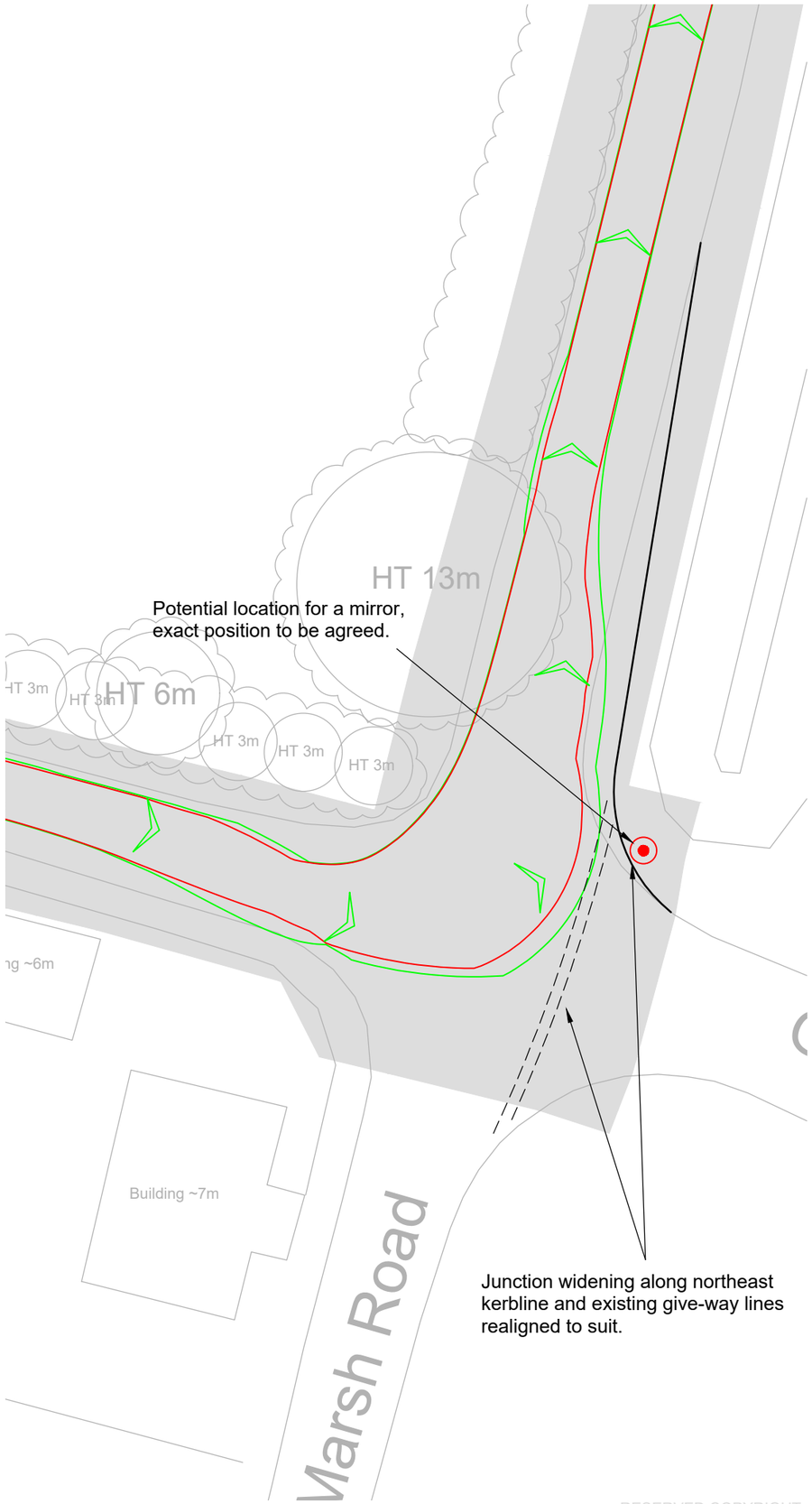
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	01.08.24	TW	RR	RR

JOB NO:	DRAWING NO:	REVISION:
2102-022	SK02	-

APPENDIX E

A3
ORIGINAL
PLOT SIZE





W E S

INDICATIVE

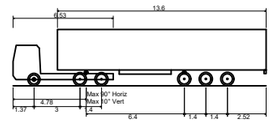
NOTE: Topographical survey undertaken by Enso Energy.

KEY

Wheel Track

Vehicle Body Overhang

Approximate extent of adopted highway maintainable at public expense by Lincolnshire County Counci (based on Ordnance Survey data and is indicative only).



