



CLEVE HILL SOLAR PARK

UPDATES TO EXISTING DOCUMENTS OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN (TRACKED)

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Cleve Hill Solar Park

Outline Construction Traffic Management Plan

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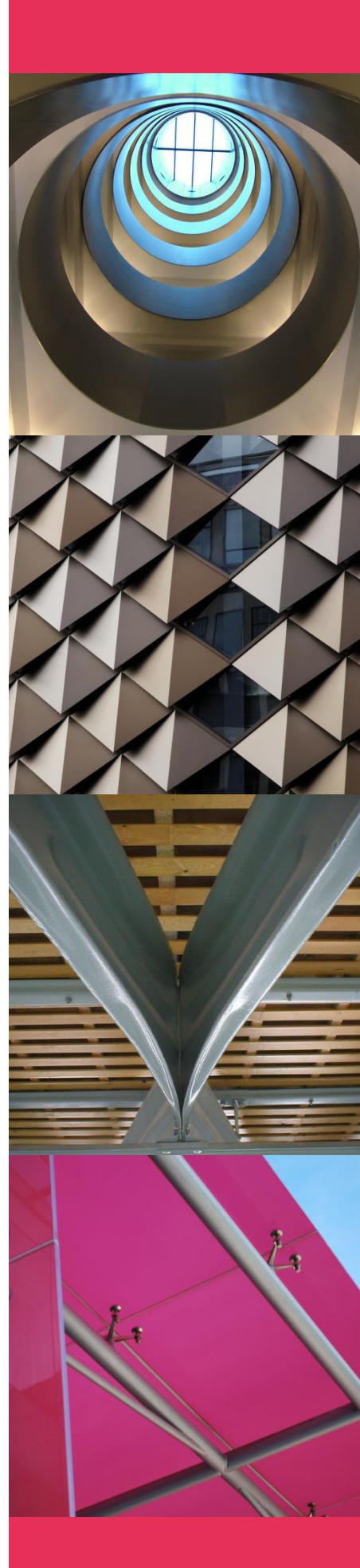
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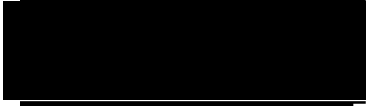
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Curtins
40 Compton Street
London, EC1V 0BD
Tel: 020 7324 2240
www.curtins.com

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Author	Signature	Date
Caitlin Turley BEng (Hons) MCIHT Transport Planner		31/07/2019

Reviewed	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		31/07/2019

Authorised	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		26/07/2019

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1.0 Introduction

1.1 Introduction

- 1.1.1 Curtins has been appointed by Cleve Hill Solar Park Ltd (CHSP) to provide traffic and transportation advice in relation to the development of Cleve Hill Solar Park (the "Proposed Development"). The Development site is located on the north Kent coast, approximately two kilometres northeast of Faversham and five kilometres west of Whitstable. The Site is situated on approximately 360 ha (890 acres) of land within the administrative boundaries of Swale Borough Council, Canterbury City Council and Kent County Council.
- 1.1.2 The Proposed Development (described in more detail within Section 3) comprises the installation, maintenance and decommissioning of photovoltaic (PV) modules, energy storage, and accompanying electric cables, transformers, string inverters and associated access, environmental and construction works.
- 1.1.3 The Proposed Development involves three main phases namely, construction; operation; and decommissioning. Each phase has different characteristics, and therefore has different traffic and transportation implications. This Outline Construction Traffic Management Plan (Outline CTMP) relates only to the construction phase.
- 1.1.4 An Outline Decommissioning and Restoration Plan has been produced to accompany the Environmental Statement (ES) and it is expected a Decommissioning Traffic Management Plan will be produced and agreed with the relevant highways authorities prior to this stage of work commencing.
- 1.1.5 This Outline CTMP has been prepared to consider the methods by which materials, equipment and site workers will arrive at the Site, and the availability and quality of transport infrastructure to identify a suite of traffic management initiatives designed to mitigate and minimise any impacts.
- 1.1.6 Construction is anticipated to commence in spring 2021 and last up to 24 months.

1.2 Purpose and Objectives

Purpose

- 1.2.1 This ~~Outline CTMP~~Outline CTMP is provided to accompany the Environmental Statement in support of the DCO application. If the DCO application is approved by the Secretary of State, the Outline CTMP would be a certified document referred to in the Development Consent Order (DCO), and it is anticipated that the final CTMP would be secured by a Requirement in the DCO and subject to the approval by the relevant local planning authority. This document should be read in conjunction with the Access and Traffic Chapter of the ES (Chapter 14).

Outline Construction Traffic Management Plan

- 1.2.2 The purpose of this Outline CTMP is to provide a framework for the measures to be implemented under a final CTMP which will provide mitigation for the traffic generated during the construction of the Proposed Development. This will ensure that impact on existing users of the public highway network, or those located close to it, is limited.
- 1.2.3 This Outline CTMP will inform Officers at Highway England (HE), Kent County Council (KCC), Swale Borough Council (SBC), Canterbury City Council (CCC) and other relevant transport stakeholders with regards to the suitability of the proposed construction traffic route and the highway access matters associated with the Proposed Development.

Objective

- 1.2.4 The objectives of this Outline CTMP are outlined below:
- Ensure that movements of people and materials are achieved in a safe, efficient, timely and sustainable manner;
 - Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during busy periods;
 - Minimise construction trips where possible and limit the impacts on the natural and built environment; and
 - Ensure the continued monitoring, review and subsequent improvement of the CTMP and mitigation measures contained herein.

1.3 Scope of Report and Consultation

Scope

- 1.3.1 This report includes the following:
- A description of the Proposed Development;
 - A description of the proposed access route to the Site;
 - The proposed routeing strategy for the Site;
 - Proposed signage strategy for the Site;
 - Proposed mitigation measures; and
 - Information regarding the management of deliveries;

Consultation

- 1.3.2 As part of the preparation of the final CTMP, the following transport stakeholders will be consulted regarding the traffic and transport elements of the Proposed Development:
- Highways England;
 - Kent County Council;
 - Swale Borough Council;

- Graveney Primary School;
- Graveney Parish Council; and
- Graveney Residents Environmental Action Team.

1.3.3 This is not a definitive list and as such, other stakeholders may be engaged as necessary throughout the consultation process.

2.0 Proposed Development

2.1 Introduction

- 2.1.1 This section of the Outline CTMP provides an overview of the development that has been proposed at the Site, which is shown on the Site Location Plan at **Appendix A**. A full description is set out in Chapter 5 of the ES.

2.2 Proposals

- 2.2.1 The proposals involve the transportation and installation of PV modules and energy storage modules, and accompanying mounting structures, electric cables, transformers, string inverters and associated access, environmental and construction works.

Construction Phasing

- 2.2.2 The construction period is considered to be undertaken in at least two phases:

- **Phase 1:** construction of all aspects of the Proposed Development except the energy storage facility; and
- **Phase 2:** construction of the energy storage facility. This could be undertaken in multiple phases to deliver smaller amounts of energy storage capacity.

Phase 1

- 2.2.3 Subject to the final development design and potential environmental constraints, phase 1 of the development construction is anticipated to last 24 months. The indicative start date for construction is likely to be spring 2021, dependent on when the DCO and other necessary consents are granted.

- 2.2.4 The indicative phase 1 construction activities are set out below:

- Site preparation and civils:
 - Import of construction materials, plant and equipment to site;
 - Establishment of the perimeter fence;
 - The establishment of the main construction compound;
 - Construction of the spine road; construction of new tracks;
 - The upgrade or construction of crossing points (culverts) over drainage ditches; and
 - Marking out the location of the Development infrastructure.
- Solar PV array construction:
 - Import of components to site;
 - Piling of module mount verticals;
 - Erection of module mounting structures;
 - Mounting of modules and inverters;

- Trenching and installation of electric cabling;
- Transformer foundation excavation and construction; and
- Installation of transformers.
- Construction of onsite electrical infrastructure to facilitate the export of generated electricity.
 - Construction of the flood protection bund;
 - Site preparation and civils for the Development substation;
 - Trenching and installation of electric cabling;
 - Import of components to site; and
 - Installation of the Development substation.
- Testing and commissioning; and
- Landscaping; and
- Habitat creation.

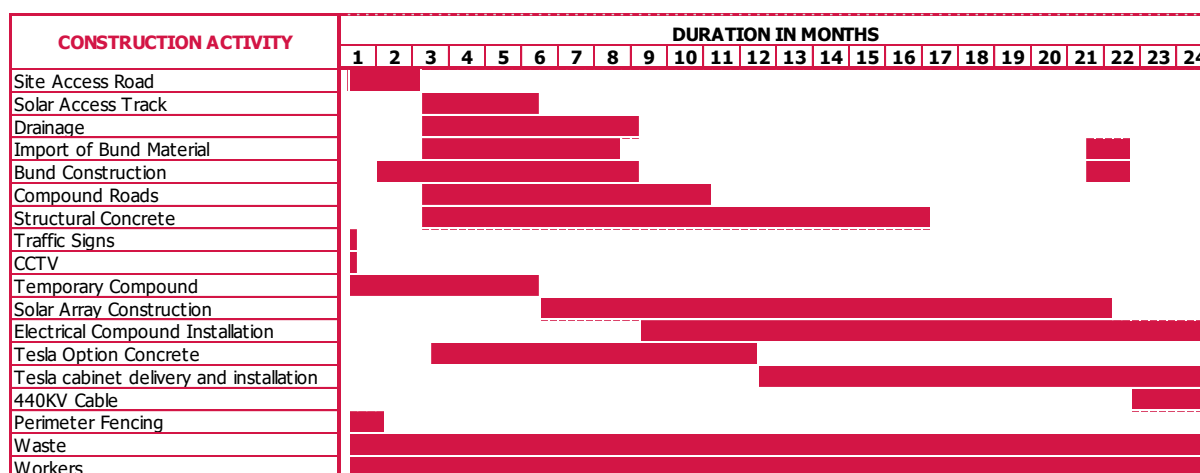
Phase 2

2.2.5 Phase 2 of the development construction will run for approximately 3 to 6 months, which is expected to be contained within the overarching construction programme. This will, however, be dependent on any potential additional phasing if the development design involves delivery of smaller energy storage capacities.

2.2.6 The indicative phase 2 construction activities are set out below:

- Energy storage facility construction:
 - Installation of electric cabling;
 - Foundation construction;
 - Import of components to site;
 - Installation of transformers; and
 - Installation of battery pack cabinets, inverters and controllers.

2.2.7 A summary of the proposed construction programme and phasing is included within **Figure 2.1** below.

Figure 2.1 – Development Programme/Phasing Summary

2.3 Vehicle Classification

- 2.3.1 Several vehicle types will be used during the construction phase of the Proposed Development. **Table 2.1** below highlights those vehicles expected to be used during the construction period.

Table 2.1 – Typical Construction Vehicle Classification

Light (LGVs)	Heavy (HGVs)
Car	40 tonne truck
Van (under 7.5t)	Low Loader
4x4 pick-up	Flat Bed
4x4 transit	Truck (over 7.5t)
Mini-buses	Crane
4 x 4 vehicle	Excavator
	Winch Tractor
	Tractor and Trailer
	Waste Collection

2.4 Cars, Vans and LGVs

- 2.4.1 It is anticipated a small proportion of visitors to the site will arrive by cars and small vans. Parking will be provided on site for these vehicles. In addition, there will also be some small deliveries made by LGVs.
- 2.4.2 A large proportion of the construction staff will stay in accommodation local to the site and travel to the site together by mini-bus.

2.5 HGV Movements

- 2.5.1 Typically, HGV movements will comprise those associated with the delivery of building materials and plant/equipment.
- 2.5.2 It is proposed that all of the excavated material generated by construction will be used within the site for roads, landscaping, drainage, reinstatement and otherwise as required to deliver the Proposed Development. This will also reduce the number of additional trip generation during the construction phase.

