Common Farm Solar Park

Construction Traffic Management Plan

Common Farm Solar Park Limited

Project Reference: Common Farm
Project number: 60726347

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Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
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1. Introduction

1.1.1.1 AECOM has been appointed by Common Farm Solar Park Limited to prepare a Construction Traffic Management Plan (CTMP) to support the development of a solar energy park at Common Farm, Bookers Lane, Dinnington.

1.1.1.2 This CTMP has been produced to discharge Planning Condition 9 of the previously consented scheme (Planning Application No. RB2024/1311), which was approved with conditions on 3rd December 2024. Planning Condition 9 of the consent states the following:

'*The development shall not be commenced until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority and the approved Plan shall be adhered to throughout the construction period. The Plan shall provide for; Vehicle routing / storage / loading / unloading of materials / plant; and car parking facilities for the construction staff and referencing how means of access to the site will legally be achieved e.g. via the s278 agreement.*'

1.1.1.3 This CTMP has been prepared in relation to the development identified above only. The report should be considered a live document, being updated as and when required.

2. Existing Conditions

2.1 Introduction

2.1.1.1 The site is located approximately 9 km south-east of Rotherham in South Yorkshire and is bound on the south by the B6463, the west by Common Road / Long Road and to the north and east by open fields. Todwick Park Industrial Estate is located immediately to the east of the site.

2.1.1.2 The site is currently undeveloped, with the majority of its area used for agriculture. The site's location in relation to the immediate area is shown in Figure 1.

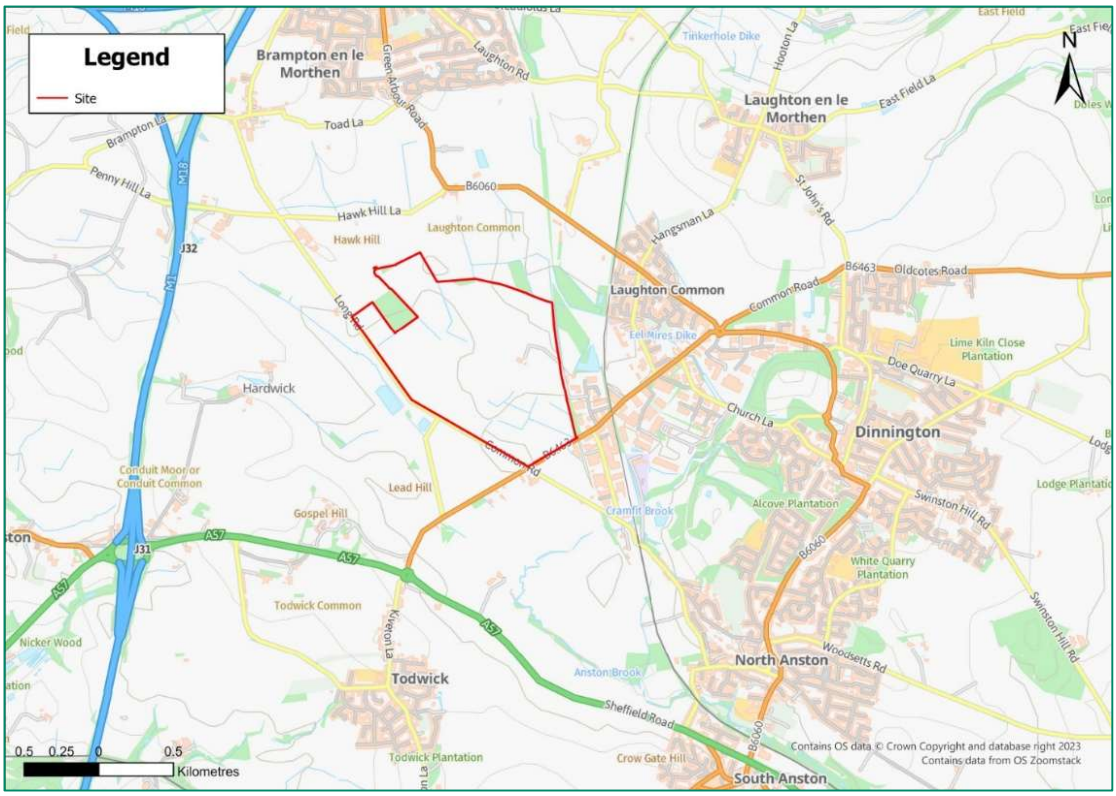


Figure 1. Site Location

2.2 Highway Network

2.2.1.1 The consented development's location in relation to the local highway network is shown in Figure 2.

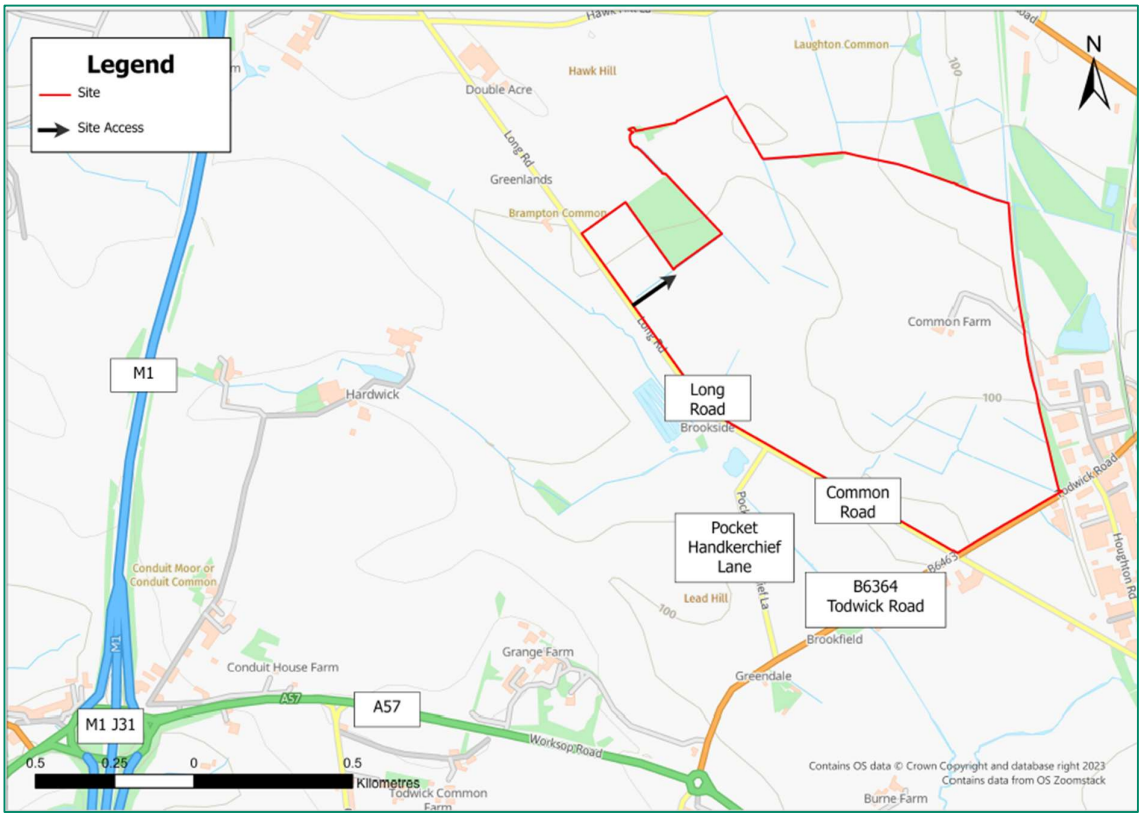


Figure 2. Local Highway Network

2.2.1.2 The site can currently be accessed from Common Road / Long Road, with the local highway network supporting convenient access from the wider and strategic highway network including the M1 via Junction 31, which is located approximately 2km to the south-west of the site.

2.2.2 Long Road / Common Road / Pocket Handkerchief Lane

2.2.2.1 The local highway network is rural in nature in the immediate vicinity of the site, with Long Road / Common Road and Pocket Handkerchief Lane being both unlit and subject to a 60mph speed limit. The roads are considered to be of a good standard, being a minimum of 6m in width. HGVs are prevented from using Common Lane which forms an extension of Long Road, to the north of its junction with Penny Hill Lane, by a signed weight restriction.

2.2.2.2 An automatic traffic counter (ATC) was installed on Long Road in March 2022 to inform the Transport Statement submitted in support of the consented planning application. The ATC recorded an average annual daily two-way traffic flow of 3,299 vehicles and confirmed that the road is currently used by HGVs with 15% of the traffic flow (497) recorded to be HGVs.

2.2.2.3 Pocket Handkerchief Lane connects with Common Road at its northern end, and Todwick Road (the B6463) at its southern end, via priority junctions. Consultation with Rotherham Metropolitan Borough Council (RMBC) in association with the planning application confirmed that this was the preferred route for construction vehicles to access the site from the wider highway network.

2.2.3 B6463 Todwick Road

2.2.3.1 The B6463 supports access to Laughton Common and its associated industrial estates which are located on its western edge, connecting to the A57 via an at-grade roundabout at its southern end. The road is considered to be of a good standard, being approximately 7.3m in width and is subject to a 60mph speed limit between the A57 and Pocket Handkerchief Lane.

2.2.3.2 Survey data has been extracted from the Department for Transport database from a manual traffic count undertaken on the B6463 immediately to the south-west of its junction with Pocket Handkerchief

Lane. The 2019 data confirms that the road recorded an average annual daily two-way traffic flow of 11,876 vehicles, with 799 (7%) of these movements, HGVs.

2.2.4 A57

2.2.4.1 The A57 connects the B6463 with the M1 at Junction 31 and is lit, of dual carriageway standard and subject to a 50mph speed limit between the two roads.

2.2.5 Highway Network Summary

2.2.5.1 The local highway network is considered to be of a good standard and able to accommodate the temporary increase in traffic generated by construction activities.

2.3 Pedestrian / Cycle Facilities

2.3.1.1 The site's rural nature results in there being limited pedestrian and cycle facilities in the vicinity of the site, with no footways provided adjacent to Long Road / Common Road or Pocket Handkerchief Lane. A footway is provided on the southern edge of the B6463, with shared-use facilities provided adjacent to both sides of the A57.

2.3.1.2 A footpath is shown to pass through the northern area of the site and links Hawk Hill Lane with Long Road (Thurcroft Footpath no.10 - 33/10/1). Figure 3 shows the alignment of this path in the vicinity of the site.

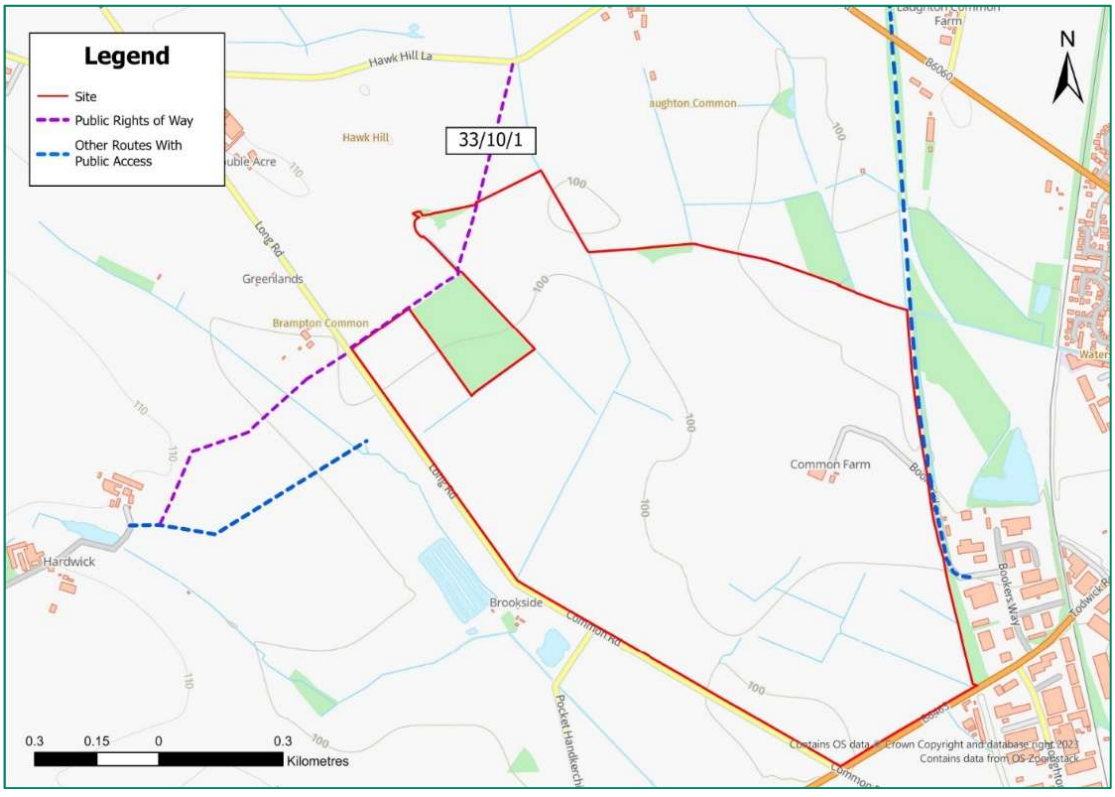


Figure 3. Local Pedestrian Network

2.3.1.3 Whilst the path is shown to route within the boundary of the site, the development proposals will support retention of the public right of way on its current alignment and it is not proposed to divert the path to support either the solar farm's construction or operation. The site will be secured by a perimeter fence, with this installed immediately to the east of the path where it passes through the site.

2.3.1.4 A public right of way is also provided along the disused rail line which forms a portion of the eastern site boundary, with the usage of the path unaffected by the site's development.

