

STONESHOLLOW SOLAR

Construction Traffic Management Plan

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Stoneshollow Solar Construction
Traffic Management Plan
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Contents

1	INTRODUCTION.....	1
2	CONSTRUCTION PROCESS.....	3
3	CONSTRUCTION TRAFFIC GENERATION.....	4
4	CONSTRUCTION VEHICLE ACCESS AND ACCESS ROUTE.....	7
5	MEASURES, MANAGEMENT AND CONTROL PROCESSES	12
6	CONSTRUCTION TRAVEL PLAN	19

Figures and Appendices

APPENDICES

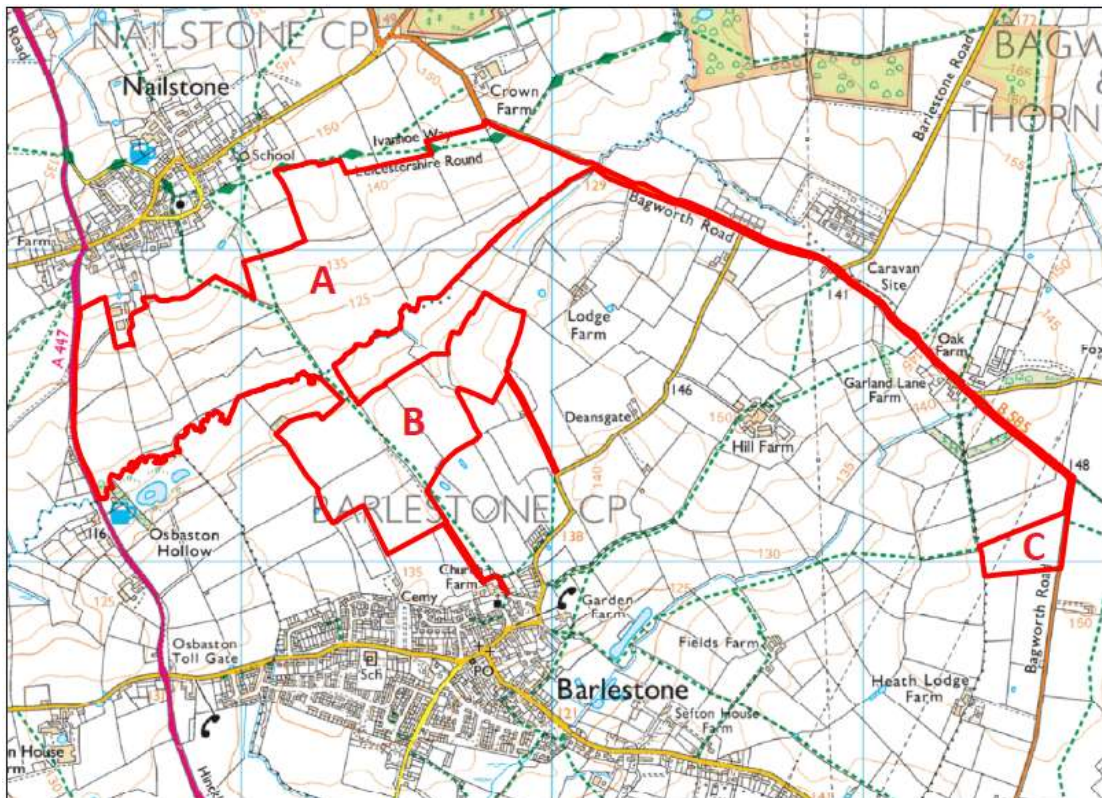
APPENDIX 1 – SITE LOCATION PLAN

APPENDIX 2 – SITE MASTERPLAN

1 INTRODUCTION

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared by RPS for the proposed Stoneshollow Solar Farm comprising ground mounted solar PV arrays with battery storage facilities and associated ancillary infrastructure (the 'Proposed Development') on land south of Nailstone and north of Barlestone, Leicestershire (the 'Site').
- 1.2 The Site is located between the villages of Nailstone and Barlestone. There are no existing building developments within the Site which comprises a patchwork of arable and pastoral fields with hedgerow and tree boundaries and with the Booson Brook running east-west through the primary Site area. The site location plan is attached at **Appendix 1** and the proposed solar farm site layout is shown at **Appendix 2**.
- 1.3 For ease of reference the Site is described as being split into three parcels, referred to throughout this application as Parcels A, B, and C as shown on **Figure 1** below.
- **Parcel A** – Solar farm on agricultural land north of Booson Brook (approx. 72.3Ha)
 - **Parcel B** – Solar farm on agricultural land south of Booson Brook (approx. 28.1Ha)
 - **Parcel C** – 132kV DNO substation and POC mast on land west of B585 (approx. 3.5Ha)

Figure 1: Site Split - Parcel Locations



- 1.4 The construction of the Proposed Development will generate a variety of vehicle movements including articulated HGVs, rigid HGVs and staff vehicles.
- 1.5 Pre-application advice was sought on the development proposals and a response was issued in April 2021. With regard to Transport, the Highways Authority consultation response stated the following:

“The Local Highway Authority (LHA) is in receipt of a pre-application enquiry for the construction of a 49.9MW solar farm at two locations south of Nailstone. It appears that if each site was developed, three access points would be required.

From experience, it is considered by the LHA that with the exception of construction and decommissioning, solar farms tend to generate low volumes of vehicular traffic other than for maintenance. Nevertheless, the construction/ decommissioning stage can generate high volumes of traffic, in particular HGV's and needs careful consideration and managing.

As such, the LHA would advise the Applicant to submit a Technical Note in support of the Planning Application which outlines in detail the anticipated daily / weekly volume of traffic (arrivals and departures) likely to be generated by the construction stage, including a breakdown of the type of vehicles that would be visiting each site. The number, frequency and type of vehicles visiting each site following construction, for example to undertake maintenance, should also be provided.

A Construction Management Plan would also be required which outlines the routing of construction traffic to each site during the construction of the solar farm, as well as wheel washing facilities and parking and turning areas for construction vehicles and staff.”

Context and Scope

- 1.6 The principal aim of this CTMP is to ensure that the construction works are organised and delivered in a manner that safeguards the highway impact, highway safety and amenity of the area surrounding the Site.

Report Structure

- **Section 2** details the proposed indicative development schedule and construction methodology;
- **Section 3** outlines the anticipated composition and volume of traffic during the construction phase of the Development;
- **Section 4** details the construction access route;
- **Section 5** focuses on the consent proposals to ensure that a suitable management strategy and structure is in place to control activity on site and to ensure a suitable reporting procedure for local residents and stakeholders; and
- Travel Plan measures are outlined in **Section 6**.

2 CONSTRUCTION PROCESS

- 2.1 This section outlines the proposed indicative development schedule, construction methodology and the way in which deliveries will be controlled with regards to the local highway network.

