

Three Oaks Renewable Energy Park

Combined Construction Environmental and Traffic Management Plan

On behalf of Ridge Clean Energy Limited.

October 2022

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1. INTRODUCTION

This Combined Construction Environmental and Traffic Management Plan (CCETMP) is produced by Engena Limited on behalf of Ridge Clean Energy Limited, and will be adopted by the Principal Contractor.

Any revisions to this plan shall be agreed, approved by the Construction Site Manager (as detailed at Section 6) and recorded. As such, this will be a live document, which will be subject to continuous review to take into account additional environmental and traffic management information encountered during the construction phase.

All personnel and sub contractors working on site will perform their duties in accordance with the requirements of this report. The Construction Site Manager will be responsible for all construction staff and will coordinate movements to/ from the site.

1.1. Scope of the CCETMP

This CCETMP covers:

- Construction Traffic;
- Waste management;
- Environmental Protections:
 - Management of soils;
 - Prevention of Mud and Debris Transfer;
 - Dust Prevention;
 - Noise;
 - Protection of Water Resources;
 - Heritage Asset Avoidance; and
 - Ecology; and
- Site management.

All staff and contractors will be made aware of the requirements of the Plan during the site induction by the Principal Contractor. Traffic management will be addressed and risk assessed in task specific method statements for each individual construction activity where applicable.

1.2. Planning Conditions

This document will also be used to accompany a Discharge of Planning Condition submission for the Three Oaks Renewable Energy Park.

2. SITE DESCRIPTION

2.1. Location

The proposed development would be located approximately 300m to the north/north-west of the village of Haisthorpe.

The Site lies across two Parish Councils: Carnaby Parish on the eastern half of the Site, and the Parish of Burton Agnes on the western section. The proposed development is located wholly in the jurisdiction of East Riding of Yorkshire Council.

In addition to Haisthorpe, the nearest settlements to the Site include: Thornholme, approximately 1.0km south-west; Burton Agnes, approximately 2.0km south-west; Carnaby, approximately 2.0km east; and Rudston, approximately 2.5km north-west of the site boundary.

Dispersed dwellings and farms are situated alongside the minor roads and in the farmland surrounding the Site. The nearest residential dwellings and farm buildings along West Back Side are located approximately 125m south/ south-east of the proposed Site.

2.2. Construction Timescale

It is anticipated that the Renewable Energy Park will be operational within approximately 9 (nine) months from the commencement of construction. The approximate distribution of activities is provided below [tbc]:

Activity	Programme Month									Average Movements per Day
	1	2	3	4	5	6	7	8	9	
TOTAL MOVEMENTS	261	300	304	328	241	237	76	76	18	-
Average movements per day, assuming 24-day working month	11	13	13	14	11	10	4	4	1	9
Average movements per hour on working days, assuming off-peak delivery between 9am and 3pm and Saturday mornings	2	3	3	3	2	2	1	1	1	2

3. TRAFFIC MANAGEMENT DURING CONSTRUCTION

This section outlines the manner in which vehicular, plant and pedestrian movements will be managed on the Three Oaks Renewable Energy Park Project (the Project) during construction, as well as the control measures in place to manage risks associated with Project-related traffic during works included in the civil and electrical infrastructure works (the Balance of Plant (BoP) contract works), as listed below:

- Temporary compound construction;
- On site access track construction;
- Installation of panel frames;
- Installation of panels and inverters;
- Substation and Battery Energy Storage System (BESS) compound construction;
- BESS and substation container delivery and construction;
- Cable trenching and electrical works; and
- Habitat and mitigation planting.

For the elements of the works listed above, one delivery (site transformer) will be larger than the 18.65m / 44T threshold that constitutes the need for police notifications and permissions. These applications will be secured within the required timescales.

Construction traffic will use the single site entrance, which will be modified for ease of access by standard HGV as necessary.

Once on the site, an access track will take traffic into the solar array, Battery Energy Storage System (BESS) and Substation Compound. A temporary construction compound is located

near to the site entrance (**Appendix B**).

During the balance of plant works, warning signs will be erected at 100m on each side of the existing field entrance. Site entrance notification signs will be provided facing in each direction when in use. A speed limit of 15mph will be imposed on all construction vehicles within the site including the entrance area and along the USRN 45908633.