2.4 Accident Data Review

2.4.1.1 The most recently available five-year personal injury accident data (1 January 2019 – 31 December 2023) has been obtained from the Crashmap database for the highway network which is to be used to support access by construction vehicles from the A57. Figure 4 summarises the location and severity of accidents recorded on the proposed access route.

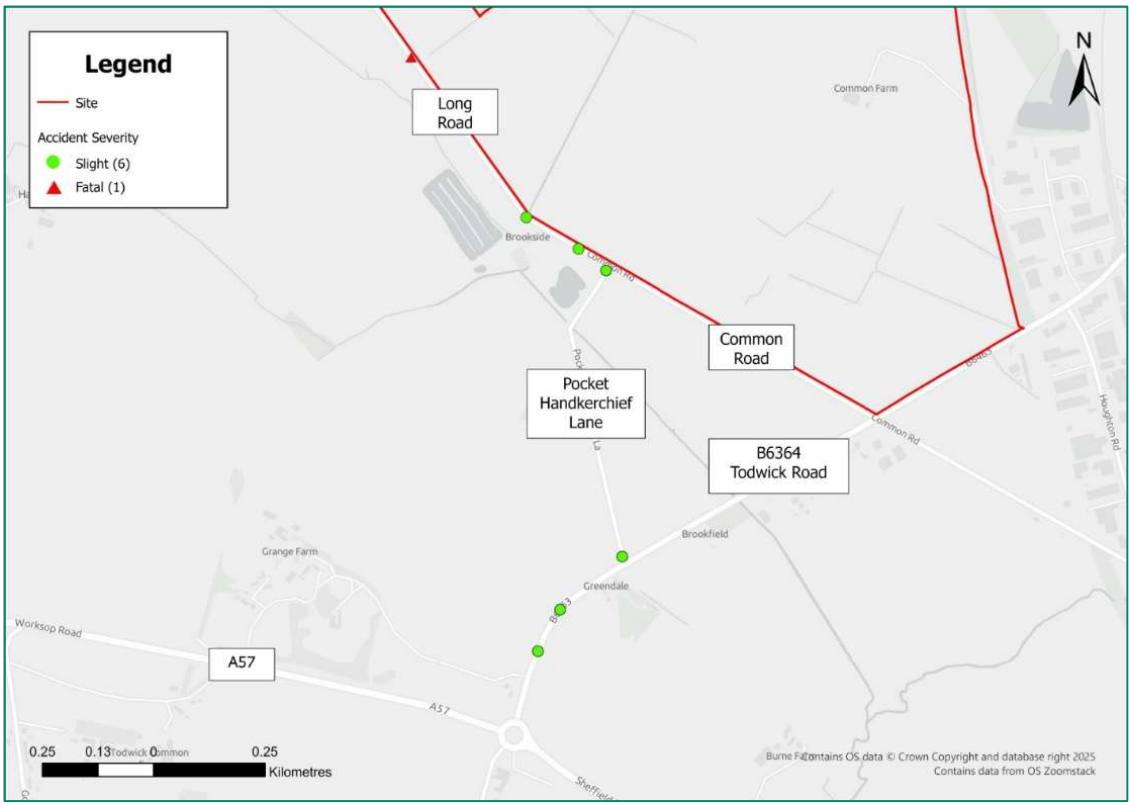


Figure 4. Accident Data

2.4.1.2 Four injury accidents were reported on Long Road / Common Road between Pocket Handkerchief Lane and the proposed access junction. One of the accidents resulted in fatal injuries to one of the vehicle occupants, with the remaining three resulting in slight injuries to one of the vehicle occupants. The fatal accident was reported in February 2021 at the location of the proposed access junction and involved two vehicles. The westernmost of the three slight accidents involved a single vehicle, with the remaining two involving two cars. All of the accidents were reported at or in the immediate vicinity of existing accesses / junctions.

2.4.1.3 A single injury accident was reported at the southern end of Pocket Handkerchief Lane where it meets the B6463, with two accidents reported between this junction and the A57. All accidents involved two vehicles and resulted in slight injuries to an occupant of one of the vehicles.

2.4.1.4 Following this review, it is considered that there are no existing safety issues on the proposed construction vehicle access route from the A57, which are likely to be exacerbated by the temporary increase in traffic generated by construction activities associated with the proposed development.

2.5 Proposed Development and Access Arrangements

2.5.1.1 The consented development includes a 49.9MW solar farm comprising an array of ground mounted solar PV panels with associated infrastructure including inverters, battery storage, access tracks and a substation.

2.5.1.2 It is proposed to form a new priority junction on Long Road to support vehicles accessing the site for construction and operational activities. The location of the access junction is shown in Figure 2 and the

junction design has been approved by RMBC (Section 278 Agreement Reference 100863 dated 11th February 2025), and the approved designs are referenced within this CTMP. The Section 278 agreement letter is included in Appendix A.

2.5.1.3 The proposed site access junction has been designed to accommodate larger vehicles accessing and leaving the site from and to the east to align with the proposed access route and support the usage restriction which is in place on Common Lane to the north of Penny Hill Lane. The approved layout of the proposed site access junction is shown in Figure 5, with all subsequent figures which are referenced in this section, included at a larger scale in Appendix B.

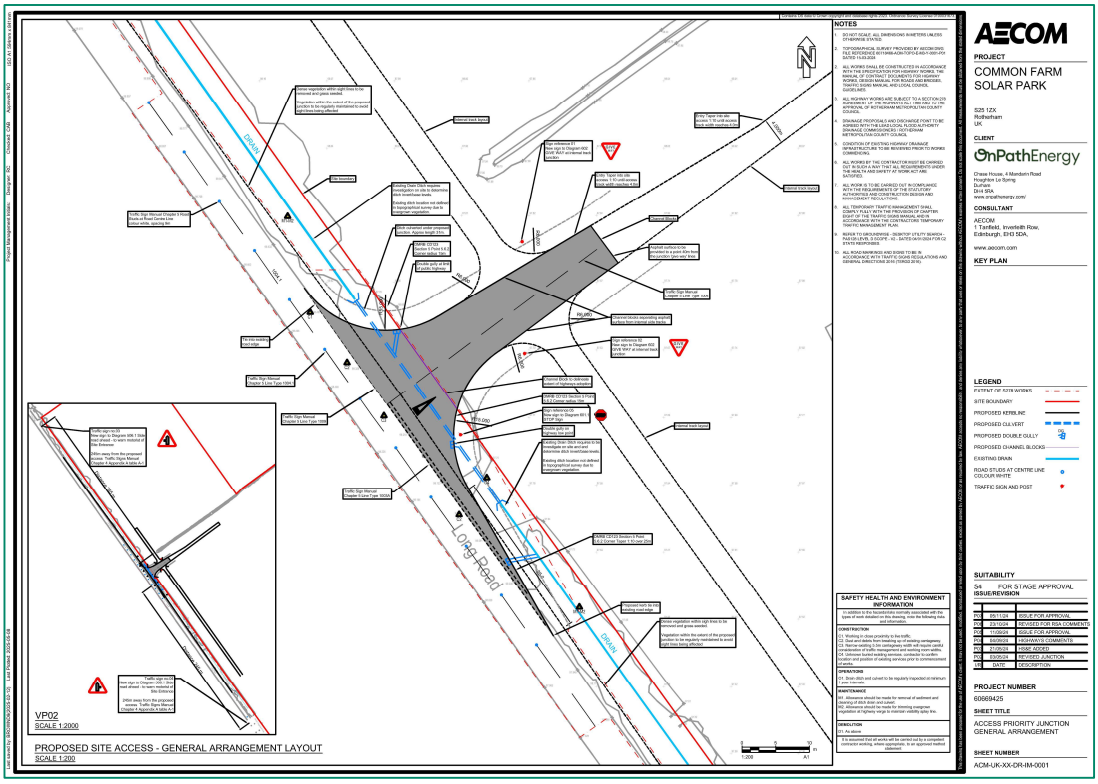


Figure 5. Proposed Site Access Junction General Arrangement

2.5.1.4 Long Road is subject to a 60mph speed limit at the location where it is proposed to construct the site access junction, and the ability to provide visibility splays of 2.4m x 215m, as required by the DMRB for a 60mph road, is shown in Figure 6.

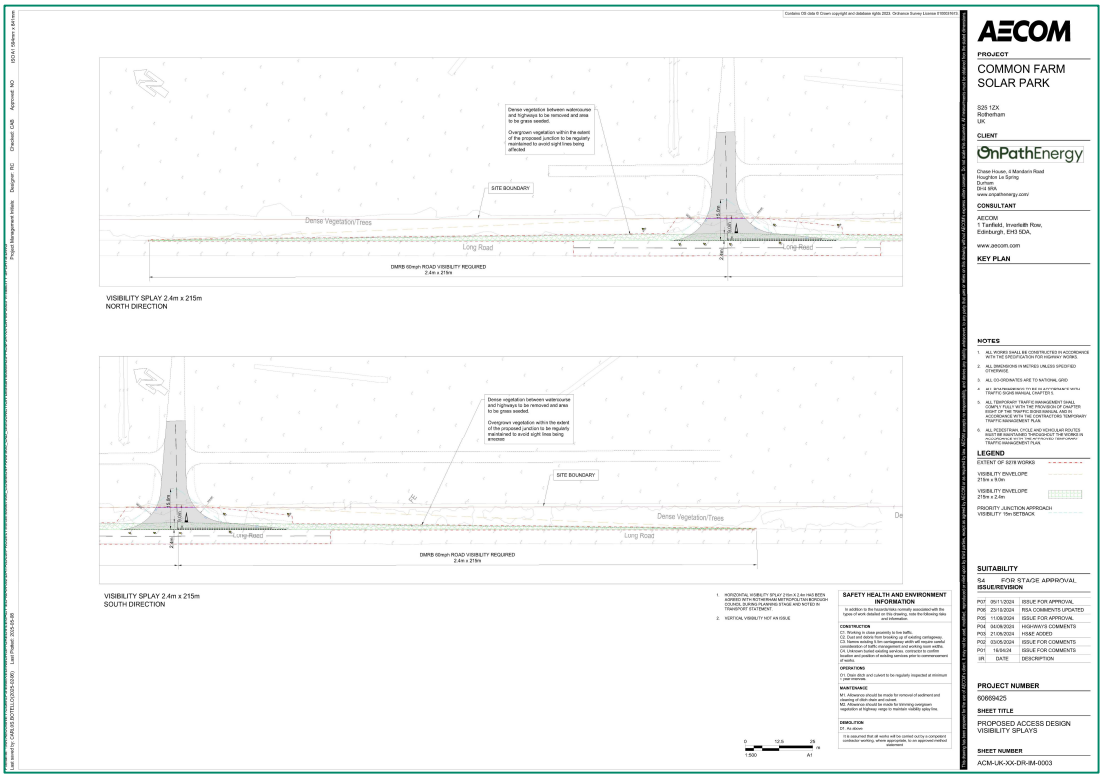


Figure 6. Proposed Site Access Junction Visibility Splays

2.5.1.5 The majority of components and plant will be delivered to the site using low loaders. AutoTrack has been used to support the access junction's design and the analysis output which is presented in Figure 7, demonstrates that a low loader is able to access and leave the site from and to the east. It is therefore considered that the approved access junction arrangement is suitable to serve the site.

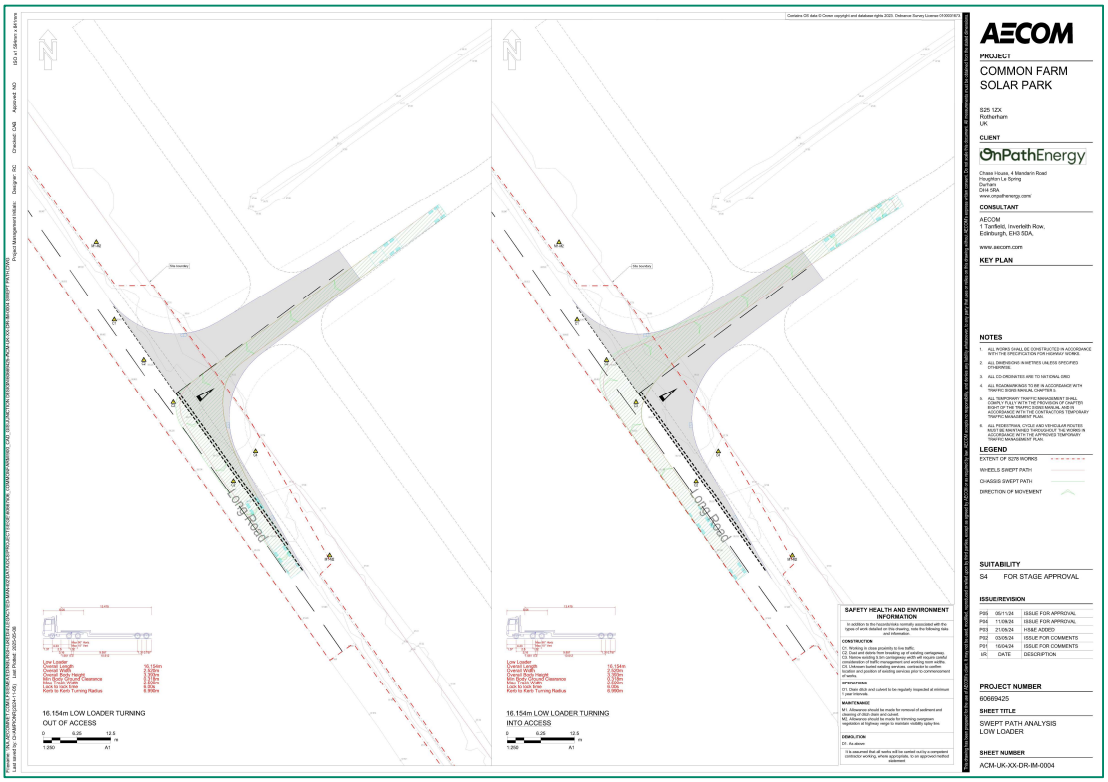


Figure 7. Proposed Site Access Junction Swept-Path Analysis (Low Loader)

2.5.1.6 National Highways confirm that an abnormal load is a vehicle that has any of the following:

- a weight of more than 44,000kg.
- an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle.
- a width of more than 2.9 metres.
- a rigid length of more than 18.65 metres.