Development Schedule

- 2.2 The proposed construction is scheduled to last up to 6 months (24 weeks). The construction can broadly be split into the following phases:
- Site Setup – including construction compounds, site tracks, perimeter fencing, site welfare facilities;
 - Solar Arrays – including setting out positions, installing piles, constructing framework, putting modules onto framework;
 - Ancillary Buildings – aggregate subbase construction, inverter, battery and switchgear unit placement;
 - Cabling and Ducting – including installing AC cables, DC mains, earthing system and ducts;
 - Commissioning – including connecting LV DC and AC and overall commissioning; and
 - Construction Completion – including removal of temporary facilities and grounds restoration and planting.
- 2.3 It should be noted however that the construction programme may be subject to change prior to work commencing on site.

Delivery of Plant and Materials

- 2.4 All materials and plant associated with the development process will be stored within the footprint of the Site. A loading and unloading area for plant and materials will be provided within the Site. It is anticipated that the majority of deliveries will be made via articulated and rigid HGVs.

Working Hours

- 2.5 All work will be conducted between 08:00 and 18:00 hours Monday to Friday with limited construction activities on Saturdays between 08:00-13:00. No construction activities will take place on a Sunday or Bank Holiday.

3 CONSTRUCTION TRAFFIC GENERATION

- 3.1 This section of the report sets out the estimated volume and type of vehicles that will be generated throughout the construction phase of the development. This information has been used in subsequent sections that consider the geometry and safety of the adjoining highway networks, in order to inform the suite of management measures proposed.
- 3.2 It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change following the appointment of a construction contractor and prior to work commencing on site. Any substantial changes in the build program and / or number of vehicular movements will be communicated to Leicestershire County Council (LCC) in advance.

Construction Vehicles

- 3.3 The trip generation potential of the construction phase of development has been informed through discussion with the Applicant on the anticipated construction programme and is based on experience of delivering similar developments in the United Kingdom.
- 3.4 The construction period is anticipated to last for up to 4 months. **Table 3.1** below summarises the estimated average construction traffic associated with the development.

Table 3.1: Construction HGVs

Item	Vehicle Type
Solar Panels	Rigid HGV
Mounting System	Rigid HGV
Prefabricated Buildings	Articulated / Rigid HGV
Unloading Buildings	80 tonne Crane
Cables	Rigid HGV
Fencing	Rigid HGV
Small Deliveries	Rigid HGV
Plant Delivery	10t-20t HGV (normally Rigid HGV)

- 3.5 **Table 3.1** sets out that the majority of materials and plant delivery is to be transported to the site via articulated and rigid HGVs.
- 3.6 The trip generation potential of the construction phase of development has been informed through discussion with the Applicant on the anticipated construction programme and is based on experience of delivering similar developments in the United Kingdom.
- 3.7 The construction period is estimated to last for up to 6 months (24 weeks), with deliveries fluctuating within this period. It is envisaged that the majority of movements would be Monday to Friday with only a limited number of movements on a Saturday. Deliveries will vary in amount

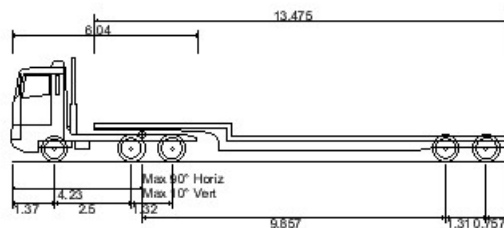
per day during the construction period with an average of six deliveries (six inbound plus six outbound movements) per day over the 24-week period.

- 3.8 The Applicant estimates that there may be up to a maximum of 60 staff on site per day. The Applicant's experience of similar developments elsewhere suggests that car sharing can reduce the number of cars on site to 30. This will be achieved through management of staff travel patterns and actively encouraging car sharing, which will be enforced.

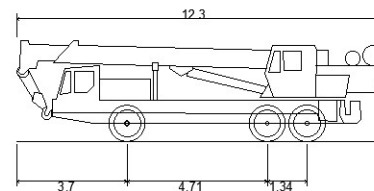
Construction Vehicle Types

- 3.9 It is noted that a variety of vehicles will need to access the Site during construction. These will include rigid and articulated HGVs and a large mobile crane associated with delivering the requisite materials (including aggregate, mounting frames and the solar panels) and prefabricated buildings. The dimensions of the vehicle types are shown below.

Figure 2: Vehicle Dimensions



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



Large Mobile Crane	
Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.000m

Dwell Times

- 3.10 Delivery vehicles are likely to attend the Site for approximately one hour per vehicle. There will be sufficient space within the curtilage of the Site compounds to ensure that no vehicles would have to wait on the surrounding highway network.
- 3.11 Further measures that will be employed to control the number and frequency of vehicles arriving at the Site are detailed further below.

Construction Staff

- 3.12 During construction, there is a balance to be made between the intensity of on-site activity and duration of activity.
- 3.13 Experience of similar developments elsewhere suggests that car sharing promotion by the contractor will reduce the number of cars. This will be achieved through management of staff travel patterns and actively encouraging car sharing as set out further in **Section 6**.

- 3.14 All staff are anticipated to arrive at the construction Site during the 30 minute period preceding the start of the operating day (i.e. 07:30 to 08:00 Monday to Saturday) and depart during the 30 minute period that follows the end of the operating day (i.e. 18:00 to 18:30 Monday to Friday and 13:00 to 13:30 on Saturdays). Staff trips are likely to travel to / from different origins / destinations and hence spread their movement across the highway network.
- 3.15 Provision will be made to enable all vehicles to park within the construction compounds to avoid obstruction to the operation of the public highway and this shall be strictly enforced. **Section 6** sets out full details on construction worker trips and also contains a Construction Worker Travel Plan that seeks to minimise construction workers' travel.

Maintenance

- 3.16 Once operational, the proposed Development will not require significant maintenance, except for occasional visits made by 4x4 vehicles or panel van vehicles.
- 3.17 The impact of maintenance vehicles is negligible given the infrequent nature of maintenance visits.

Decommissioning

- 3.18 The proposed use is temporary and reversible, and the land will be restored to agriculture at the end of the park's life which is estimated to be 40 years. After the expected life of the project, the park can be dismantled, and the components recycled. The site can be reclaimed and returned to its original state.
- 3.19 The decommissioning of the proposed Development will be expected to generate a similar (or fewer) number of trips as the construction phase, since there is not the same requirement to transport the material separately. The traffic associated with the decommissioning phase will be discussed with the Highway Authority prior to commencement, and appropriate measures will be agreed as necessary at that time.
- 3.20 The decommissioning phase is expected to take less time than the construction and will consist of the exact opposite construction sequence: starting with disconnecting the plant from the grid, removing the ancillary units, opening of trenches to remove DC and / or AC cables, disconnecting all solar modules, removing the modules and dismantling the supporting structure.

4 CONSTRUCTION VEHICLE ACCESS AND ACCESS ROUTE

- 4.1 Details of the proposed access arrangements are set out below.

Parcel A Access Junction

- 4.2 The construction access for Parcel A will be taken from the B585 via an upgrade to an existing field access in order to allow HGVs to manoeuvre into and out of the Site. Visibility splays of 2.4m x 203m are achievable to the left of the access, with 2.4m x 215m visibility splays being achievable to the right of the access.
- 4.3 Regarding the construction traffic routeing, the B585 routes towards Heath Road which is a designated HGV route.
- 4.4 Due to the road alignment with the access point, HGVs exiting the Site and travelling northbound towards the B582 / B585 junction would be required to utilise both sides of the carriageway to undertake an exit manoeuvre, or the Parcel A access would have to be unreasonably wide to be able to accommodate this manoeuvre. On this basis, all construction traffic exiting the site will route towards the B585 south. All construction staff arriving to the site can arrive from the B585 north and south.