During construction and decommissioning, deliveries will be restricted, wherever possible, to off-peak weekdays and Saturday mornings to reduce impacts on local road users. Weekday off-peak is considered to be between 09:00 and 15:00. This also minimises impacts on holiday season peak traffic times.

The BoP Contractor shall ensure that the following measures are adopted:

- a) All road signage would be provided in accordance with Chapter 8 of the Traffic Signs Manual (2009). In addition to this, the Contractor undertaking the works shall provide a signage board with in and out-of-hours contact numbers for local residents.
- b) The speed limit for on-site tracks is 15mph. Traffic will be monitored. Any driver not complying with the speed limit will be warned and further infringements will result in being asked to leave site.

N.B 15mph is the maximum speed limit. On days of heavy rain or mist, drivers must drive to suit the specific conditions.

- c) The road surface at the site entrances shall be checked at the end of every day or more often as required.
- d) No litter is to be thrown from vehicles.
- e) No unnecessary noise to be made (e.g. air horns etc.).
- f) The following wheel wash procedures (described further below), ***if required***, to minimise the mud on the public roads during the construction and assembly works.

3.1. Road Condition Method Statement

3.1.1. Description

Due to the construction activities of the project having a possible effect on the public highway, it may be necessary to put control and monitoring procedures in place during the construction and assembly stage of the solar arrays and BESS and substation compound.

Any mud or silts carried on wheels of vehicles from the site onto the public highway will increase the risk of vehicles skidding and damage to neighbouring property. Wheel washing,

either wet or dry, is, acceptable and will reduce the environmental impact of the works as much as possible.

3.1.2. Monitoring

Monitoring will be done by carrying out daily checks of the road and verge condition and any nearby water courses. Checks will be carried out at more frequent intervals during periods of wet weather and peak traffic flows.

3.1.3. Control

Due to the hardness of the imported stone, the breakdown of the stone is very minimal, thus reducing the amount of silt created from the construction traffic. Also, the site will be designed with adequate drainage (Including drainage improvements to mitigate any flow from the unnamed road) so as to control the dispersion of surface water and keep the site as dry as possible. All surface water will be directed away from the public highway.

Due to the reduced possibility of any mud being carried onto the public highway, the minor impact will be dealt with in the following methods:

- If required pressure washers will be located in the compound area of site. On wet days where there is a risk of mud being carried on to the road, the wheels of vehicles will be washed before proceeding along the site exit/entrance track and onto the public highway.

Monitoring will be the key to ensuring that minimal impact is made on the public highway.

3.2. Car Parking Scheme

Project designated parking areas shall be established within the temporary construction compound.

Vehicles are to be reverse-parked at all times within the car parking areas to minimise potential for interaction with people, infrastructure and other plant when moving off at a later time.

All car parking locations will be marked on the site Vehicle Movement Plan (VMP) (posted on notice boards at the main office facilities).

3.3. Controlled Routing of Construction traffic including worker's vehicles.

All vehicles entering the site during construction will be required to stop at the site compound and report to the on-site construction manager. Mandatory signing in and out will be required. A 15mph speed limit will be implemented onsite throughout construction and operation of the Renewable Energy Park. Due to the layout of the access

tracks, a one-way traffic policy is not possible but adequate turning spaces are available to ensure all vehicles leave site in forward gear.

During the operational phase of the Renewable Energy Park, should any heavy vehicles be required onsite, the drivers will be required to report to the control building prior to any works commencing. Whilst on site, vehicles are required to follow the access track and all vehicles must not stray off site track or use verges of any roads. If a vehicle leaves the site track it must stop immediately and report the incident to the site manager so an assessment of the situation can be carried out before any further action is taken to return the vehicle onto the track.

3.4. Roads Safety & Transport

This section covers the delivery of site equipment such as aggregates, solar panels, frames, transformers, site container and BESS and substation containers. All such deliveries will be undertaken by standard Heavy Goods Vehicles (HGV), appropriate to the load.

One delivery, the site transformer, will be larger than the 18.65m / 44T threshold that constitutes the need for police notifications and permissions. All necessary advance notices and permissions will be secured prior to delivery.

Light vehicles will be used by construction personnel arriving at the Site.

Equipment deliveries will not take place until the onsite civil work is complete. It is estimated that the deliveries will take place during autumn/winter to avoid disrupting seasonal holiday traffic.

