ECO POWER
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EcoPower Suffolk Solar

Draft Outline Construction Traffic Management Plan

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econergy

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Executive Summary

Ex. 1 This draft Outline Construction Traffic Management Plan (oCTMP) has been prepared on behalf of EcoPower Suffolk Limited. (the 'Applicant') as part of the Preliminary Environmental Information being consulted upon to support a Development Consent Order (DCO) application for EcoPower Suffolk Solar (the Proposed Development).

Ex. 2 The oCTMP sets out how construction-phase traffic mitigation and monitoring including that identified through the Environmental Impact Assessment (EIA) process, and reported in the Preliminary Environmental Information, will be implemented to achieve compliance with relevant highway, environmental legislation and DCO Requirements.

Ex. 3 The Proposed Development comprises a new solar farm (>100 MW) with Battery Energy Storage Systems (BESS) and Associated Development, including underground cabling and grid connection to the Yaxley 400 kV National Grid Substation being constructed by another developer.

Ex. 4 Subject to receiving consent, one or more detailed CTMP(s) will be prepared by the appointed Contractor(s) in accordance with the final oCTMP submitted for approval by Babergh and Mid Suffolk District Council (BMSDC) before work commences.

Ex. 5 Construction is expected to begin from 2028 and continue for approximately 30 months. For assessment purposes, a robust worst-case scenario has been assumed which accounts for simultaneous construction within the Principal Area and Cable Corridors, with construction traffic routed via designated Strategic Road Network (SRN) and Local Road Network (LRN) links.

Ex. 6 The oCTMP combines routeing controls, temporary traffic management, delivery booking, workforce travel measures, wheel washing, road condition surveys, protection for public rights of way (PRoW) and arrangements for abnormal indivisible loads (AIL), and signposts the measures to be incorporated into the detailed CTMP(s), to be secured through a Requirement of the DCO and prepared prior to the commencement of construction works.

Ex. 7 Mitigation, management and monitoring requirements will be integrated into the detailed CTMP(s), with procedures for environmental inspections, stakeholder communication, complaint handling, traffic monitoring and review to support compliance and continual improvement during construction.

Ex. 8 Comments on the management measures proposed within this draft oCTMP are invited as part of this consultation.

1. Introduction

1.1. Overview

1.1.1 This draft Outline Construction Traffic Management Plan (oCTMP) has been prepared on behalf of EcoPower Suffolk Limited (the 'Applicant') as part of the consultation process relating to a Development Consent Order (DCO) application for the construction, operation and decommissioning of EcoPower Suffolk Solar (the 'Proposed Development').

1.1.2 An Environmental Impact Assessment (EIA) is being undertaken for the Proposed Development, and Preliminary Environmental Information has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref.1-1).

1.1.3 The oCTMP has been informed by consultation responses received to date from Babergh and Mid Suffolk District Council (BMSDC) and Suffolk County Council (SCC), as well as National Highways as the highway authority for the Strategic Road Network (SRN). This draft oCTMP will continue to be refined in response to consultation feedback and a final oCTMP will be submitted alongside the Environmental Statement (ES) as part of the DCO application.

1.1.4 A Requirement will be included in the draft DCO to secure the commitments made along with the development of detailed CTMP(s) by the appointed Contractor(s), substantially in accordance with the oCTMP submitted for approval by BMSDC in advance of starting the relevant phase of works.

1.1.5 Relevant measures to manage traffic associated with maintenance works required once the Proposed Development is in operation, will be included within the Outline Operational Environmental Management Plan (oOEMP). Decommissioning traffic will be managed in line with detailed Decommissioning Traffic Management Plan(s) (DTMP(s)), the requirement for which is set out in the Outline Decommissioning Environmental Management Plan (oDEMP). Draft versions of the oOEMP and oDEMP are also available for comment as part of the Preliminary Environmental Information.

1.2. Objectives of the oCTMP

1.2.1 The objectives of the oCTMP are to:

a. minimise the volume of Heavy Goods Vehicles (HGV) and staff vehicles associated with the construction phase as far as reasonably practicable;

b. maximise the safe and efficient movement of materials and staff during the construction phase as far as reasonably practicable;

c. minimise the impacts both for the local community and visitors to the area using the road network as far as reasonably practicable;

d. ensure the local community are kept informed of construction activities, and have contact information to raise any concerns; and

e. set out the measures to be adhered to by those travelling to and from the Proposed Development to reduce impacts during the construction phase.

1.3. Structure of the oCTMP

1.3.1 The oCTMP is structured as follows:

a. **Introduction:** provides an introduction and overview to this document.

b. **Draft Order Limits and Proposed Development**: provides a summary of the Draft Order Limits and components that make up the Proposed Development.

c. Site accessibility: provides detail on the SRN, Local Road Network (LRN), public transport and active travel routes.

d. **Development of the draft oCTMP:** includes an outline of the anticipated construction programme and construction related traffic movements.

e. **Mitigation and management**: sets out the mitigation and management measures to be included in the detailed CTMP(s) to ensure a safe and practical approach is taken to construction traffic management during the construction phase. It also provides procedures for monitoring and reviewing compliance with the detailed CTMP(s) and rectifying beaches of detailed CTMP measures.

2. Draft Order Limits and Proposed Development

2.1. Draft Order Limits

2.1.1 The Draft Order Limits outline the maximum extent of the land that will be required to facilitate the construction, operation and maintenance, and decommissioning of the Proposed Development. The Draft Order Limits are described in the Preliminary Environmental Findings provided as part of this consultation and are shown on Figure 1.1: Site Location Plan of the Preliminary Environmental Findings.