2.5.1.7 It is anticipated that the longest HGV which will be used to support construction activities, will be used to deliver the main 66/33kV transformer to the site. This vehicle is approximately 19m in length and will be classified as an abnormal load as its length exceeds 18.65m.

2.5.1.8 The transformer would be delivered to the area via the M1 and access the site using the A57, B6463, Pocket Handkerchief Lane and Long Road / Common Road which form the proposed access route for general construction traffic. The ability of the abnormal load vehicle to access the site via this route is demonstrated in Figure 8.

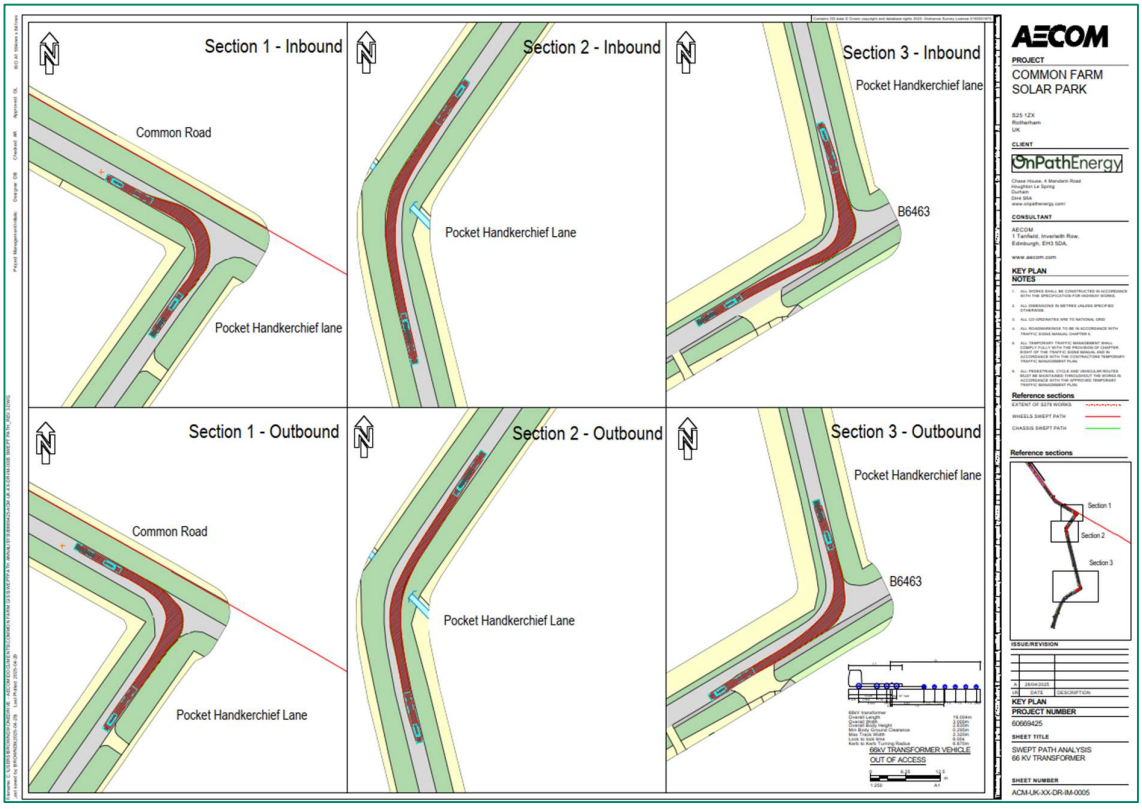


Figure 8. Abnormal Load Vehicle Swept Path Analysis – Access Route

2.5.1.9 As can be seen from the above, the vehicle would cross the centre line of the unclassified roads at the following three locations:

- The B6463 / Pocket Handkerchief Lane junction;
- Pocket Handkerchief Lane at a location approximately 160m to the south-west of Common Road; and
- The Common Road / Pocket Handkerchief Lane junction.

2.5.1.10 The abnormal load vehicle will therefore require to be escorted between the A57 and the site access.

2.5.1.11 Figure 9 shows the results of a swept-path analysis of the proposed access junction and demonstrates that the vehicle would require to cross the centre line of the access and Long Road when accessing and leaving the site under escort.

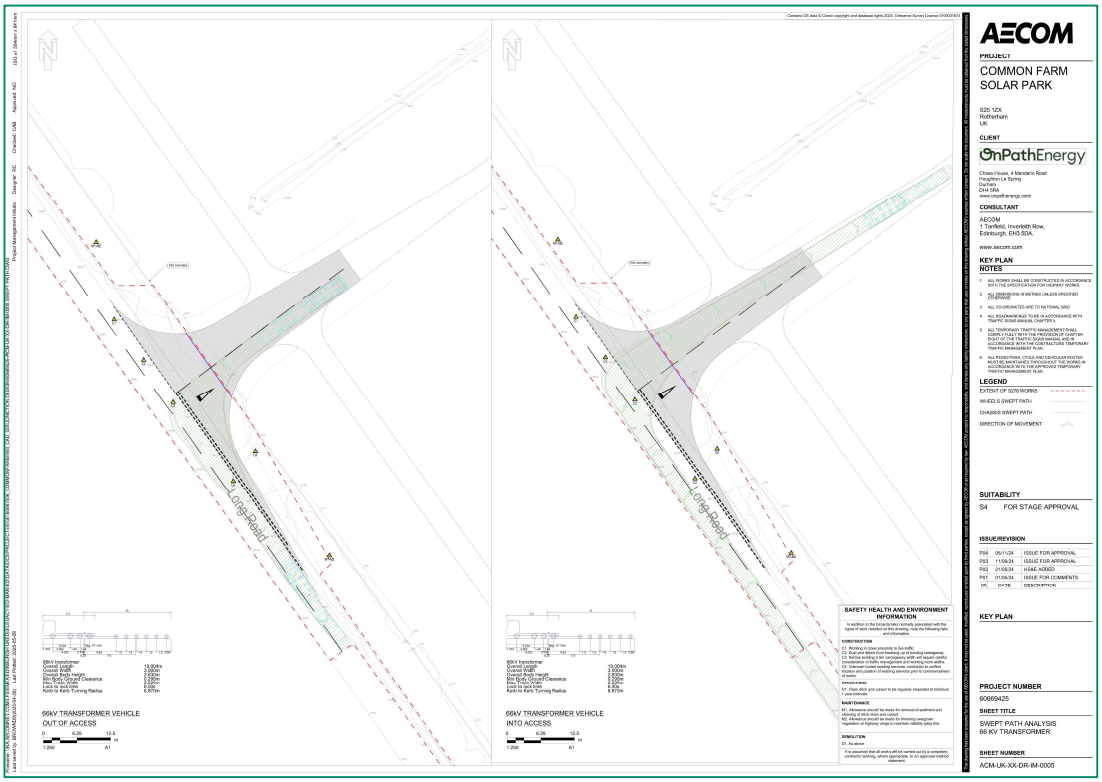


Figure 9. Proposed Site Access Junction Swept-Path Analysis (Abnormal Load Vehicle)

3. Proposed Management Plan

3.1 Introduction

3.1.1.1 This chapter outlines the proposed management measures which will be implemented to support the solar farm's construction.

3.2 Site Access

3.2.1.1 The development site will be accessed from Long Road which forms the site's western boundary. This will be the only access for use by vehicles associated with construction activities and will be retained to support operational activities once the construction phase is complete. Access to the site will be prevented by a gate outwith the hours of construction.

3.2.1.2 It is anticipated that the majority of construction vehicles, and all HGVs associated with construction activities, will use the B6463, Pocket Handkerchief Lane and Long Road / Common Road to access the site from the A57. As highlighted in Chapter 2, the local highway network already accommodates HGVs and is considered to be of a good standard, able to accommodate the temporary increase in traffic generated by construction activities. The site's operation will be supported by a minimal number of vehicles (generally cars and vans) accessing the site on a monthly basis, with HGVs only needing to access the site when a large component requires to be replaced.

3.2.1.3 The proposed access junction will be supported by visibility splays provided at 2.4m x 215m in both directions to align with the requirements of the DMRB for the speed limit of Long Road. Use of the access by construction vehicles will be supported by the installation of temporary signage to both warn road users of the potential of encountering construction traffic and direct vehicles to the site. The signage strategy, which is shown indicatively in Figure 10, will support the signed weight restriction which is in place on Long Road to the north-west of the site, and direct all construction traffic to access and leave the site from and to the east. The strategy will also direct traffic to use Pocket Handkerchief Lane when returning to the wider highway network.

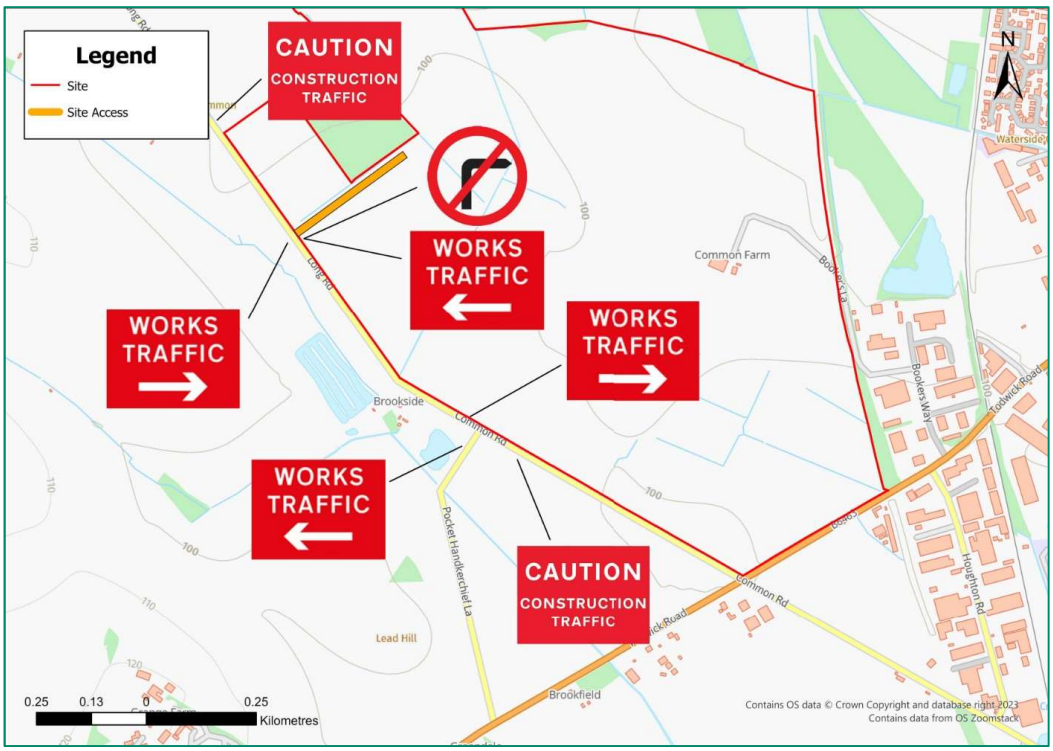


Figure 10. Indicative Temporary Signage Strategy

3.2.1.4 It is anticipated that the final signage strategy will be developed through consultation with RMBC.

3.3 Construction Compound

3.3.1.1 It is proposed to form a construction compound / laydown area in the vicinity of the proposed access junction and its indicative location and arrangement are shown in Figure 11.

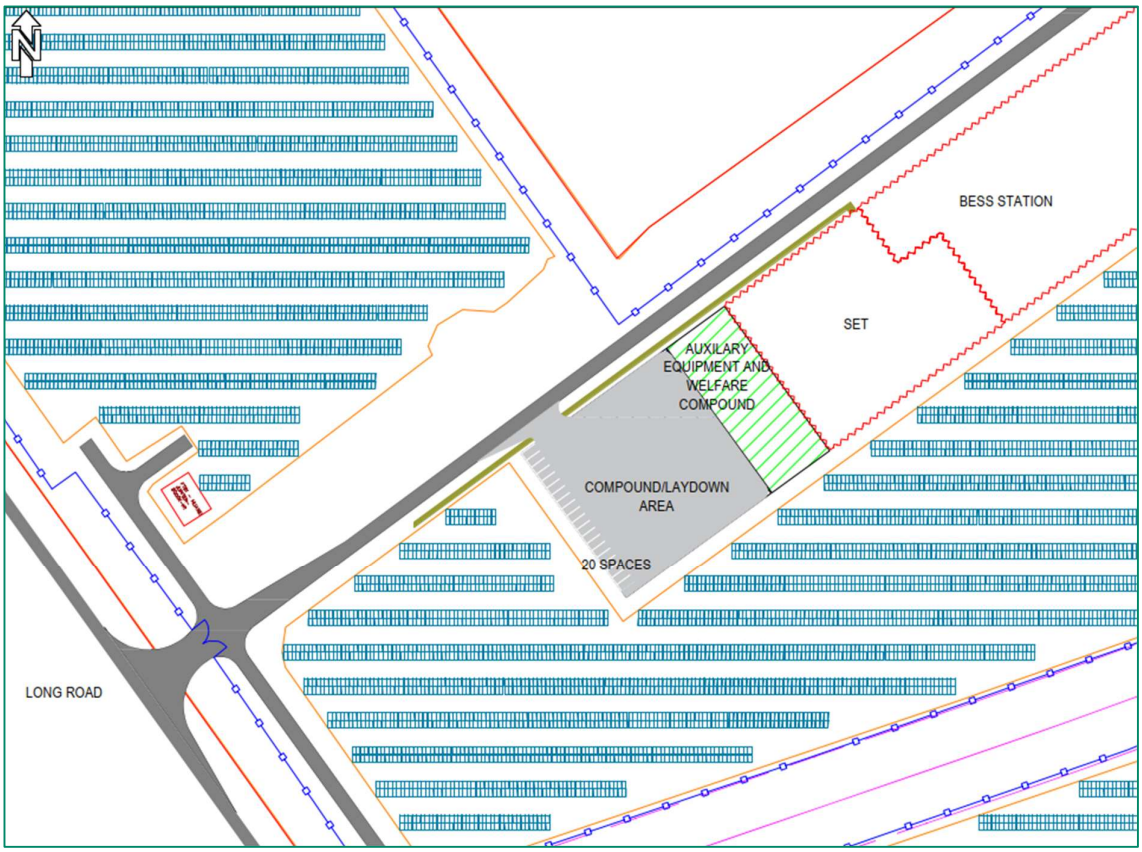


Figure 11. Construction Compound / Laydown Area General Arrangement

3.3.1.2 The following facilities will be provided within the compound for the duration of the construction period:

- Site office;
- Welfare facilities including toilets;
- Material and plant storage areas;
- Set down area for deliveries; and
- Worker parking.