The rules which shall be adopted for planning the deliveries to site shall adhere to the following conditions:

- a) A contingency plan for breakdowns shall be planned prior to transit to ensure that any stranded loads could be recovered rapidly. This would involve the services of a suitable recovery vehicle or spare tractor unit to provide recovery/repair of any stranded loads.
- b) Keep convoys to a maximum of 3 HGVs.
- c) Avoid peak traffic flow periods (on weekdays before 09:00 and after 15:00).
- d) Night-time deliveries shall not be permitted subject to further discussion with the Local Planning Authority and police authorities.
- e) Social distancing requirements at the time of construction will be recognized and appropriate personal protective equipment (PPE) made available on site. Necessary PPE kits will be required to be carried in all vehicles visiting site.

f)

3.4.1. Components

The Three Oaks Renewable Energy Park is expected to comprise:

- 84 734 solar panels;
- 1827 surface mounted foundations;
- 18 frame deliveries;
- 167 inverter units;
- 6 containerized transformers;
- 1 client container;
- 44 BESS containers;
- 5 substation containers;
- 1 site transformer (abnormal load);
- Site fencing;
- Cabling;
- CCTV cameras and masts; and
- 3 planting deliveries comprising seed mix, hedging and trees.

3.4.2. Arrival at Site

Before any work commences, the equipment suppliers must ensure all preparatory works have been made. Site inductions will take place, identifying possible hazards, evacuation routes and procedures and any social distancing arrangements. Communication radios will be supplied by the haulier and given out to the truck and trailer operatives. Toolbox talks will also be completed daily which will cover slips, trips, falls and manual handling.

3.4.3. Method of Work for Emergency Procedures

3.4.3.1. Fire

If a fire occurs on the vehicle it should be tackled using the onboard fire

extinguishers only if the personnel are trained to do so. For serious fires the fire brigade should be called immediately and all personnel should be moved to a safe distance away from the fire. Fire procedures should be followed as instructed in the site induction.

3.4.3.2. First Aid

First aid boxes and PPE will be kept in all haulier vehicles and at the temporary construction compounds. The First aider will be identified at the site induction and First aid will (if required) be carried out by the site first aiders.

3.4.3.3. Accidents / Near Misses

All accidents and near misses will be reported to the site manager and entered into the accident book.

3.4.3.4. Spills

Spills will be dealt with as soon as possible. The spill should be contained using spill kits. If these are not to hand, the spill should be contained using any material available. Any spills must be reported to the site manager. A spill procedure will also be covered in the site induction.

3.5. Route

3.5.1. Construction Traffic

One load of abnormal width, length or weight is anticipated for delivery of the site equipment. No alteration to the highway network is anticipated to be required, other than at the site entrance locations.

It is expected that all deliveries will take the following route:

- Join the A161 from the port, travelling west before joining the M62 north-east;
- After approximately 4km, at Junction 37, exit the motorway and take the A614 north-east;
- Continuing on the A614 north-east bound towards Bridlington for approximately 58km, following which taking a left turn onto USRN 45908633;
- The site entrance is then approximately 1km on the right.

It is suggested deliveries are carried out outside of peak traffic flows. Any traffic restrictions that might be required to facilitate a smooth delivery will be coordinated with the relevant local authorities and permission obtained if any local traffic management measures need to be enforced.

3.6. Permits

Statutory permit orders (BE16) or similar are necessary for the singular abnormal load site transformer delivery.

3.7. Escorts

The exceptional load carrying the site transformer may require a police escort.

3.8. Transporting of components

The following measures will be adopted:

- Components to be loaded by the equipment supplier or their agent.
- Haulier personnel to provide lashings and secure loads to trailers.
- Loads will be transported via route as specified.
- Access roads from the site entrances to be entirely cleared of ALL parked vehicles, debris etc.
- If work during hours of poor light or darkness is expected, then portable lighting must be made available to truck operatives.
- Haulier personnel will un-lash and unsecure all loads.
- Loads are to be unloaded by the equipment supplier or their agent's specified personnel (and subject to extant social distancing guidance).
- To minimize incidences of delay along the transport route, convoys shall be kept to a maximum of 3 HGV loads at any one time.

3.9. Avoidance of combined effects with construction traffic for other sites

Component deliveries will be co-ordinated to ensure there are no more than 3no. large vehicles on the local road network immediately surrounding the site at any given time. Construction of the Renewable Energy Park is expected to up to nine months.