2.1.2 The Draft Order Limits cover an area of approximately 1,150 hectares (ha) located within the administrative areas of BMSDC and SCC, near to the settlements of Yaxley, Stuston, Brome, Oakley, Eye, Gislingham, Thrandeston, Mellis and Occold.

2.1.3 The Draft Order Limits will continue to be refined in response to consultation feedback and detailed technical assessment work being carried out as part of the EIA process. The final Order Limits will be submitted with the DCO application.

2.2. Description of the Proposed Development

2.2.1 The Proposed Development comprises the construction, operation, maintenance and decommissioning of a new solar farm with a generating capacity over 100 megawatts (MW), Battery Energy Storage Systems (BESS) and Associated Development, along with underground cabling and a grid connection to a Point of Connection (PoC) at the Yaxley 400 kilovolt (kV) National Grid Substation being constructed by another developer.

2.2.2 The Proposed Development comprises five Areas (Areas 1 to 5) which form the Principal Area and accommodate the solar photovoltaic (PV) arrays, BESS and Associated Development, including substations and environmental mitigation and enhancement areas. Area 5 Thrandeston and Mellis, closest to the Yaxley 400 kV National Grid Substation, is anticipated to accommodate the centralised BESS, adjacent to the Main Substation. Additional, distributed BESS units are proposed to be co-located within the solar array areas across the Principal Area. The BESS is intended to store surplus electricity generated by the solar PV arrays and/or energy from the grid.

2.2.3 The Proposed Development will also include underground cabling to be routed within areas shown as ‘Draft Cable Corridors’ which are being refined. The underground cabling will connect the five Areas to one another (Interconnecting Cables) and to the PoC at Yaxley 400 kV National Grid Substation via a Grid Connection Cable running from Area 5 Thrandeston and Mellis.

2.2.4 A more detailed description of the Proposed Development, including the proposed environmental mitigation, is set out within Section 2 of the Preliminary Environmental Findings. The indicative layout of the proposed environmental mitigation is shown within the Illustrative Environmental Masterplan (see Figure 2.4) provided as part of the Preliminary Environmental Information. This provides an illustration of how the mitigation and enhancement commitments and outcomes set out in the Preliminary Environmental Findings could be delivered and secured through the DCO.

3. Site accessibility

3.1. Introduction

3.1.1 The oCTMP considers the implementation of mitigation measures relating to Proposed Development construction traffic on potential primary and secondary Construction Traffic Routes (CTRs). These CTRs comprise road links on the SRN and LRN, as shown in Figure 2.3: Construction Strategy provided as part of the Preliminary Environmental Information.

Strategic Road Network

3.1.2 The SRN in the wider area is limited to the A11 to the north of the Draft Order Limits and the A14 to the south. Connectivity is primarily provided via key A roads linking the area to the wider Suffolk network, providing strategic connections between local settlements and regional centres and accommodating construction traffic accessing the site.

Local Road Network

3.1.3 The LRN along the proposed CTRs comprises a number of A and B roads, which provide connections within the study area and link local settlements to the wider highway network. These include:

a. A140, running generally in the north-south direction and connecting settlements within Suffolk;

b. A143, running broadly in the east-west direction and linking local towns to the wider network; and

c. a network of B roads connecting local settlements to the A-road network.

3.1.4 Elsewhere, the LRN comprises predominantly narrow rural lanes and minor roads, many of which are unclassified and serve farms and residential properties. These routes typically have limited carriageway widths and constrained geometry, making them sensitive to increases in construction traffic.

Other transport modes

3.1.5 Public Rights of Way (PRoW) are present throughout the Draft Order Limits, including footpaths and bridleways that cross or run adjacent to potential access routes, as shown on Figure 2.5: Environmental Receptors of the Preliminary Environmental Findings. These routes are important for local connectivity and recreational use. Measures such as temporary diversions, clear signage and physical separation from construction traffic will be implemented where required to maintain safety and user amenity.

3.1.6 Public transport provision in the area is limited, with infrequent rural bus services and community transport options available. Active travel infrastructure is also constrained, with only intermittent footpath and cycle connections between settlements.

3.1.7 Construction traffic is anticipated to comprise a mix of Light Goods Vehicles (LGVs) (e.g. vans) and HGVs associated with deliveries and construction activities.

4. Development of the draft oCTMP

4.1. Introduction

4.1.1 This draft oCTMP has been informed by a desk-based study, alongside site visits by the Applicant's transport team, to gather baseline information relating to the LRN and SRN forming CTRs. This document is being produced in outline form to support the DCO application, with the intention that further detail is added prior to construction as the information becomes available. The draft oCTMP will continue to be refined to take account of consultation feedback and detailed technical assessment undertaken as part of the EIA process. A final oCTMP will be submitted with the DCO application and is to be considered a 'skeleton' document which sets out the elements that will be included in the detailed CTMP(s) to be secured via a Requirement of the DCO.

4.1.2 To inform the draft oCTMP, an estimate of the volume of construction trips associated with the Proposed Development has been calculated using data based on the Applicant's experience delivering other solar farms in the UK.

4.1.3 Engagement with SCC and the EIA Scoping Opinion have influenced the content of this draft oCTMP. Therefore, this draft oCTMP has been developed accordingly to address the local conditions and anticipated development impact.