Parcel B Access Junction

- 4.5 The construction access for Parcel B would be taken from Bagworth Road, which routes between the B585 via a priority junction to the northeast, routeing southwest to the village of Barlestone. All construction traffic for Parcel B will arrive and depart via the B585 junction to prevent construction vehicles routeing through the village of Barlestone.
- 4.6 Visibility splays of 2.4m x 215m (60mph road) are not achievable at the Parcel B construction access. Traffic management measures would therefore need to be implemented across the site access to enable HGVs to manoeuvre through the access safely.
- 4.7 A Swept Path Analysis has been undertaken at the B585 / Bagworth Road junction to assess the maximum vehicle sizes which could utilise this route. A typical low loader is unable to manoeuvre within the confines of the carriageway; however, a 15.4m can manoeuvre through the junction within the extents of the carriageway.
- 4.8 As the B585 / Bagworth Road junction cannot accommodate low loaders or 16.5m articulated HGVs; all deliveries to the Site by vehicles larger than 15.4m would be required to route to the B585 Access. Following unloading, any construction materials required in Parcel B will be loaded onto a smaller HGV and will shuttle between the B585 Access and the Bagworth Road access to enable construction materials to be deposited and collected.

Parcel C Access Junction

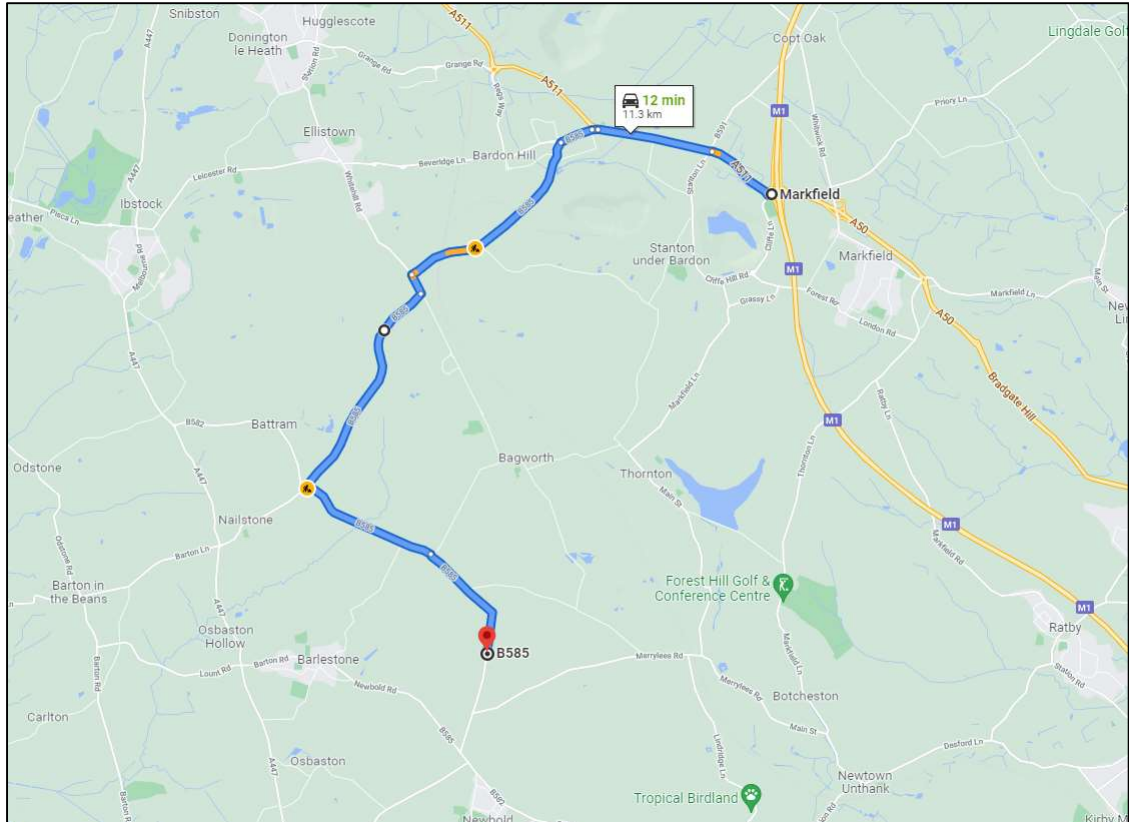
- 4.9 The construction of the DNO Substation in Parcel C would generate a smaller number of construction vehicle movements over a shorter period within the solar farm's construction period.

- The substation will be built away from the main solar farm to the southeast of the Parcel A and B construction areas and to the east of Barlestone.
- 4.10 The DNO substation construction site would have a single point of access, taken from the B585. 2.4m x 215m visibility splays are achievable in both directions.
- 4.11 In terms of construction traffic routeing, the components of the substation will be accommodated on articulated HGVs and Low Loaders and will not result in any abnormal load movements.

Construction Traffic Routeing

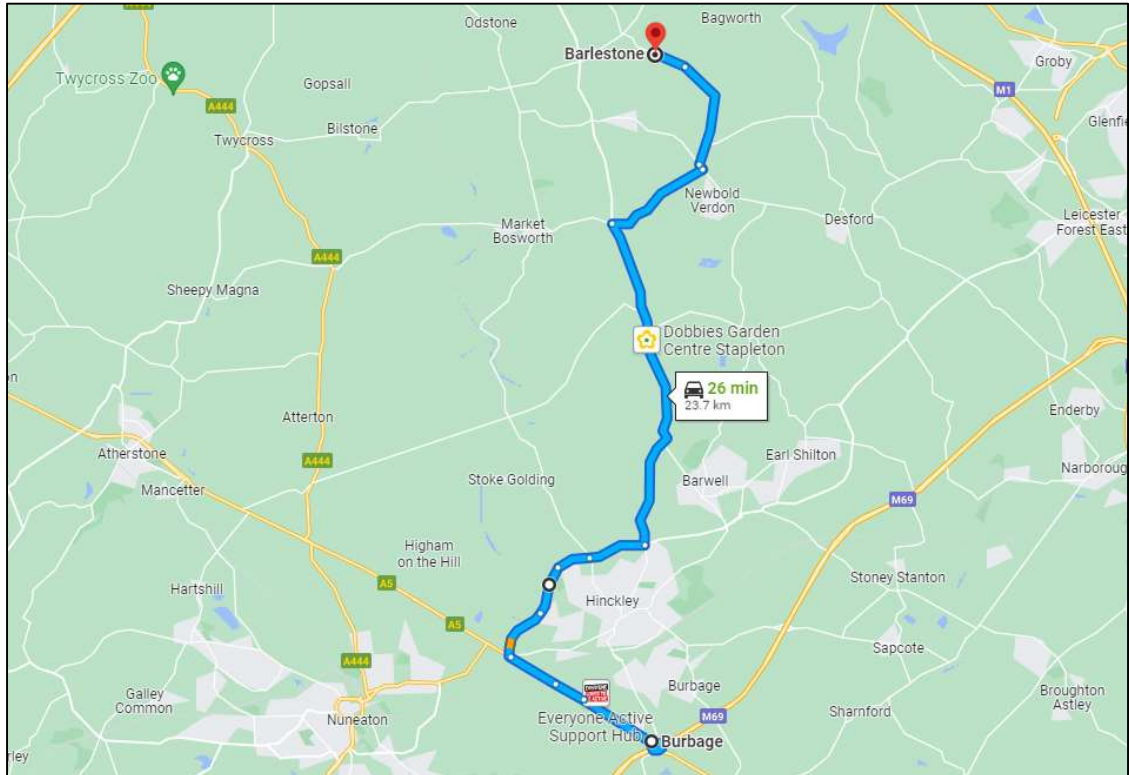
- 4.12 The Application Site benefits from good proximity to the M1 and A511 to the north via the B585. Construction traffic travelling to and from the site via the M1 will route along the A511 which joins the M1 at junction 22. Construction traffic will route along the A511 for approximately 2.4km then join the B585 at Bardon Hill. At the B585 / B582 junction to the northeast of Nailstone, the B585 is a designated HGV route for HGVs travelling south to Merry Lees Brickworks and Industrial Estate, and the Peckleton Common and Caterpillar sites.
- 4.13 It is anticipated that the majority of HGV traffic will route from the north as the M1 routes from urban areas such as Leicester, Nottingham, Sheffield and London. All construction traffic routeing from the north will utilise the above access route, shown graphically on **Figure 3**.