It is expected that grid connection works at the BESS and substation compound are carried out in parallel to the Renewable Energy Park construction, as this will be undertaken by a separate construction team appointed and managed by the DNO under their responsibility.

3.10. Transporting of loaded trailers along site roads

All vehicles must not stray off site track roads or use verges of any roads.

If a vehicle leaves the site track or enters the roadside verge it must stop immediately and report the incident to the site manager so an assessment of the situation can be carried out before any further action is taken to return the vehicle onto the track/road.

All loaded vehicles must stay on site track roads, bound or unbound.

Speed limits on all site track roads must be adhered to.

Where site tracks have gates across them, these should be opened only for the duration of the transit of the loads/convoys.

If loaded trailers need to be uncoupled on site a sleeper should be placed under the landing legs to stop the trailer sinking into the track.

3.11. Off-loading of components

If the vehicle driver or steersman needs to climb onto the trailer they should use extreme caution due to the fall risk. Adequate edge protection and a fixed means of access must be in place before accessing the trailer and a safety harness used if necessary.

When the vehicle is resting in the correct offloading position and all lashings / securing has been removed and the component then free of all means of securing, all drivers and steersmen are to position themselves at a secure point away from the vehicle side and the crane side whilst the offloading / lifting operation is carried out by others.

The secure point should not be in the slew path from where the component is going to be lifted from/to.

3.12. Breakdown Contingency Plan

All haulage equipment will be fit for purpose and appropriately maintained. However, in the unlikely event of a breakdown occurring; the following options are available:

The broken down unit will travel on to the next lay-by at reduced speed if at all possible and pull off the road until assistance arrives.

If the unit is unable to move under its own power, the other unit will go to a lay-by, stable its trailer and return to tow the broken down unit to a lay-by. As before, the vehicle repair service will be contacted to provide fitter assistance at the site.

In the extreme situation that the failed unit is unable to be assisted by the other tractor unit, a heavy recovery vehicle and team of fitters will be sent by the vehicle repair service from their depot to assist on site.

3.13. Bad Weather Contingency Plan

Before every departure the following procedure will be adopted, no matter the weather conditions.

Check live traffic mapping and available reports for complete delivery route before setting off to confirm that the roads are open, and it is safe to drive;

Call the Site office to confirm the conditions existing on site and road availability; then

decide whether it is safe to proceed or not.

3.14. *Emergency / out of hours cover*

Contact names and numbers to cover all emergency callouts outside of normal working hours in conjunction with this work shall be provided prior to any movements commencing.

In the event of breakdown assistance or recovery one of the above should be contacted. They will then contact a local firm for assistance.

3.15. *Reporting of Incidents*

All incidents to be reported immediately to the responsible party on site and subsequently by the Freight Management Company to the equipment supplier and site manager as follows:

- Preliminary Report: 24 hours
- Final Report: (7) days from date of incident
- Technical Report: (14) days from date of incident, if required

4. Waste management

A Waste Management Plan will be produced for the construction phase of this project that includes the following:

- a) Organisational responsibility for the preparation and implementation of the plan
- b) The types and quantity of waste anticipated
- c) The measures that will be used to monitor delivery of the plan
- d) The measures to be used to ensure the efficient use of materials and minimise the production of waste and its handling

The objectives of the plan are to deliver the following:

- To minimise the creation of waste wherever possible;
- To remove rubbish, debris, surplus material and spoil regularly and keep the site clean and tidy;
- To ensure the waste disposal is managed in a controlled way
- To ensure that surplus material is minimised and any non-usable surplus is recycled.

5. Environmental Protection

5.1. Management of Soils

No significant imported or excavated sub-soils and top-soils are expected as a result of the proposed development due to the unobtrusive method of construction with any excavated soils used on site wherever possible. However any excess sub-soils and top-soils will be stored separately for the duration of the construction phase of the proposed development in bunds around the temporary construction compound.

If there is the requirement for large earth moving machinery as a result of constructing the access track and temporary construction compound the Principal Contractor will carry out these works and provide specific details of its earth moving machinery. All vehicles will be required to keep to site tracks to avoid potential degradation of top-soils through compaction. Heavy plant will be securely stored when not in use and will be subject to constant surveillance. The appointed contractor(s) will provide specific details of plant and secure storage measures.