4.2. Construction programme

4.2.1 Subject to being granted development consent and following a final investment decision, the earliest construction could start is in 2028. Commencement of construction work would be staggered across the Areas.

4.2.2 Each main Area and the Cable Corridor would likely require different lengths of construction given their variance in size; therefore, some activities will overlap.

4.2.3 Therefore, for the purpose of providing the most robust assessment from a trip generation perspective, it has been assumed that the Principal Area and the Cable Corridors would be constructed simultaneously.

4.2.4 Construction works within the Cable Corridor would commence with multiple teams spread along the route. It is estimated that the construction period would require approximately 30 months. Plate 4-1 Indicative construction programme, indicates the potential construction durations across the different parts of the Proposed Development, showing a series of overlapping stages. This has been used to develop an assumed worst case peak day of construction activity.

Plate 4-1 Indicative construction programme

Aspect	Month																													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Mitigation areas																														
Main Substation in Area 5																														
Secondary Substation in Area 2																														
Secondary Substation in Area 3																														
Solar development Area 1																														
Solar development Area 2																														
Solar development Area 3																														
Solar development Area 4																														
BESS development Area 5																														
Cable route corridors																														
Point of connection works																														

Key	
Mobilisation, prep works, enabling works	
Site preparation and/or foundations/piling	
On-site substation construction	
Module/Container deliveries and installation	
Reinstatement and/or habitat creation	
Trenching and cabling for corridors	

4.3. Construction traffic movements

Introduction

4.3.1 This section provides a summary of the forecast HGV and staff vehicle movements that are estimated to be generated during the construction phase of the Proposed Development, based on the proposed construction programme (see indicative programme in Plate 4-1).

4.3.2 It is anticipated that the greatest impact of the Proposed Development on the transport network would be during construction.

4.3.3 During the construction period there would be movements associated with the arrival and departure of construction staff and the delivery and removal of construction materials (including water). This would be to both the Principal Area and the Cable Corridor.

HGV movements

4.3.4 Construction traffic has been estimated by the Applicant based on information from other solar developments, professional judgement and benchmarked against other similar solar farm projects.

4.3.5 Employee numbers have also been developed by the Applicant, with a total number of 200 staff expected to be working on the Proposed Development per annum.

4.3.6 Table 4-1 summarises the resultant number of HGV movements at each of the Areas, Cable Corridors and for the BESS compound construction (Area 5 Thrandeston and Mellis), during the construction phase.

Table 4-1 Principal Area and BESS construction – preliminary daily forecasted construction movements (two-way)

Area / Cable Corridor	Peak HGV movements per day
Area 1	12
Area 2	32
Area 3	36
Area 4	12
Area 5	20
Cable Corridors	8
TOTAL	**120**

Construction vehicle routes

4.3.7 HGV deliveries and staff vehicles would be distributed on the highway network by identifying the shortest route between the Principal Area, Cable Corridor access points and the SRN.

4.3.8 The potential primary and secondary access routes take into consideration HGV restrictions, and seek to route HGVs away from residential areas, where practicable. The distribution also takes into account feedback from stakeholders and non-statutory consultation.

4.3.9 Potential primary and secondary access routes for construction traffic via the SRN and LRN into the Draft Order Limits, and temporary haul (internal) routes through the Draft Order Limits are shown in Figure 2.3: Construction Strategy of the Preliminary Environmental Findings. The detailed CTMP(s) will require that these routes are followed by construction movements.

4.3.10 Wherever practicable, existing field accesses have been utilised for access to the Draft Order Limits. The access points into the individual Areas have been designed to accommodate HGVs.

4.3.11 The potential access locations for each of the Areas are described in Table 4-2 and shown in Figure 2.3: Construction Strategy of the Preliminary Environmental Findings.

Table 4-2 Potential access routes and locations for the Principal Area

Area	Potential access		Description
	Primary / secondary / internal	Route	
All Areas	Primary	The A120	A-road providing north-south connectivity, accommodating higher traffic flows and linking local areas to the wider SRN. This A-road would be used by all vehicle types via the A1066 from the north and the A14 from the south.
1	Primary	Old Bury Road	Local road connecting nearby settlements, generally of moderate width with rural characteristics and lower traffic volumes than strategic routes. Old Bury Road would provide access to Stuston Lane, with the Scole–Stuston Bypass connecting to Old Bury Road.
	Primary	B1077 Stuston Lane	B-road providing north-south connectivity between the A1066 Victoria Road and the A140, typically single carriageway with rural frontage and moderate traffic levels. Stuston Lane would provide direct access to Area 1. HGVs would approach Stuston Lane via Old Bury Road from either the north or the south via the A143/ Stuston Lane roundabout.
	Primary	Lower Oakley	Rural road serving local properties and agricultural land, characterised by narrower carriageway widths and limited capacity. HGVs would access Lower Oakley from the A140 via a priority junction. A new access point would be required to accommodate all vehicle types, including HGVs.