2.6 Abnormal Indivisible Loads (AIL)

- 2.6.1 The Proposed Development will require the movement of Abnormal Indivisible Loads ("AILs") to transport plant to the site.
- 2.6.2 The Road Vehicles (Authorisation of Special Types) General Order 2003 sets out the categories of AILs with regard to weight, width and length. Depending on the size of the plant to be transported different arrangements may be required in terms of temporary traffic management and the management and timing of these movements. These movements will be required to meet the standards and guidelines as set out in the Road Vehicles (Authorisation of Special Types) General Order 2003.
- 2.6.3 It is anticipated that any abnormal loads will be transported to the UK by sea and transported to the site by road. An assessment of the route from the [strategic road network to the site has been undertaken](#) ~~port of entry (which is currently unknown) to the site will be undertaken~~ by an abnormal load haulage specialist.
- ~~2.6.4 This will identify the size and configuration of vehicle to be used to transport the abnormal load to the site and any enabling works required.~~
- [2.6.4](#) The size of the abnormal loads to be transported to the site will be similar in size and weight to the abnormal loads that have previously been transported to the London Array substation. [These loads were up to 143te nett.](#)
- ~~2.6.5 Once the loads have left the strategic road network,~~
- ~~2.6.6~~ [2.6.5](#) It is envisaged that once close to the site, they will follow the identified construction traffic route ~~from the Strategic Road network to the site~~ along Head Hill Road and Seasalter Road.
- ~~2.6.7~~ [2.6.6](#) A key constraint is the road bridge over the railway at Graveney. Discussions have been [undertaken with Network Rail](#) ~~initiated with Network Rail~~ who own the structure [and permission has been given to move the loads over the railway bridge subject to a number of conditions. These include specific trailer configurations and also the requirement to undertake pre and post movement surveys](#)

~~of the structure. Discussions will continue as further details with regards to the movement of abnormal loads is known.~~

~~2.6.8~~ 2.6.7 Abnormal loads will be transported to the site during off-peak periods (typically at night). As well as the statutory obligations, agreement with relevant stakeholders will be sought prior to any abnormal load movement being undertaken.

~~2.6.9~~ 2.6.8 The final CTMP will detail the vehicle specification, proposed access arrangements from the port of entry to the site and vehicular routing including points of interest.

~~2.6.10~~

2.7 Construction Traffic

2.7.1 The estimated volume and type of vehicles that would be generated throughout the construction phase of development has been informed by the Applicant's anticipated construction programme, which is based on their extensive experience of delivering similar developments throughout the country.

2.7.2 On the basis of the information provided, the construction period is expected to be up to 24 months and the rate of deliveries would fluctuate over this time.

2.7.3 If the energy storage facility were to not be constructed, or constructed at a later date, the average number of vehicle movements would reduce significantly throughout the 24 month construction programme. It is noted that if construction of the energy storage facility were to happen outside of the proposed 24 month construction programme, construction traffic would be generated at a later date, however, it is expected that the volume of construction traffic (including HGVs) would be less than that discussed below. As the majority of the civils elements of the energy storage facility (creation of the bund and associated earthworks), would occur within the main construction phase under either scenario, it is expected that, if delayed to a separate phase 2, the final installation of batteries would take up to six months to complete outside of the main 24 month construction window.

2.7.4 It is anticipated that, during the peak of construction, up to 80 two-way HGV movements (40 vehicles) will be required per day. The peak is expected to last for four weeks starting around week 27 of construction.

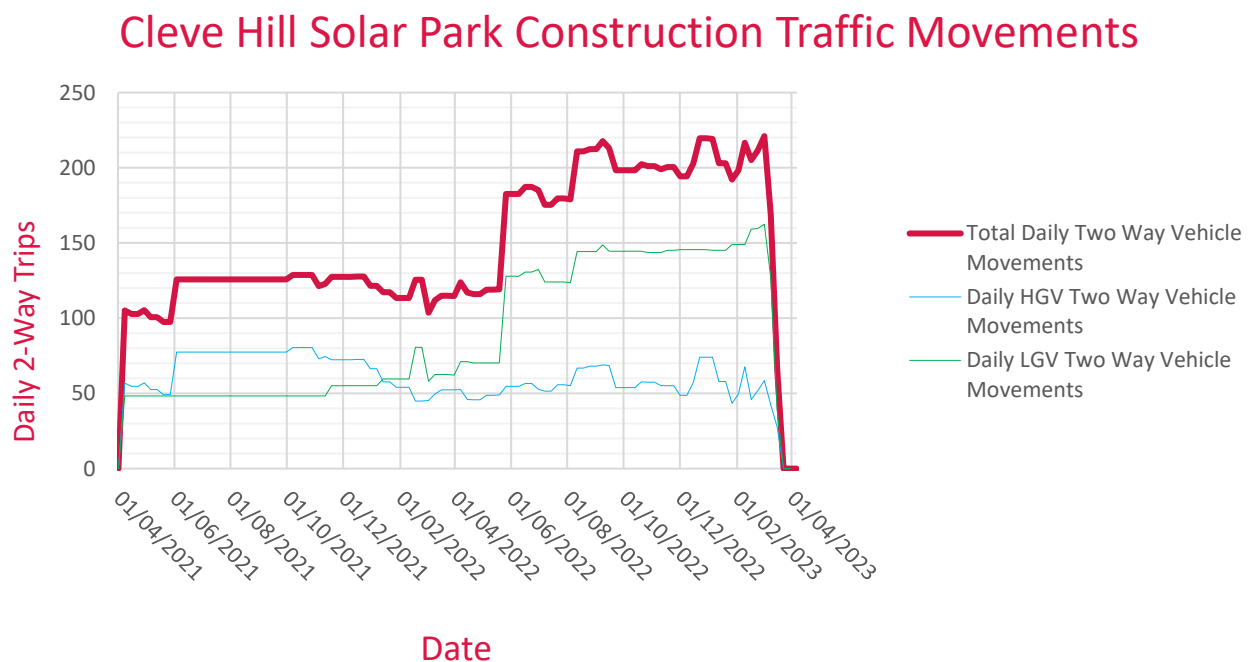
2.7.5 The on-site activities occurring during peak HGV movements include:

- On-site drainage;
- Import of bund material;
- Bund construction;
- Solar array construction;
- Compound roads;

- Import of material for construction concrete; and
- Waste removal.

- 2.7.6 To ensure a robust prediction of the number of construction vehicles, it has been assumed that all vehicles arrive loaded and depart empty. In reality, exiting vehicles would remove waste/materials from the site.
- 2.7.7 Of the 80 two-way HGV vehicle movements, 20 account for waste removal per day. Measures would be taken to reduce these vehicle movements, as in reality, exiting vehicles would remove waste/materials from the site.
- 2.7.8 Peak daily total construction traffic is expected to occur in week 100 of the construction programme. This comprises of 222 two-way vehicle movements (111 vehicles). This breaks down as 162 two-way LGV movements (81 vehicles) and 60 two-way HGV movements (30 vehicles).
- 2.7.9 A graph showing the profile of expected construction traffic during the 24 month construction period is included below as Figure 2.2.

Figure 2.2 – Construction Vehicle Profile



- 2.7.10 An average of 62 two-way HGV movements (31 vehicles) and 90 two-way LGV movements (45 vehicles) will generated per day throughout the 24 month construction period.
- 2.7.11 The number of LGV movements increases in the second half of the construction programme associated with the more intricate electrical equipment installations.
- 2.7.12 At its peak it is anticipated that up to 400 construction staff will be based at the site.

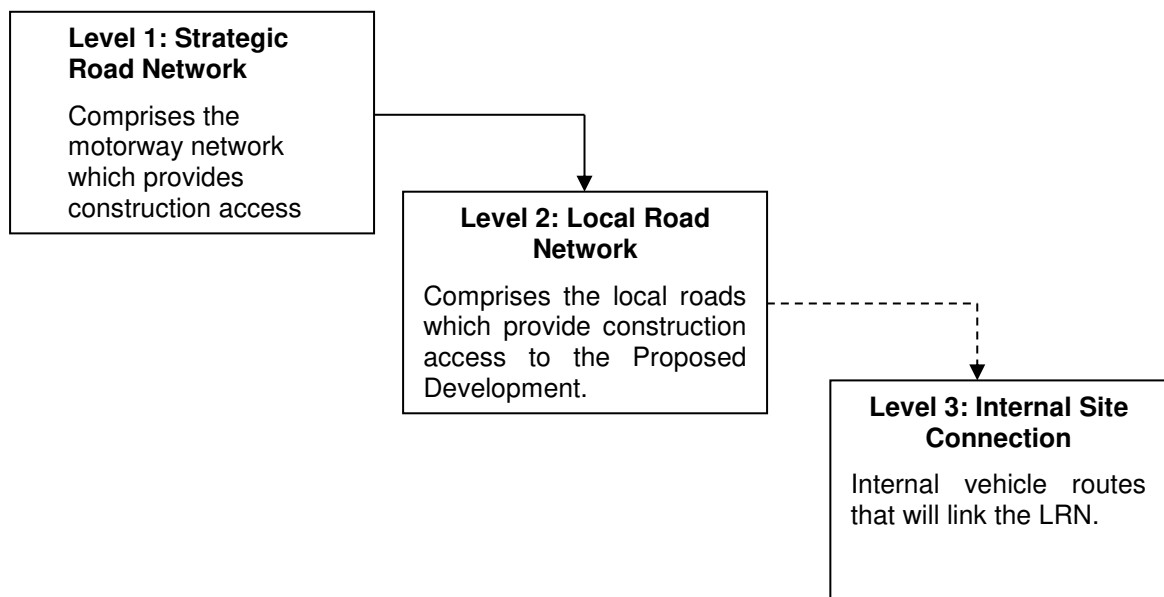
- 2.7.13 The impact of these trips on both the Strategic Road Network (SRN) and Local Road Network (LRN) are discussed in detail within Chapter 14 (Access and Traffic) of the ES.

3.0 Access

3.1 Introduction

- 3.1.1 To provide access to the Proposed Development, there are three levels of access roads outlined in **Figure 3.1** below:

Figure 3.1: Construction Access Hierarchy



3.2 Strategic and Local Road Network

Strategic Road Network (SRN)

- 3.2.1 The closest strategic road network to the site is the M2, accessed from Junction 7 approximately 1 km south of the Whitstable Road/A299 Thanet Way junction.
- 3.2.2 The M2 continues westwards merging to become the A2 towards Central London and the M25. At Junction 7 of the M2 the A2 also provides a connection south towards Dover.
- 3.2.3 At Junction 5 of the M2, the A249 provides links north to the Port of Sheerness and south to the M20 north of Maidstone.
- 3.2.4 While not managed by Highways England (HE), the A299 Thanet Way is also considered to be of strategic importance as a key distributor road across northern Kent and provides direct connections to the Port of Ramsgate.

Local Road Network (LRN)

- 3.2.5 The LRN consists of Whitstable Road, Staple Street, Staple Street Road, Head Hill Road and Seasalter Road.
- 3.2.6 If approaching the site from the west on the A299, Staple Street and Staple Street Road will be used for a small section to cross over the A299 and to access Whitstable Road.
- 3.2.7 Whitstable Road is approximately seven metres wide and follows an east-west alignment. It links Head Hill Road/ Seasalter Road with the A299.
- 3.2.8 Head Hill Road/ Seasalter Road is formed of a single carriageway ranging in width between 4.5m and 7.5m. It follows a north-south alignment and provides connectivity to the tarmac road which provides access to the existing Cleve Hill Substation.
- 3.2.9 To meet the objectives set out in Section 1.2 of this Outline CTMP, the roads which make up the LRN will be subject to appropriate mitigation measures. Initial mitigation proposals are included in Section 7, and it is expected these will be developed further following discussions with stakeholders.
- 3.2.10 The respective sensitivity of these roads has been discussed within the Access and Traffic chapter of the ES (Chapter 14).
- 3.2.11 Key to the construction traffic management will be a prescribed routing strategy which is discussed within Section 4 of this Outline CTMP. As part of the Outline CTMP control and monitoring measures, deviation from the approved routes will result in enforcement procedures and penalties. The mitigation, monitoring and enforcement are discussed in detail in Section 7 of this Outline CTMP.

3.3 Access Points

- 3.3.1 Vehicular access to the Site will be taken from Seasalter Road via the existing bellmouth to the London Array Substation.

3.4 Internal Roads

- 3.4.1 The Rochdale Envelope parameters for the Development have been considered with respect to the Outline CTMP, and worst-case values/scenarios for this are captured by the candidate design, as set out in Chapter 5 of the Environmental Statement: Development Description.
- 3.4.2 Notably, this includes two alternative internal access road proposals:
- One option that branches from the main site access and follows a route to the north of the existing London Array Substation; and
 - One access option utilising the existing London Array Substation access road.

- 3.4.3 A plan showing the proposed internal site access utilising the existing tarmac London Array access road to the south of the facility is contained within **Appendix B**.
- 3.4.4 From the western end of the existing access road a new section of tarmac road approximately 310m long is proposed to be constructed into the site.
- 3.4.5 The tarmac road will continue over the flood protection bund and into the compound while an internal access track will be created providing access to the separate solar array parcels across the site. The internal access track will be typically four metres wide and 2.1km long, and will be formed of compacted stone.
- 3.4.6 Suitable passing places will be provided along all internal access track including the existing London Array Substation access road.