Soils and materials excavated during the construction and decommissioning phases of the proposed development will be stored in accordance with The Site Waste Management Plans Regulations, 2008. Guidance from DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (2009) will be adhered to at each stage of the construction process. Alongside this, there is the Good Practice Guidelines as published by MAFF, 2000, for guidance on appropriate handling and storage soils.

5.2. Prevention of Mud and Debris Transfer

Vehicles exiting the site will be obligated to pass through the wheel washing facility to minimise potential transfer of dust mud or waste onto the local network. Wheel Washing facilities will be located in the construction compound near each site entrance on the exiting side of the gateway.

If necessary road sweepers will be used to clean the highway in proximity to the site entrance (USRN 45908633).

All efforts will be made to avoid the transfer of mud to the local highways. Should weather conditions prevent complete avoidance of transfer of mud, appropriate signage will be placed on the highways warning drivers of the temporary road conditions.

5.3. Dust Prevention

The Principal Contractor must demonstrate a safe method of dust control in their method statement. It is not expected that large amounts of dust will be emitted. There are no existing buildings on the site and therefore no demolition works are required. However, the contractor will be expected to be aware of high winds which may cause dust to be carried into the neighbouring area.

In dry weather, water suppression will be used to dampen down dust and prevent dust from migrating to neighbouring properties as required. During winter conditions gritting will be carried out by the contractors.

Waste materials will be loaded to a waste skip and netted as soon as practicable, so that a good standard of housekeeping is maintained.

5.4. Noise

The construction site will be operational between [tbc 07:00 and 19:00 from Monday to Friday and 07:00 to 14:00 on Saturdays]. Any potential noise and vibration would be during this period and kept to a minimum as far as possible. No work will be carried out on Sundays or Bank Holidays.

All noise and vibration generated during the construction phase will be kept within statutory or identified noise control limits.

Audible sources of music will be prohibited on-site.

Should any complaints arise during the construction phase, these will be directed to the Construction Site Manager and working practices amended where possible.

5.5. Protection of Water Resources

The proposed mitigating measures have been identified and will be adhered to throughout the construction period:

- a) Deliveries - Special care is to be taken during deliveries, especially when fuel and hazardous materials are being handled. All deliveries are to be supervised by a responsible person so that storage levels are checked before delivery to prevent overfilling and spillage. Contingency plans are to be in place and suitable materials available to deal with any incident that may occur. All employees are to be briefed on the actions that are required in the event of a spillage. Any spillages are to be recorded and if deemed significant reported to the relevant authorities.
- b) Storage - Any fuel and oils will be stored in bunded tanks within the temporary construction compound, with adequate tray arrangements. Tanks are to be locked when not in use.
- c) Security - All equipment will be turned off and securely locked when not in use. The compound will be manned at all times during the construction phase.
- d) Silt - Wheel washing water containing silt will be disposed of appropriately to avoid contamination of surface water drains and water courses.
- e) Excavations - Measures are to be taken to prevent water from entering excavations (such as by the use of cut-off ditches to prevent entry of surface water).
- f) Spoil Heaps - Spoil heaps are to be located and configured in a way that will avoid the risk of contamination of any surface water drainage or clean water courses.

- g) Site Roads - These roads are to be kept free from dust and mud deposits. In dry weather dust suppression measures may be required.

5.6. Ecology

[A Landscape and Environment Management Plan has been produced in agreement with the Council and should be referred to for detailed guidance on ecological protection and enhancement.]

Guidance provided in this CCETMP is for all contractors and site personnel to follow good practice and minimise potential impact to ecological receptors.

A toolbox talk will be provided by the Ecological Clerk of Works (ECoW) to the workforce prior to the commencement of work. This will familiarise the workforce with any ecological issues. It will also familiarise the workforce with the key protected species and Species of Principal Importance that could potentially be encountered. Relevant legislation relating to the protection of species and species identification sheets (as provided at Appendix D) will be discussed at the toolbox talk/site meeting and a site map will be distributed highlighting areas of the site with potential to support vulnerable species.