3.3.1.3 The construction compound / laydown area will provide sufficient space for vehicles to turn and return to the external highway network in a forward gear. This area of the site will accommodate staff welfare facilities, support the storage of a proportion of the construction materials used and accommodate workers' parking requirements, with no parking or waiting permitted on Long Road.

3.3.1.4 The ability for larger vehicles to access and leave the construction compound / laydown area in a forward gear has been assessed using AutoTrack, with the results of the analysis shown in Figure 12.

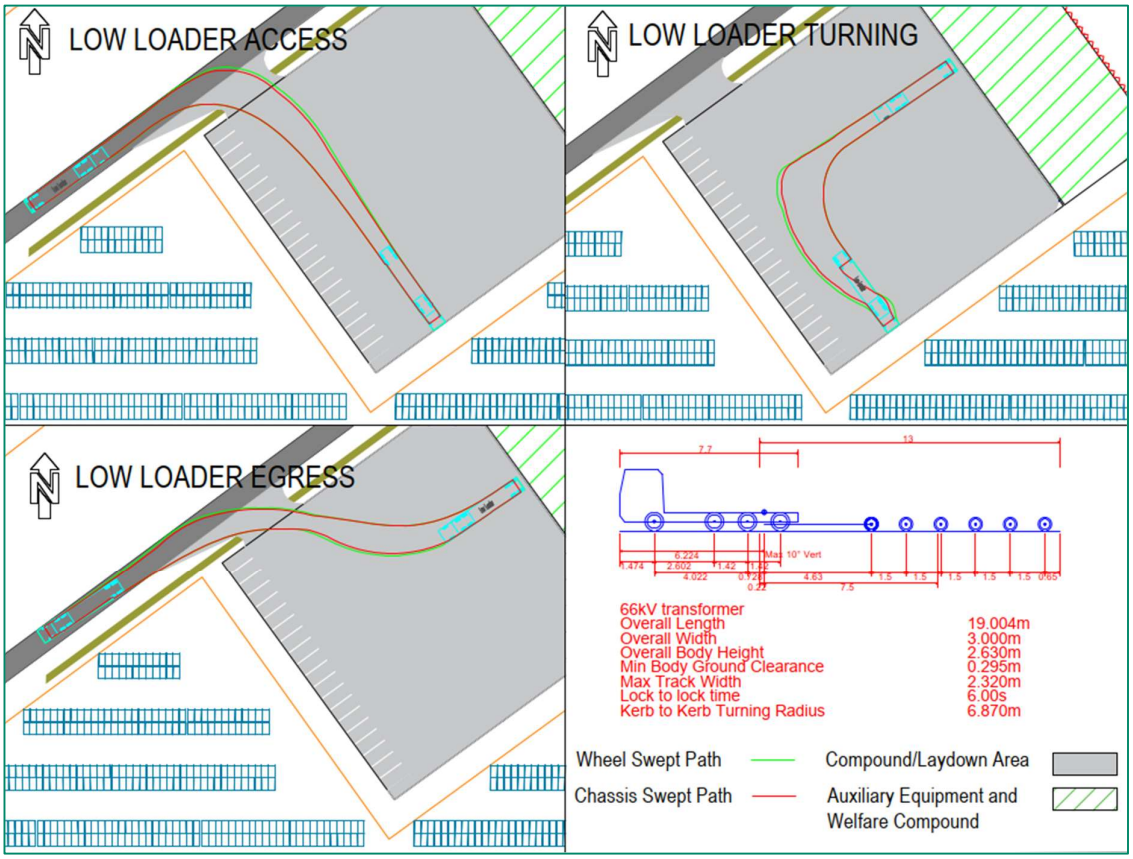


Figure 12. Construction Compound / Laydown Area Swept-Path Analysis

3.3.1.5 As can be seen from the results presented in the above figure, the construction compound / laydown area will provide sufficient space to enable larger vehicles to turn within the site prior to returning to the external highway network in a forward gear.

3.4 Construction Traffic Generation

3.4.1.1 It is anticipated that construction activities will be undertaken between 07:00 – 19:00 Monday – Friday and between 07:00 – 13:00 on a Saturday. No construction activities will be undertaken on a Sunday.

3.4.1.2 Construction materials, solar panels and associated infrastructure including batteries and transformers, will be delivered to the site using HGVs. Construction activities will also be supported by smaller vehicles, including vans and cars, facilitating workers accessing the site.

3.4.1.3 It is anticipated that the development's construction will take 21 months to complete. The construction activities which will generate the greatest level of traffic movements, are anticipated to be undertaken over a 14 month period and Table 1 sets out the level of trips which could be generated by each of these key activities.

Table 1. Construction Traffic Generation Estimate

	Month													
Construction Activity	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**
Access track / internal tracks and compound formation	60	300	600	300										
Plant and equipment deliveries for welfare facilities		40												
Substation foundation formation			20	20	40	20	20							
Substation construction						10	10	10	10	10				
Fencing & CCTV installation		20				10	10	10			10	10		10
BESS foundation formation					20	40	20	20	10					
BESS unit installation										10	20	20	20	10
PV access track formation						40	40	40						
Delivery of panels									40	40	40	40	40	10
Delivery of inverters / electrical equipment											10	10	10	10
Sub-Total HGV Monthly	**60**	**360**	**620**	**320**	**60**	**120**	**100**	**80**	**60**	**60**	**80**	**80**	**70**	**40**
Sub-Total HGV Daily*	4	18	32	16	4	6	6	4	4	4	4	4	4	2
Daily Construction Personnel & Non HGV Deliveries	30	31	32	33	34	35	36	37	38	39	40	41	42	43
Total Daily Construction Vehicles	**34**	**49**	**64**	**49**	**38**	**41**	**42**	**41**	**42**	**43**	**44**	**45**	**46**	**45**

*Assumed 20 working days per month

3.4.1.4 As can be seen from the above summary, it is anticipated that a maximum of 32 two-way HGV trips (16 arrivals and 16 departures), will be generated over an operational day in month two of the construction programme, with the level of generation being less than this in the remaining 13 months. Whilst construction HGVs will have varying durations of stay on site depending on their load, it is expected that all HGVs will leave the site on the same day as they arrive.

3.4.1.5 It is forecast that there could be an additional 30 two-way daily vehicle trips (15 arrivals and 15 departures) associated with workers accessing the site, with these trips typically being by car or van. The anticipated hours of on-site construction activities will result in the majority of construction staff entering the site prior to 07:00 and leaving after 19:00, thereby minimising the impact of these trips on the operation of the adjacent highway network in the morning and evening peak periods.

3.4.1.6 As previously highlighted, when completed and operational, the only access to the site will be by workers undertaking general maintenance activities, with the majority of these trips undertaken using cars or vans. HGVs would only be used if required to replace larger components.

3.5 Parking, Loading / Un-loading

3.5.1.1 Parking for all site personnel will be provided within the site within the construction compound / laydown area. It is anticipated that there could be up to 15 staff working on the site at any one time and whilst staff will be encouraged to vehicle share as far as possible, there is a potential requirement for up to 15 vehicles to regularly park within the site at any one time. As shown in Figure 11, there is space to accommodate 20 vehicles within the construction compound, with this area therefore being able to accommodate the anticipated demand generated by workers along with additional staff visiting the site.

3.5.1.2 All permanent on-site personnel will be advised as part of their inductions that any parking of contractor and personal vehicles on the external highway network will not be permitted. Whilst the site is of a sufficient size to accommodate the level of parking demand anticipated to be generated by construction of a development of this scale, signage will be installed in the vicinity of the vehicular access to confirm that no contractor parking is permitted outwith the site. Any staff member or contractor found to be parking on the external highway network, will be reminded of their obligations.

3.5.1.3 As per the above parking restrictions, all deliveries associated with the construction of the development will take place on site within the laydown area and be co-ordinated by the Principal Contractor. No loading or unloading will take place on the public highway network.

3.6 Construction Traffic

3.6.1.1 Materials and equipment will be transported on regular HGVs or under their own power and are expected to include, but not be limited to the following:

- Cranes;
- Low loaders carrying construction vehicles and components;
- Aggregate lorries; and
- Concrete mixers.

3.6.1.2 There will, however, be a requirement for the main 66/33kV transformer to be delivered to the site as an abnormal load. As previously highlighted, whilst the vehicle which will be used to deliver the transformer will be only marginally longer than that classified as a standard-length HGV, the vehicle will be classified as an abnormal load and therefore be escorted to the site.

3.6.1.3 Large vehicle deliveries will be co-ordinated directly between the project team and the supplier. Prior to arriving on site, the supplier / driver will notify the Site Manager to indicate their anticipated time of arrival. If in the rare event a problem with access to the site is identified whilst the delivery is in transit, the supplier or driver will be advised to wait at an appropriate and safe location, until such time as access becomes available.

3.6.2 Construction Traffic Routing

3.6.2.1 The local highway network is considered to be of a good standard and was recoded to accommodate HGV movements by surveys undertaken to support the Transport Statement submitted in association with the consented planning application. As part of the consultation undertaken to support the report's preparation, RMBC indicated that the use of Pocket Handkerchief Lane would be preferrable to using the eastern end of Common Road to access the site from the B6463. The proposed access strategy has therefore taken cognisance of this.

3.6.2.2 The site is located approximately 2km to the north-east of Junction 31 of the M1 and the proximity of the motorway will support convenient access to the area for construction vehicles. The A57 supports convenient access from the motorway to the B6463 and this has been identified as the preferred route for deliveries. The proposed access route is shown in Figure 13.

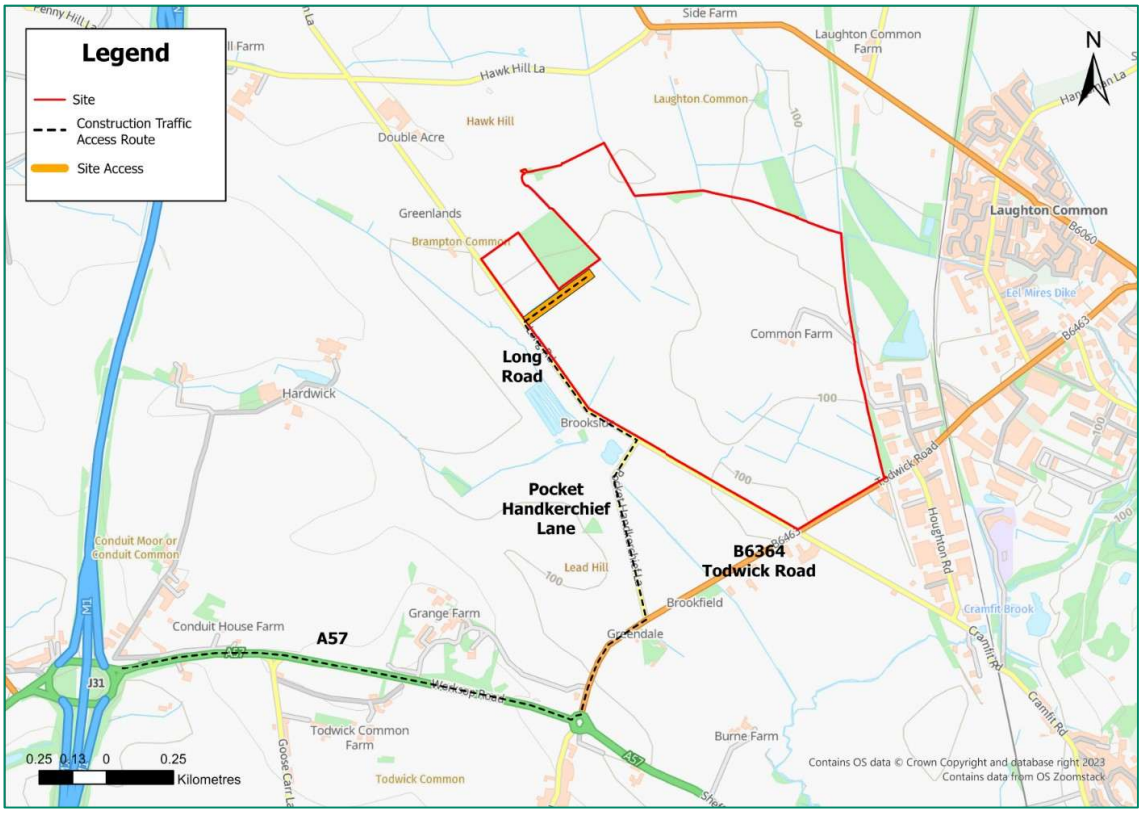


Figure 13. Construction Access Route

3.6.2.3 The access route from the M1 is rural in nature and has no signed height or weight restrictions which would prevent the route being used by HGVs supporting construction activities. There are also no sensitive receptors considered to be on the route which would require the implementation of any restrictions on the timings of deliveries to the site. The route is therefore considered to be appropriate to accommodate the temporary increase in traffic generated by construction activities.