4.0 Routeing Strategy

4.1 Introduction

- 4.1.1 To provide safe and responsible construction vehicle access to the site and to help achieve the objectives outlined in Section 1.2.4, proposed construction traffic routes have been assessed in Chapter 14 of the ES.
- 4.1.2 The origin of plant, machinery and materials is not known at this stage, however, contractors will be required to use one of three primary routes to access the site. These include the A299 (if approaching from the east), the M2 (if approaching from the west) and the A2 (if approaching from the south).
- 4.1.3 These will be followed by both LGVs and HGVs during the construction phase of the Proposed Development.
- 4.1.4 From the A299 vehicles will be required to use Staple Street, Staple Street Road, Whitstable Road, Head Hill Road and Seasalter Road to access the site. The proposed vehicle routes are shown within **Appendix C**.
- 4.1.5 The following roads/areas are not to be used by construction traffic accessing the Proposed Development, unless otherwise agreed with the relevant local planning authorities:
- Canterbury Road
 - London Road
 - Graveney Road
 - Sandbanks Lane
 - Monkshill Road
 - Cleve Hill
 - Seasalter Road (north of London Array Access)
 - Faversham Road

4.2 Route Assessment

- 4.2.1 An initial assessment of Head Hill Road and Seasalter Road was undertaken using OS mapping to identify the locations where the carriageway width is restricted, or where a corner or obstacle is present, that means a large vehicles may have difficulty passing an oncoming vehicle.
- 4.2.2 In total four locations were identified whereby a large HGV and a large car may experience difficulty in passing each other.
- Graveney Railway Bridge;
 - Approximately 70m north of All Saints Church;
 - Adjacent to the southern access to Denley Hall; and
 - Approximately 30m south of the Cleve Hill junction.
- 4.2.3 In all instances, there is available carriageway width for a vehicle to wait to allow another to pass. Furthermore, in all situations a good level of forward visibility is maintained meaning that vehicles have early sight of approaching vehicles.

4.2.4 Including the above, a further location approximately 350m north of Cleve Hill Junction has been identified where two large HGVs may experience difficulty passing each other.

4.2.5 In order to ensure the assessment was accurate, KCC Highways requested that topographical surveys were undertaken at these locations. In addition, two further locations were requested to be surveyed, these include:

- North of St Bartholomew's Church access road; and
- 350m north of Whitstable Road junction.

4.2.6 Swept path analysis has been undertaken using the topographical surveys and this has demonstrated that the additional area north of St Bartholomew's Church access road can accommodate a car and a large HGV simultaneously. The location 350 north of the Whitstable Road junction can accommodate a large car when a large rigid vehicle is travelling southbound, however there is section of road where this is not possible travelling northbound.

4.2.7 Drawings SK008 and 009 illustrate swept path analysis where vehicles cannot pass simultaneously. However, there is sufficient forward visibility to allow HGV drivers to give way to oncoming traffic.

4.2.8 The topographical surveys do not fundamentally change the conclusions found during the initial swept path assessment.

4.2.9 Measures will be taken to minimise the potential for two CHSP construction HGVs to meet in opposite directions along Head Hill Road and Seasalter Road. This is discussed in further detail in Section 6.7 of the CTMP.

4.2.10 On-site observations identified that on-street car parking also occurs along Head Hill Road opposite The Freewheel Pub and also outside Graveney Primary School. There is also a bus stop located adjacent to the pub.

4.2.11 While on-street parking and the bus stop limits the available width in these locations and two-vehicles are not able to pass each other, the carriageway width in these areas is over 5.5m wide and forward visibility is good.

4.2.12 Vehicles will be required to give way to each other in these locations as currently occurs.

~~4.2.1 An assessment of Head Hill Road and Seasalter Road has been undertaken to identify those locations where the carriageway width is restricted or where a corner or obstacle is present that means a large vehicle may have difficulty passing an oncoming vehicle.~~

~~4.2.2 In total four locations have been identified whereby a large HGV and a large car may experience difficulty in passing each other. These are shown on Drawing 0003 and 004 contained within **Appendix D** and include:~~

- Graveney Railway Bridge;
- Approximately 70m north of All Saints Church;
- Adjacent to the southern access to Denley Hall; and
- Approximately 30m south of the Cleve Hill junction

4.2.3 In all instances, there is available carriageway width for a vehicle to wait to allow another to pass. Furthermore, in all situations a good level of forward visibility is maintained meaning that vehicles have early sight of approaching vehicles.

4.2.4 In all instances forward visibility is over 60m and in excess of 100m in some locations.

4.2.5 A further location approximately 350m north of Cleve Hill Junction has been identified where two large HGVs may experience difficulty passing each other. All locations identified where large HGVs may have difficulty passing each other are shown on Drawings 005 and 006 contained within **Appendix D**.

4.2.6 Measures will be taken to minimise the potential for two CHSP construction HGVs to meet in opposite directions along Head Hill Road and Seasalter Road. This is discussed in further detail in Section 6.7 of the CTMP.

4.2.7 On-site observations identified that on-street car parking also occurs along Head Hill Road opposite The Freewheel Pub and also outside Graveney Primary School. There is also a bus stop located adjacent to the pub.

4.2.8 While on-street parking and the bus stop limits the available width in these locations and two vehicles are not able to pass each other, the carriageway width in these areas is over 5.5m wide and forward visibility is good.

4.2.9 As per the current situation, vehicles will be required to give way to each other in these locations.

4.3 Identified Constraints

4.3.1 The table below sets out the identified highways constraints along the proposed construction access route and the proposed mitigation to be implemented. The mitigation measures are then discussed in greater detail within Section 6 of this document.

4.3.1

Table 4.1 – Identified Constraints.

No.	Issue/Constraint	Mitigated at Stage	Mitigation
1	Sensitive, built up areas (villages, towns) to be avoided by temporary construction traffic due to congestion, reduction of safety and air and noise pollution	Construction route planning stage	Final construction routeing agreed with KCC.
2	Avoidance, if possible of urban areas	Construction route planning stage	Final construction routeing agreed with KCC.
3	Access route width constraints	Throughout all stages	Contractor briefing, speed restrictions and signage.
4	Impacts on pedestrians, cyclists, equestrians and other non-motorised users.	Throughout all stages	Contractor briefing, speed restrictions and signage.
5	Graveney Primary School	Throughout all stages	Delivery timing restrictions to avoid school start/finish times.
6	Highway surface condition	Throughout all stages	Detailed survey and remedial works strategy agreed with KCC.

5.0 Signing Strategy and Core Working Hours for Traffic Management During Construction Phase

5.1 Access Route and Point Signing

- 5.1.1 Temporary signage will be erected along construction traffic routes on the LRN to provide access and routeing information. These will be placed to ensure that construction vehicles and staff are able to travel directly to site from the SRN. Locations of the temporary signage will be agreed with KCC ahead of installation.
- 5.1.2 Temporary signage will also be provided at key junctions within the vicinity of the site to provide warning to other road users of the likely presence of construction vehicles. Temporary signage will be produced and agreed with the KCC.

5.2 Internal Road Signing

- 5.2.1 Similar to the above access route, temporary signage will be erected along proposed construction haul roads within the Site where necessary. The signage will provide drivers with information on distances to destination, and warning (hazard) information relating to potential vehicle conflict areas (cross over points).

5.3 Working Hours

Core Working Hours

- 5.3.1 Core working hours are proposed to be between 07.00 until 19.00, Monday to Friday and 07.00 until 13.00 on a Saturday (unless in exceptional circumstances where need arises to protect plant, personnel or the environment).
- 5.3.2 To maximise productivity within the core hours, contractors would require a period of up to one hour before and up to one hour after core working hours for start-up and closedown of activities. This would include but not be limited to, movement to place of work, maintenance and general preparation works. This would not include operation of plant or machinery likely to cause a disturbance. These periods would not be considered an extension of core working hours.
- 5.3.3 As such, it is likely that staff would arrive at the development site before 07.00 and leave after 19.00 Monday to Friday and before 07.00 and after 13.00 on a Saturday.
- 5.3.4 Except in the case of emergency, any work required to be undertaken outside of core working hours (not including repairs or maintenance) will be agreed with the relevant local planning authority prior to undertaking the works. Any proposed changes to the core working hours set out above will be discussed and agreed relevant stakeholders including KCC.

6.0 Mitigation Measures

6.1 Introduction

- 6.1.1 Cleve Hill Solar Park Ltd will implement a number of embedded construction traffic mitigation measures as set out below.

6.2 HGV and LGV Construction Vehicle Identification

- 6.2.1 It is anticipated that all HGV and LGV construction vehicles associated with the Proposed Development will be clearly identifiable through the use of a vehicle marking scheme. The purpose of this is to assist with the monitoring process of the construction vehicles over the SRN and LRN.

6.3 Prescribed HGV and LGV Construction Routes

- 6.3.1 Only those construction traffic routes and internal roads which have been agreed with the KCC and HE will be used.

6.4 HGV Traffic Movement Restrictions

- 6.4.1 Where possible construction traffic movements will be scheduled to occur outside of highway network peak times.
- 6.4.2 It is anticipated that HGV movements associated with the Proposed Development will not be permitted on the LRN at the following times. Exact timings will be confirmed prior to construction and KCC and relevant stakeholders informed:
- On Sundays or on public holidays;
 - Between the hours of 19:00 and 07:00 (Monday to Friday); and
 - Between 13:00 on Saturday and 07:00 on Monday.
- 6.4.3 The above restrictions do not apply to the movements of HGVs on the SRN or in relation to AILs.
- 6.4.4 In addition to the above, It is proposed that CHSP will not accept HGV deliveries to site or let HGVs leave the site between the hours of 08.30 to 09.30 and 15.00 to 16.00 to avoid Graveney Primary School start/finish times. CHSP will contract with its contractors accordingly.

6.5 HGV Emissions

- 6.5.1 All vehicles used in the construction of the Proposed Development will be to Euro standard IV class.

6.6 Banksman or Presence of Qualified Personnel at Access

- 6.6.1 Qualified personnel will be in place at the site access to: (a) guide construction traffic; and (b) record arrivals and departure of vehicles against the deliveries schedule.

6.7 Timings of HGV-Vehicle Movements

6.7.1 Vehicle movements, including staff transport and the delivery of goods and materials to site, will occur between the hours 06.00 and 20.00 Monday to Friday and 06.00 and 14.00 on a Saturday.

6.7.2 To maximise efficiency during the proposed core working hours, it is expected that most staff movements to site will occur before 07.00 and that staff will leave after 19.00 Monday to Friday, and before 07.00 and after 14.00 on a Saturday.

6.7.3 Due to the proposed vehicle movement timing restrictions around school start and finish times, most HGV movements are expected between 09.30 and 15.00.

6.7.16.7.4 A booking system (Delivery Management System) will be used to ensure deliveries to the sites will be spread across day where possible. This will minimise the impact of HGV traffic during the network peak periods. This booking schedule will also form part of and inform the monitoring process of the CTMP.

6.7.26.7.5 Delivery timings will be carefully managed to ensure (as much as possible) that the identified delivery windows are not missed. The following strategy will be adopted and communicated throughout the supply chain to ensure restrictions along the LRN are adhered to.

6.7.36.7.6 If close to the site before a timing restriction has ended, HGVs will be instructed not to leave the SRN or the A299 to approach the site.

6.7.46.7.7 There are laybys and services (suitable for HGVs) along the A2, A299 and M2. A vehicle could wait in one of these areas until the LRN timing restriction has ended.

6.7.56.7.8 The closest laybys to the site are located on the A299, 400m south of its junction with Whitstable Road.

6.7.66.7.9 Furthermore, HGVs will be held on-site and released in a controlled manor to reduce the potential for two HGVs associated with construction of the Proposed Development to meet each other on either Head Hill Road or Seasalter Road.

6.7.76.7.10 This could be achieved by timing deliveries to arrive within the first 45mins of an hour and releasing vehicles in the last 15mins.

6.7.86.7.11 It is expected that at the peak of construction, taking account of the proposed HGV timing restrictions, in the region of 10 two-way vehicle trips (five vehicles) an hour could be expected.

6.8 Routeing Staff

- 6.8.1 Staff will be employed to travel on the construction routes and monitor LGV and HGV traffic using the routes where all construction vehicles associated with the Proposed Development will be clearly identifiable.
- 6.8.2 Staff will be trained to conduct this monitoring process, collect and collate data and present the data for the Transport Co-ordinator (TCO) and Traffic Management Group (TMG).

6.9 Speed Limit Restrictions

- 6.9.1 It is proposed that the speed of construction traffic along Head Hill Road and Seasalter Road is restricted to 20mph in places.
- 6.9.2 The locations of the proposed construction traffic speed restrictions are shown in Drawing 007 in **Appendix E** at the rear of this report.