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

Rev	Date	Details	Drawn by	Checked by	Approved by
E	09.09.21	Junction widening revised and mirror location added.	PSW	RR	JD
D	13.08.21	Junction widening and highway boundary added.	PSW	RR	JD
C	11.08.21	Clarification on Autotrack lines	SG	RR	JD
B	05.08.21	Clarification on Autotrack lines	SG	RR	JD
A	05.05.21	Designed on topographical survey and drawing title updated.	SG	RR	JD

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CLIENT:
ENSO ENERGY LTD

PROJECT:
Gunthorpe Road
Solar Farm

TITLE:
Crossroads
Vehicle Tracking Of A
16.5m Articulated Vehicle

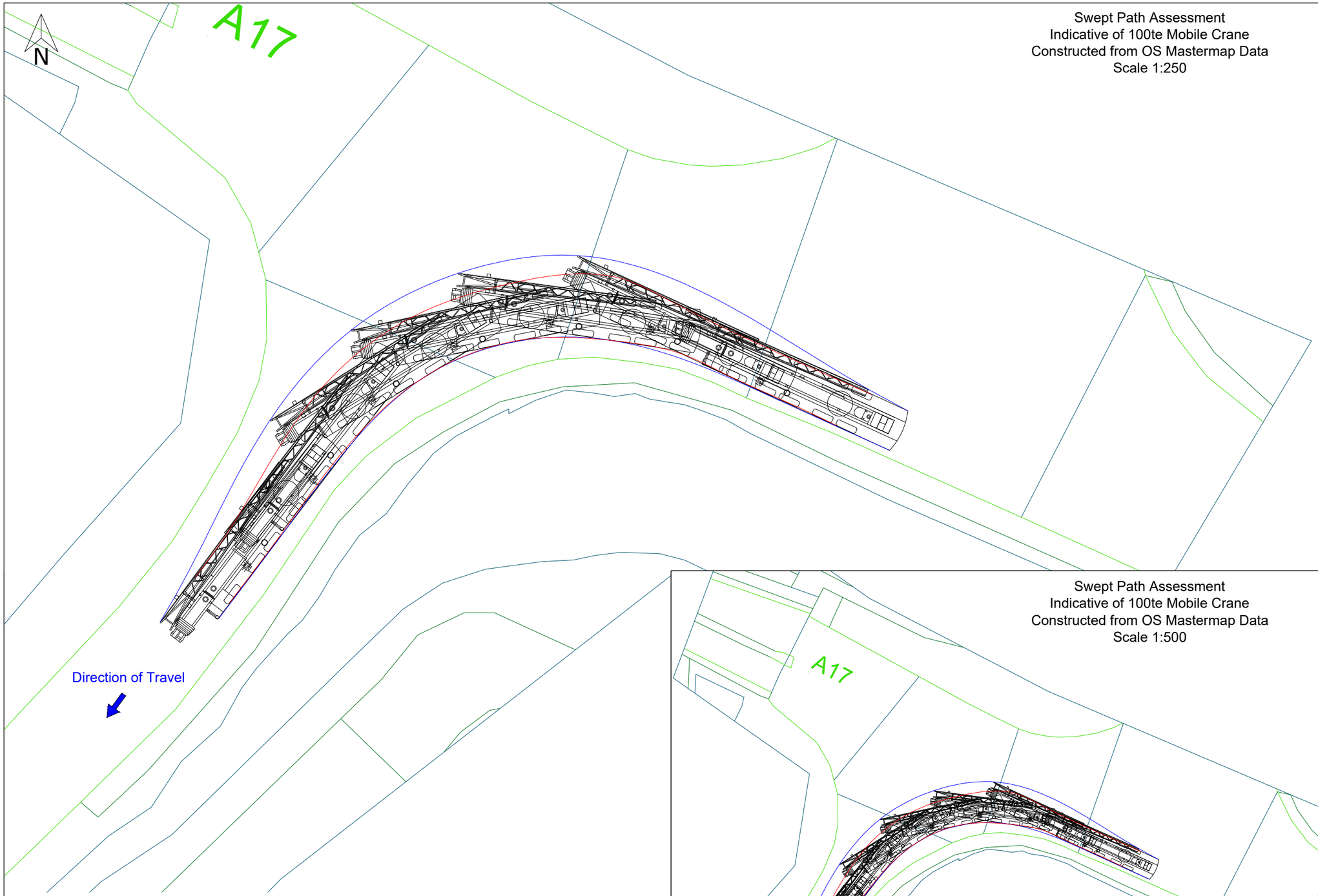
STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	13.04.21	SG	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2102-022	SP01	E