Figure 3: M1 / A511 / B585 Access Route



- 4.14 Construction HGVs travelling from the south will be required to travel between the site and the M69 Junction 1 via the A5, A47 and A447 in accordance with **Figure 4** below.

Figure 4: M69 / A5 / A47 / A447 / B585 Access Route



- 4.15 The existing field entrances will be suitably improved to allow for HGV movements. Internal access tracks will be required during the construction phase. The tracks will be constructed using permeable aggregate.
- 4.16 It is considered that the proposed routeing minimises the use of minor roads and maximises the use of the major strategic roads where possible. It is proposed that temporary signage is used to direct construction traffic to the site along the proposed construction traffic route utilising existing street furniture.
- 4.17 Construction compounds located in Parcels A and B will provide an area for loading and unloading of vehicles and will provide a turning area to allow vehicles to exit the site in forward gear. All delivery drivers and construction workers will be advised of the construction routes prior to making their delivery or commencing work.
- 4.18 It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. The Site Manager will keep up to date on scheduled roadworks in the area using the one.network website. Any major roadworks on the preferred route that result in the deviation of the preferred route will be agreed with officers at LCC in advance.

- 4.19 Given the low number of movements, and to reduce unnecessary land requirements, articulated and rigid HGVs will utilise the width of the access tracks and management measures will be implemented, set out in **Section 6**.
- 4.20 Post-construction, the proposed development will not require significant maintenance apart from occasional visits made by 4x4 vehicles. The construction access design allows for two-way vehicle movements of these vehicle types.

Access Visibility

- 4.21 The following visibility splays can be achieved at each parcel of land:
- The Parcel A access can achieve visibility splays of 2.4m x 160m to the left of the access, with 2.4m x 215m visibility splays to the right of the access in accordance with vehicular speed surveys undertaken.
 - The Parcel B access can achieve a visibility splay of 2.4m x 43m to the right of the access, and 2.4m x 120m to the left of the access in accordance with vehicular speed surveys undertaken.
 - The Parcel C access can be achieve 2.4m x 215m visibility splays in both directions based on the 60mph speed limit in place.
- 4.22 Construction HGVs will be subject to a booking system with fixed arrival times. A banksperson will be situated at the Parcel B access to assist HGVs in accessing and egressing the site and will only instruct HGVs to depart the site when the major road is clear of traffic within the vicinity of the site access and it is safe to do so.
- 4.23 It is also proposed that temporary signage be located in the vicinity of the site accesses during the construction period to warn drivers of the site entrance, as shown on **Figure 5**.

Figure 5: Temporary Signage at Site Accesses



- 4.24 Additional signage will advise motorists of HGVs turning through the site access, as shown on **Figure 6**.

Figure 6: Temporary Signage on B585 and Bagworth Road



5 MEASURES, MANAGEMENT AND CONTROL PROCESSES

- 5.1 This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the CTMP. The Site Manager will be responsible for the site works which will ensure that the control processes are efficiently communicated and implemented.

Public Rights of Way

- 5.2 There are several Public Rights of Way (PRoW) within the vicinity of the site, as shown in **Figure 7** and **Figure 8** below.

Figure 7: Northern Section PRoW



Figure 8: Southern Section PRow



- 5.3 With regard to the management of PRow, the pre-application advice received from the LHA is set out below:

“The applicant should acknowledge the legal line of the footpaths in their plans and detail how they will be managed in accordance with the principles set out in the Leicestershire County Council’s Guidance Notes for Developers. Particular attention should be given to the width of footpaths, which will require a 4m wide corridor between fences. If areas are poorly drained and prone to waterlogging, then surface treatment may be required.

Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980. If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.”

- 5.4 Fencing will be erected around the construction site to segregate users of the PRow from the construction area. A 4m wide corridor will be situated between fencing as requested.
- 5.5 A banksperson will be situated at each PRow where a construction track crosses a PRow. The banksperson will hold back HGVs whilst there are users of the PRow within the vicinity of the construction site. Users of a PRow will have priority where construction HGVs have to route across the path of a PRow.

Ongoing Review of Access Routes

- 5.6 It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. Any major roadworks on the access routes that result in the deviation of the route will be agreed with officers at LCC in advance where feasible.

Transport Co-ordination

- 5.7 The Applicant will appoint a Site Manager for the project and the details will be provided to LCC once confirmed. The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:
- Managing implementation of the CTMP;
 - Vehicle scheduling;
 - Checking for scheduled road works on one.network;
 - Checking for scheduled refuse collections to avoid conflict with HGV deliveries within built up areas;
 - Handling any complaints; and
 - Acting as a point of contact for employees, contractors and the general public.
- 5.8 The Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:
- The Contractor;
 - The Applicant;
 - Site neighbours;
 - Other local stakeholders such as emergency services or local transport providers; and
 - LCC.
- 5.9 Regular review meetings and telecommunication will be held between the Site Manager and LCC if requested. It is envisaged that update meetings / telecommunication will be held on an ad-hoc basis as required. Furthermore, the Site Manager will provide any monitoring data, delivery schedules, complaints or breaches of agreements to LCC if requested.

Booking System

- 5.10 On a daily basis, the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers the Site Manager will, as far as practicable, ensure that the deliveries are spread out across the week and across the day to minimise any potential disruption.
- 5.11 The proposed deliveries will be checked against the weekly and daily delivery schedules. This will be overseen by the Site Manager to ensure that construction deliveries are managed in an efficient manner with minimal disruption and delays.