6.10 Incident Management Plan

- 6.10.1 An initial Construction Traffic Incident Management Plan (TIMP) has been produced and included as **Appendix F** of this document. This sets out the procedures to be taken if part of the LRN or SRN near the Proposed Development is affected by an incident.

6.11 PRow Management Plan

- 6.11.1 A PRow Management Plan has been produced and included as **Appendix G** of this document. This sets out how PRow will be managed during the construction of the Proposed Development.

6.12 Cleaning of Vehicles

- 6.12.1 All vehicles exiting from the site access will pass over a wheel cleaning facility prior to using the public highway.

6.12.2 Furthermore, all construction vehicles will travel on over a kilometre of tarmac road before reaching the LRN. This will also ensure that mud or debris is not transferred from the site to local roads.

~~6.12.26.12.3~~ In the event that mud or debris is found on the public highway, a road cleaning contractor will be on call throughout the construction programme.

6.13 Highway Condition Surveys

- 6.13.1 Highway condition surveys will be undertaken both before and after construction. The scope of these surveys ~~are to be~~ have been agreed with KCC.

6.13.16.13.2 The surveys cover the proposed construction traffic route from the strategic road network to the site. The scope of the road condition surveys includes surveying the main carriageway surface, footways, verges and adjoining access points.

6.13.3 The surveys will be undertaken by a specialist third party, that will undertake a high definition visual survey of the proposed construction traffic routes from the SRN to the site.

6.13.4 A preliminary road condition survey has been undertaken and the results have been shared with KCC. The survey identified that the surface condition of Head Hill Road and Seasalter Road are poor in places, with issues such as subsidence, cracking, fretting and potholes being identified.

6.13.5 To minimise the potential for noise and vibration from a poor road surface, further road condition surveys will be undertaken prior to construction starting. Areas in poor condition, particularly those in proximity to residential developments and other sensitive receptors will be improved.

6.13.6 Further to the remedial works prior to construction, it is proposed that the condition of the construction route from the strategic network to the site is monitored throughout the construction period. Remedial works will be undertaken as required to ensure the existing highway conditions are not exacerbated by construction vehicles.

~~6.13.2~~ Once construction has been completed a final road condition survey will be undertaken. Any damage to the road surface, footways, verges or adjacent accesses, attributable to the development will be rectified to a standard at least equal to that observed prior to the route being used by the Proposed Development construction traffic.

~~6.13.3~~ Discussions have been held with KCC with regards to the mechanism by which any works to the public highway will be undertaken. It has been agreed that a S278 agreement will be drafted which gives CHSP the powers to undertake the works. This includes powers to undertake remedial works at short notice during construction. ~~The existing condition of the highway along Head Hill Road and Seasalter Road is considered to be poor in some areas. The extent of this will be confirmed by the highway condition survey.~~

~~6.13.4~~ It is expected that some remediation works will be required prior to any construction activity taking place, to help mitigate construction noise and vibration.

~~6.13.5~~ In particular, it is expected that if any highway surface defects are present, particularly in areas where residential properties are located close to the carriageway, these will be assessed and any remediation required to provide a suitable road surface undertaken.

6.13.7

~~6.13.6 CHSP are discussing the mechanisms with KCC by which on-going maintenance of the road surface (if required) can be undertaken during construction. It is expected that minor remedial works will be allowed to be undertaken under licence from KCC (subject to prior agreement of the works).~~

~~6.13.7 Following the final highway condition survey, any damage (including damage to verges) attributable to the Proposed Development construction traffic will be rectified to a standard equal to that observed prior to the route being used by the Proposed Development construction traffic.~~

6.14 Temporary Traffic Management Procedures (TTM)

6.14.1 TTM will be used where required to enhance safety conditions on the LRN and mitigate potential impacts of the construction.

6.14.2 All TTM measures and implementation plans will need to be agreed with KCC.

6.15 Travel Plan

6.15.1 A Travel Plan will be implemented for the Proposed Development which sets out a number of travel planning initiatives including:

- Travel planning awareness;
- Welfare van provision for staff from external locations to site;
- Public transport;
- Car sharing;
- Construction traffic management;
- Modal shift monitoring; and
- Travel plan co-ordinator (TPC).

6.15.2 An Outline Travel Planning Statement has been produced and is included in this report as **Appendix H**.

6.16 Delivery Management Systems (DMS)

6.16.1 Records will be kept of all deliveries. This will ensure the spacing of deliveries and allow the number of vehicles accessing/egressing the site to be recorded.

6.17 Information Packs and Communications

6.17.1 Information packs will be provided to all contractors which will form part of the contractual agreement between the contractors and CHSP. The information pack will contain the details of the following CTMP requirements:

- Risk Analysis Management Systems (RAMS) guidance;
- HGV restrictions;
- Construction routes;
- DMS;
- Non-compliance guidance;
- Complaints procedure;
- CTMP protocols and indications required for all contractors including a Code of Good Practice;
- Guidance on standard communication procedures between contractors and site; and
- CTMP contacts (emergency and non-emergency).

6.18 Abnormal Indivisible Loads

- 6.18.1 The movement of AILs is controlled by The Motor Vehicles (Authorisation of Special Types) General Order 2003 and subject to management and prior agreement with the Police and HE.
- 6.18.2 All AIL vehicles will be escorted by a pilot car and Police escort and be scheduled to travel during off-peak hours where possible. This will ensure the safety of other road users and result in minimal disruption.
- 6.18.3 The local communities affected by the delivery of the AILs will be contacted prior to any movements. It is envisaged that this will include leaflet drops and publication in the local press advising of the AIL movements.

7.0 Management Structure

7.1 Introduction

7.1.1 This section reviews the management structure that will oversee the final CTMP. It is important that a strong management structure is in place to ensure the Outline CTMP objectives are met, and that the continued monitoring and reviewing of the final CTMP is maintained.

7.1.2 A Traffic Management Group (TMG) and a Transport Co-ordination Officer (TCO) will be appointed to achieve this.

7.1.3 The TCO will be employed prior to commencement of works and will have the following transport-related responsibilities:

- Monitor the final CTMP;
- Report to the TMG about mitigation and any remedial measures if required;
- Update the final CTMP as required; and
- Resolve issues and problems through liaison with relevant stakeholders.

7.2 Traffic Management Group

7.2.1 A TMG will be established prior to construction to implement and monitor the final CTMP.

7.2.2 The TMG will include representatives from CHSP, the TCO and the following organisations will also be asked to provide representatives:

- Highways England;
- Kent County Council;
- Swale Borough Council;
- Graveney Primary School;
- Graveney Parish Council; and
- Graveney Residents Environmental Action Team, or similar organisation representing local residents.

7.2.3 The TMG will meet to discuss and review the traffic and transportation elements of the construction phase of the Proposed Development. The meetings will be scheduled twice per year, unless specific issues which need to be addressed are brought to the attention of the TCO. In such cases, additional meetings or discussions will be co-ordinated by the TCO as and when required.

7.2.4 The primary role of the TMG meetings will be to review the following information:

- Implementation and effectiveness of mitigation measures;
- Contractor obligations with regard to the CTMP; and

- Suitable changes to the final CTMP based on the success of the mitigation measures seeking to enhance the efficiency and effectiveness of the final CTMP.

7.2.5 Discussion in the scheduled meetings will be aided by a monitoring report produced by the TCO. Discussions will also relate to the Outline CTMP objectives outlined in Section 1.2.4.

7.3 Monitoring and Review

Monitoring Strategy

7.3.1 The TMG will be established and a TCO will be appointed prior to construction as part of the final CTMP, to oversee the implementation and monitoring of the final CTMP in line with the agreed requirements.

7.3.2 The contractor will undertake monitoring as necessary to ensure compliance with the requirements of the final CTMP, and which will include the maintenance of records and traffic management measures.

Review

7.3.3 The TMG will monitor and review the final CTMP. These reviews are required to ensure that the final CTMP delivers on the commitments and achieves the goals agreed as set out in the document.

7.4 Compliance

7.4.1 As part of the final CTMP a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within this Outline CTMP are not achieved. It is anticipated that these mechanisms will be determined at a later stage and will include:

- RAMS procedures – CHSP will implement the final CTMP and adhere to the requirements and meet the goals through management practices. This will include site inductions for contractors, briefing on the obligations of CHSP standards, induction and adherence to risk assessments and method statements (RAMS procedures), delivery management system (DMS) briefing, driver inductions and compliance guidance;
- Contractual conditions – to be employed as part of this Outline CTMP compliance methodology and will be built into the contractor's contract. This will be subject to performance review by CHSP; and
- Actions – to be employed if the commitments of this Outline CTMP are breached.

7.4.2 CHSP will agree with appropriate stakeholders to ensure that a complaints management procedure is in place prior to the start of construction.

7.5 Enforcement and Corrective Measures

- 7.5.1 CHSP will ensure that appropriate measures are taken to ensure that contractor behaviour and performance is monitored. Where appropriate corrective measures will be implemented to resolve, address and enhance service performance which may be in breach of the standards within the CTMP.

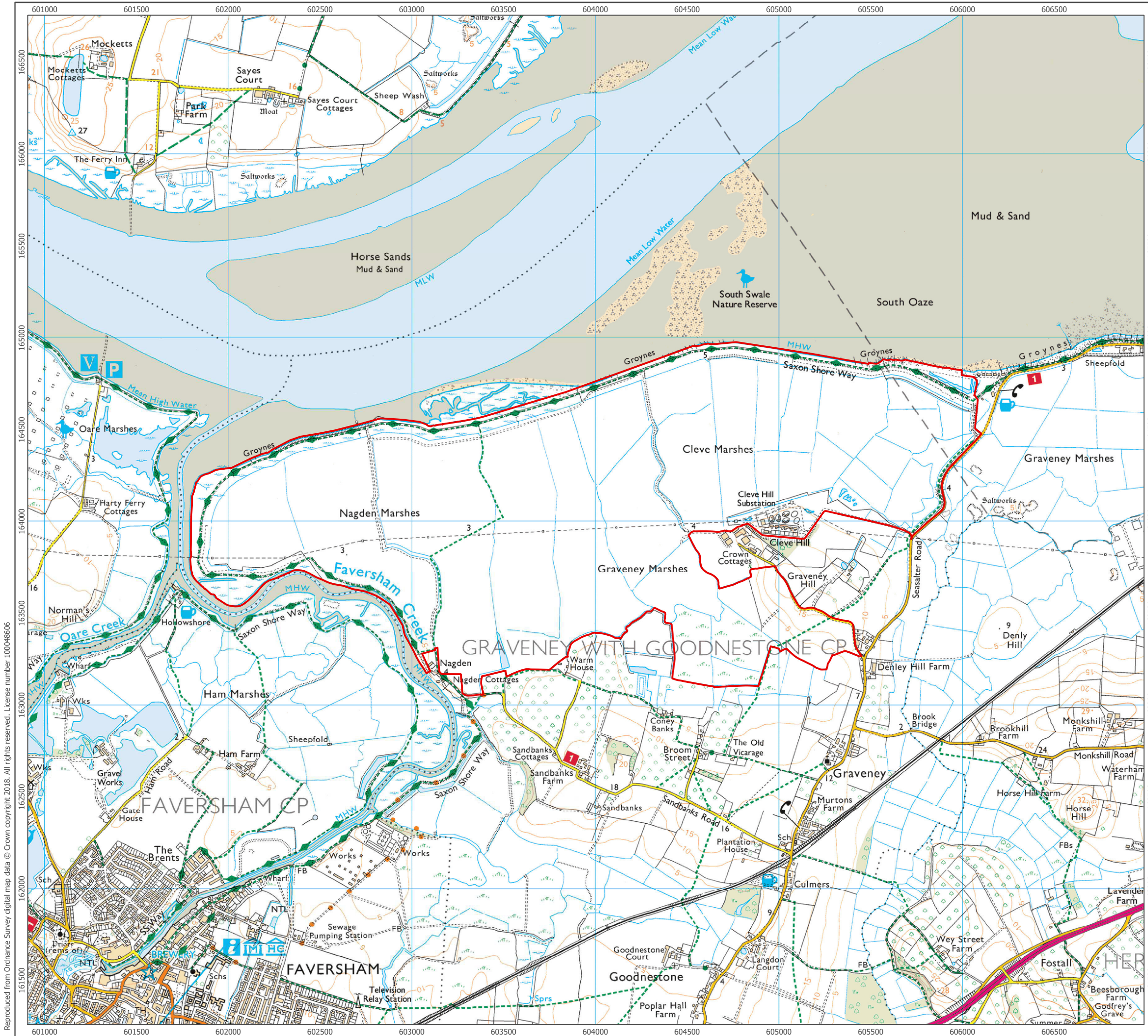
7.6 Implementation of the CTMP

- 7.6.1 CHSP is committed to continued dialogue with the relevant stakeholders, KCC and HE to agree, finalise this CTMP up to and during construction of the Proposed Development.