APPENDIX F

Swept Path Assessment
Indicative of 100te Mobile Crane
Constructed from OS Mastermap Data
Scale 1:250

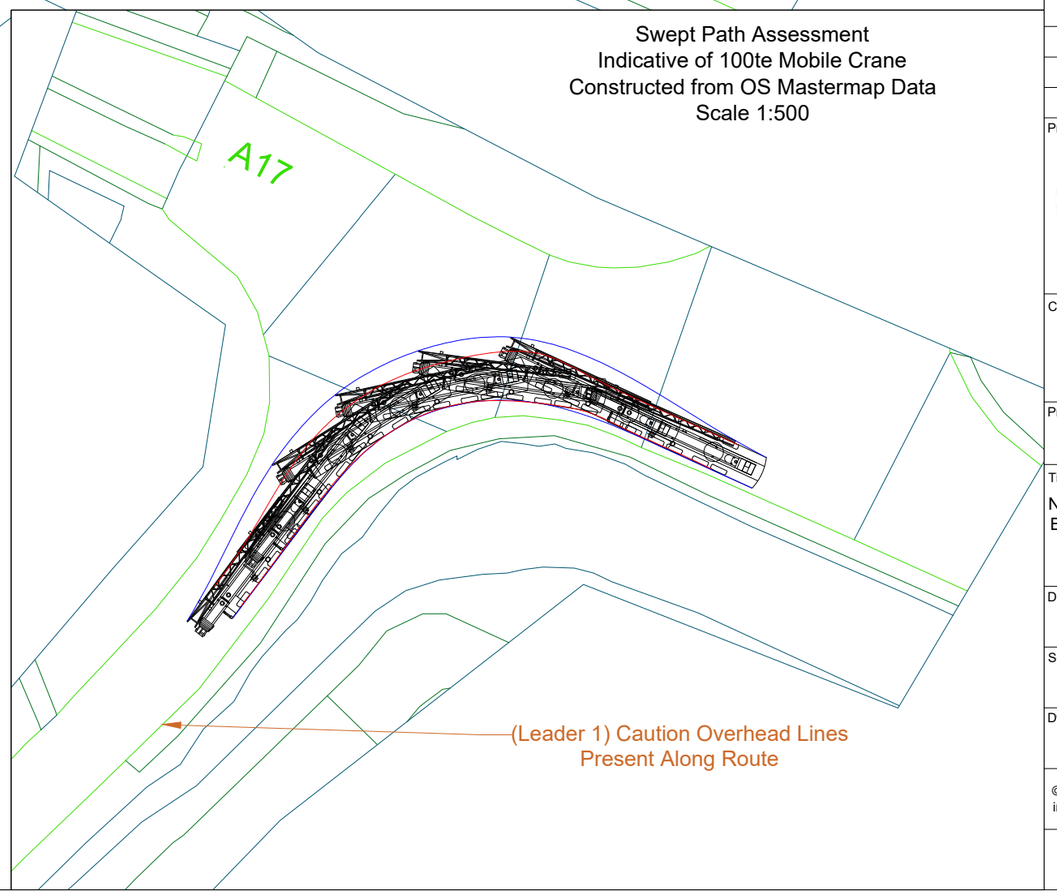


The worst case assumed delivery vehicle which is considered to be a 100te mobile crane which can be seen turning left from A17 Lynn Road onto East Bank Road, at approximate OS grid reference: TF 48284 20992.

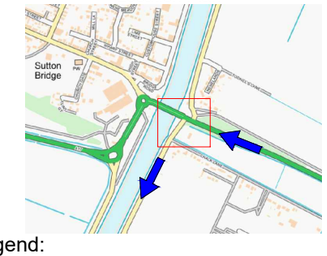
Subject to full occupation of the available carriageway, no oversail or conflicts are anticipated to occur. Turn is considered negotiable.

Note: It should however be cautioned that overhead lines are present along the route (Leader 1), this can restrict the allowable traveling height of the configurations, it is recommended that final load heights are confirmed to clarify any implications this may have on overhead lines. The anticipated worst-case running height for the 100te mobile crane is anticipated to be 4m which is not expected to conflict with overhead lines. The 6 axle gooseneck arrangement assumes a load height of no greater than 4m, that offers a running reducible height of 4.87m, no conlficts would be anticipated based on this, however load dimensions should be confirmed.