- 5.12 The proposed construction compounds could provide an area for waiting for an additional vehicle if required. Hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready for their arrival onsite.
- 5.13 Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting.
- 5.14 The Applicant will provide banksmen to assist with the manoeuvring of delivery vehicles throughout the Site. The construction compound will be located off the public highway within the site, accessed via the internal access road.

Route Compliance

- 5.15 Use of the agreed vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all drivers. This will include information on the times of operation, delivery routes and the vehicle booking system.

Construction Compounds

- 5.16 A construction compound located off the B585 for Parcel A will be 75m x 75m. A HGV turning area, staff car parking, materials storage and staff welfare facilities will be provided within the extents of the compound. The location of the construction compound is shown on the Site Masterplan at **Appendix 2**, and shown on **Figure 9**. All compounds have sufficient space to allow for a HGV turning area and will have a wheel washing facility available as HGVs exit each compound.

Figure 9: Parcel A Compound Location



- 5.17 An additional construction compound located off the Bagworth Road access for Parcel B will also be 75m x 75m. A HGV turning area, staff car parking, materials storage and staff welfare facilities will be provided within the extents of the compound.
- 5.18 The location of the construction compound for Parcel B is shown on **Figure 10**. The compound will be located to the north of the Bagworth Road Access.

Figure 10: Parcel B Compound Location



- 5.19 The location of the construction compound for Parcel C is shown on **Figure 11**.

Figure 11: Parcel C Compound Location



- 5.20 It should be noted that all construction compounds may be subject to small changes upon appointment of a contractor, and that the construction compounds may be shifted slightly as the site is built out.
- 5.21 It should be noted that the Parcel B compound will be accessed from Bagworth Road. The B585 / Bagworth Road junction is unable to accommodate HGVs larger than 15.4m in length. Any HGVs which exceed this length will be required to access the construction compound for Parcel A, where the transported materials will be loaded onto smaller HGVs which will then route between the construction compounds at Parcel A and Parcel B.
- 5.22 The construction compound areas will provide a turning area to allow vehicles to exit the sites in forward gear. All delivery drivers and construction workers will be advised of the construction routes prior to making their delivery or commencing work.
- 5.23 The vehicle compounds will be capable of accommodating a turning HGV whilst at least one HGV is parked, to allow for vehicles to be held back during restricted periods and to ensure no vehicles wait on the public highway.

- 5.24 All materials and plant associated with the development process will be stored within the footprint of the construction sites. All staff will park within the construction compounds, which are designed to enable all vehicles to park on site to avoid obstruction to the operation of the public highway. This shall be strictly enforced.

Dust and Dirt Control

- 5.25 Mud and debris on the road are regarded as one of the main environmental nuisances and safety problems arising from construction sites. Wheel washing facility will be provided for the duration of the construction works to ensure levels of soil on roadways near the construction site is minimised. The wheel washing facilities will be in the form of a hose down point located adjacent to the construction compounds. All vehicle wheels will be cleaned whenever a vehicle leaves the site.
- 5.26 The contractor will ensure that the area around the construction sites, including the public highway, are regularly and adequately swept to prevent any accumulation of dust and dirt.

Site Fencing

- 5.27 A security fence will be constructed around the site prior to any significant construction works taking place. The security fence will be erected on the inside of any hedgerows, so that it will be screened by any such hedgerow in views from the surrounding area, further mitigating any visual impact.

Communication Strategy

- 5.28 As identified above, the Site Manager will be responsible for ensuring that there is adequate liaison between all stakeholders throughout the construction period.
- 5.29 Prior to any works starting the contractor shall inform neighbours which may be affected by noise, dust or vehicular movements arising from the construction work of the nature of the works, proposed hours of work and their expected duration. In addition to this a notice will be placed at the main entrance to the site informing site neighbours of the hours of work.

Complaints Procedure

- 5.30 Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by site neighbours about the programme of works. The Site Manager will therefore be available to meet and explore issues with concerned neighbours directly via appointment.
- 5.31 Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees.
- 5.32 The Site Managers contact details will be provided to LCC prior to work commencing on site. Contact details for the Site Manager will also be displayed at the site entrance.

6 CONSTRUCTION TRAVEL PLAN

- 6.1 A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing a number of other benefits to the organisation as an employer and to staff.
- 6.2 This Travel Plan seeks to address activities related to the construction of the Site which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel by promoting travel via sustainable modes and sourcing labour and goods locally, the Travel Plan objectives can be achieved.

Trip Generation

- 6.3 The Applicant estimates that there may be up to a maximum of 60 staff on site per day. The Applicant's experience of similar developments elsewhere suggests that car sharing can reduce the number of cars on site to 30. This will be achieved through management of staff travel patterns and actively encouraging car sharing. As such the Site Manager will actively promote the use of car sharing as the primary method for construction workers to access the Site. Car parking will be provided within the Site.
- 6.4 **Section 2** has calculated that during the construction phase the Development would generate an average of approximately six deliveries (six inbound / six outbound movements) per day over the 24 week period.

Existing Conditions

- 6.5 The site is located approximately 500-1000m south of Nailstone and approximately 750-1000m north of Barlestone, depending on the section of each parcel being built out at any given time.
- 6.6 The contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the site.
- 6.7 There is great potential for construction workers to car share to work, especially given the fact that some sub-contractors are likely to be travelling from the same origin (their local residence) to the same destination (the Site).
- 6.8 Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers. It is this mode of transport which often forms one of the most convenient methods of sustainable travel for construction workers.
- 6.9 The Site Manager would promote a car-sharing scheme throughout the construction program. The Site Manager would also make construction workers aware of existing car sharing schemes such as liftshare.com/uk.
- 6.10 The Site Manager will determine construction staff members' willingness to car share. Furthermore, looking at workers home / local residence postal addresses it would become evident whether there are any area groupings of people that would make the principle of car sharing a reasonable prospect of being successful. The Site Manager will then investigate setting up a database of construction workers willing to share journeys, including information such as their home / local residence addresses and could try and match suitable car sharers.

- 6.11 The construction site will provide facilities in accordance with requirements set out in Health and Safety Executive guidelines. Consequently, the Site compounds will provide a drying room, storage facilities, toilets and offices within the welfare area. This will encourage people to travel to the Site by sustainable modes whilst having the added benefit of reducing the number of trips made off site during lunch breaks.

Aims and Targets

- 6.12 The Site is a construction site and sustainable transport measures will be adopted. The applicant considers that through car sharing, there would be up to 30 car arrivals per day.
- 6.13 The car parking area will be able to accommodate up to 30 vehicles with additional space to be made available if required. Construction worker parking at the site will be monitored, controlled and recorded by the Site Manager to ensure that single occupancy car use is minimised. The Site Manager will ensure there is space made available for any overspill parking during the early periods of construction.
- 6.14 This CTMP and Travel Plan will be communicated to all construction workers as part of their induction / training process. An up to date copy of the Travel Plan will always be available for consultation.