|

8.0 Appendices

Appendix A – Site Location Plan



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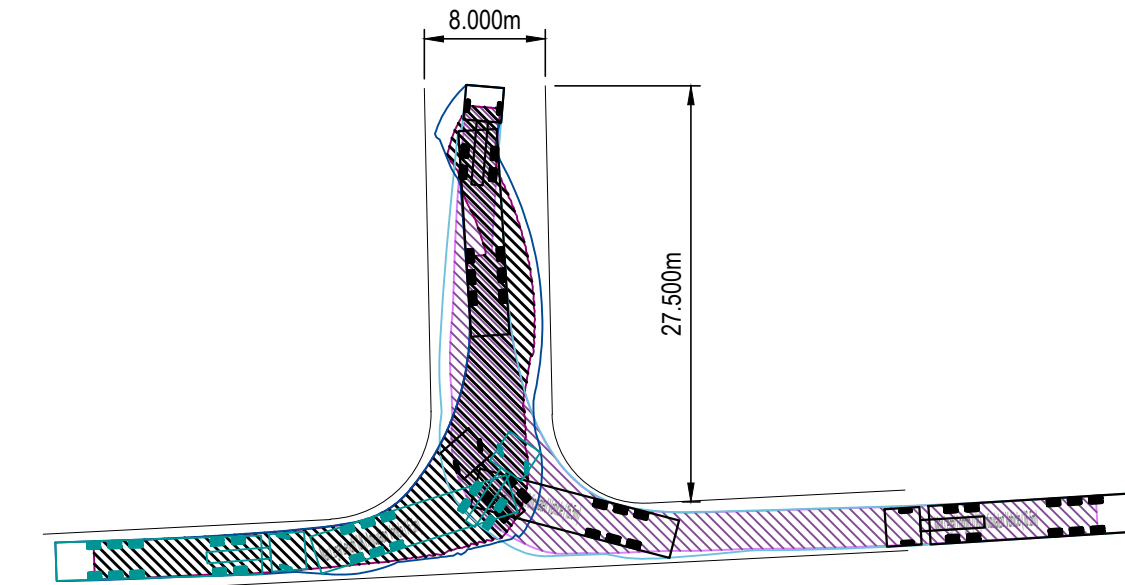
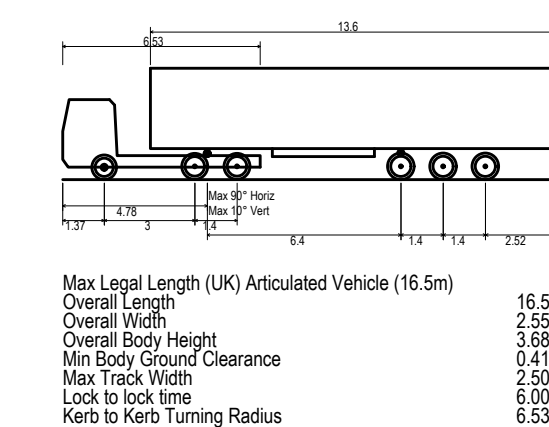
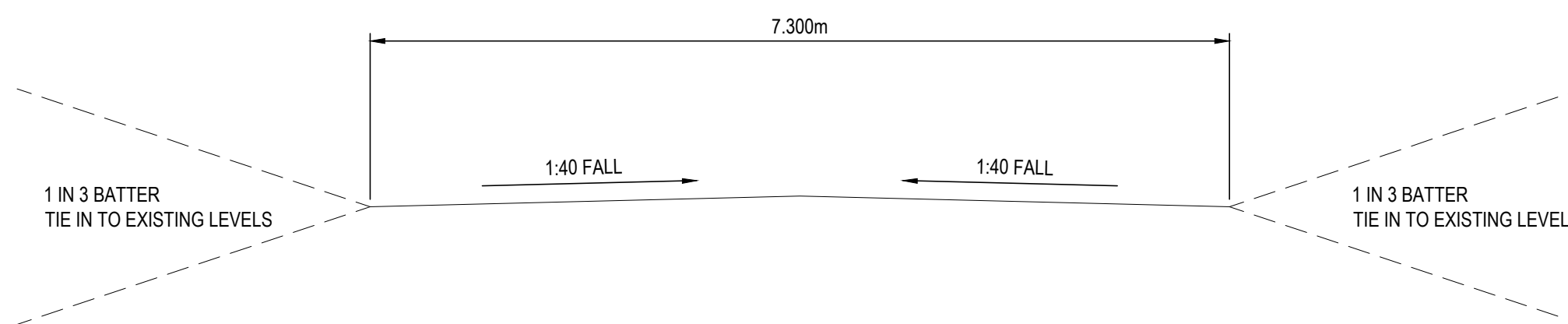
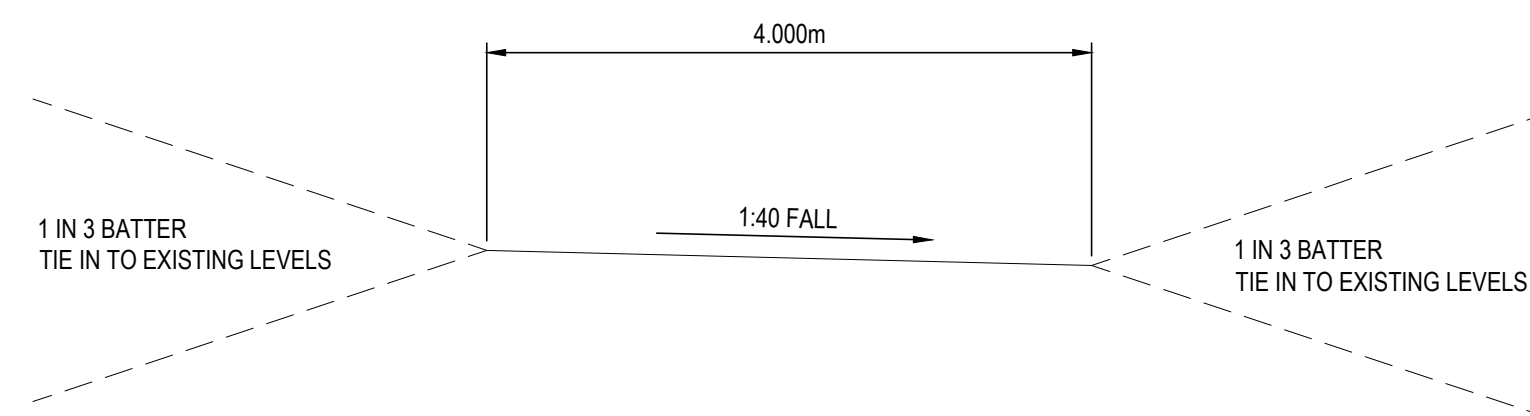
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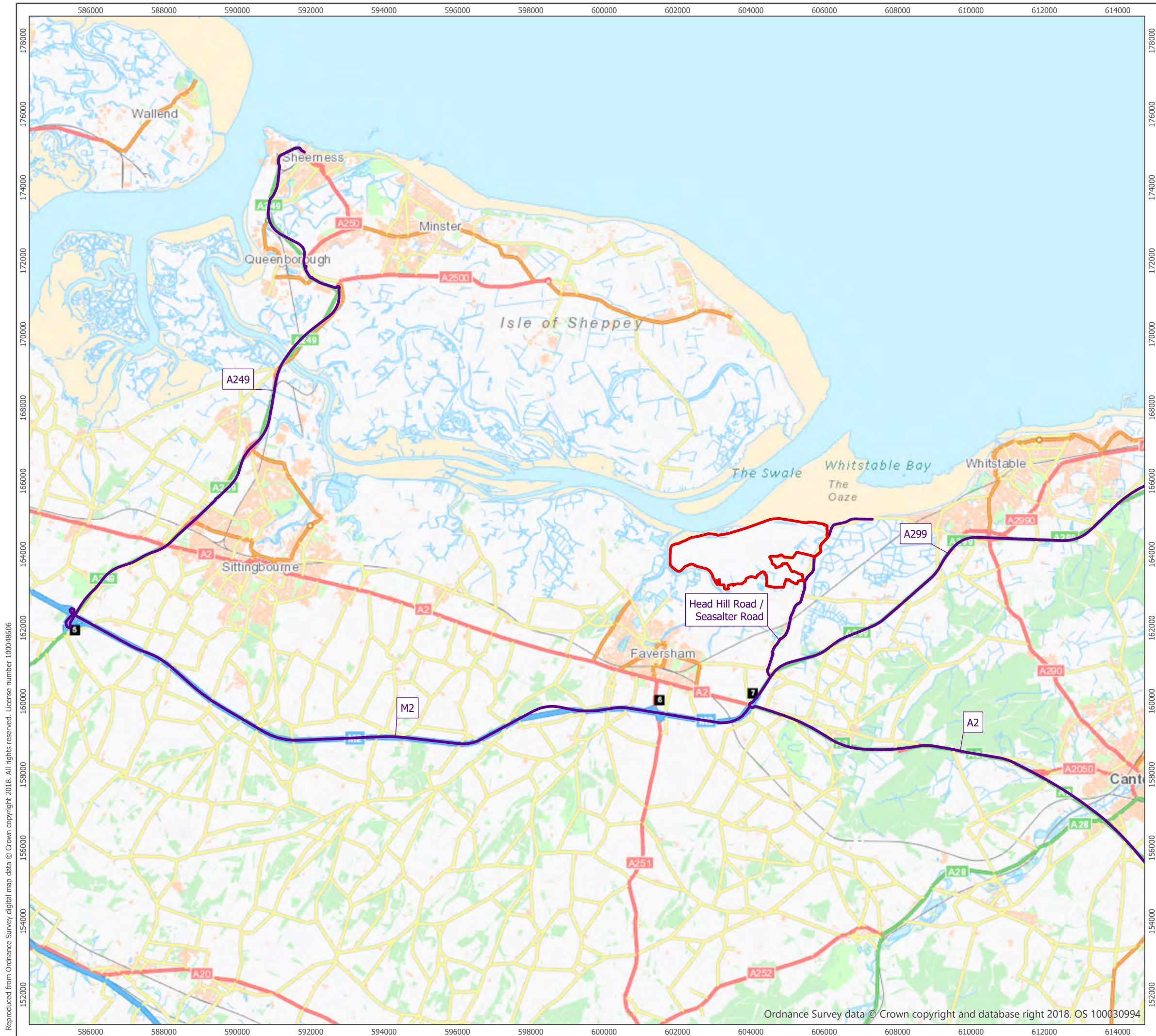
Site Boundary