Swept Path Assessment
Indicative of 100te Mobile Crane
Constructed from OS Mastermap Data
Scale 1:500



Location Plan



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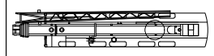
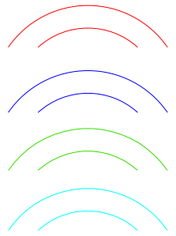


100te Mobile Crane Configuration
minimum turning arrangements
Drawing ref. 24-1282.TC01



Extent of tractor track

Extent of oversail

Extent of kerbline boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	24.09.24	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client: enso energy

Project: Gunthorpe

Title: Swept Path Assessment
Negotiability of turning left from A17 Lynn Road onto East Bank Road, considerate of indicative 100te mobile crane, approximate OS grid reference: TF 48284 20992.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1282.SPA01	1 of 2	0

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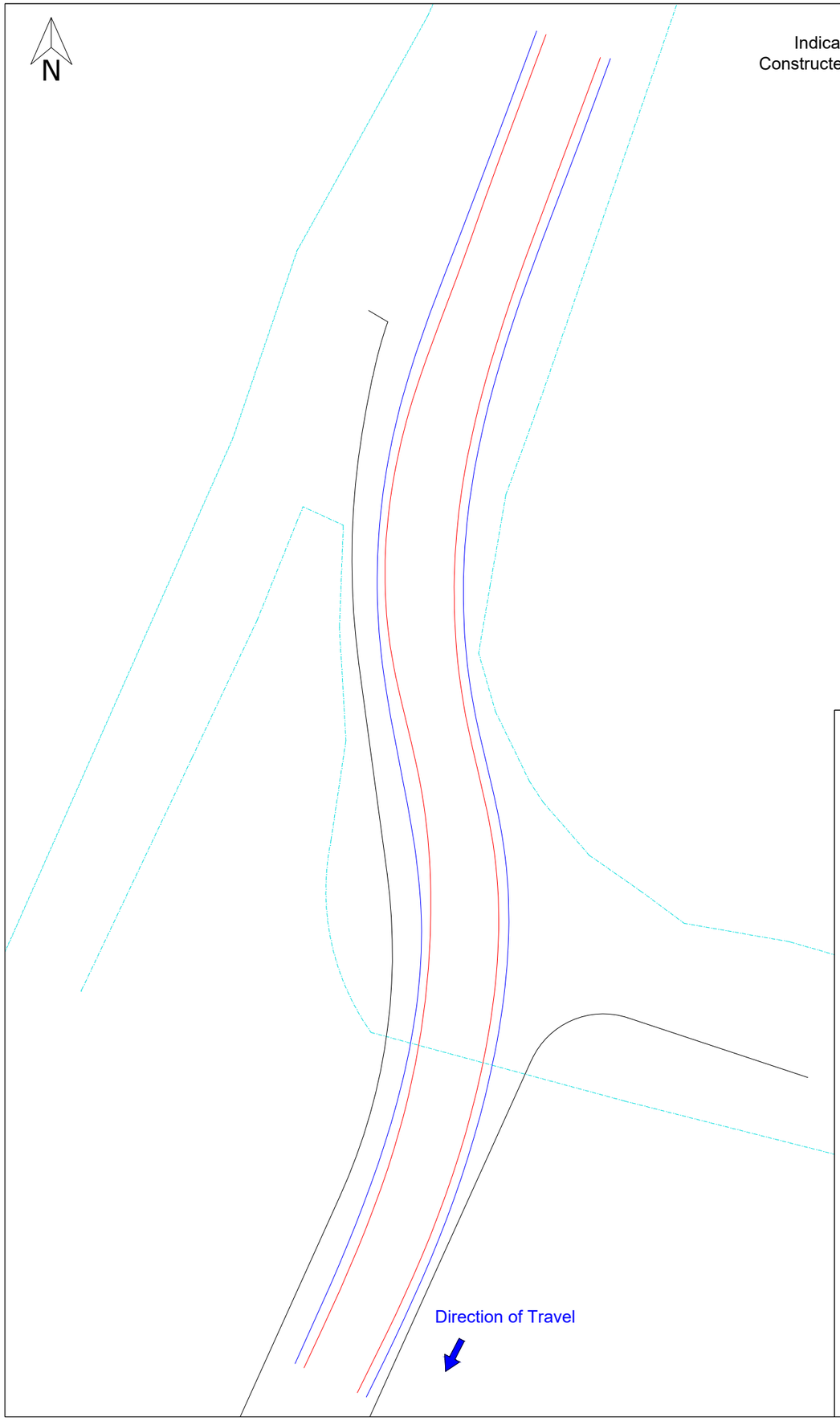