Construction Exclusion Zones (CEZ) will be defined by the ECoW as required during construction works. CEZs will be used to protect key areas; this is likely to pertain to bird nests (should any be discovered). No worker or works traffic will enter a CEZ without prior agreement with the ECoW. All CEZs will be defined by a barrier, e.g. Heras fencing. All CEZs will be clearly marked with signs to confirm the purpose of the barrier and to provide the contact details of the ECoW if access is required (signage must be weather-proof, e.g. laminated).

If an animal is found during the construction works after the site has been assessed by the Ecologist, the safe working methods detailed below should be followed.

- Stop work and if possible, identify the animal found using the identification sheets.
- Ensure that the animal is not in immediate danger (clearly mark the area in which the animal has been found, inform other site personnel of the discovery, tell the site manager).
- Phone the Ecologist for advice (contacts are included in the site documents and toolbox talk) and follow their instructions.

5.6.1. Ecological Protection Measures During Construction:

- a) To retain boundary hedgerows and trees - Retained hedgerows and trees will be protected from any significant disturbance during construction by fenced root protection buffers of 4m standard, and larger buffers for mature and significant trees. Heras fencing will be positioned between 0.8–1m away from the spread of the retained hedgerows and trees. Any roots discovered larger than 25mm outside of the buffer zone will be alerted to the building inspector for comment and then design changes will be made to the footings as required.

- b) To prevent mammals entering the construction zone and becoming trapped - Safe working measures relating to large mammals are to be put into place prior to construction works commencing on site. These measures will include: A pre-construction survey by a suitably experienced ecologist to check for any newly excavated Badger setts or Hedgehog nests. In order to ensure foraging Badgers or Hedgehogs do not become trapped within any excavations these should either be covered overnight or ways of escape for Badgers and Hedgehogs provided (wooden planks or graded earth banks). During the construction phase, including any vegetation removal, the site manager will carry out a visual check on site for the presence of mammals such as Hedgehog or Badger. A pre-construction toolbox talk will be undertaken by the designated ecologist to detail what is required of this and explain what to do should mammals be found on site whilst works are being undertaken.
- c) To prevent pollution and contamination into the landscape - A buffer will be established pre-construction to ensure there are no groundworks within 4m of any field with the exception of the tree and hedgerow planting. No excavated materials at all should enter field drains on or adjacent to the site. Spill kits should be stored within the construction site with all spills cleaned up immediately and if necessary reported. Fuel and other lubricants should be stored in appropriate containers and within a double bunded fuel storage area and re-fuelling and re-lubrication should only be completed in an approved area in which a spill kit is available.
- d) To reduce light pollution during construction works - During the construction phase, lighting will be directed away from retained boundary and field division hedgerows and trees on site to ensure that suitable roosting, foraging and commuting habitats remain unlit. A 2m dark zone buffer around all hedgerows on site will be maintained throughout the construction phase to ensure no adverse effects on wildlife utilising these hedgerows, this buffer zone must remain unlit, any lights that may impact these buffers will have directional light hoods/ baffles fitted to minimise light spill. Lighting will be used only where essential. Between the hours of dusk to dawn all lighting will be turned off and construction works cease to reduce the impact on nocturnal and diurnal wildlife. Any external security lighting should be set on motion-sensors and short (1 minute) timers. Accessories such as baffles, hoods or louvres can be used to reduce light spill and direct it only to where it is needed. Metal halide, fluorescent lighting sources are not to be used.

6. Site management

6.1. Locations

The temporary construction compound is anticipated to host:

- A site office;
- First Aid Equipment and Accident Record Book;
- Staff facilities;
- Secure storage for materials;

- Waste sorting and storage area;
- Turning radius for HGV to leave site in a forward gear;
- Parking for construction personnel;
- Facilities for construction personnel; and
- Safe fuel handling areas.

Key Contacts

The table below contains the contact details of the developer, Ridge Clean Energy, and the Senior Project Manager. It will be further populated with the relevant parties, and submitted to the planning authority prior to any deliveries being made.

Name	Title	Company/Organisation	Telephone	Email
tbc	Director	Ridge Clean Energy	tbc	tbc
tbc	Construction Site Manager	tbc	tbc	tbc
tbc	Senior Project Manager	tbc	tbc	tbc

During construction, in the event of a complaint or request for action from a development neighbour or the Council, the Construction Site Manager should be contacted as the appropriate point of liaison.