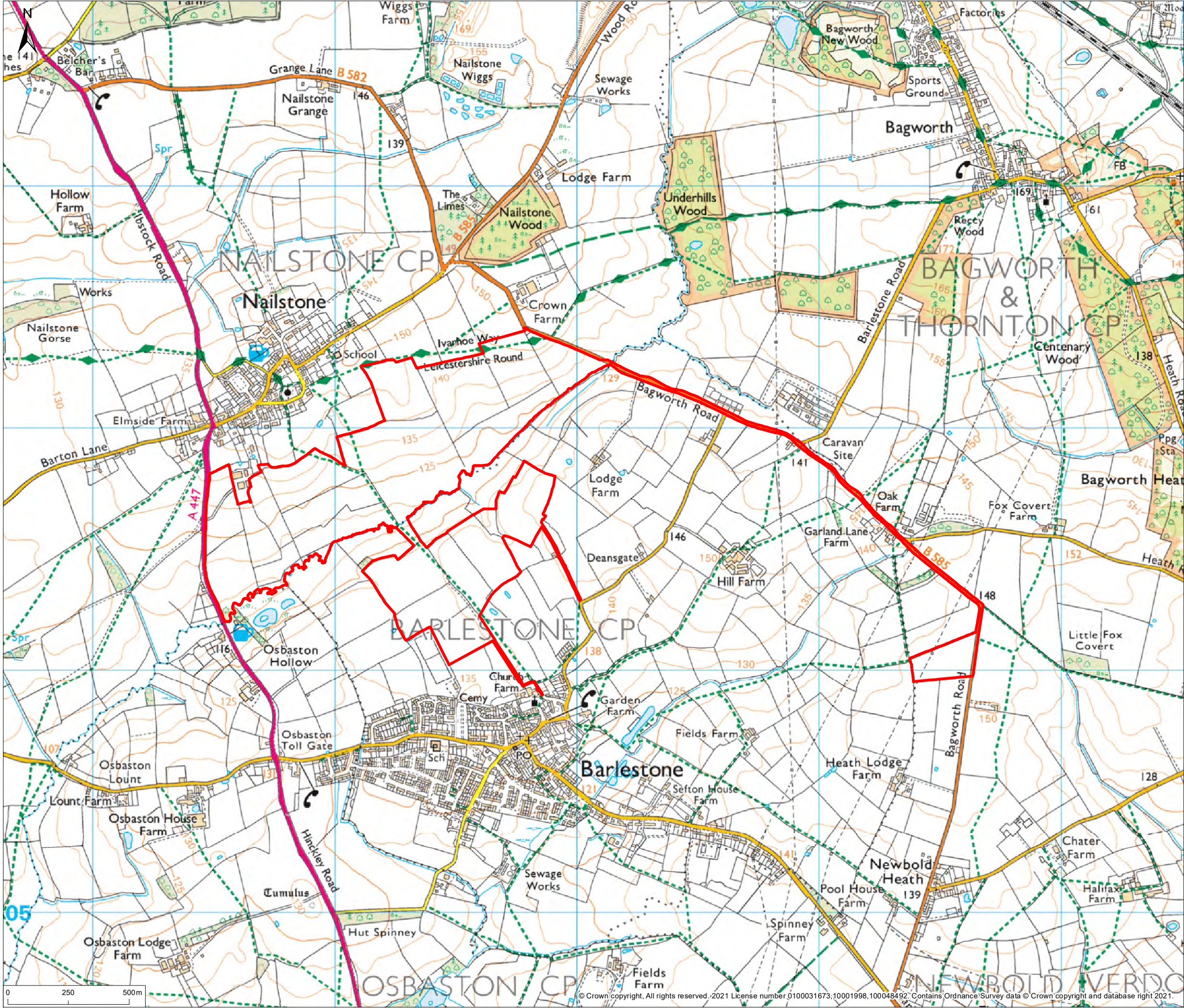
Measures

- 6.15 As indicated above there is potential to for construction workers to car share or travel by bicycle to the Site. It is therefore deemed appropriate to promote the following measures to promote sustainable travel by construction staff.
- 6.16 Include local public transport timetables and route maps within the on-site compound for construction staff to review:
- Providing changing and storage facilities for construction staff;
 - Assist in matching car sharers; and
 - Minimise, where possible, the number of contractors on site at any one time to reduce trips generated and promote car sharing.
- 6.17 Further to this the following measures are to be promoted to minimise the environmental impacts of HGV trips generated by the Development:
- Initiate a weekly booking system for the delivery of plant and materials to the site;
 - The Applicant will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment;
 - All delivery vehicles will be required to switch off their engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles;
 - Use of the agreed vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals associated with the works; and
 - Provision of wheel washing facilities at the Site entrances / egresses.

- 6.18 The Department for Transport (DfT) has published guidance relating to the efficient use of freight on the network. “Review of Low Carbon Technologies for Heavy Goods Vehicles” (2009) sets out a number of HGV technologies with the potential for reducing carbon emissions. The report assesses a number of vehicle technologies and driver behavioural styles for reducing the environmental impact of HGVs. Some of these measures could be incorporated into the vehicle fleet in order to reduce the environmental impact of generated traffic. Such measures would include:
- Aerodynamic improvement to Trailers – Reduce the aerodynamic drag of the vehicle;
 - Spray Reduction Mud Flaps – Reduces Spray and Provides Aerodynamic Benefits;
 - Low Rolling Resistance Tyres – Can reduce CO² emissions by up to 5%;
 - Automatic Tyre Pressure Adjustment – Automatically monitors and adjusts tyre pressures which could provide CO² reductions of around 7-8%;
 - Predictive Cruise Control – Improves fuel efficiency of vehicles; and
 - SAFED Driver Training Scheme – Aims at improving accident prevention and reduction and improved fuel consumption.

Appendices

Appendix 1 – Site Location Plan



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Notes

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.

2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

Site Boundary

Rev	Description	By	CB	Date



20 Western Avenue, Milton Park, Abingdon, Oxfordshire, OX14 4SH
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Client	JBM Solar	Status	ISSUE	Drawn By	RD	PM/Checked By	RJ
Project	Stoneshollow Solar	Project Number	NP12043	Scale @ A3	1:15,000	Date Created	OCT 2021
Title	Site Location Plan	Figure Number	1			Rev	-