Cleve Hill Solar Park

Appendix B – Proposed Internal Site Access Plan



Appendix C – Construction Vehicle Routeing



 DCO Application Site Boundary

 Construction Vehicle Routes

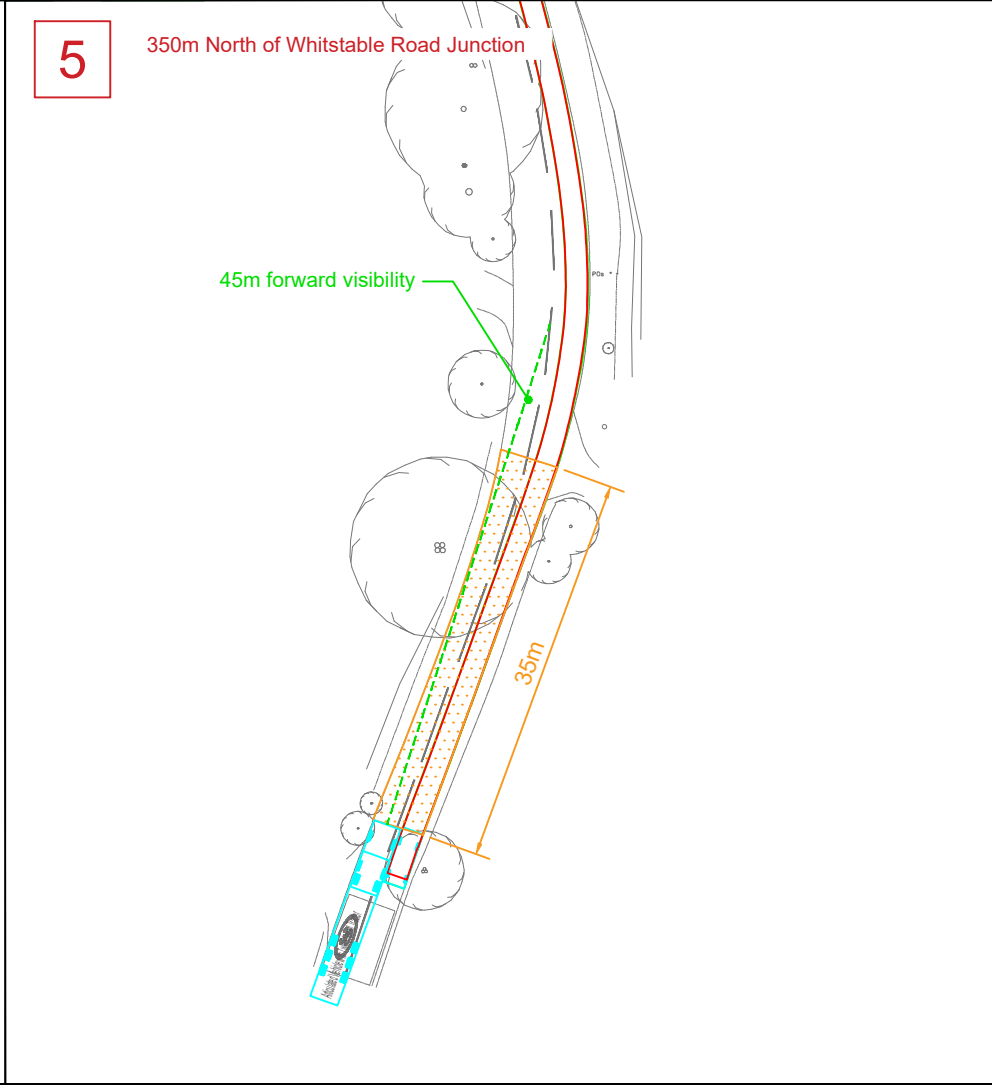
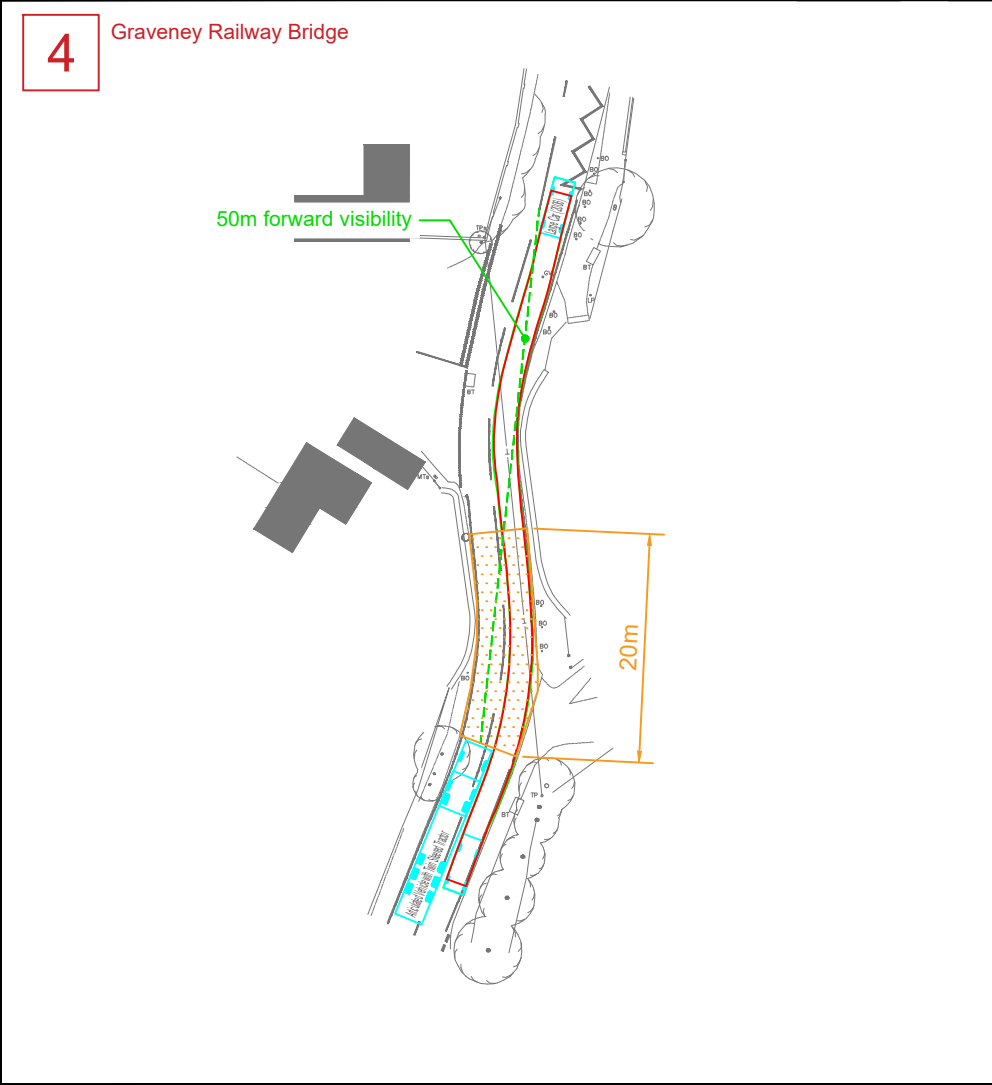
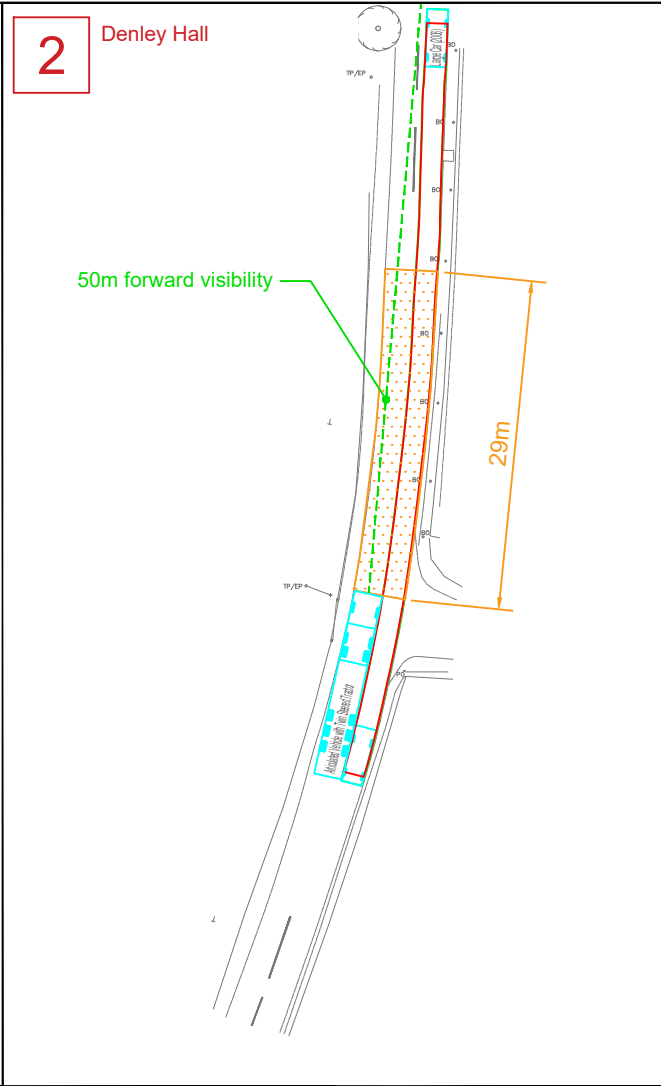
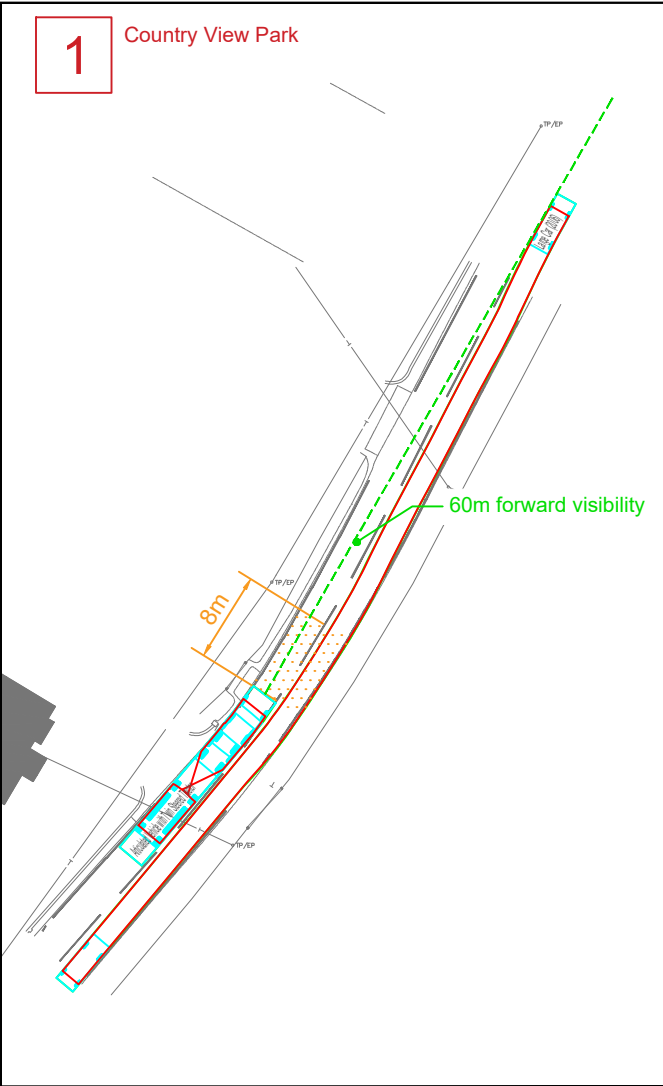
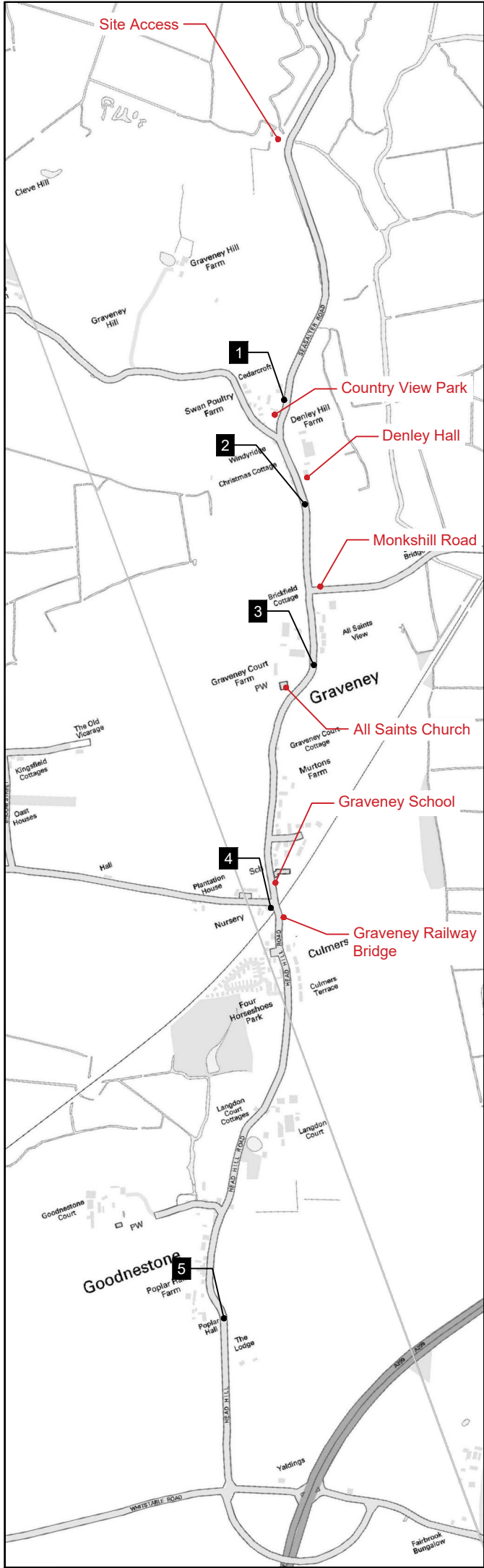
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Checked By: PP	Date: 17/10/2018

Appendix D – Route Assessment Drawings



GENERAL NOTES:

KEY

- Forward Visibility
- Area where two vehicles may struggle to pass

Rev	Description	Date	By	Chkd

Curtins

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kildare • Leeds • Liverpool • London • Manchester • Nottingham