Area	Potential access		Description
	Primary / secondary / internal	Route	
	Primary	Buck Lane	Narrow unclassified rural lane, providing local access to farms and residential properties, with constrained geometry and low traffic volumes. HGVs would access Area 1 from the north via Buck Lane, approaching from Lower Oakley to the west. A new access point would be required to accommodate all vehicle types, including HGVs.
2	Internal	Internal access route via Area 1 Stuston	An internal access route serving Area 2, typically of limited width and designed for localised movements rather than through traffic. A new access point would be required internally to accommodate all vehicle types, including HGVs.
	Primary	Nick's Lane	A narrow unclassified and private rural lane, providing access to farms and residential properties with low traffic volumes and constrained geometry. HGVs would access Area 2 via Nicks Lane, which is accessed from B1077 Brome Lane to the west, connecting to the A140 via a roundabout. Existing access is suitable for all vehicles, including HGVs.
3	Primary	Major Lane	A minor rural road serving local properties and agricultural land, generally characterised by limited carriageway width and rural alignment. HGVs would access Major Lane from the A140, approaching from both the north and south on the A140. A new access point would be required to accommodate all vehicle types, including HGVs. Passing places may be required to accommodate HGV movements.
	Secondary	Mellis Road	A local road connecting nearby settlements, typically single carriageway with rural frontage and moderate traffic levels. HGVs would access Mellis Road from the A140, approaching from both the north and south, before turning west into Mellis Road. A new access point would be required to accommodate all vehicle types, including HGVs.
4	Primary	Yaxley Road	A rural connecting route linking local villages and Eye, generally of modest width with constrained alignment and limited capacity. HGVs would access Yaxley Road from the A140, approaching from both the north and south, before turning east onto Yaxley Road and then heading south toward Castle Hill. A new access point would be required to accommodate all vehicle types, including HGVs.

Area	Potential access		Description
	Primary / secondary / internal	Route	
	Secondary	B1077 Castle Hill	A B-road providing local connectivity between settlements, single carriageway in nature with moderate traffic flows and rural characteristics. HGVs would access Castle Hill from Yaxley Road. Castle Hill then provides direct access to the Site. A new access point would be required to accommodate all vehicle types, including HGVs.
	Primary	Stoke Road	A local road serving nearby communities and agricultural land, typically of moderate width with rural characteristics and relatively low traffic volumes. HGVs would access Stoke Road from the A140 by turning east. HGVs would then turn north onto Castle Hill from Stoke Road, which provides direct access to the Site. A new access point will be required to accommodate all vehicle types, including HGVs.
5	Primary	Mellis Road	A local road connecting nearby settlements, typically single carriageway with rural frontage and moderate traffic levels. HGVs would access Mellis Road from the A140, approaching from both the north and south, before turning west into Mellis Road. A new access point would be required to accommodate all vehicle types, including HGVs.

Abnormal loads

4.3.12 There are potential abnormal loads linked to the construction of the Principal Area, noting that SCC consider any vehicle over 44 tons to be an abnormal load regardless of dimensions. These will be considered further in the oCTMP to be submitted with the DCO application.

4.3.13 Abnormal Indivisible Loads (AIL) movements will be managed by a specialist haulage company so that the potential effects are mitigated. In addition, to ensure minimal impact upon on the LRN, AIL vehicle movements will be undertaken during off-peak times and delivered in convoy, whenever practicable, to minimise incidents of disruption. This will be coordinated with the local highways authorities and police prior to being undertaken, with the final routes subject to agreement with highways authorities.

4.3.14 Prior to the movement of an abnormal load, there will be extensive public awareness to allow residents to be informed and plan their journeys to avoid disruption. The haulage contractor will also be responsible for obtaining the necessary permits from the relevant highway and bridge authorities along the route.

Construction staff

4.3.15 Car sharing and the use of shared transport would be encouraged for construction workers. Due to the rural nature of the Proposed Development, in conjunction with the limited public transport in the vicinity of the site, it is anticipated that many construction staff would access the site via shared transport (minibuses). Shared transport will be particularly important for non-local workers, who would be staying in local accommodation and be transported to the construction sites.

4.3.16 Details regarding the measures to reduce single car use will be provided in the detailed CTMP(s). A working assumption is that 50% of workers will arrive by shared transport, the remaining 50% will arrive by car, with an assumed 1.5 occupancy rate based on the national car occupancy average.

5. Mitigation and management

5.1. Purpose

5.1.1 This section of the draft oCTMP sets out the mitigation and management measures to be included as a minimum in the detailed CTMP to ensure a safe and practical approach is taken to works regarding traffic management during the construction phase.

5.1.2 It also identifies who will be responsible for future updates to this oCTMP and at what stage(s) that will happen.

5.2. Project team roles and responsibilities

5.2.1 Overarching roles and responsibilities during the construction phase of relevance to the CTMP will likely include, but are not limited to:

a. **Construction Project Manager** - overall responsibility for ensuring all elements in the DCO, detailed CTMP(s) and all environmental, legal and other requirements are implemented, and appropriately resourced, managed, reviewed and reported.

b. **Site Manager** – overall responsibility for activity onsite and will be based onsite full time.

c. **Environmental Manager** - responsible for the overall management of environmental aspects on site, ensuring environmental legislation and best practices are complied with, and environmental mitigation and monitoring measures identified are implemented. The Environmental Manager will oversee environmental monitoring on-site and carry out regular environmental site inspections, reporting and responding to any incidents or non-compliance. The Environmental Manager will liaise with relevant environmental bodies and other third parties as appropriate.

d. **Community Liaison Officer** - a Community Liaison Group will be set up in accordance with the relevant DCO requirement prior to construction and will continue through until final commissioning of the Proposed Development as a formal forum for local issues to be raised. A Community Liaison Officer will be appointed to lead discussions with local communities and also act as the primary point of contact should there be any queries or complaints.

e. **Traffic Safety and Control Officer** – Main point of contact for all duties related to traffic management, and to ensure works are being carried out in accordance with the detailed CTMP(s).