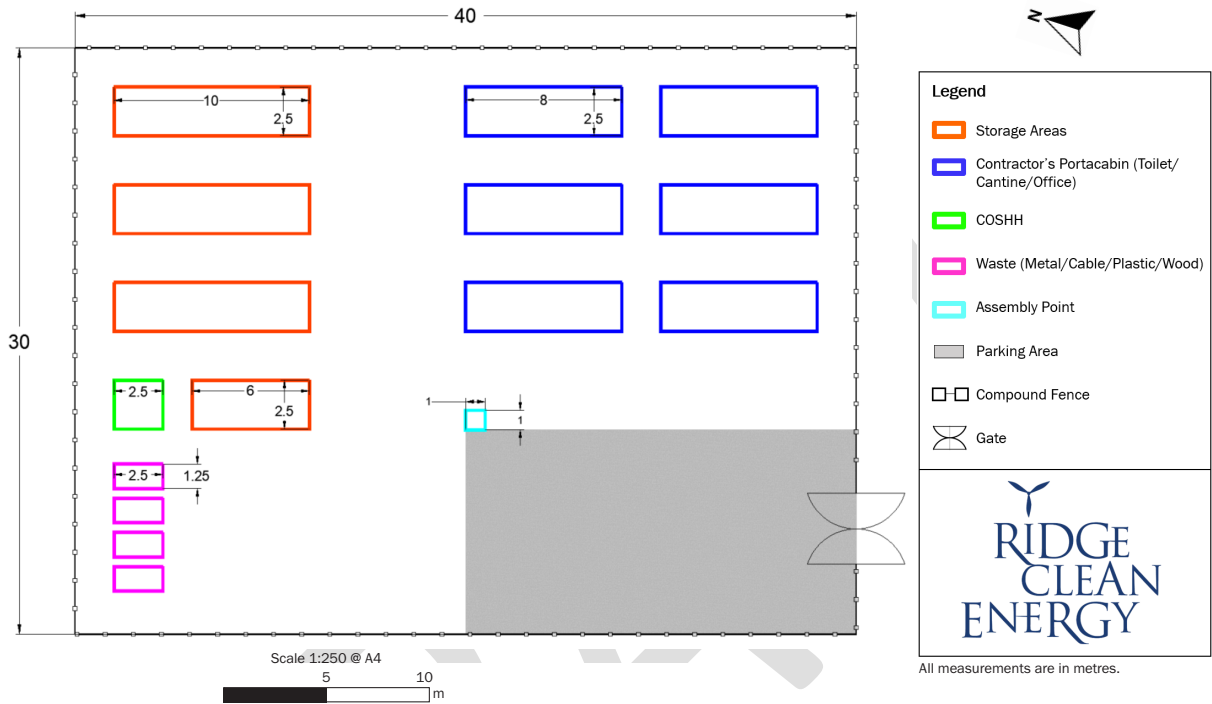
APPENDIX A – Delivery Route and Site Entrance Location

[tbc]

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APPENDIX B – Temporary Construction Compound Location and Layout

Figure 2a - Three Oaks Renewable Energy Park Temporary Construction Compound



APPENDIX C - Vehicle Classification Chart

A SIMPLIFIED GUIDE TO LORRY TYPES AND WEIGHTS

Recommended Description		Identifier	UK Maximum Gross Weight (tonnes)	Shape		
LIGHT GOODS VEHICLES		2 axles	3.5	no rear side windows 		
LORRIES	SMALLER 2-AXLE LORRIES	2 axles	Over 3.5 7.5			
	BIGGER 2-AXLE LORRIES	2 axles	Over 7.5 18			
	HEAVY GOODS VEHICLES (Vehicles over 7.5 tonnes gross require a Heavy Goods Vehicle Driver's Licence)	MULTI-	3 axles rigid	25 26*		
			3 axles artic.	26		
			4 axles rigid	30 32*		
			4 axles artic.	36 38*		
			Vehicle and draw-bar trailer 4 axles	30 36**		
			5 axles or more artic. See note (a)	40		
		AXLE	LORRIES	Vehicle and draw-bar trailer 5 axles See note (a)	40**	
				6 axles artic. See note (b)	41*	
				6 axles draw-bar See note (b)	41* and **	
			5 or 6 axles artic. See notes (b) and (c)	44* and ***		
			6 axles draw-bar	44*,** and ***		
			6 axles artic. See note (b) and (d)	44*		
6 axles draw-bar See note (b) and (d)	44* and **					

* If the driving axle, if it is not a steering axle, has twin tyres and road friendly suspension, or each driving axle is fitted with twin tyres and the maximum weight for each axle does not exceed 8.55 tonnes.

