

EDF RENEWABLES

# East Stour Solar Farm

## Construction Transport Management Plan

DRAFT January 2022

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## **1. INTRODUCTION**

The purpose of this Traffic Management Plan is to outline the manner in which vehicular, plant and pedestrian movements will be managed on the East Stour Solar Farm Project (the Project) during construction, as well as the control measures in place to manage risks associated with Project-related traffic. Construction will progress respectful of the SARS-CoV-2 pandemic - subject to risk assessment, social distancing controls appropriate at the time of construction and in accordance with the extant advice of the Chief Medical Officer.

This Construction Management Plan (the Plan) covers the activities associated with the construction of the solar farm infrastructure including:

- Temporary compounds construction;
- On site access track construction;
- Security fencing;
- Installation of panel frames;
- Installation of panels;
- Foundation pads;
- Site cabinets/containers;
- Inverter installation;
- Cable trenching;
- Security cameras;
- Mitigation planting; and
- Site commissioning and reinstatement.

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.

## **2. SITE DESCRIPTION AND LOCATION**

The proposed development is for a solar farm and associated infrastructure on land off Church Lane, south of the M20 near to the Sellindge Converter Station and Substation.

The site will be accessed using the public road network using the M2, A20 and subsequently Church Lane. Two existing farm entrances will be used for site entrances to service the different areas of the site as well as a crossing of Church Lane to access the eastern portion of the development. Site entrances are marked on the plan at **Appendix A**.

## **3. TRAFFIC MANAGEMENT DURING CONSTRUCTION**

This section covers the traffic management during works included in the civil and electrical infrastructure works, as listed below:

- Temporary compounds construction;
- On site access track construction;
- Security fencing;
- Installation of panel frames;
- Installation of panels;
- Foundation pads;
- Site cabinets/containers;
- Inverter installation;
- Cable trenching;
- Security cameras;
- Mitigation planting; and
- Site commissioning and reinstatement.

For the elements of the works listed above there are no loads of abnormal width, length or weight anticipated.

Construction traffic will be spread across the two existing entrances, as well as the crossing of Church Lane accessing the eastern portion of the site.

Once on the site, an access track will take traffic into the solar array. Temporary construction compounds are proposed in the three discrete development areas (**Appendix B**).

During the balance of plant works, warning signs will be erected at 100m on each side of the existing farm entrances and the new crossing of Church Lane. Site entrance notification signs will be provided facing in each direction at each entrance when in use. A speed limit of 15mph will be imposed on all transport within the site including the entrance area.

HGV deliveries are scheduled to be made within the hours of 07:00 to 19:00 on Mondays to Fridays or from 07:00 to 14:00 on Saturdays. No deliveries are scheduled to Sundays or Bank Holidays.

The Contractor shall ensure that the following measures are adopted:

1. 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.
2. 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.
3. The road surface at the site entrances shall be checked at the end of every day or more often as required.
4. No litter is to be thrown from vehicles.
5. No unnecessary noise to be made (e.g. air horns etc)
6. The following wheel wash method statement describes the measures that will be put in place, ***if required***, to minimise the mud on the public roads during the construction and assembly works.

## **2.1. Road Condition Method Statement**

### **Description**

Due to the construction activities of the East Stour Solar Farm 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 array.

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

### **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 closer intervals during periods of wet weather and a high number of material deliveries to site.

### **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 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:

1. If required pressure washers will be located in the compound areas 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.
2. If small amounts of mud are carried onto the highway after the washing then a road sweeper will clean the affected area of highway. This method will continue until we are satisfied that the road is no longer affected.

Monitoring will be the key to ensuring that minimal impact is made on the public highway. We are confident that with the plan in place this will be maintained.

## **2.2. Car Parking Scheme**

Project designated parking areas shall be established with the temporary construction compounds.

Vehicles are to be reverse-parked at all times within 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).

SARS-CoV-2 requirements will be enforced wherever and whenever necessary.

## **2.3. Controlled Routing of Construction traffic including worker's vehicles.**

All vehicles entering the site during construction will be required to stop at the northern temporary construction 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 solar farm. 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 solar farm, should any heavy vehicles be required onsite, the drivers will be required to report to the welfare building prior to any works commencing. Whilst on site, vehicles are required to follow the access track and all loaded 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. ROADS SAFETY & TRANSPORT**

This section covers the delivery of site equipment such as solar panels and the inverter units. All such deliveries will be undertaken by standard Heavy Goods Vehicles (HGV), appropriate to the load. No loads of abnormal width, length or weight anticipated for delivery of the site equipment.