5.2.2 Note these roles and responsibilities are indicative and will be confirmed in the detailed CTMP(s).

5.3. Site management

5.3.1 The Site Manager should provide information to contractors and those travelling to the site including:

a. A commitment to make all employees aware of the measures agreed in the detailed CTMP(s) as part of their induction process;

b. Putting a map of the agreed routes on the project website; and

c. Putting in place routing signage on the highway network at appropriate locations (which would be confirmed in the detailed CTMP).

5.3.2 If the Site Manager notices, or is informed by a third party, that deliveries to the site are not using the correct routes as advised in the CTMP, this must be reported to the Applicant, who will ensure further action is taken by following up with the company responsible for the delivery, or the relevant contractor, to remind them of the agreed routes.

5.4. Communications strategy

5.4.1 A communications strategy will be developed by the Applicant to ensure that the measures contained within the CTMP are communicated to the workforce, and that local residents are kept informed during the construction period.

5.4.2 The communication strategy is expected to include an information pack setting out the contractual requirements (including compliance with the detailed CTMP(s)) which will be provided to the contractors. Additionally, regular meetings will be held with the Construction Project Manager and contractors to discuss vehicle management, and to address any issues associated with travel to/from the Sites, as well as to relay information including any restrictions and requirements which should be followed.

5.4.3 As noted above, a Community Liaison Officer will be appointed to lead discussions with local communities and also act as the primary point of contact should there be any queries or complaints in relation to traffic movements.

5.4.4 Prior to the movement of an abnormal load, the Community Liaison Officer will be responsible for raising public awareness, to allow residents to be informed and plan their journeys to avoid disruption. The haulage contractor who is operating the abnormal load will be responsible for obtaining the necessary permits from the relevant highway and bridge authorities along the route.

5.5. Sustainable travel

5.5.1 A separate Travel Plan has not been developed for the Proposed Development as it is acknowledged that the rural nature of the surrounding area and the shift patterns (early starts) means that the majority of construction workers would rely on a vehicle to get to Site.

5.5.2 However, the Proposed Development would seek to reduce the number of single occupancy car trips by:

a. providing shared transport (minibuses) and encouraging workers to use the minibuses to travel to the site;

b. encourage those travelling by car to car share with others; and

c. provide secure cycle parking within each compound.

5.5.3 It is not yet known where the shared transport locations for pick up and drop up would be, but it is expected that the trips would be dispersed across the network and could include meeting locations including the local rail stations and other accessible locations, such as regional town centres. Shared transport would also be used by those staying in nearby hotel accommodation who will be transported by shared transport between their hotel accommodation and the Proposed Development.

5.5.4 Further details of the shared transport provision to be provided for the Proposed Development will be included in the detailed CTMP(s).

5.6. Site access traffic management

5.6.1 The majority of the proposed accesses into the Principal Area are existing agricultural access locations, but as there will be a temporary uplift in vehicle movements during the construction phase, it is expected that some site accesses will have temporary traffic management installed during construction.

5.6.2 Subject to agreement with the relevant local authority, this could include temporary speed limit reductions, temporary closures and temporary traffic lights.

5.6.3 Other requirements may be specific entry and exit requirements.

5.6.4 Any traffic management measures, and the placement of traffic signs (e.g. Chapter 8 of the Traffic Signs Manual: Traffic Safety Measures and Signs for Road Works and Temporary Situations (Ref.1-2)) would be agreed with SCC.

5.6.5 Whilst existing vehicular accesses have been utilised where practicable, the Cable Corridor does require the creation of some temporary construction accesses to access the cable route. Temporary accesses will be provided to sufficient width; minimum requirements will be informed by swept path analysis and subject to agreement with the relevant highway authority.

5.6.6 Site access points and internal access tracks are approximately 4 m wide, meeting the minimum requirement of 3.7 m with passing places.

5.6.7 Specific details of traffic management and temporary traffic regulation measures to be deployed during site access works pursuant to the powers applied for in the DCO application, would be included in the detailed CTMP(s) to be agreed with the highway authorities prior to commencement of construction.

5.7. Traffic routing

5.7.1 The construction routes are shown in Figure 2.3: Construction Strategy of the Preliminary Environmental Findings.

5.7.2 These are the required routes for construction vehicles accessing the Proposed Development, and also for those working at the Proposed Development.

5.7.3 The detailed CTMP(s) will consider the construction phasing of nearby committed developments at the period of time it is being reviewed and ensure the construction routes proposed are still the most appropriate to access the Proposed Development.

5.7.4 To ensure minimal impact upon on the LRN, AIL vehicle movements will be undertaken during off-peak times using the same construction routes and delivered in convoy, whenever practicable, to minimise incidents of disruption. This will be subject to the agreement and instructions of the local planning and highway authorities and the Police.

5.8. Highway alterations

5.8.1 Some highway improvement works are required to facilitate access to the Proposed Development during the construction period.

5.8.2 These sections of the highway network will contain localised improvements, such as improvements to the road edge where it is deteriorated, and provision of temporary passing places within the existing highways boundary, traffic management, and provision of visibility splays, or temporary highway and traffic works required to safely accommodate the AIL deliveries and other construction vehicles. These areas will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to the Site and, to the extent that the AIL dimensions and sizing still require these changes to be made at the time of construction, the relevant highway works must take place prior to the relevant AIL movements which could affect those areas. Highway Improvement Areas are included within the Draft Order Limits and are shown on Figure 2.3: Construction Strategy the Preliminary Environmental Information.