rpsgroup.com

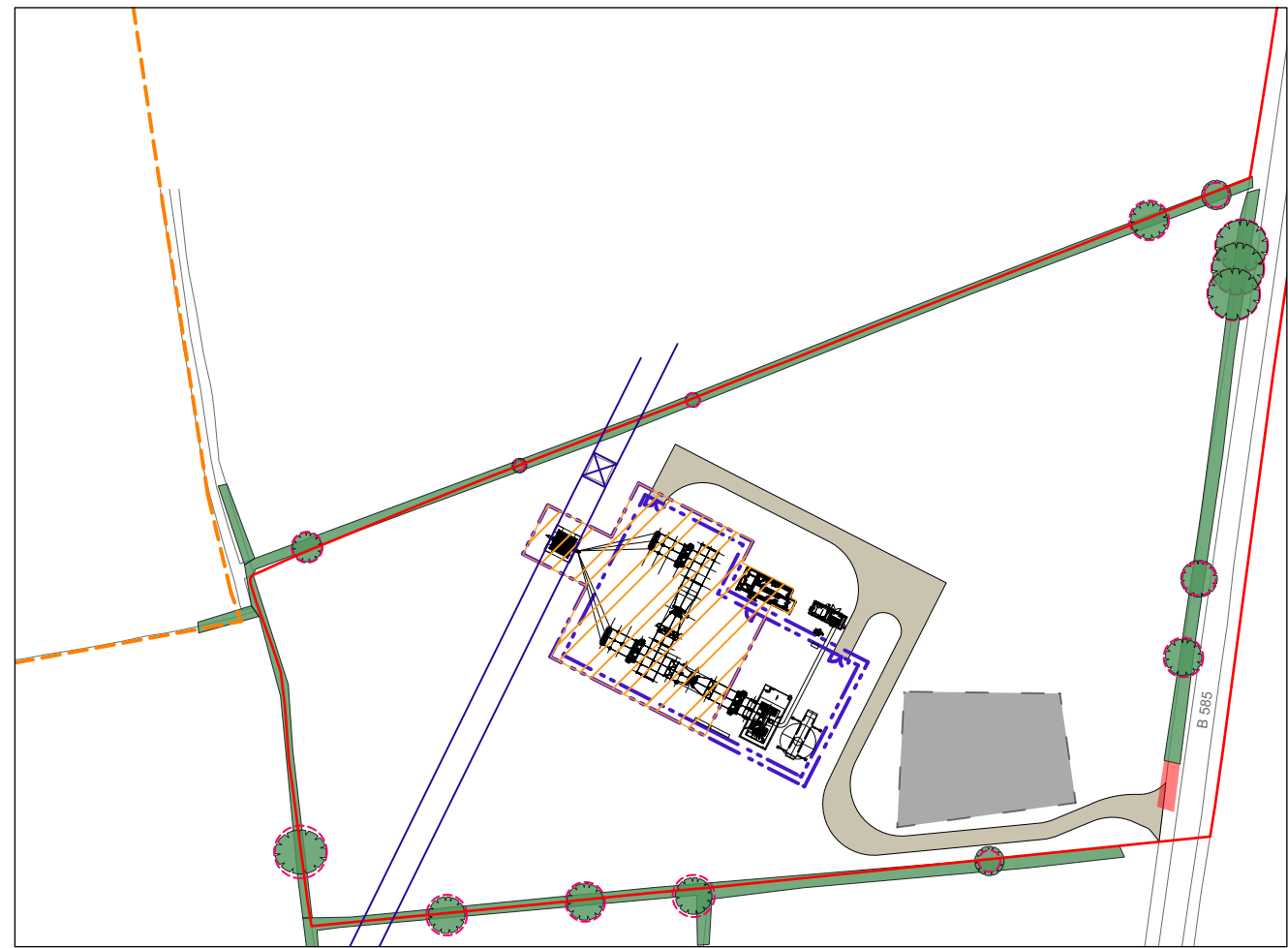
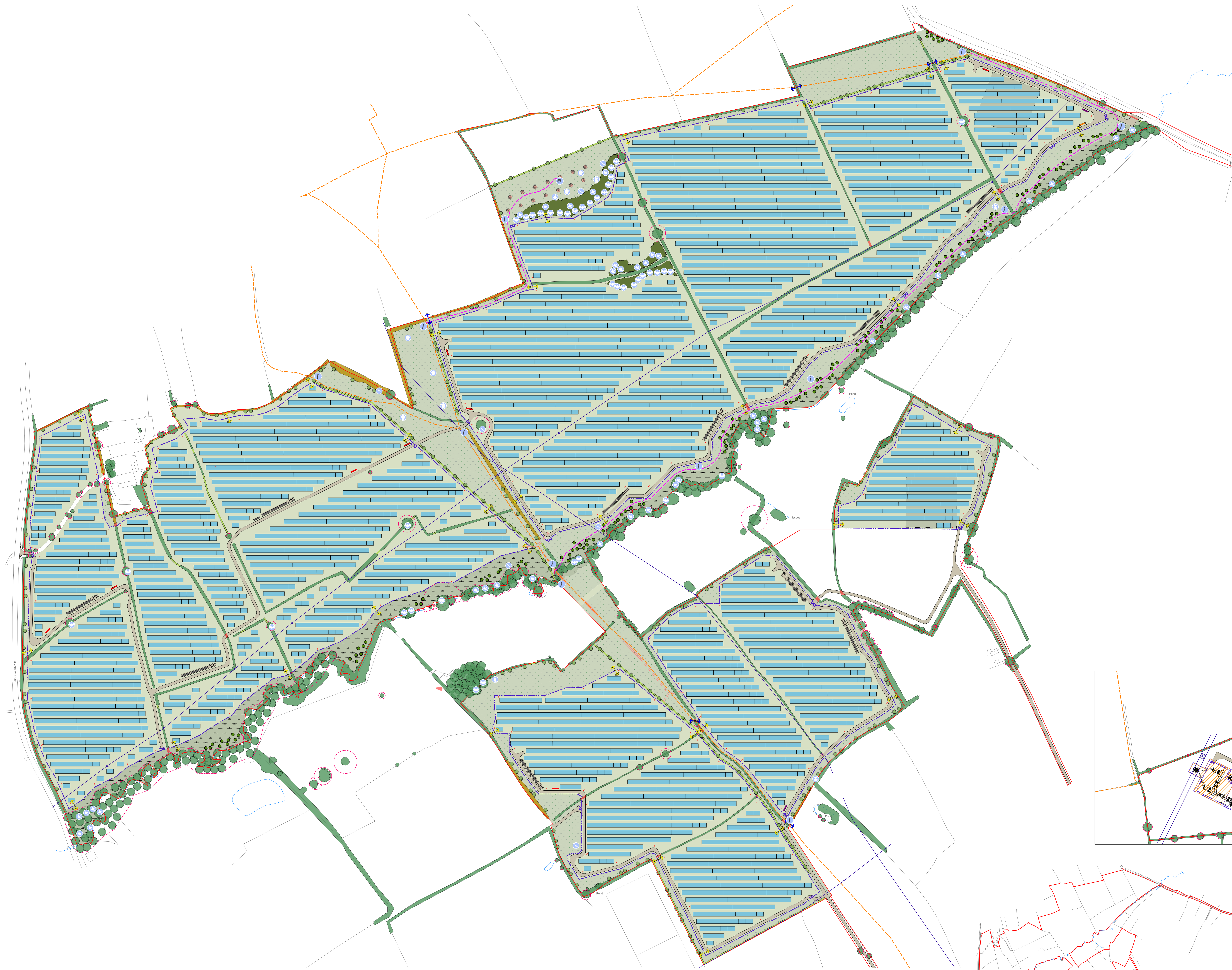
Appendix 2 – Site Masterplan