Equipment deliveries will not take place until the onsite civil work is complete. It is estimated that the solar panel and inverter unit deliveries will take place in [Q3 2023].

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

1. 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.
2. Keep convoys to a maximum of 3 HGV.
3. Avoid peak traffic flow periods.
4. Night-time deliveries shall not be permitted subject to further discussion with police authorities.
5. Social distancing requirements at the time of construction will be recognized and appropriate PPE made available on site. Necessary PPE kits will be required to be carried in all vehicles visiting site.

### **3.1. Key Contacts**

The table below contains the contact details of the developer, EDF Renewables, 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.

| <b>Name</b> | <b>Title</b>              | <b>Company/Organisation</b> | <b>Telephone</b> | <b>Email</b> |
|-------------|---------------------------|-----------------------------|------------------|--------------|
| tbc         | Director                  | EDF Renewables              | tbc              | tbc          |
| tbc         | Construction Site Manager | tbc                         | tbc              | tbc          |
| tbc         | Senior Project Manager    | tbc                         | tbc              | tbc          |

### **3.2. Components**

The East Stour Solar Farm is expected to require:

- tbc [107 926] solar panels;
- tbc [20] inverter/transformer units;



- tbc [6] container/cabinet units;
- Site tracks;
- Site fencing;
- Cabling;
- [...];
- [...]; and
- Mitigation planting.

### **3.3. *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 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 ecology considerations, slips, trips, falls and manual handling.

### **3.4. *Method of Work for Emergency Procedures***

#### **3.4.1. 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.

#### **3.4.2. 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 be carried out by the site first aiders.

#### **3.4.3. Accidents / Near Misses**

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

#### **3.4.4. 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**

#### Construction Traffic

No loads of abnormal width, length or weight anticipated for delivery of the site equipment. No alteration to the highway network is anticipated to be required.

All site deliveries will take the following route:

- from the Port of Dover, deliveries will follow the A20, which then becomes the M20 at Folkestone;
- the M20 will be followed for approximately 18.5km westbound;
- at the junction with the A2070 (JCT 10a) towards Hastings/Ashford, vehicles will leave the dual carriageway and at the roundabout take the fourth exit on to the A20 Hythe Road eastbound;
- after approximately 4.5km A20, deliveries will turn right on to Church Lane;
- travelling southbound for approximately 300m and just after passing under the M20 bridge, the site entrance to the northern land parcel will be on the right;
- the route continues southbound along Church Lane, passing under the railway bridges and over a small watercourse. The second entry point towards Bested Hill will be on the right;
- the final entry point towards Partridge Plantation will be via a crossing of Church Lane a further 800m south.

**No site traffic is permitted to approach the site on Church Lane from the south, likewise no site traffic is permitted to exit the site to the south on Church Lane beyond the site entrance immediately south of the railway bridges.** This is to avoid additional traffic through surrounding villages and will be clearly signed during peak periods of construction activity.

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**

No statutory permit orders (BE16) or similar are necessary as there will be no abnormal load deliveries.

### **3.7. Escorts**

No Police Escorts or similar are necessary as there will be no abnormal load deliveries.

### ***3.8. Transporting of components***

- 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 no more than 3no. large vehicles on the local road network immediately surrounding the site at any given time. Construction of the solar farm is scheduled to start in [Q3 2023] tbc and construction works may be spread out over a period of 9 months. Delivery of the solar panels is scheduled for [Q3-Q4 2023] tbc with commissioning for the same period, weather permitting.

### ***3.10. Transporting of loaded trailers along site roads***

- All loaded 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. These procedures will be covered further in the Construction Method Statement.

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. Appropriate social distancing and PPE use will be enforced.

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 crippled 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 crippled 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.