Status: **FOR INFORMATION**

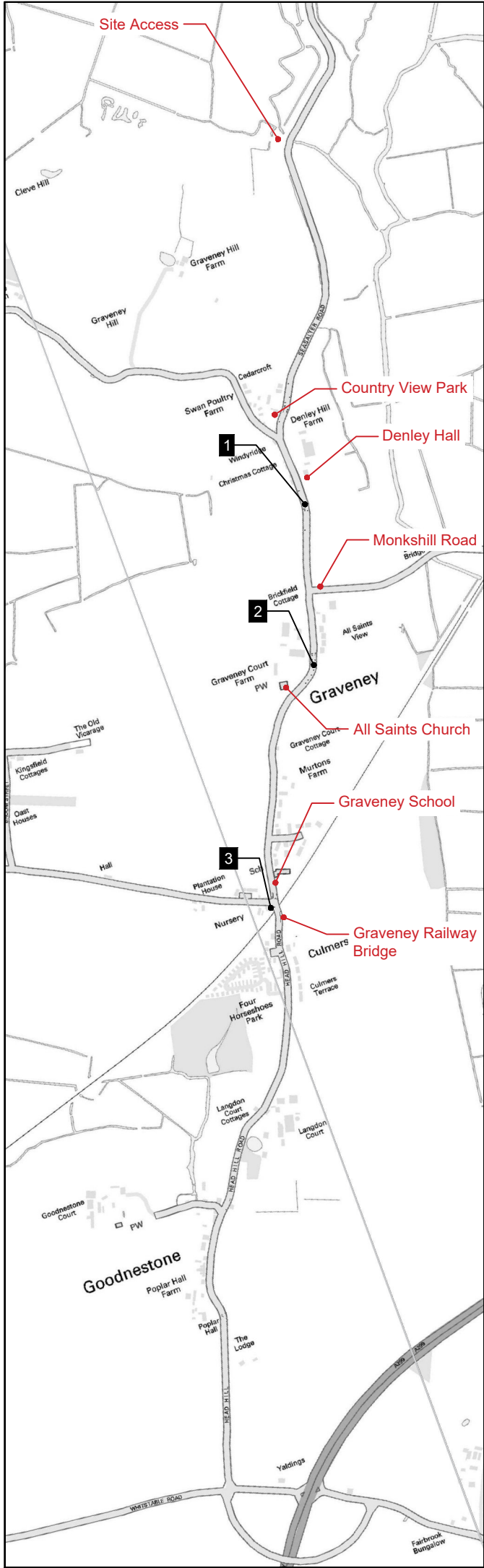
Project: **Cleve Hill Solar Park**

Orig Title: **Articulated vehicle traveling northbound and large car traveling southbound Topographical Survey**

Size	Date	Drawn By	Designed By	Checked By
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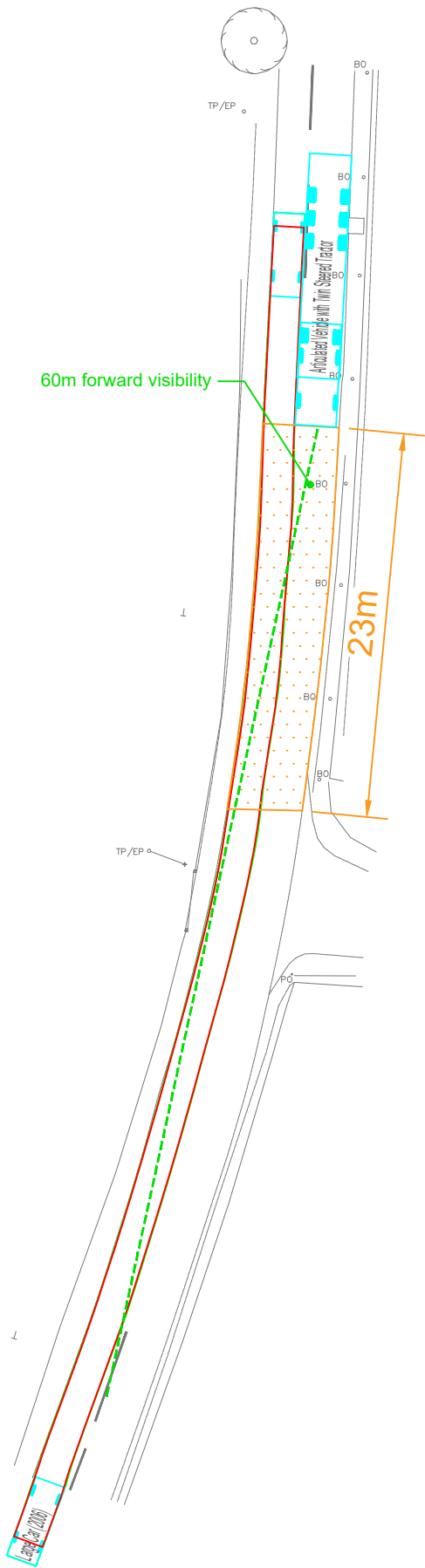
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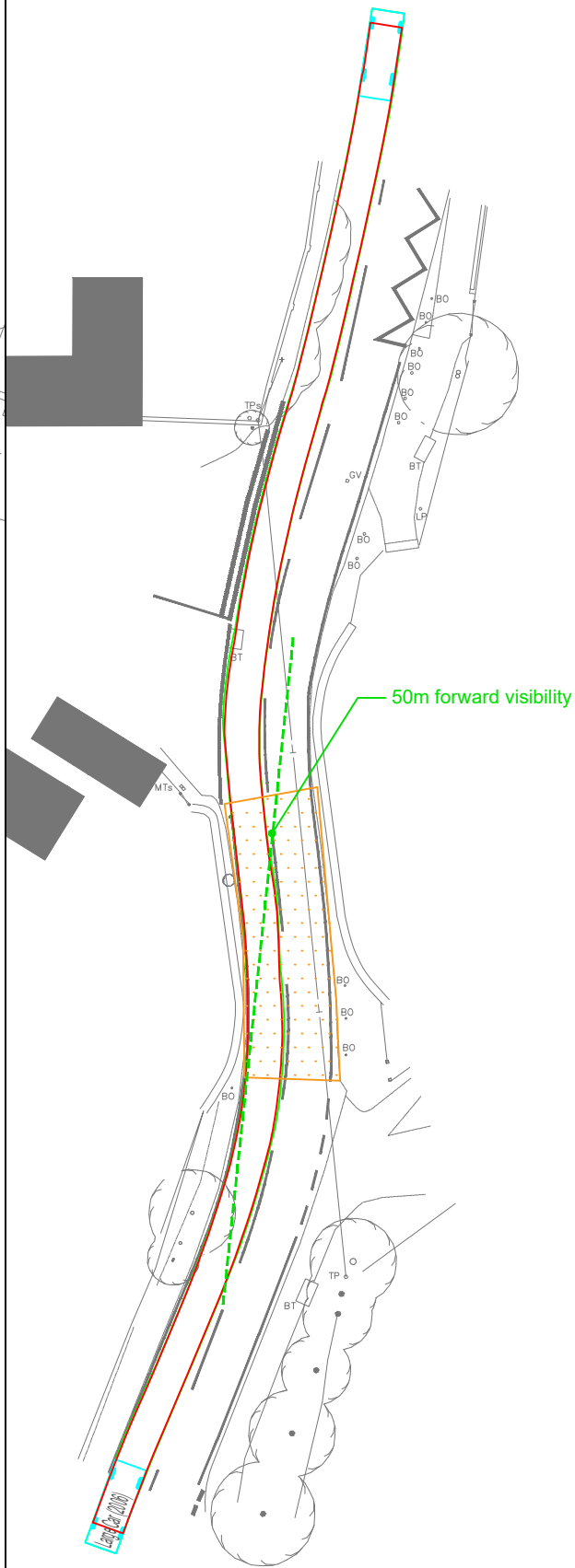
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North of All Saints Church

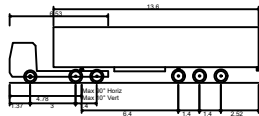


3

Graveney Railway Bridge



GENERAL NOTES:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.881m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

KEY

- Forward Visibility
- Area where two vehicles may struggle to pass

Rev: Description: Date: By: Chtd:



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Status:

FOR INFORMATION

Project:

Cleve Hill Solar Park

Orig Title:

Articulated vehicle traveling northbound
and large car traveling southbound

Size: Date: Drawn By: Designed By: Checked By:

A3 24/07/19 CT BD BD

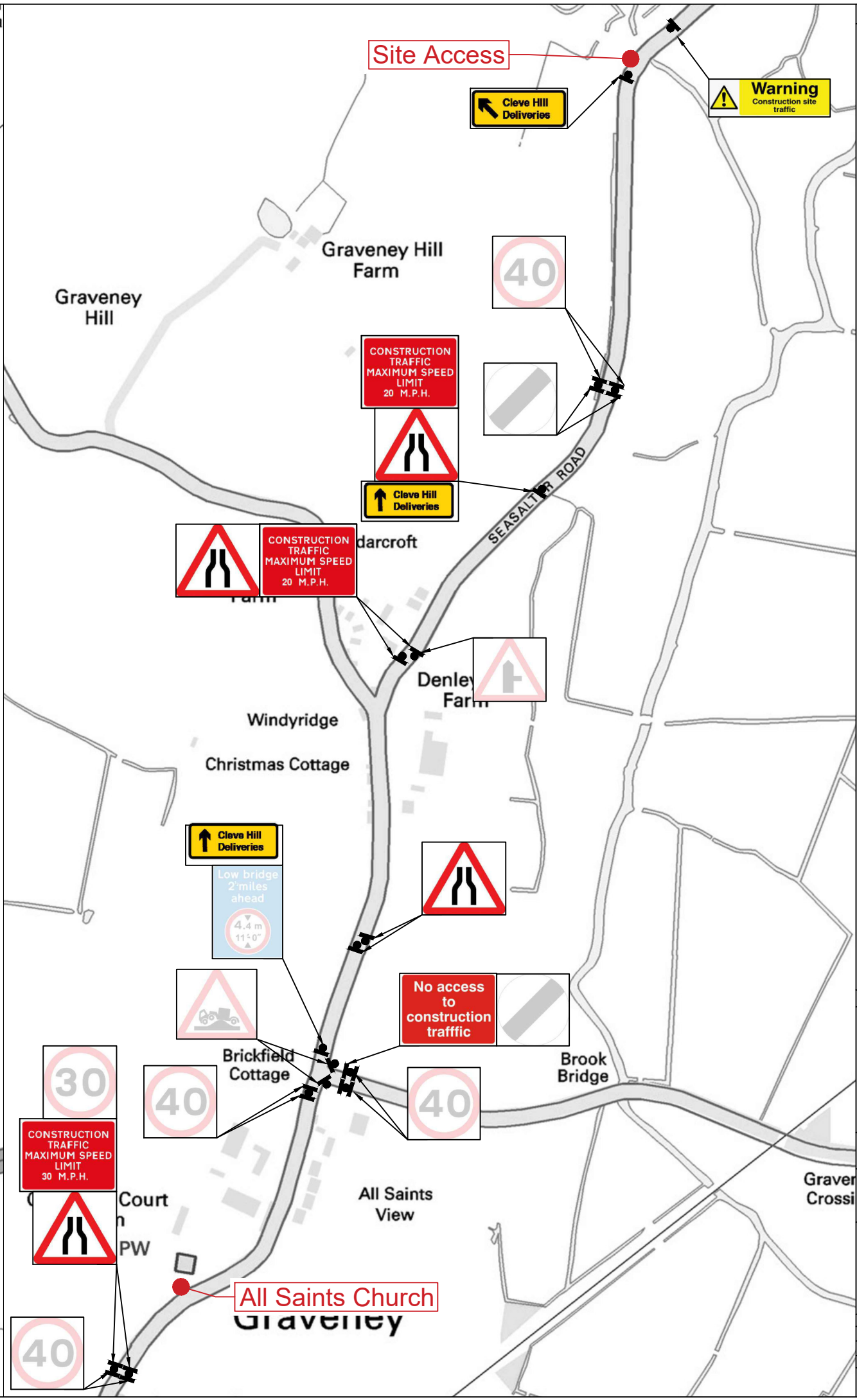
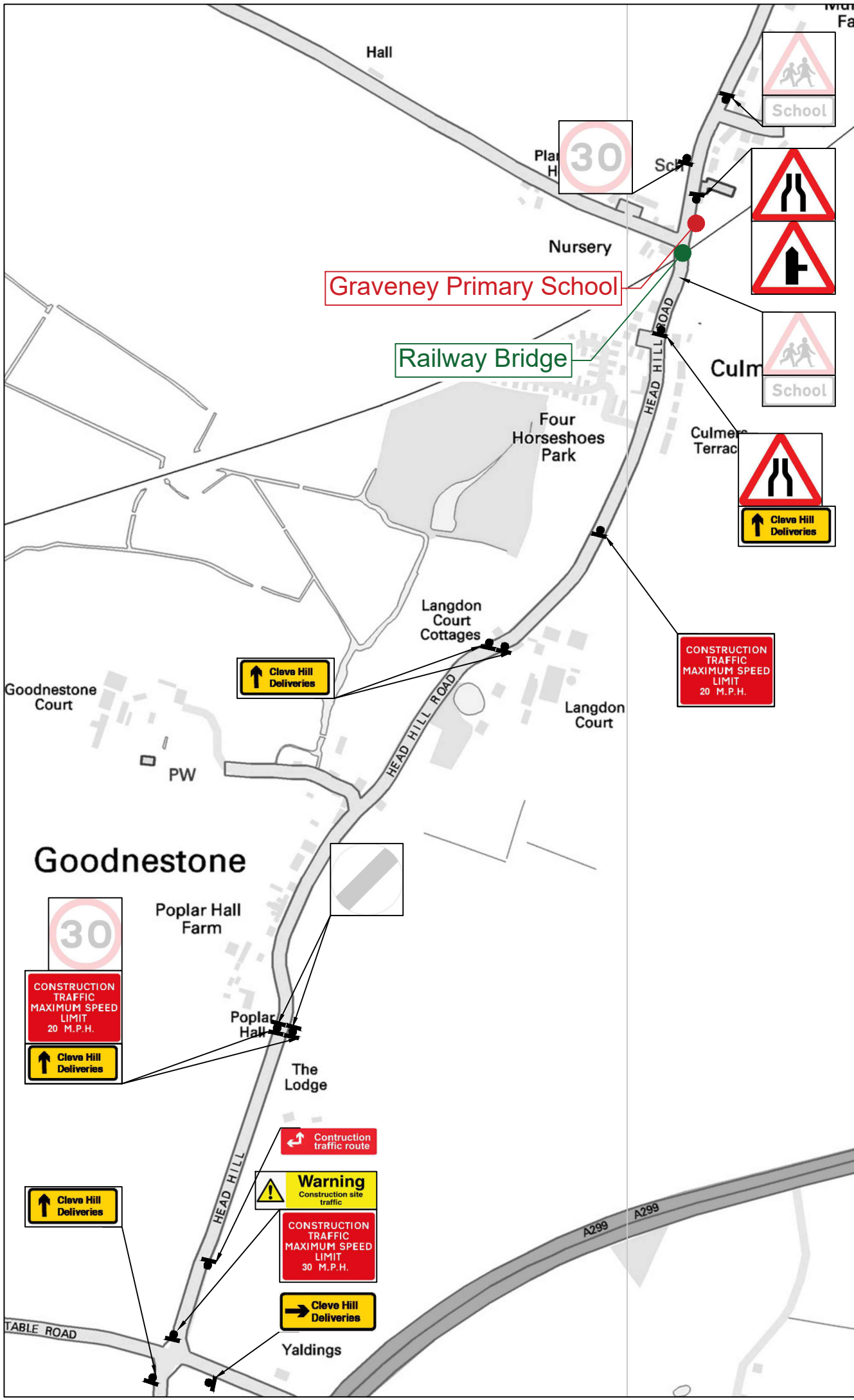
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Appendix E – Proposed Signage and Speed Restrictions