5.8.3 Specific details of traffic management and temporary traffic regulation measures that may be deployed during Highway Improvement Areas works pursuant to the powers applied for in the DCO application would be included in the detailed CTMP(s) to be agreed with the relevant highway authorities prior to commencement of construction.

5.9. Passing locations

5.9.1 Given the rural nature of the area, many of the proposed construction routes are single carriageway roads that narrow in sections. Subsequently, a number of stretches of highway where passing places will be needed have been allowed for within the Draft Order Limits, with final positions within those stretches of highway to be identified by the appointed Contractor(s) and agreed with SCC when the detailed CTMP(s) are approved.

5.9.2 It is understood from engagement with SCC that temporary passing places could be introduced, where appropriate.

5.9.3 Once the approach is agreed and the detailed CTMP(s) are approved, if passing places are to be installed the works on the highway will be required prior to the use of the affected roads by construction vehicles.

5.9.4 After construction is complete any passing places which are not deemed to be beneficial will be restored to existing condition in agreement with the relevant highway authorities.

5.10. Signage

5.10.1 Signs to direct construction vehicles associated with the Proposed Development will be installed along the agreed construction traffic routes. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivery to the Proposed Development to ensure that vehicles follow the identified route.

5.10.2 During the construction phase, clear construction warning signs will also be placed on the roads leading to the Proposed Development access points. Site entrance locations will also be appropriately signed. Details of the signage proposals will be set out in the detailed CTMP(s).

5.10.3 Access to the Proposed Development will be controlled by onsite personnel and all visitors will be asked to sign in and out of the site by security/site personnel. Site visitors will receive a suitable Health and Safety site induction and Personal Protective Equipment (PPE) will be worn.

5.11. Banksmen and site management

5.11.1 It is recommended that suitably qualified and experienced banksmen be positioned at the proposed Site accesses, to facilitate vehicle arrivals and departures, as well as to ensure internal vehicle movements are safely controlled during the construction phase.

5.11.2 Visibility will be maximised between construction vehicles and other users at the crossing points by managing vegetation within sight lines, and advanced signage (subject to agreement with the relevant highway authority) will be provided to warn users of the potential presence of construction vehicles. Manned controls will be provided at each access, with a default priority that construction traffic will give-way to other road users.

5.12. Car parking

5.12.1 Car parking will be provided for construction workers and visitors within each Area, and within each Cable Corridor compound and laydown area.

5.12.2 Details of minibus operation/use/parking will be outlined in the detailed CTMP(s).

5.12.3 Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visiting the Proposed Development and that they should not park on-street.

5.12.4 The Site Manager will be responsible for ensuring vehicles are parked within the designated area within each Area and within each Cable Corridor compound. There will be no parking associated with the Proposed Development permitted on the highway.

5.13. HGV timing restrictions and working hours

5.13.1 The Site Manager will be responsible for the management of the delivery booking system during the construction phase.

5.13.2 The core construction working hours (not including start-up and shut-down works described below) are defined as:

a. Monday to Friday from 08:00 to 19:00;

b. Saturday from 08:00 to 13:30; and

c. No Sunday or Bank Holiday working unless crucial to construction (for example for Horizontal Directional Drilling (HDD) which must be a continuous activity) or in an emergency.

5.13.3 Start-up and shut-down activities on site will involve low-noise tasks, including security checks, unlocking and locking gates, and conducting toolbox talks.

5.13.4 Some activities may be required outside of the core working hours (such as the arrival and departure of construction workers, the delivery of abnormal loads, concrete pours for foundations, nighttime working for cable construction works in public highways, or in emergencies). The appointed Contractor(s) will seek prior approval from the relevant authority for works outside the core working hours.

5.14. Wheel washing and management of dirt and dust

5.14.1 To control, prevent and minimise dirt on the access routes and emissions of dust and other airborne contaminants during the construction works, the following mitigation measures will also be implemented:

a. Wheel washing equipment will be available and used onsite within the construction areas, as required, to prevent the transfer of dirt and stones onto the public highway. All drivers will be required to check that their vehicle is free of dirt, stones and dust prior to departing from the site.

b. Dampening of site roads will be undertaken to minimise dust emissions as necessary.

c. Each access will have a length of hardstanding from the proposed junction access point to avoid mud being spread on the highway network from construction vehicle movements.

d. Any soil stockpiles will be covered when left for extended periods of time.

e. Drivers will adopt driving practices that minimise dust generation including maintaining an appropriate internal road speed limit.

f. Any dust generating activities will be avoided or minimised, wherever practical, during windy conditions.

5.15. Noise and vibration

5.15.1 Routing for HGVs through local villages will be avoided or minimised as far as reasonably practicable, in line with consultation responses.

5.15.2 To reduce noise associated with construction vehicles, drivers of delivery vehicles will be advised to switch off their engine when the vehicle is not moving.

5.15.3 When identifying the choice of construction traffic routes, construction traffic noise impacts have been considered.

5.16. Recycling and waste disposal

5.16.1 The Contractor will be required by the contract to minimise the amount of waste removed from the Proposed Development.