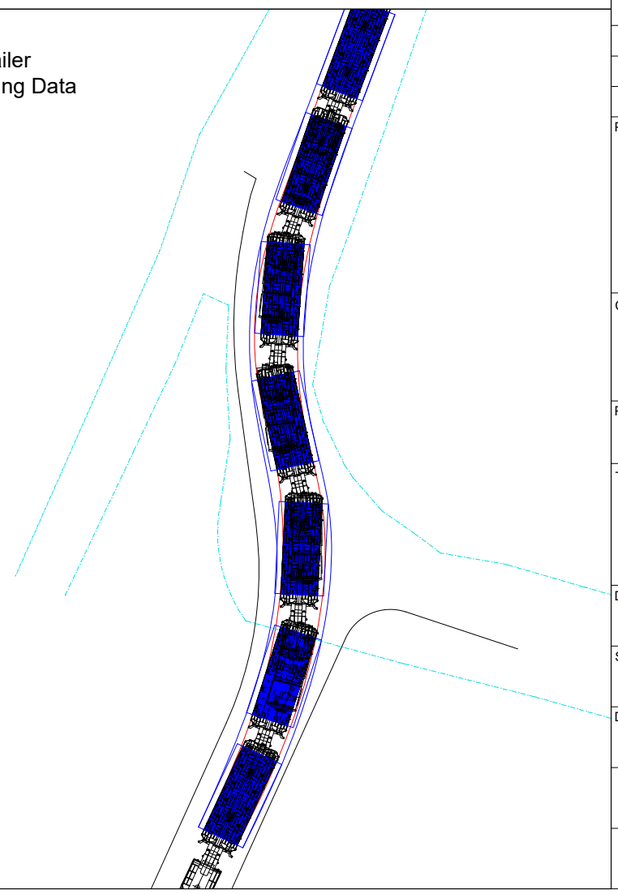
Swept Path Assessment
Indicative of 6 Axle Gooseneck Trailer
Constructed from Client Supplied Drawing Data
Scale 1:250

The worst case assumed delivery vehicle which is considered to be a 6 axle gooseneck trailer which can be seen turning off East Bank Road onto the propose site access road, at approximate OS grid reference: TF 47009 18295.

Subject to full occupation of the available carriageway, no oversail or conflicts are anticipated to occur. Turn is considered negotiable.

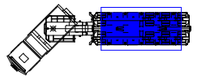
Note: It should however be cautioned that overhead lines are present along the route (Leader 1), this can restrict the allowable traveling height of the configurations, it is recommended that final load heights are confirmed to clarify any implications this may have on overhead lines. The anticipated worst-case running height for the 100te mobile crane is anticipated to be 4m which is not expected to conflict with overhead lines. The 6 axle gooseneck arrangement assumes a load height of no greater than 4m, that offers a running reducible height of 4.87m, no conlficts would be anticipated based on this, however load dimensions should be confirmed.

Swept Path Assessment
Indicative of 6 Axle Gooseneck Trailer
Constructed from Client Supplied Drawing Data
Scale 1:500



Location Plan

Legend:



6 Axle Gooseneck Configuration
minimum turning arrangements
Drawing ref. 24-1282.TC02

Extent of tractor track

Extent of oversail

Extent of kerbline boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	24.09.24	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client: enso energy

Project: Gunthorpe

Title: Swept Path Assessment
Negotiability of turn from East Bank Road onto the proposed site access road, considerate of indicative 45te 6 axle gooseneck trailer, approximate OS grid reference: TF 47009 18295

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
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Dwg. no:	**Sheet:**	**Rev:**
24-1282.SPA02	1 of 2	0

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Swept Path Assessment
Indicative of 6 Axle Gooseneck, 45te Transformer
Constructed from OS Mastermap Data
Scale 1:250