3.6.2.4 As previously highlighted, HGVs are currently prevented from using Common Lane to the north of its junction with Penny Hill Lane, by a signed weight restriction. Whilst accepting that the access restriction only applies to larger vehicles, it is proposed to ban all construction vehicles from turning right out of the site and instead encourage a return to the wider highway network via Long Road and Pocket Handkerchief Lane. Temporary road signage will be placed along the access route in the vicinity of the site to inform existing road users of the potential to encounter construction traffic and direct construction traffic to the site. This approach is reflected in the indicative signage strategy presented in Figure 10.

3.6.2.5 All site workers will be made aware of the proposed construction traffic route and for contractors making regular deliveries, this will form part of their contractual obligations and be reinforced within site inductions and regular toolbox talks.

3.6.3 Route Enforcement

3.6.3.1 The Principal Contractor and all subcontracting companies involved in the construction of the proposed development will be required to ensure they adhere to the access / egress route which will be clearly defined in all contracts and clearly signposted. This will be reinforced by inclusion within the Principal Contractor's site induction and regular toolbox talks for site workers.

3.6.3.2 On-site monitoring, spot checks and a comprehensive signage strategy will ensure that the designated access / egress route is being followed. Any contractor not adhering to the signed route restrictions will be reminded of their obligations in the first instance and disciplined if required.

3.6.4 Emergency Access

3.6.4.1 In the event of an accident or emergency on site, the primary route for emergency vehicles will be to approach the site via the identified access route which utilises Pocket Handkerchief Lane and Long Road. Emergency vehicles will also be able to access the site from the east via Booker's Lane, which previously provided access to Common Farm, should the main site access be blocked.

3.6.5 Vehicle Breakdowns

3.6.5.1 In the event of any breakdowns on the proposed access route to the site, the driver (if in a safe location) will be required to notify the Site Manager of the circumstances of the breakdown. All vehicles associated with the delivery of materials to site will be required to have in place procedures to manage vehicle breakdowns and support any recovery.

3.7 Dust Management

3.7.1.1 Any dust arising from site activities will be minimised by a suitable method. Should there be any significant issues with dust as a result of an extended period of dry weather, dust will be suppressed by water bowsers damping down the site entrance, access tracks and working areas, as and when required.

3.7.1.2 A dry wheel cleaning facility, as per the image below, will be available at the site entrance. It will be established to clean the wheels and underside of all lorries that pose a risk to depositing mud and debris on the public highway. Signs will be erected directing applicable vehicles to use the wheel cleaning facilities before leaving the site if required.

3.7.1.3 The wheel cleaning facility will work based on the vibration effect created by vehicle tyres driving over inverted steel angle. It requires no power or no water, and therefore no drainage.

3.7.1.4 Regular inspections will be undertaken throughout the working day to ensure the public highway is clear of dust, mud or debris as a result of any of the site plant or vehicles. Where required a road sweeper will be employed to ensure the public highway remains clear of mud and dirt from the construction site.

3.8 Transportation Protocol

3.8.1.1 All contractors must adhere to the agreed CTMP. Prior to leaving the site or a local supplier (for example a quarry), all vehicles must:

- be securely sheeted whether loaded or empty;
- have proceeded through the wheel cleaning facility if required;
- record origin, destination and route of the vehicle;
- not leave in convoy; and
- ensure all vehicle identifications including registration plates on the vehicle are clearly visible;

3.8.1.2 On route to and from their destinations all drivers / vehicles must:

- use only approved haulage route as shown in Figure 13;
- strictly observe speed limits particularly in built up areas;
- be driven in a safe and courteous manner with due care and consideration for other road users both vehicular and pedestrian;
- adhere to the following hours of operation:
  - 07:00 – 19:00 Monday - Friday; and
  - 07:00 – 13:00 Saturday.
- on arrival at site, not wait on the public road causing an obstruction.

3.8.1.3 All operators must maintain a management system whereby the following records are kept and are available to RMBC Officers:

- that vehicles have been sheeted prior to leaving the site;
- the number of vehicles leaving the site and their destination;
- all complaints received regarding transport and what if any action taken; and
- all instances where protocol has been breached and action taken.

3.9 Miscellaneous Measures

3.9.1 Parking Management

3.9.1.1 All on-site construction staff using private vehicles to access the site will be required to park their vehicles in a designated site car park only. No parking will be permitted on the public highway network in the vicinity of the site.

3.9.2 Grievance Procedures

3.9.2.1 The Site Manager will be the first point of contact with members of the public regarding any significant impact that the construction may have on the local area.

3.9.3 Fencing / Site Security

3.9.3.1 The development site will be securely fenced off from the adjacent public right of way using Heras fencing panels or similar, double clipped for extra security. The fencing will be regularly checked by site workers to ensure the site remains secure.

3.9.4 Road Condition Surveys

3.9.4.1 The Principal Contractor will work with RMBC to undertake condition surveys and inspections of Pocket Handkerchief Lane and Long Road / Common Road between Pocket Handkerchief Lane and the site access prior to the commencement and following the completion of construction works.

3.10 Management Plan Monitoring

3.10.1.1 Following implementation of the CTMP and its associated measures, it is proposed that certain monitoring requirements are placed on the Principal Contractor. These are primarily to ensure the effectiveness of the measures implemented and to assess whether any changes are required during the solar farm's construction. The monitoring requirements are suggested to be as follows:

- The Principal Contractor will monitor the operation of the site access junction to minimise delays to users of Long Road as far as practicable.

- The Principal Contractor will monitor the condition of the site access junction and adjacent public highway network to enable measures to be implemented to remove detritus caused by construction traffic if required.

4. Summary

4.1.1.1 This Construction Traffic Management Plan has been prepared to support the development of a solar energy park at Common Farm, Bookers Lane, Dinnington.

4.1.1.2 The local highway network is considered to be of a good standard and construction traffic will access the site from the B6463 via Pocket Handkerchief Lane and Common Road / Long Road, with traffic to leave the site via the same route.

4.1.1.3 It is considered that there is no requirement to close or divert the footpath which passes through the north-western area of the site, to support construction activities or the site's operation. The perimeter fence which will be used to secure the site, will be installed immediately to the east of the path in advance of construction activities commencing.

4.1.1.4 It is proposed to form a new junction on Long Road to support the proposed development's construction and operation, and the form of this has been approved by RMBC, with a Section 278 Agreement signed on the 11th February 2025.

4.1.1.5 A laydown area / construction compound will be provided within the site to support the unloading and storage of plant and materials, with sufficient space provided within this to accommodate the demand for employee parking. No vehicles will be permitted to wait or park on the external highway network and the size of the laydown area / compound will enable vehicles to access and leave the site in a forward gear.

Appendix A Section 278 Agreement

Rotherham Metropolitan Borough Council
Riverside House| Main Street| Rotherham| S60 1AE
01709 382121

Our Reference: 100863
Our contact: Simon Gammons, simon.gammons@rotherham.gov.uk

To:
ONPATH ENERGY LIMITED
Chase House,
4 Mandarin Road,
Houghton le Spring,
Durham DH4 5RA
Unit 15

For the attention of Peter Faraday Date: 11th February 2025

Common Road/Long Road, Dinnington, Sheffield- Proposed Highway Works, Section 278 Agreement
Planning Reference RB2022/1203 (approved 13th. June 2023)
Designer: Carlos Botello, Aecom.

Dear Sirs,

With reference to the above, and the envisaged agreement to be entered into for works to provide a new access, I can confirm that the following drawings and designer's response to the stage 2 Road Safety Audit are considered acceptable and I therefore grant Technical Approval.

The drawings are:

60669425 ACM UK XX DR IM 0001 PO7 General Arrnagement
60669425 ACM UK XX DR IM 0002 PO4 Site Location Plan
60669425 ACM UK XX DR IM 0003 PO7 Visibility Splays
60669425 ACM UK XX DR IM 0004 PO5 Swept Paths
60669425 ACM UK XX DR IM 0005 PO4 Swept Paths
60669425 ACM UK XX DR IM 0006 PO6 Proposed Surfaces
60669425 ACM UK XX DR IM 0007 PO6 Levels and Contours
60669425 ACM UK XX DR IM 0008 PO7 Horizontal and Vertical Alignments
60669425 ACM UK XX DR IM 0010 PO6 Drainage
60669425 ACM UK XX DR IM 0201 PO6 Site Clearance
60669425 ACM UK XX DR IM 1501 PO6 Standard Construction Details 1
60669425 ACM UK XX DR IM 1503 Standard Construction Details 2
60669425 ACM UK XX DR IM 1502 PO5 Typical Drainage Details

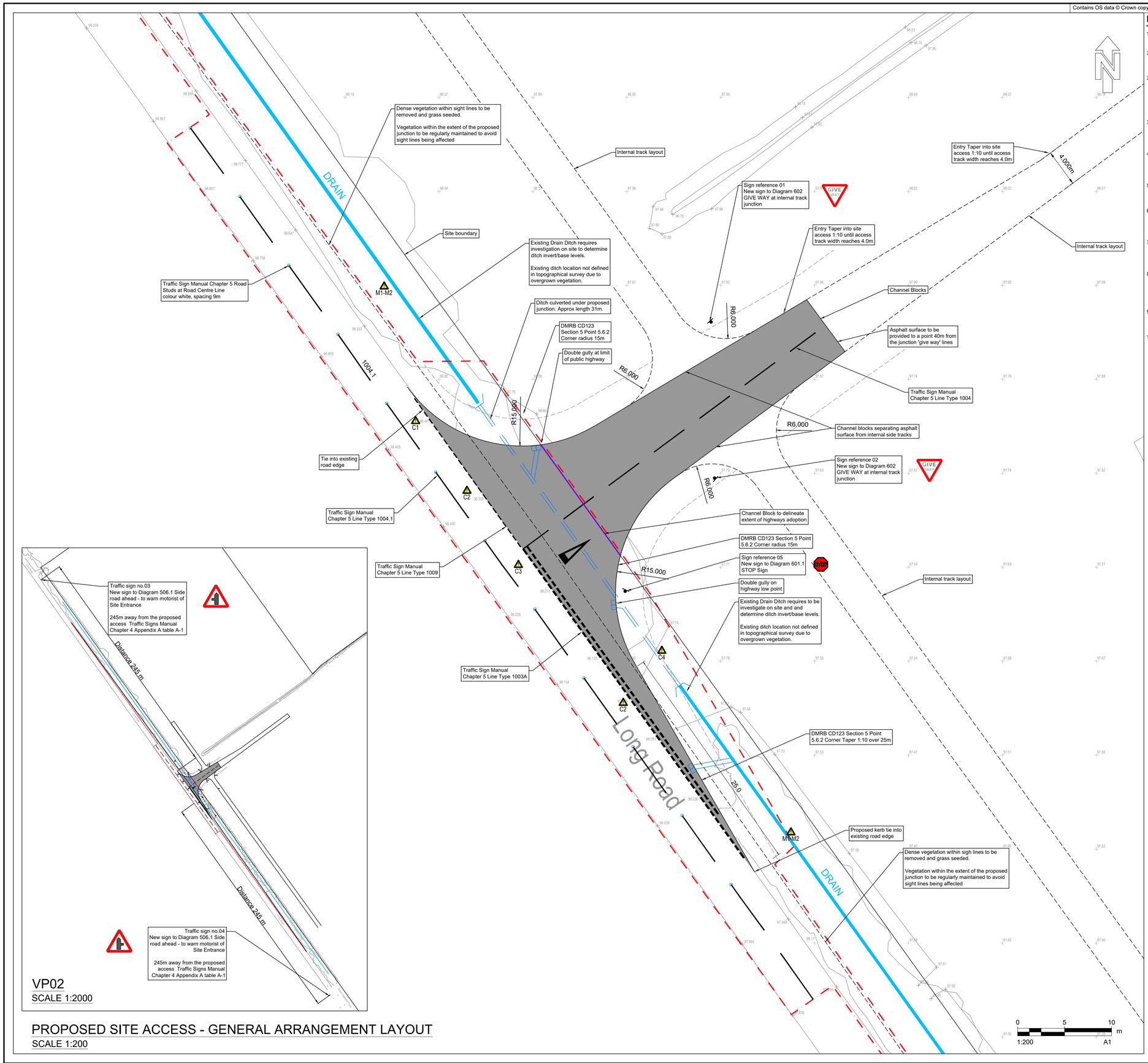
The Road safety Audit Designers Response is:
60718466 RSA 2 – Designers Response 7/11/24 as added to by the Overseeing Organisation (RMBC) and dated 6/2/25. I have enclosed a copy of the audit response with this letter.

The agreement, when completed, will allow for minor changes to approved design should they become necessary before or during the works.