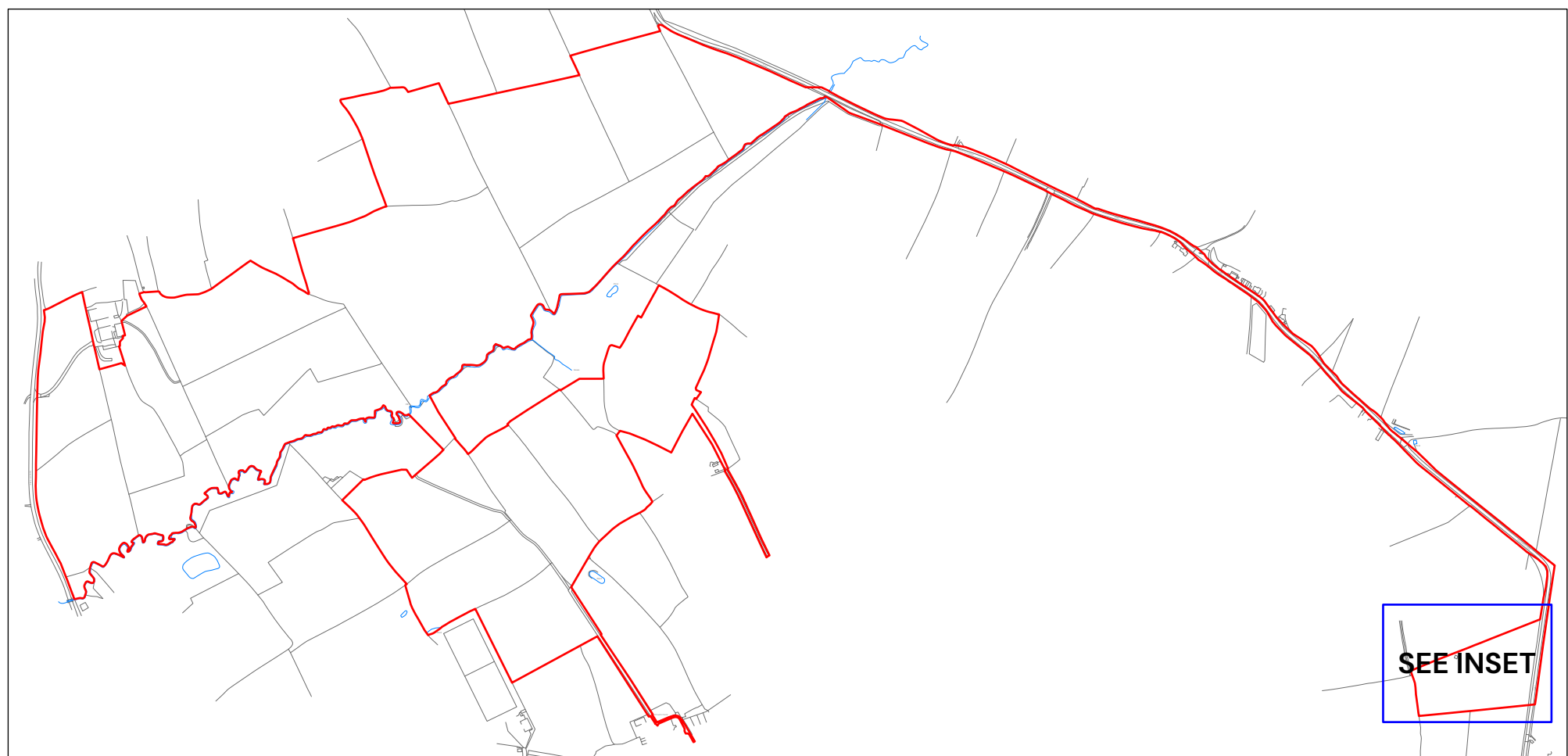
0 250m

DESIGN | ENVIRONMENT | PLANNING | ECONOMICS | HERITAGE

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INSET



SEE INSET

Revisions:
First issue - 19/01/2024 VK

Site Layout Plan Stoneshollow Solar Farm

Client: JBM Solar Projects 26 Ltd

DRWG No: P23-0657_EN_00_03 REV: _

Drawn by : VK

Approved by: IBD

Date: 19/01/2024

Scale: 1:2000 @AO

PEGASUS
GROUP

KEY PLAN - SCALE 1:12,500

- KEY**
- Site boundary
 - Vegetation to be retained
 - hedgerows within land ownership currently taller than 4m height shall be managed to maintain current height
 - hedgerows within land ownership currently shorter than 4m height shall be managed grow up to and be maintained at 3-4m height
 - hedgerows outside of land ownership are out of applicants control
 - Vegetation to be enhanced
 - gaps within hedgerows to be filled with native hedgerow mix at approx 20% diff rate. Exact infilling to be agreed on site to work most effectively with existing vegetation to maximise screening/habitat benefit
 - Vegetation to be removed
 - No Category 1 tree (T34) removed to accommodate construction, short lengths of hedgerow removed to accommodate construction of fences and access tracks
 - where removed to accommodate fence construction, hedgerows shall be allowed to grow back up and be maintained around fence line
 - Public Right of Way
 - Overhead power lines
 - Proposed permissive footpath
 - Temporary construction compounds
 - NGED Operational Land
 - Inverter
 - Spare container
 - Customer switchgear container
 - Battery containers
 - Solar panel
 - CCTV camera
 - Substation and point of connection
 - Fencing
 - to solar compounds and associated gates
 - for operation and maintenance use only
 - Access track
 - Native woodland
 - native transplant shrub and feathered, light standard and selected standard tree mix to be managed to allow to grow up to and be maintained at min 6m height
 - Black Poplar tree
 - planted in clusters within Black Poplar Conservation Area along (brook edge corridor)
 - Native hedgerow tree
 - planted within proposed / alongside existing hedgerows
 - Orchard tree
 - species selected for their local provenance/heritage
 - Native hedgerow
 - to be managed to allow to grow up to and be maintained at 3-4m height
 - Grazing Mix
 - ie. Emergent DMS Standard General Purpose Meadow Mixture, or similar
 - Wildflower meadow
 - ie. Emergent DMS Special General Purpose Meadow Mixture, or similar
 - Wet wildflower meadow
 - ie. Emergent DMS Meadow Mixture for Wetlands, or similar
 - Interpretation board
 - information regarding water meadow system, Black Poplar Conservation Area or local wildlife
 - Outdoor classroom
 - information boards regarding solar energy production, species, habitats and ecology features on site (Black Poplar Conservation Area, Sea Walk)
 - informal seating opportunities, ie. large log stumps (use trees to be removed from site where suitable)
 - Bird box (40no.)
 - designs suitable for Robins, Wrens, Tits (Blue, Great and Coal), Nuthatches, House Sparrows and Starlings
 - Bat box (40no.)
 - up to 3 per tree, facing in different directions
 - Barn Owl box (7no.)
 - Invertebrate box (7no.)
 - located near hedgerows and within grassland
 - Amphibian/reptile hibernacula (2no.)
 - located within wildflower grassland meadows
 - Beehives (2no.)
 - to be positioned on firm ground facing south/south-east
 - to be managed by local school/beekeepers
 - Mammal gate/ gaps
 - locations shown indicatively. The precise number and locations will be determined during the pre-commencement badger survey
 - Kissing gate (or similar)
 - to be introduced along route of PRoW to replace existing access arrangement, to improve accessibility to all users
- NOTES**
- Check offset from proposed and existing trees to avoid impacts upon them (including mature height overshadowing); trees within the site will be monitored and if required pruned accordingly to prevent overshadowing on the panels.

Contact

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