N

A17

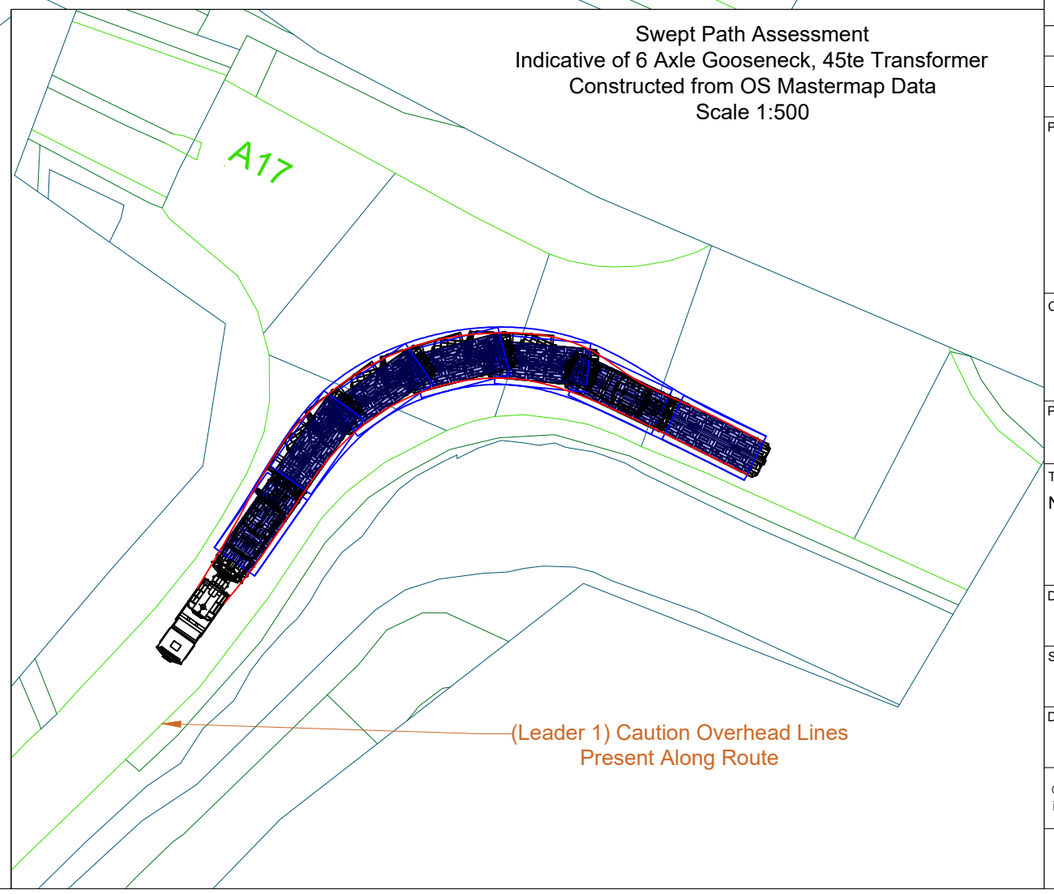
Direction of Travel

The anticipated delivery vehicle which is considered to be a 6 axle gooseneck trailer, transporting a 45te transformer, which can be seen turning left from A17 Lynn Road onto East Bank Road, at approximate OS grid reference: TF 48284 20992.

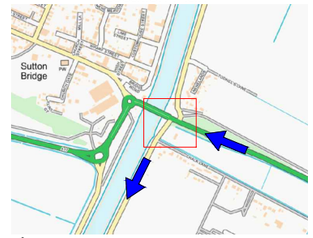
Subject to full occupation of the available carriageway, no oversail or conflicts are anticipated to occur. Turn is considered negotiable.

Note: It should however be cautioned that overhead lines are present along the route (Leader 1), this can restrict the allowable traveling height of the configurations, it is recommended that final load heights are confirmed to clarify any implications this may have on overhead lines. The 6 axle gooseneck arrangement assumes a load height of no greater than 4m, that offers a running reducible height of 4.87m, no conlficts would be anticipated based on this, however load dimensions should be confirmed.

Swept Path Assessment
Indicative of 6 Axle Gooseneck, 45te Transformer
Constructed from OS Mastermap Data
Scale 1:500



Location Plan



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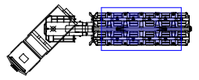
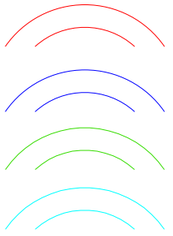


6 Axle Gooseneck Configuration
minimum turning arrangements
Drawing ref. 24-1282.TC02



Extent of track

Extent of oversail

Extent of kerbline boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	04.10.24	Issued for comment