For and on behalf of
Rotherham Borough Council

Simon Gammons
Transportation Infrastructure Services

Appendix B Section 2.5 Drawings



VP02
SCALE 1:2000

PROPOSED SITE ACCESS - GENERAL ARRANGEMENT LAYOUT
SCALE 1:200

NOTES

1. DO NOT SCALE. ALL DIMENSIONS IN METERS UNLESS OTHERWISE STATED.
2. TOPOGRAPHICAL SURVEY PROVIDED BY AECOM DWG FILE REFERENCE 60718466-ACM-TOPO-E-M3-Y-0001-P01 DATED 15-03-2024
2. ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS, THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
3. ALL HIGHWAY WORKS ARE SUBJECT TO A SECTION 278 AGREEMENT OF THE HIGHWAYS ACT 1980 AND TO THE APPROVAL OF ROTHERHAM METROPOLITAN COUNTY COUNCIL.
4. DRAINAGE PROPOSALS AND DISCHARGE POINT TO BE AGREED WITH THE LEAD LOCAL FLOOD AUTHORITY DRAINAGE COMMISSIONERS / ROTHERHAM METROPOLITAN COUNTY COUNCIL
5. CONDITION OF EXISTING HIGHWAY DRAINAGE INFRASTRUCTURE TO BE REVIEWED PRIOR TO WORKS COMMENCING.
6. ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
7. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.
8. ALL TEMPORARY TRAFFIC MANAGEMENT SHALL COMPLY FULLY WITH THE PROVISION OF CHAPTER EIGHT OF THE TRAFFIC SIGNS MANUAL AND IN ACCORDANCE WITH THE CONTRACTORS TEMPORARY TRAFFIC MANAGEMENT PLAN.
9. REFER TO GROUNDWISE - DESKTOP UTILITY SEARCH - PAS128 LEVEL D SCOPE - V2 - DATED 04/01/2024 FOR C2 STATS RESPONSES.
10. ALL ROAD MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 (TSRGD 2016).

SAFETY HEALTH AND ENVIRONMENT INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following risks and information.

CONSTRUCTION

C1. Working in close proximity to live traffic.
C2. Dust and debris from breaking up of existing carriageway.
C3. Narrow existing 5.5m carriageway width will require careful consideration of traffic management and working room widths.
C4. Unknown buried existing services. contractor to confirm location and position of existing services prior to commencement of works.

OPERATIONS

O1. Drain ditch and culvert to be regularly inspected at minimum 1 year intervals.

MAINTENANCE

M1. Allowance should be made for removal of sediment and cleaning of ditch drain and culvert.
M2. Allowance should be made for trimming overgrown vegetation at highway verge to maintain visibility splay line.

DEMOLITION

D1. As above

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

AECOM

PROJECT

COMMON FARM SOLAR PARK

S25 1ZX
Rotherham
UK

CLIENT

OnPathEnergy

Chase House, 4 Mandarin Road
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Durham
DH4 5RA
www.onpathenergy.com/

CONSULTANT

AECOM
1 Tanfield, Inverleith Row,
Edinburgh, EH3 5DA,

www.aecom.com

KEY PLAN

LEGEND

- EXTENT OF S278 WORKS
- SITE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED CULVERT
- PROPOSED DOUBLE GULLY (DG)
- PROPOSED CHANNEL BLOCKS
- EXISTING DRAIN
- ROAD STUDS AT CENTRE LINE COLOUR WHITE
- TRAFFIC SIGN AND POST

SUITABILITY

S4 FOR STAGE APPROVAL

ISSUE/REVISION

P07	05/11/24	ISSUE FOR APPROVAL
P06	23/10/24	REVISED FOR RSA COMMENTS
P05	11/09/24	ISSUE FOR APPROVAL
P04	04/09/24	HIGHWAYS COMMENTS
P03	21/05/24	HS&E ADDED
P02	03/05/24	REVISED JUNCTION
I/R	DATE	DESCRIPTION

PROJECT NUMBER

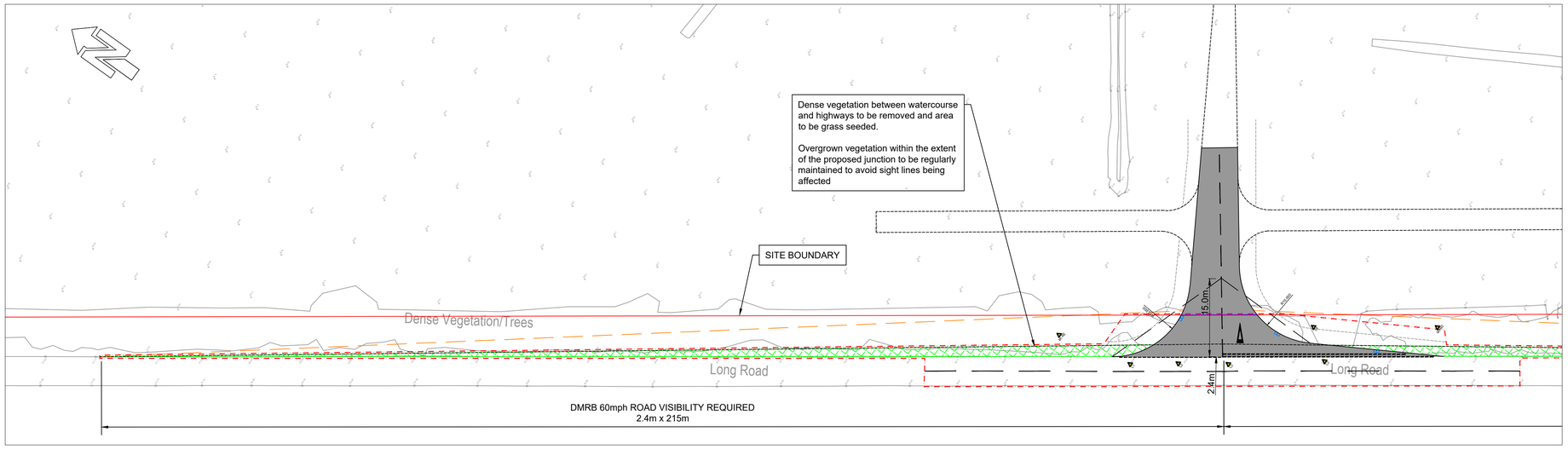
60669425

SHEET TITLE

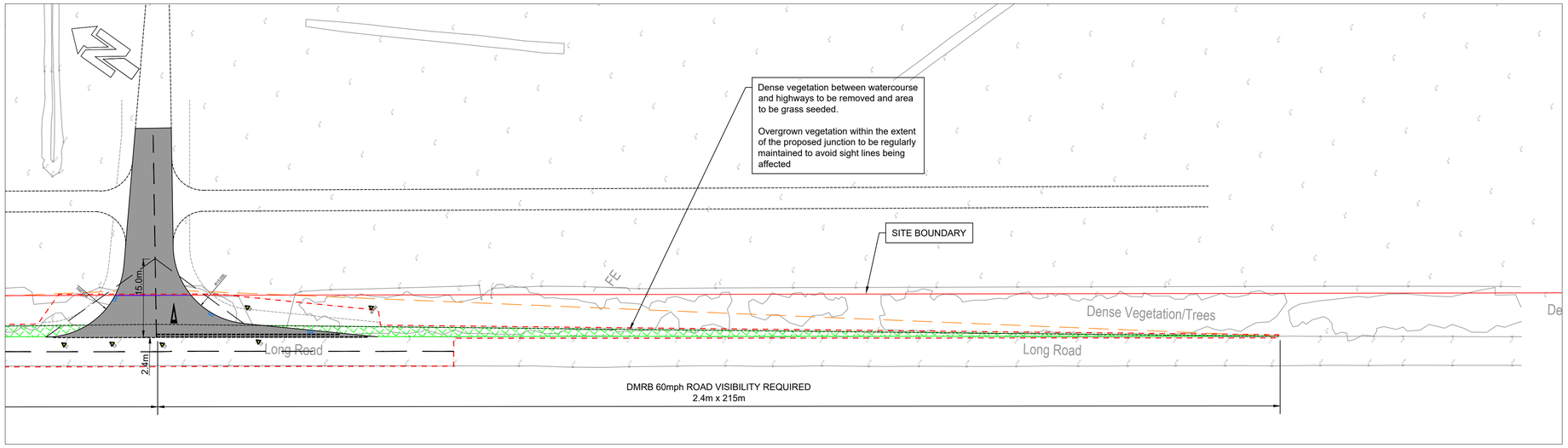
ACCESS PRIORITY JUNCTION GENERAL ARRANGEMENT

SHEET NUMBER

ACM-UK-XX-DR-IM-0001



VISIBILITY SPLAY 2.4m x 215m
NORTH DIRECTION



VISIBILITY SPLAY 2.4m x 215m
SOUTH DIRECTION

1. HORIZONTAL VISIBILITY SPLAY 215m X 2.4m HAS BEEN AGREED WITH ROTHERHAM METROPOLITAN BOROUGH COUNCIL DURING PLANNING STAGE AND NOTED IN TRANSPORT STATEMENT.
2. VERTICAL VISIBILITY NOT AN ISSUE

0 12.5 25 m
1:500 A1

SAFETY HEALTH AND ENVIRONMENT INFORMATION

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www.onpathenergy.com/

CONSULTANT

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1 Tanfield, Inverleith Row,
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www.aecom.com

KEY PLAN

NOTES

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LEGEND

EXTENT OF S278 WORKS
VISIBILITY ENVELOPE 215m x 9.0m
VISIBILITY ENVELOPE 215m x 2.4m
PRIORITY JUNCTION APPROACH VISIBILITY 15m SETBACK

SUITABILITY

S4 FOR STAGE APPROVAL

ISSUE/REVISION

P06	23/10/2024	RSA COMMENTS UPDATED
P05	11/09/2024	ISSUE FOR APPROVAL
P04	04/09/2024	HIGHWAYS COMMENTS
P03	21/05/2024	HS&E ADDED
P02	03/05/2024	ISSUE FOR COMMENTS
P01	16/04/24	ISSUE FOR COMMENTS
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60669425

SHEET TITLE

PROPOSED ACCESS DESIGN VISIBILITY SPLAYS

SHEET NUMBER

ACM-UK-XX-DR-IM-0003

ISO A1 594mm x 841mm
Approved: NO
Checked: CAB
Designer: RC
Project Management Initials:
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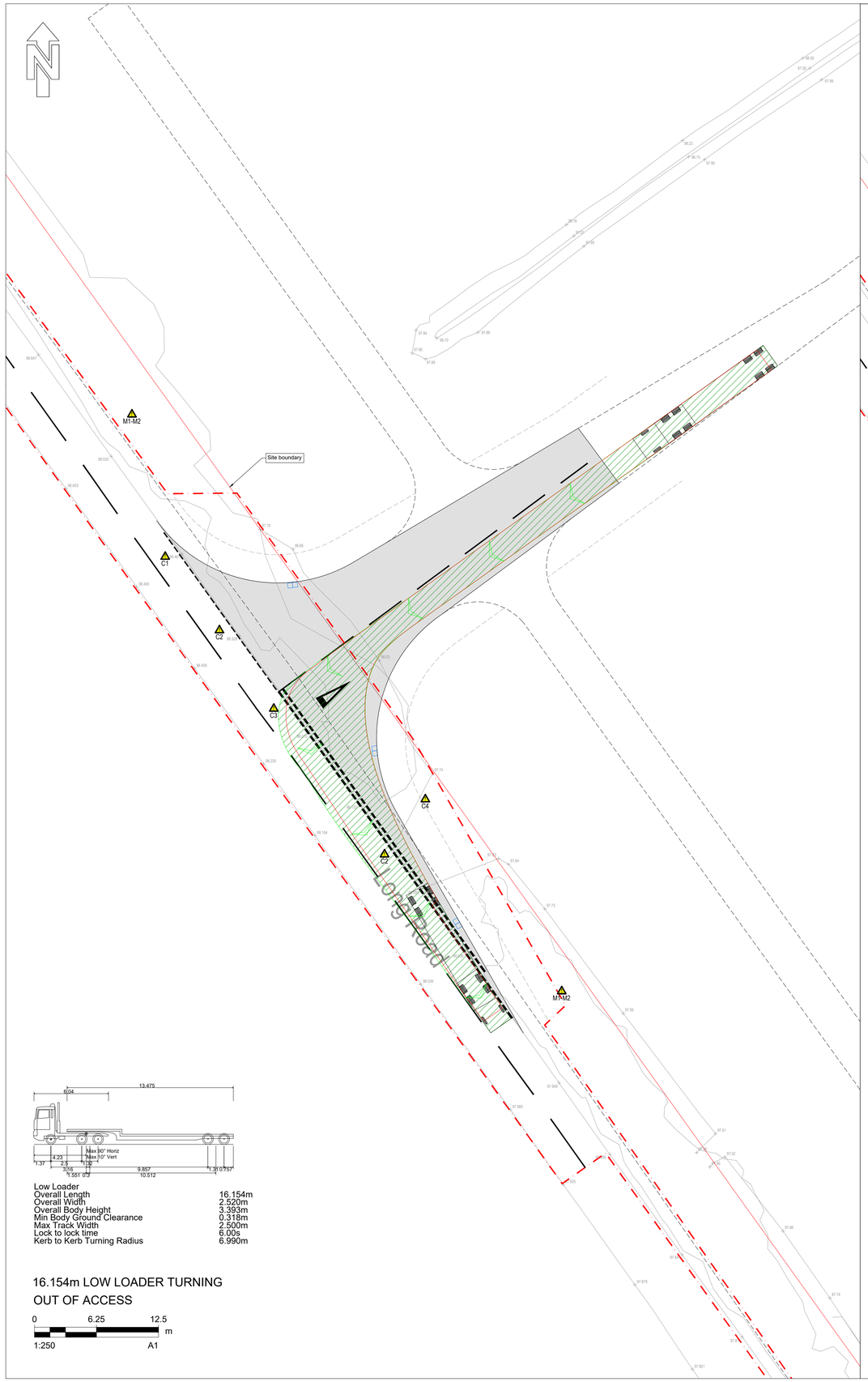
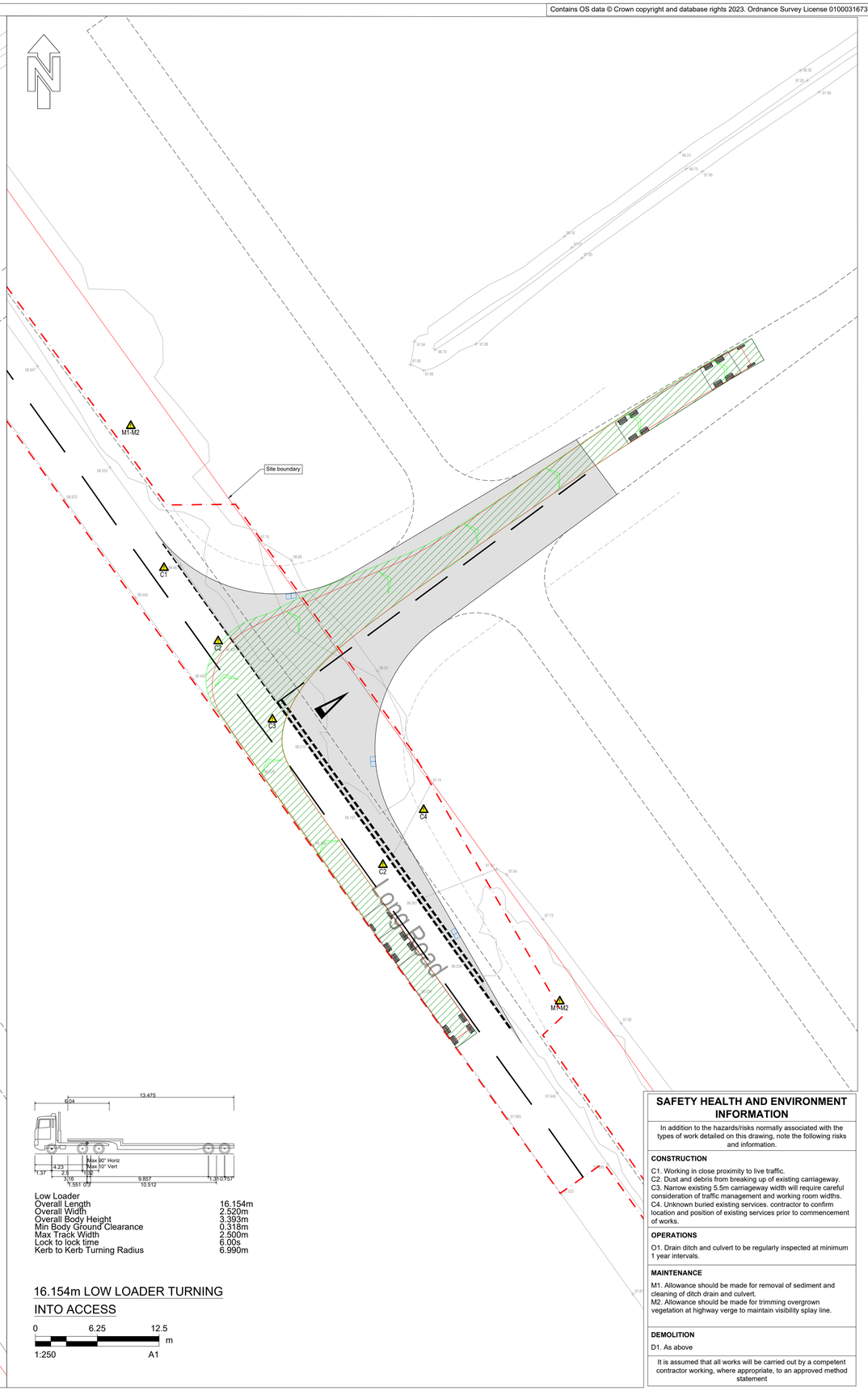