** Distance between the rear axle of the motor vehicle and the front axle of the trailer is not less than 3 metres.

*** If the vehicle is being used for combined transport.

(a) 5 axles or more artic and the 5 axles or more drawbar could alternatively have a 3 axle motor vehicle and a 2 axle trailer.

(b) Conditions:
- each vehicle must have at least 3 axles.
- drive axle has twin tyre and road friendly suspension and maximum of 10.5 tonnes, or each driving axle is fitted with twin tyres and has a maximum of 8.5 tonnes
- trailer has road friendly suspension

(c) Conditions for operation on 5 axles:
- must have 3 axles on tractor unit
- single container 40ft in length conforming to standards laid down by the International Standards Organisation being carried only
- vehicle being used for international journey.

(d) Powered by a low pollution engine.

APPENDIX D – Ecological Legislation and Identification Charts

This section briefly describes the legal protection afforded to the protected species referred to in this report. It is for information only and is not intended to be comprehensive or to replace specialised legal advice. It is not intended to replace the text of the legislation but summarises the salient points.

Badger

Badger is protected in Britain under the *Protection of Badgers Act 1992* and *Schedule 6 of the Wildlife and Countryside Act 1981* (as amended).

The legislation affords protection to Badgers and Badger setts, and makes it a criminal offence to:

- wilfully kill, injure, take, possess or cruelly ill-treat a Badger, or to attempt to do so;
- interfere with a sett by damaging or destroying it;
- to obstruct access to, or any entrance of, a Badger sett; or
- to disturb a Badger when it is occupying a sett.

Bats

All species of British bat are protected by *The Wildlife and Countryside Act 1981* (as amended) extended by the *Countryside and Rights of Way Act 2000* (the *CRoW Act*). This legislation makes it an offence to:

- intentionally kill, injure or take a bat;
- possess or control a bat;
- intentionally or recklessly damage, destroy or obstruct access to a bat roost; and
- intentionally or recklessly disturb a bat whilst it occupies a bat roost.

Bats are also European Protected Species listed on *Schedule 2 of the Conservation of Habitats and Species Regulations 2017* under *Regulation 42*. This legislation makes it an offence to:

- deliberately capture, injure or kill a bat;
- deliberately disturb bats in such a way as to be likely to (a) impair their ability to: (i) to survive, to breed or reproduce, or to rear or nurture their young, or (ii) in the case of animals of a hibernating or migratory species, to hibernate or migrate; or b), to affect significantly the local distribution or abundance of the species to which they belong; and
- damage or destroy a breeding site or resting place of a bat; and
- possess, control, transport, sell, exchange a bat, or offer a bat for sale or exchange.

All bat roosting sites receive legal protection even when bats are not present.

Where it is necessary to carry out an action that could result in an offence under the *Conservation of Habitats and Species Regulations 2017* it is possible to apply for a European Protected Species (EPS) licence from Natural England (NE) or Natural Resources Wales (NRW). Three tests must be satisfied before this licence (to permit otherwise prohibited acts) can be issued:

- Regulation 53(2)(e) states that licences may be granted to “preserve public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment.”
- Regulation 53(9)(a) states that a licence may not be granted unless “there is no satisfactory alternative”.

- Regulation 53(9) (b) states that a licence cannot be issued unless the action proposed “will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range”.

Birds

All species of bird are protected under *Section 1* of the *Wildlife and Countryside Act 1981* (as amended). The protection was extended by the CRow Act.

The legislation makes it an offence to intentionally:

- kill, injure or take any wild bird;
- take, damage or destroy the nest of any wild bird while that nest is in use or being built; or
- take or destroy an egg of any wild bird.

Certain species of bird are listed on *Schedule 1* of the *Wildlife and Countryside Act 1981* (as amended) and receive protection under *Sections 1(4)* and *1(5)* of the Act. The protection was extended by the CRow Act. The legislation confers special penalties where the above-mentioned offences are committed for any such bird and also make it an offence to intentionally or recklessly:

- disturb any such bird, whilst building its nest or it is in or near a nest containing dependant young;
or
- disturb the dependent young of such a bird.