

## Appendix 8 – Screening planting proposals (October 2021)



### Species proposed for screening planting

Below is an indicative list of tree and hedgerow species for use across the Westhide site.

The hedgerow plants are based on observations of what is present onsite already.

For the trees we are looking to introduce more variety than what is present already (currently all ash and oak) and are aiming for a mix of sizes depending on location/screening purpose.

#### Hedgerows

<i>Acer campestre</i>	Field Maple
<i>Corylus avellana</i>	Hazel
<i>Crateagus monogyna</i>	Hawthorn
<i>Ilex aquifolium</i>	Holly
<i>Prunus spinosa</i>	Blackthorn
<i>Rosa canina</i>	Dog Rose

#### Trees

<i>Acer campestre</i>	Field Maple
<i>Betula pubescens</i>	Downy birch
<i>Carpinus betulus</i>	Hornbeam
<i>Malus sylvestris</i>	Crab Apple
<i>Quercus robur</i>	Common Oak
<i>Sorbus aucuparia</i>	Rowan
<i>Prunus avium</i>	Wild Cherry

We are looking at the possibility of using mature plants/advanced planting around the site, with the aim of enhancing visual screening.



## Appendix 9 – Access route/traffic management consultation (October 2021)



## Access routes

After taking on board community feedback during the early stages of consultation, we believe we have now found a solution for addressing the concerns of local residents with respect to the potential impacts of construction traffic.

### Construction traffic

The vast majority of construction traffic will now be accessing the site via the main construction route to the north-west of the site.

The two access points along Withies Road will be used as supplementary access routes and for the delivery of the transformer.

This means that the vast majority of construction traffic is expected to avoid Withington, Dodmarsh and Westhide, minimising impact on local residents.



### Operational traffic

Operational & maintenance traffic will access the site from the south via Withies Road.

This will take place approx. twice a month, usually by a 4 x 4 vehicle or a van, resulting in significantly less traffic on the roads than if the site were to be farmed.



## Traffic management measures

The construction phase includes the preparation of the site, erection of security fencing and CCTV, assembly and erection of the solar PV arrays, installation of the central inverters and the substation compound.

### Working hours

**Monday to Friday** 08:00 – 18:00

**Saturdays** 08:00 – 13:30

No construction or deliveries on Sundays and Bank Holidays.

In addition, construction traffic will be coordinated to avoid vehicle movements during the morning (08:00 – 09:00) and late afternoon (17:00 – 18:00) peak hours, where possible.

Wheel-washing facilities will be provided at the site to avoid vehicles taking mud onto the highways network.

### Maintenance vehicles

Once operational, it is anticipated there will be around 2 visits a month to the site for equipment maintenance. These would typically be made by a light van or a 4x4 vehicle. Substation maintenance vehicles are expected to visit less often.

### Construction vehicles

Over the course of the construction phase (typically 4 months, although a month may be added at either end for site preparation and project snagging), we would expect the following indicative number of vehicles:

- \* 700 x lorry deliveries (total)
- \* 340 x van deliveries (total)
- \* 20 x minibuses for staff (daily)
- \* 9 x mobile crane deliveries (total)
- \* 1 x low-loader delivery (transformer)

The vast majority of these vehicles will be accessing the site via the main construction route, to the north of the site.

# Statement of Community Involvement