Low Loader

Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

16.154m LOW LOADER TURNING
OUT OF ACCESS

0 6.25 12.5 m
1:250 A1



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16.154m LOW LOADER TURNING
INTO ACCESS

0 6.25 12.5 m
1:250 A1

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AECOM

PROJECT

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CLIENT

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CONSULTANT

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KEY PLAN

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LEGEND

EXTENT OF S278 WORKS
WHEELS SWEPT PATH
CHASSIS SWEPT PATH
DIRECTION OF MOVEMENT

SUITABILITY

S4 FOR STAGE APPROVAL

ISSUE/REVISION

P05	05/11/24	ISSUE FOR APPROVAL
P04	11/09/24	ISSUE FOR APPROVAL
P03	21/05/24	HS&E ADDED
P02	03/05/24	ISSUE FOR COMMENTS
P01	16/04/24	ISSUE FOR COMMENTS
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60669425

SHEET TITLE

SWEPT PATH ANALYSIS
LOW LOADER

SHEET NUMBER

ACM-UK-XX-DR-IM-0004

ISO A1 594mm x 841mm
Approved: NO
Checked: CAB
Designer: RC
Project Management Initials:

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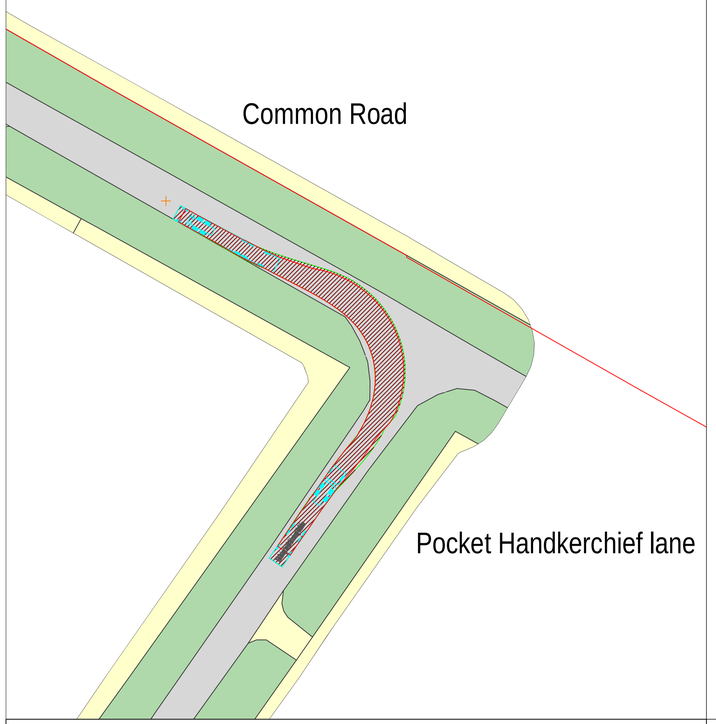

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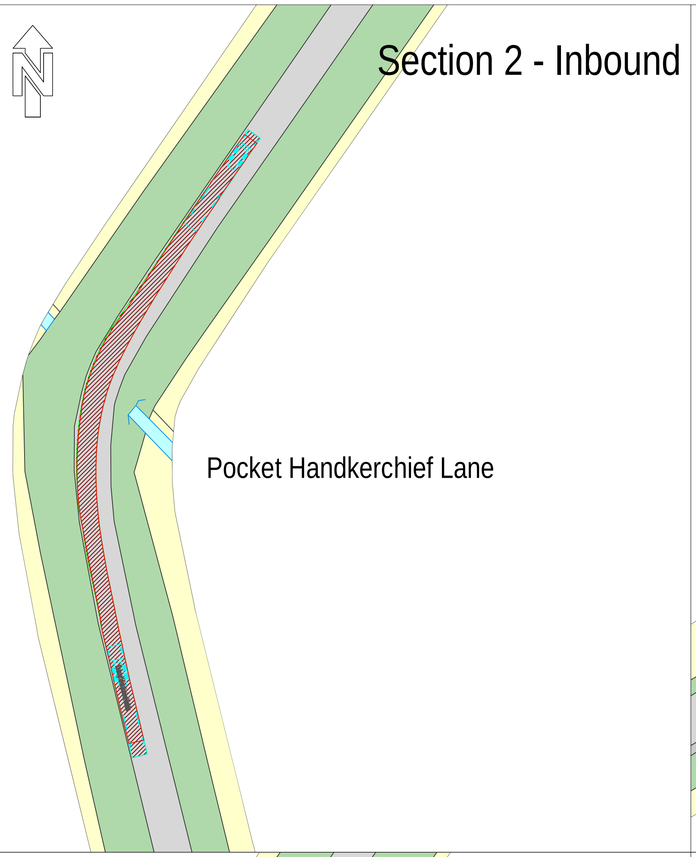

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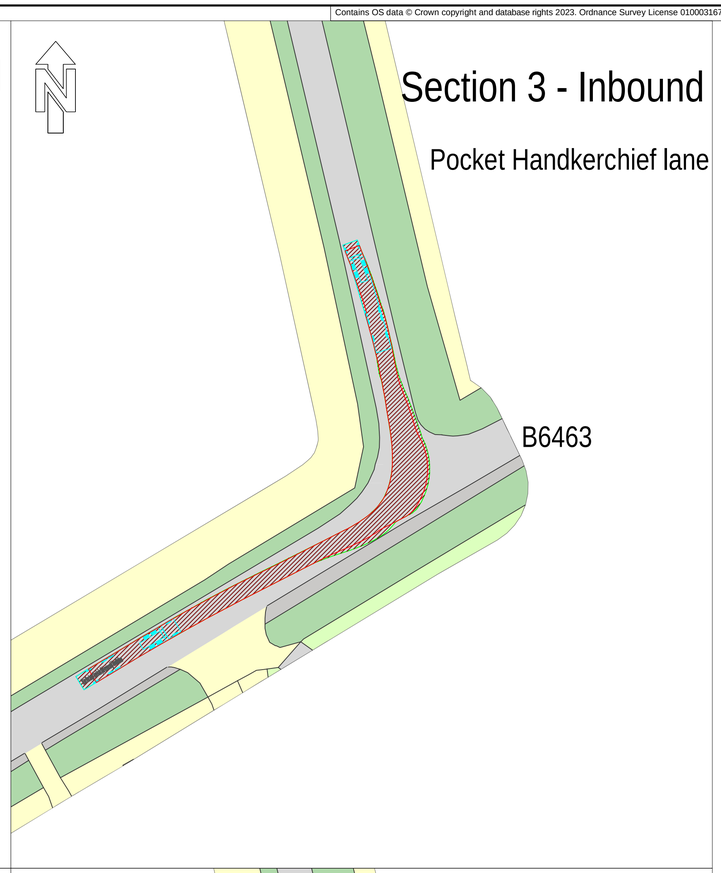

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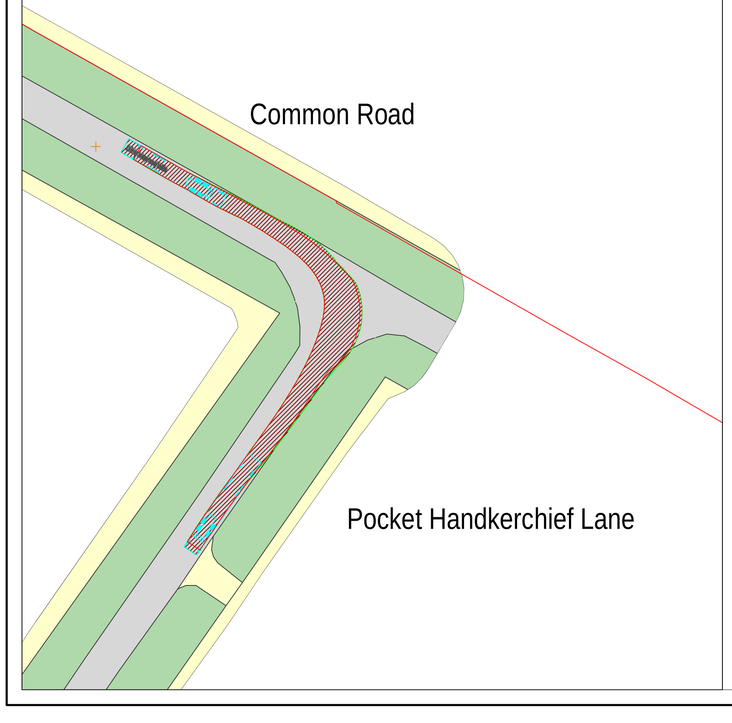

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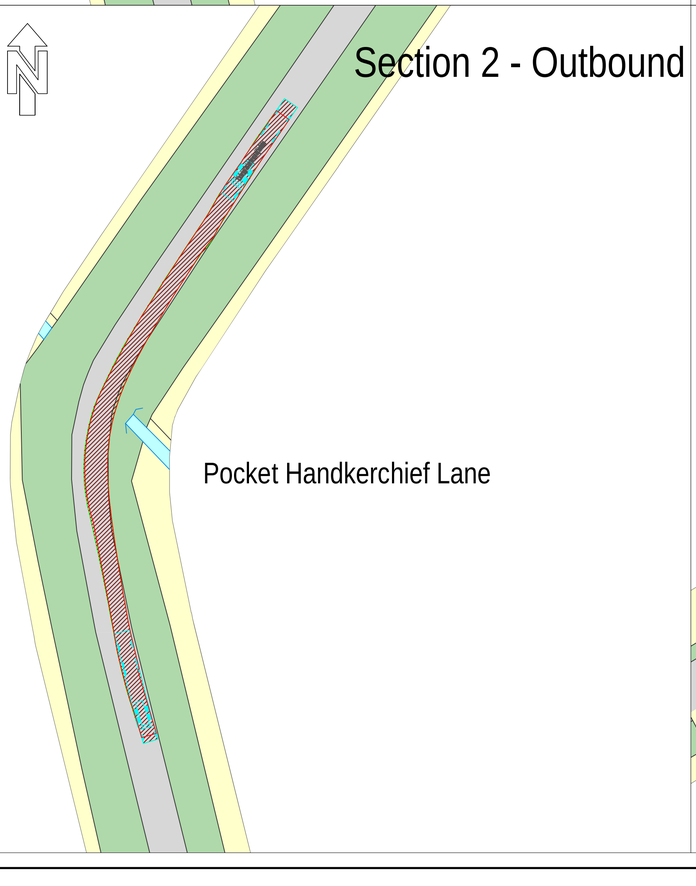