5.16.2 The best practicable environmental options will be achieved at the Proposed Development to ensure compliance with the relevant legislation for all site operations. Methods relating to waste can be confirmed upon the appointment of a contractor at the Proposed Development.

5.17. Cable Corridor

5.17.1 The Cable Corridor installation may require the implementation of appropriate temporary traffic management measures (e.g. single lane closure with traffic light control) where the cable crosses roads. Such works would be short-term and the final details in relation to programme, phasing and details of management measures would be agreed with the relevant highway authority through agreeing the detailed CTMP(s).

5.17.2 As outlined in Section 5.2 the appointed Community Liaison Officer will lead discussions with local communities to raise awareness of any upcoming works and traffic management arrangements. They will also act as the primary point of contact should there be any queries or complaints.

5.17.3 The draft DCO to be submitted with the DCO application will include the relevant powers to undertake these works. The DCO application documents will set out the extent of highway that may be subject to cable works.

5.18. Abnormal loads

5.18.1 The majority of construction trips will be made by HGVs and LGVs. However, there are expected to be some abnormal load movements to the BESS Compound and during the construction of the Main Substation (400 kV) and Secondary Substations (132 kV).

5.18.2 An abnormal load assessment report will be prepared as part of the Transport Assessment to be provided with the DCO application. AIL vehicles are expected to utilise the same construction routes as HGVs.

5.18.3 Prior to the movement of the abnormal load, there will be extensive public awareness to allow residents to be informed and plan their journeys to avoid disruption.

5.18.4 It will be the responsibility of the operator of the abnormal load to notify the authorities following the Department for Transport requirements at the time the application for transport is required. The haulage contractor will also be responsible for obtaining the necessary permits from the relevant highway and bridge authorities along the route.

5.18.5 The authorities may advise an alternative route to the one shown in the current plans, but the proposed routes are those considered to be most appropriate at the time of the oCTMP.

5.19. Compliance and enforcement

5.19.1 This oCTMP will be updated prior to commencement of construction and will become the responsibility of the Principal Contractor.

5.19.2 The delivery routes will be communicated in advance by the Principal Contractor to all individuals and companies involved in the transport of materials and plant to and from the Proposed Development.

5.19.3 Additionally, signage will be erected, subject to agreement with the highway authority, along the advised construction routes informing drivers of the correct routes to take to / from each Site.

5.19.4 Information signs will be erected at the Temporary Construction Compounds which will include a telephone number for the public to report concerns. This telephone number will also be provided to the local planning authority.

5.20. Monitoring and review

5.20.1 The Principal Contractor will undertake monitoring as necessary to ensure compliance with the requirements of the final CTMP, and this will include the maintenance of records and traffic management measures.

5.20.2 The CTMP will be reviewed on a regular basis to ensure proper adherence by construction staff.

5.20.3 The detailed CTMP(s) will also consider the construction phasing of nearby committed developments at that period of time, and ensure the construction routes are still the most appropriate to use to access the Proposed Development. Any amendments to construction routing would need to be discussed with the relevant highway authority and outlined in the updated CTMP.

5.20.4 In addition, the Environmental Manager will be responsible for the overall management of environmental aspects on site, ensuring environmental legislation and best practices are complied with, and environmental mitigation and monitoring measures identified are implemented. The Environmental Manager will oversee environmental monitoring on-site and carry out regular environmental site inspections, reporting and responding to any incidents or non-compliance.

5.21. Conclusion

5.21.1 This draft oCTMP contains the overall framework for managing the movement of construction and delivery traffic to and from the Proposed Development, as well as considering the type of construction traffic it will generate.

5.21.2 Further work is ongoing to determine the final construction traffic routeing and access strategy. This will be confirmed through the ES and supporting Transport Assessment, and within the oCTMP submitted with the DCO application.

5.21.3 This oCTMP will be updated and the measures agreed prior to the commencement of construction.

5.21.4 A summary of the mitigation and management measures to be included as a minimum in the detailed CTMP (save where reference is made to other management plans where the measures will be included in detailed versions of those plans), is provided in Table 5-1. The measures must be integrated into the CTMP prior to the commencement of construction by the Applicant and secured via Requirements of the DCO.

Table 5-1 Summary of construction traffic mitigation and management measures, and monitoring requirements

Potential impact being managed / mitigated	ID	Mitigation and/or management measure to be implemented	Requirement for monitoring	Responsibility
Increased traffic on local roads / severance	TT01 - CTMP	Implementation of designated CTRs, with drivers instructed to use agreed routes and avoid unsuitable local roads, where practicable	Monitoring of compliance with routing through site management checks and response to complaints	Principal Contractor
Road safety and conflict with other road users	TT02 - CTMP	Provision of temporary traffic management at site accesses (e.g. signage, passing places, traffic control), and use of banksmen to manage vehicle movements at the site access points	Site inspections and monitoring of incidents/near misses	Principal Contractor
NMU safety and amenity (PRoW users)	TT03 - CTMP	Implementation of temporary diversions where necessary, signage and physical separation if required at PRoW crossings and access locations. Reference should also be made to the PRoW and Access Management Plan (PRoWAMP)	Site inspections and monitoring of complaints/incidents relating to NMUs	Principal Contractor
Driver delay	TT04 - CTMP	Management of deliveries through a booking system and adherence to defined construction working hours, with some flexibility subject to approval	Monitoring of delivery scheduling and adherence to agreed hours	Site Manager / Principal Contractor
Construction worker traffic	TT05 - CTMP	Provision of shared transport (minibuses), promotion of car sharing, and on-site parking to avoid on-street parking	Monitoring of workforce travel patterns (where practicable) and parking compliance	Principal Contractor
Dirt and debris on highway	TT06 - CTMP	Wheel washing facilities, hardstanding at access points, and road cleaning measures as required	Visual inspections of access points and surrounding highways	Site Manager / Principal Contractor
Noise impacts from construction traffic	TT07 - CTMP	Routing of HGVs to minimise travel through villages where practicable and requirement for drivers to switch off engines when stationary	Monitoring through site inspections and review of complaints	Principal Contractor

6. References

Ref.1-1 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. SI 2017/572. [Online]. London: The Stationery Office. Available at: https://www.legislation.gov.uk/uksi/2017/572/contents (Accessed: 22 May 2026).