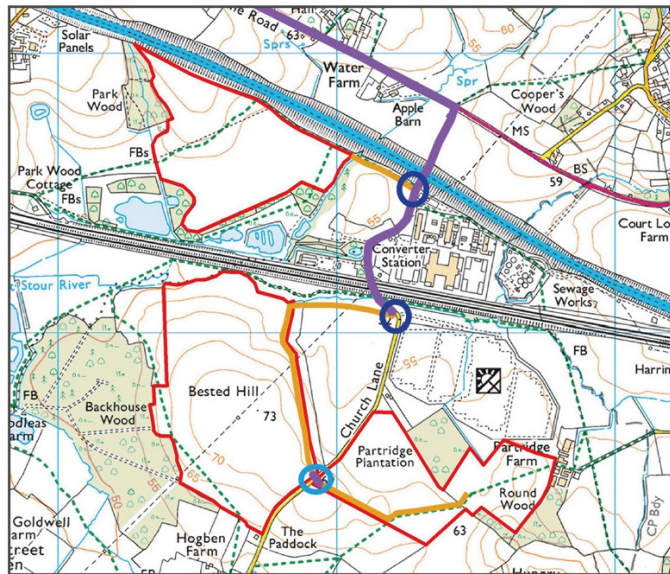
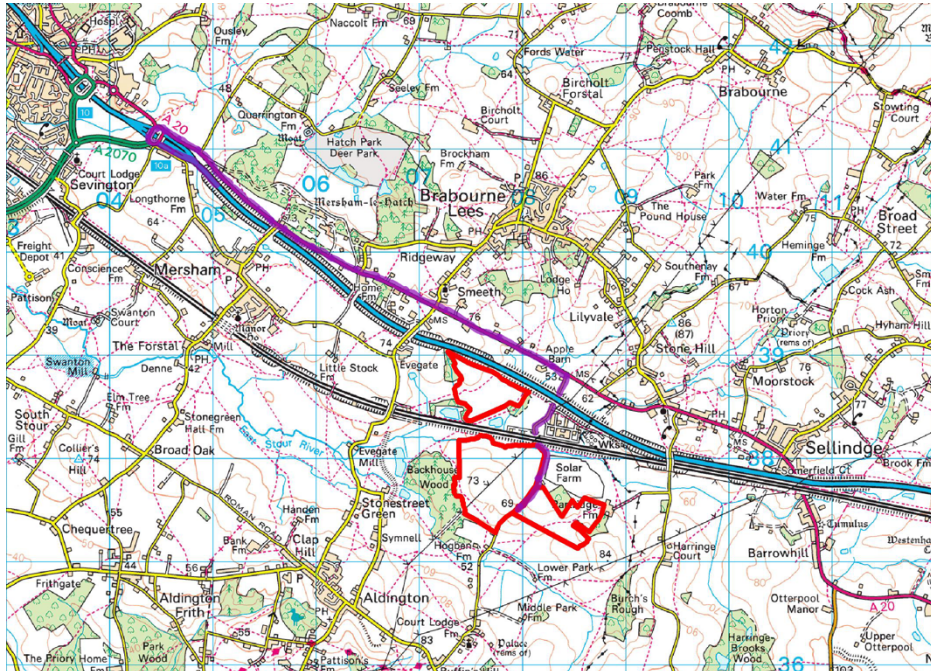
### **3.15.      *Reporting of Incidents***

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

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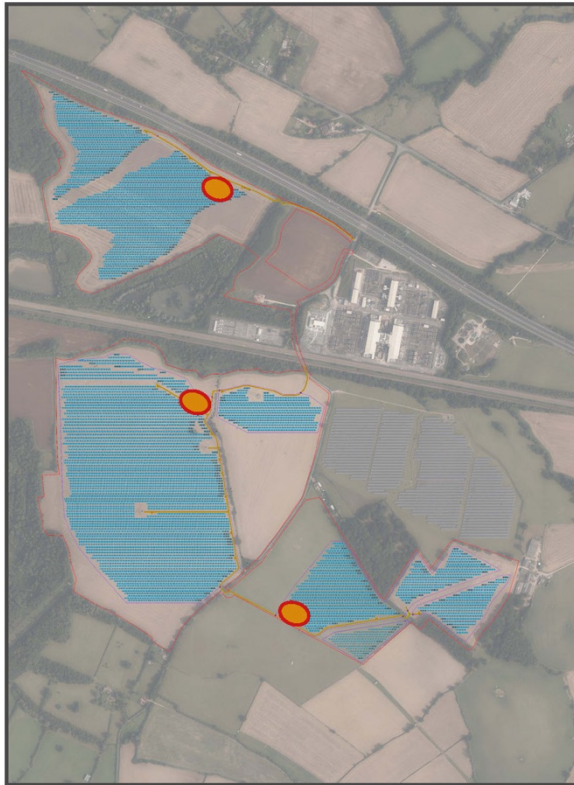
## APPENDIX A – Delivery Route and Site Entrance Locations



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- |   |                               |   |  |
|---|-------------------------------|---|--|
|  | Principal development area    |  | Preferred delivery route                   |
|  | Proposed site entrance points |  | Approximate route of internal access track |
|  | Church Lane crossing point    |   |  |

## APPENDIX B – Temporary Construction Compound Locations



















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## APPENDIX C - Vehicle Classification Chart

### A SIMPLIFIED GUIDE TO LORRY TYPES AND WEIGHTS

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