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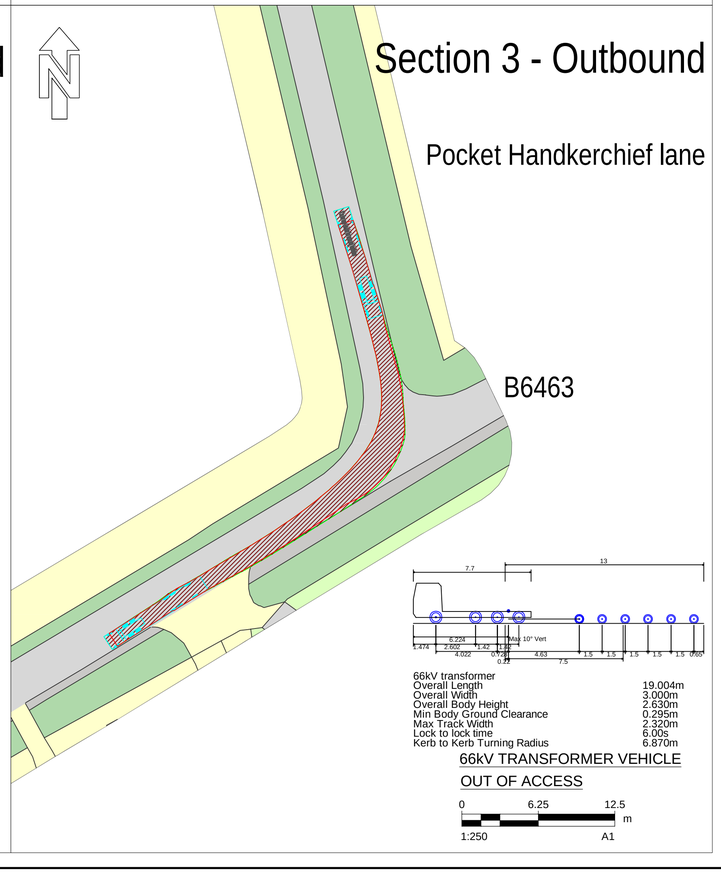

66kV transformer	
Overall Length	19.004m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

66kV TRANSFORMER VEHICLE OUT OF ACCESS

0 6.25 12.5 m

1:250 A1

Project Management Initials: Designer: DB Checked: AR Approved: GL ISO A1 594mm x 841mm

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AECOM

PROJECT

COMMON FARM SOLAR PARK

S25 1ZX
Rotherham
UK

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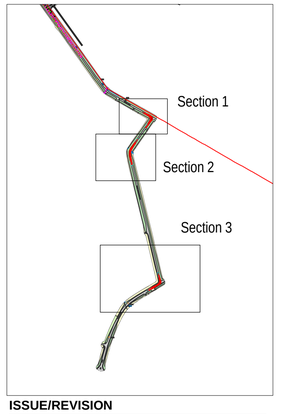
Reference sections

EXTENT OF S278 WORKS
WHEELS SWEPT PATH
CHASSIS SWEPT PATH

Reference sections



ISSUE/REVISION

I/R	DATE	DESCRIPTION
A	28/04/2025	

KEY PLAN

PROJECT NUMBER

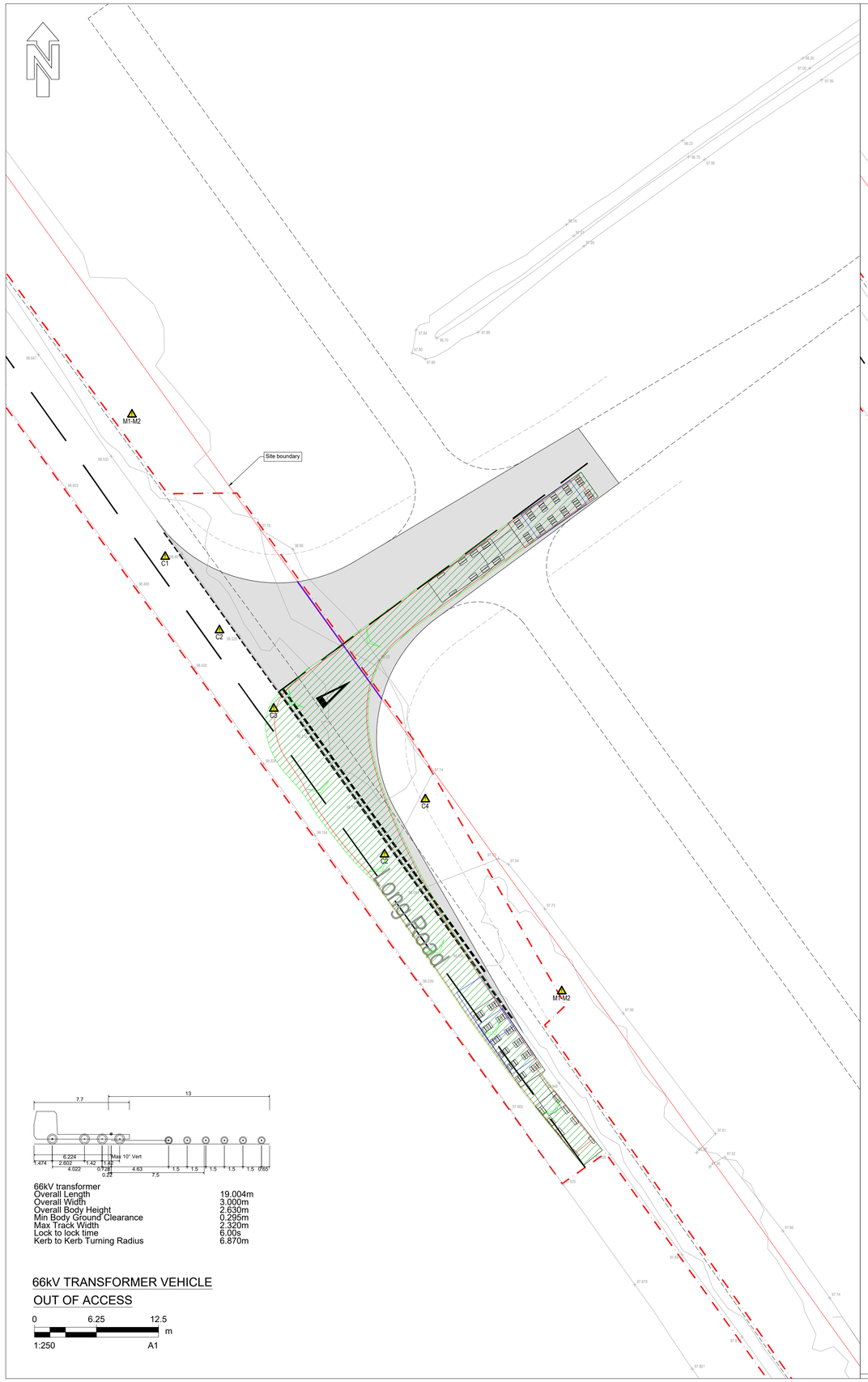
60669425

SHEET TITLE

SWEPT PATH ANALYSIS
66 KV TRANSFORMER

SHEET NUMBER

ACM-UK-XX-DR-IM-0005



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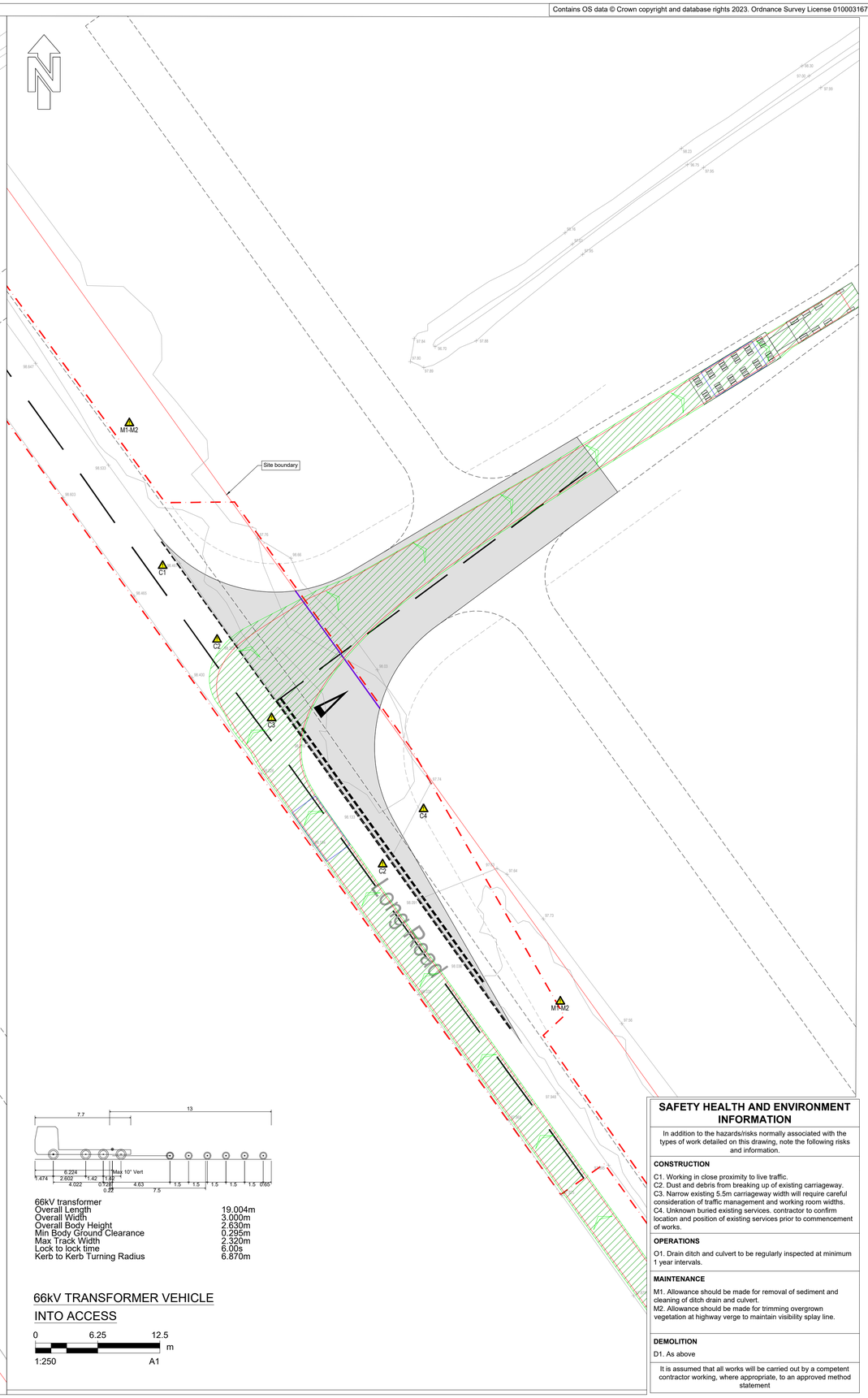
OUT OF ACCESS

0 6.25 12.5 m
1:250 A1



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DEMOLITION

D1. As above

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

AECOM

PROJECT

COMMON FARM SOLAR PARK

S25 1ZX
Rotherham
UK

CLIENT

OnPathEnergy

Chase House, 4 Mandarin Road
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CONSULTANT

AECOM
1 Tanfield, Inverleith Row,
Edinburgh, EH3 5DA,

www.aecom.com

KEY PLAN

NOTES

1. ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
2. ALL DIMENSIONS IN METRES UNLESS SPECIFIED OTHERWISE.
3. ALL CO-ORDINATES ARE TO NATIONAL GRID
4. ALL ROADMARKINGS TO BE IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL CHAPTER 5.
5. ALL TEMPORARY TRAFFIC MANAGEMENT SHALL COMPLY FULLY WITH THE PROVISION OF CHAPTER EIGHT OF THE TRAFFIC SIGNS MANUAL AND IN ACCORDANCE WITH THE CONTRACTORS TEMPORARY TRAFFIC MANAGEMENT PLAN.
6. ALL PEDESTRIAN, CYCLE AND VEHICULAR ROUTES MUST BE MAINTAINED THROUGHOUT THE WORKS IN ACCORDANCE WITH THE APPROVED TEMPORARY TRAFFIC MANAGEMENT PLAN.

LEGEND

EXTENT OF S278 WORKS
WHEELS SWEPT PATH
CHASSIS SWEPT PATH
DIRECTION OF MOVEMENT

SUITABILITY

S4 FOR STAGE APPROVAL

ISSUE/REVISION

P04	05/11/24	ISSUE FOR APPROVAL
P03	11/09/24	ISSUE FOR APPROVAL
P02	21/05/24	HS&E ADDED
P01	01/05/24	ISSUE FOR COMMENTS
I/R	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

60669425

SHEET TITLE

SWEPT PATH ANALYSIS
66 KV TRANSFORMER

SHEET NUMBER

ACM-UK-XX-DR-IM-0005

ISO A1 594mm x 841mm
Approved: NO
Checked: CAB
Designer: RC
Project Management Initials:

Filename: \\NA.AECOMNET.COM\LFS\EMEAED\NBURGH-UKED14\LEGACY\ED-MAN-002\DATA\DCS\PROJECTS\EGE\60667506_COMMONFARM\900_CAD_GIS\JUNCTION DESIGN\60669425-ACM-UK-XX-DR-IM-0005 SWEPT PATH.DWG
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