Ref.1-2 Department for Transport (2013) Traffic Signs Manual Chapter 8: Traffic safety measures and signs for road works and temporary situations. Part 1: Design. London: The Stationery Office. Available at: https://assets.publishing.service.gov.uk/media/5a74adeaed915d7ab83b5ab2/traffic-signs-manual-chapter-08-part-01.pdf (Accessed: 8 June 2026).

Abbreviations

Table 6-1 Abbreviations

Term	Definition
AIL	Abnormal Indivisible Loads
BESS	Battery Energy Storage System
BMSDC	Babergh and Mid Suffolk District Council
CTMP	Construction Traffic Management Plan
CTR	Construction Traffic Route
DCO	Development Consent Order
DEMP	Decommissioning Environmental Management Plan
DTMP	Decommissioning Traffic Management Plan
EIA	Environmental Impact Assessment
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle
kV	Kilovolt
LGV	Light Goods Vehicle
LRN	Local Road Network
OEMP	Operational Environmental Management Plan
SCC	Suffolk County Council
SRN	Strategic Road Network
MW	Megawatts
PoC	Point of Connection
PPE	Personal Protective Equipment
PRoWAMP	Public Rights of Way and Access Management Plan

Glossary

Table 6-2 Glossary

Term	Definition
the Applicant	EcoPower Suffolk Limited, a Special Purpose Vehicle of Econergy International Ltd. Econergy is an international independent power producer of renewable energy projects, operating across seven different countries in Europe, including the United Kingdom. The Applicant has a current pipeline of projects under various stages of development across Europe, with an approximate generation capacity of 8 GW and storage capacity of 11 GWh.
the DCO application	Development Consent Order application.
Associated Development	Development which is associated with the Proposed Development. This includes inverters, transformers, switchgear, substations, environmental mitigation and enhancement measures, supporting ancillary works comprising maintenance and welfare facilities, temporary compounds, fencing, boundary treatments, security measures, lighting, drainage and utility works, signage, earthworks, and highway works to facilitate access, including permissive paths.
Battery Energy Storage System	Battery Energy Storage Systems, is used to describe the battery storage installation to allow for the storage, importation, and exportation of energy to the National Grid. Both centralised and decentralised (DC-coupled) options are included within the Proposed Development.
Draft Cable Corridor	Land within the Site where interconnecting cables connect the five Areas within the Principal Area and grid connection cables connect the Principal Area to the Yaxley 400 kV National Grid Substation. The extent of the Cable Corridors is currently indicative to cover a number of different cabling routing and alignment options, as well as to allow an area for the construction of temporary haul roads for access.
Draft Order Limits	The draft physical boundary which contains the Site and within which the Proposed Development may be carried out and land acquired or used;
EIA Regulations	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, as amended.
Interconnecting Cable	Underground cabling (33 kV or 132 kV) connecting the Field Substations within the Principal Area to the Main Substation and Secondary Substations.
Main Substation	A 132 kV / 400 kV substation receiving electricity from the Interconnecting Cables for connection to the Yaxley 400 kV National Grid Substation.

Term	Definition
Order Limits	Boundary showing the extent of all land required for the Proposed Development at the time of the DCO application submission.
Preliminary Environmental Findings	Forms part of the Preliminary Environmental Information that has been prepared to inform consultation. It provides an overview of the preliminary Environmental Impact Assessment undertaken to date, written in a non-technical language to help members of the public, statutory consultees and other stakeholders to develop an informed view of the Proposed Development and understand the potential likely significant environmental effects of the Proposed Development.
Principal Area	Collective term for all land parcels within each of the five Areas all of which are contained within the Site that will contain solar photovoltaic panels, ecological mitigation and other Associated Development.
Proposed Development	EcoPower Suffolk Solar, comprising all infrastructure and development associated with the project i.e. the solar photovoltaic panels, battery storage and Associated Development for connection to the Yaxley 400 kV National Grid Substation.
Secondary Substation	A 33 kV / 132 kV substation within the Principal Area receiving electricity from Field Substations to step up voltage from 33 kV to 132 kV.
Site	Collective term for all the land within the Draft Order Limits (the Principal Area and the Cable Corridors).
Solar photovoltaic array	Solar photovoltaic panel designed to convert solar irradiance to electrical energy. The solar photovoltaic panel is attached to a Mounting Structure.
Temporary Construction Compound	A temporary laydown area comprising hard standing which could include offices, car parking, materials storage and equipment during the construction and decommissioning phases of the Proposed Development.
Yaxley 400 kV National Grid Substation	The new National Grid 400 kV Substation being constructed at Yaxley, Suffolk, by another developer.