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client: enso energy

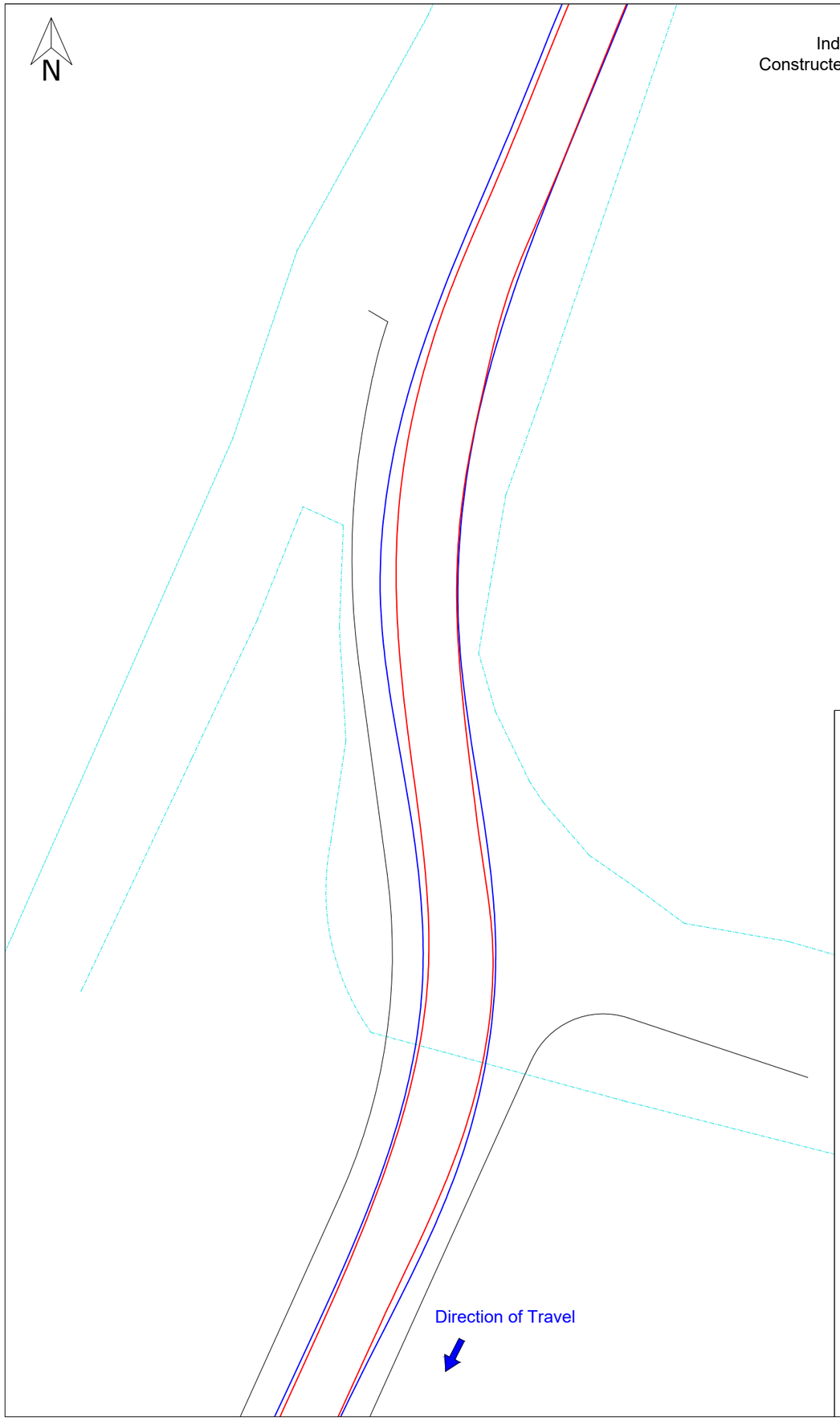
Project: Gunthorpe

Title: Swept Path Assessment
Negotiability of turning left from A17 Lynn Road onto East Bank Road, considerate of indicative 45te transformer load, approximate OS grid reference: TF 48284 20992.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP
Dwg. no:	**Sheet:**	**Rev:**
24-1282.SPA03	1 of 2	0

P:\Clients\Existing Clients\Enso Energy\24-1282 Gunthorpe\Swept Path Assessments

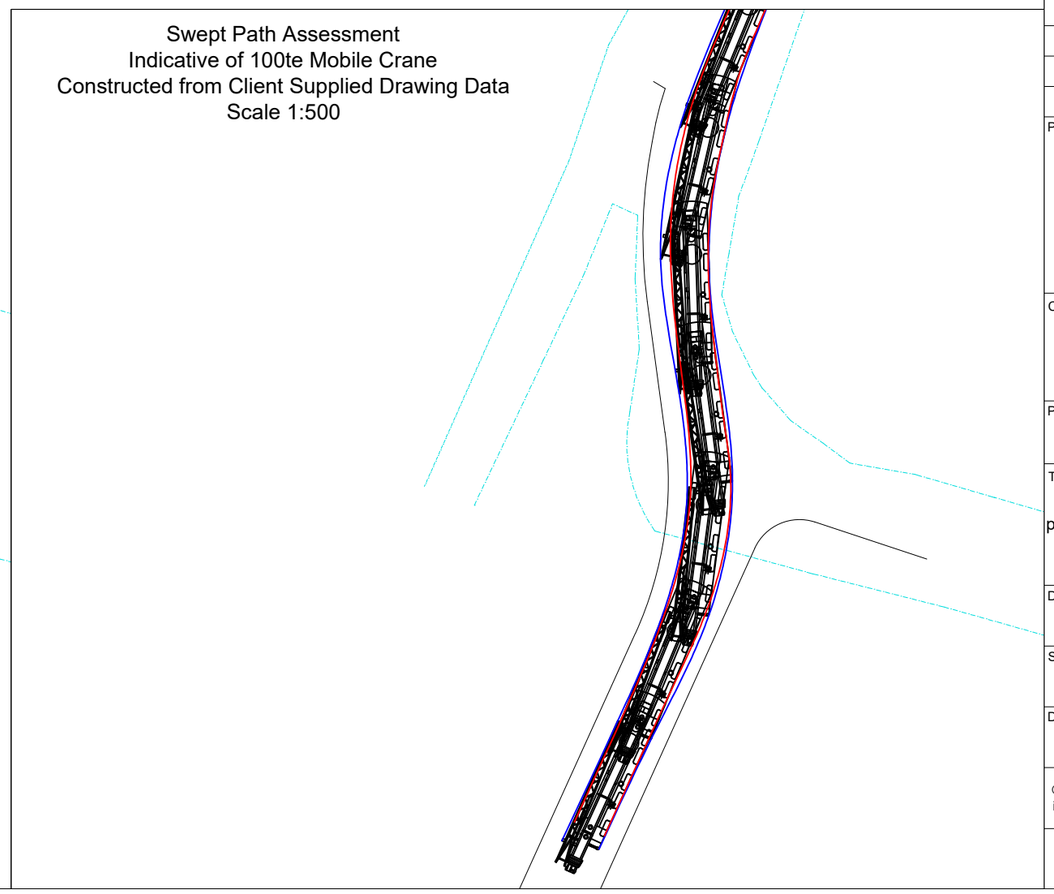


Swept Path Assessment
Indicative of 100te Mobile Crane
Constructed from Client Supplied Drawing Data
Scale 1:250

The anticipated delivery vehicle which is considered to be 100te mobile crane, which can be seen turning off East Bank Road onto the propose site access road, at approximate OS grid reference: TF 47009 18295.

Subject to full occupation of the available carriageway, no oversail or conflicts are anticipated to occur. Turn is considered negotiable.

Note: It should however be cautioned that overhead lines are present along the route (Leader 1), this can restrict the allowable traveling height of the configurations, it is recommended that final load heights are confirmed to clarify any implications this may have on overhead lines. The anticipated worst-case running height for the 100te mobile crane is anticipated to be 4m which is not expected to conflict with overhead lines. The 6 axle gooseneck arrangement assumes a load height of no greater than 4m, that offers a running reducible height of 4.87m, no conlficts would be anticipated based on this, however load dimensions should be confirmed.



Swept Path Assessment
Indicative of 100te Mobile Crane
Constructed from Client Supplied Drawing Data
Scale 1:500

Location Plan

Legend:

100te Mobile Crane Configuration
minimum turning arrangements
Drawing ref. 24-1282.TC01

Extent of track

Extent of oversail

Extent of kerbline boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	04.10.24	Issued for comment

Revisions

Prepared by:
Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411
Independent Transportation Engineers

Client:

Project:
Gunthorpe

Title:
Swept Path Assessment
Negotiability of turn from East Bank Road onto the proposed site access road, considerate of indicative 100te mobile crane, approximate OS grid reference: TF 47009 18295

Drawing status:
Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1282.SPA04	1 of 2	0

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