GENERAL NOTES:

- Drawing shows existing (greyed out) and proposed signage
- Construction traffic signage (type and location) is to be agreed with KCC prior to installation

Rev:	Description:	Date:	By:	Chkd:
FOR INFORMATION				
Cleve Hill Solar Park				
Indicative Traffic Signage Strategy				
Size:	Date:	Drawn By:	Designed By:	Checked By:
A3	24/07/2019	CT	BD	BD
Scale:	NTS			
Project No:	Originator:	Volume:	Level:	Type:
66705 - CUR - 00 - 00 - DR - TP -				

Appendix F – Outline Traffic Incident Management Plan

Cleve Hill Solar Park

Outline Construction Traffic Incident Management Plan

Curtins Ref: TPLO/66705

Revision: 003

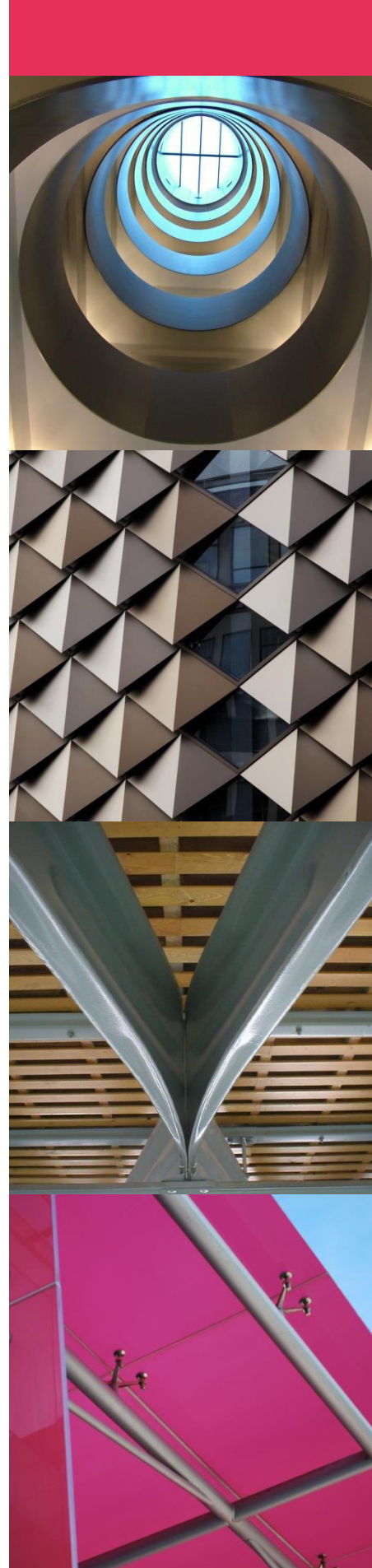
Issue Date: 12 October 2018

Client Name: Cleve Hill Solar Park Ltd

BIM Reference: 66705-CUR-00-XX-RP-TP-00001-V01_Framework Traffic Incident Management
Plan

Curtins
40 Compton Street
London, EC1V 0BD
Tel: 020 7324 2240
www.curtins.com

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Author	Signature	Date
Caitlin Turley BEng (Hons) MCIHT Transport Planner		12/10/2018

Reviewed	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		12/10/2018

Authorised	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		12/10/2018



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1.0 Introduction

- 1.1.1 Curtins has been appointed by Cleve Hill Solar Park Ltd (CHSP) to provide traffic and transportation advice in relation to the development of Cleve Hill Solar Park (the "Proposed Development"). The Development site is located on the north Kent coast, approximately two kilometres northeast of Faversham and five kilometres west of Whitstable (the "Site"). The Site is situated on approximately 360 ha (890 acres) of land within the administrative boundaries of Swale Borough Council (SBC), Canterbury City Council (CCC) and Kent County Council (KCC).
- 1.1.2 This Outline Construction Traffic Incident Management Plan (Outline TIMP) has been prepared to accompany the Development Consent Order (DCO) application for the Proposed Development and sets out a Framework for the control of Proposed Development construction traffic movements in the event of an incident on the strategic and local road network leading to the site.
- 1.1.3 The document aims to set out the relationships between CHSP, the Emergency Services and Highways Authorities and details the communication, management and response procedures which will be undertaken to ensure the operational safety of the employees and the and the general public should an incident occur.
- 1.1.4 The Outline TIMP identifies CHSP's ongoing roles and responsibilities with regards to construction traffic in the event of an incident. These will be adhered to throughout the duration of the Proposed Development construction programme.
- 1.1.5 It is proposed that this Outline TIMP is further developed once a contractor(s) have been appointed.
- 1.1.6 The strategies contained within the Outline TIMP will be based on the existing procedures undertaken by KCC, Emergency Services and Highways England (HE). The key elements of the Outline TIMP will be the provision of planning, strategy and contingencies for the following elements of incident management:
- Incident Management Area (IMA).
 - HGV/Construction vehicle routeing.
 - Incident Detection.
 - Incident Verification.
 - Incident Response.
 - Traveller Information.
 - Site Management.
 - Traffic Management.
 - Site Clearance.
 - Monitoring.

1.1.7 The Outline TIMP will set out the strategies and contingencies that CHSP will put in place to control the movement of construction vehicles to the various sites over the construction route network in the event of an accident within the IMA.

1.1.8 The information provided herein sets out the key principles of the Outline TIMP.

2.0 Construction Traffic Routes

2.1.1 This document should be read in conjunction with the Outline Construction Traffic Management Plan (Outline CTMP) produced to support the DCO application for the scheme.

2.1.2 The construction traffic routes detailed in this Outline TIMP have been agreed with KCC and are discussed in detail within the Outline CTMP.

HGV Movements

2.1.3 If the Proposed Development is consented, CHSP in partnership with the appointed contractor(s) will observe, manage and restrict construction vehicle movements to and from the development site.

2.1.4 Adherence to the restrictions and mitigation proposed within the Outline CTMP will be verified through the agreed monitoring process.

Exceptional Circumstances

2.1.5 There may be exceptional circumstances when traffic movements on the SRN or LRN are compromised which will impact on construction vehicles being able to use the agreed construction traffic routes, for example road traffic accidents, road closures and extreme weather conditions.

2.1.6 In the event of these exceptional circumstances resulting in construction vehicles, particularly HGVs, not being able to arrive at or depart from a site, the following impacts need to be considered with regard to highways and construction of the Proposed Development:

- Incidents on the highway network of vehicles not being able to access the site resulting in stoppage (at agreed locations) or rescheduling of delivery;
- Incidents on the highway network causing delays, resulting in construction vehicles travelling through restricted junctions in the peak period; and
- Impacts of delivery not being made with specific regard to construction works on site, specifically health and safety issue due to lack of equipment of material or stop to construction works and delays to construction programme.

Incident Management Area

- 2.1.7 The Incident Management Area (IMA) has been determined using a 45 minute drive time catchment from the Proposed Development site.
- 2.1.8 Therefore, it is proposed the IMA will encompass the following parts of the local highway network:
- The A2/M2 from Dartford to Junction 7 of the M2 where it becomes the A299;
 - The A299 Thanet Way at Junction 7 with the M2 to Ramsgate Docks;
 - The A2 at Junction 7 with the M2 to Dover Docks;
 - Staple Street/Staple Street Road/Whitstable Road; and
 - Head Hill Road and Seasalter Road.
- 2.1.9 As the document is finalised the IMA will be discussed and amended where necessary through discussions with KCC and HE.

3.0 Incident Training

- 3.1.1 CHSP will ensure that suitable training is provided to ensure that all suppliers are made aware of the control measures which will need to be implemented in the event of any of the above incidents occurring.

4.0 Incident Detection

- 4.1.1 The Outline CTMP sets out the construction traffic monitoring strategy which will be in place for the duration of the construction programme and the management of construction vehicles accessing the site of the Proposed Development. CHSP and its appointed contractors will have the responsibility of notifying all suppliers (those listed on the Delivery Management Systems (DMS) for that day) of the occurrence of an incident after it has been notified by the Emergency Services, KCC or HE. Therefore, on notification of an incident on the road network, CHSP's responsibility is to implement the Outline TIMP as appropriate (depending on location and severity).

5.0 Incident Verification

- 5.1.1 CHSP will have no direct role in the verification process of an incident unless it directly involves its operations, i.e., at the site or involving a vehicle relating to construction of the Proposed Development.

6.0 Response to Incident

- 6.1.1 Once informed of an incident, CHSP will reduce or stop any additional HGVs (construction vehicles) entering the incident area within the IMA where necessary.
- 6.1.2 Given the scale of the IMA it is anticipated that some vehicles within the IMA may not be travelling in the vicinity of the incident or an area impacted by the incident. Subject to location and impacts on the

road network further afield, advice would be sought by CHSP from the Police and Highways Authorities.

7.0 Response to Incident – Communications

7.1.1 The following means of communication will be utilised to notify appropriate parties of an incident:

- CHSP will be notified of an incident by the Emergency Services, KCC or HE;
- CHSP will notify suppliers by telephone;
- Suppliers will notify their drivers by appropriate means, i.e. pagers and radio (subject to H&S best practice);
- Suppliers will notify CHSP of the action taken by supplier's drivers (this will be relative to their location on the road network). This action may be to hold up at pre-designated and agreed positions on/off the road network, diversion routes as directed by the Emergency Services or the Highways Authorities will be followed which may be different to the construction traffic routes set out within the Outline CTMP.

8.0 Traffic Management – Diversion Routes

8.1.1 In the event of an incident on the road network, the Police may implement diversion routes for all traffic. Under these circumstances, Proposed Development construction vehicles will utilise the diversion route as directed by the Police.

9.0 Incident Clearance

9.1.1 CHSP will not have a direct role in incident clearance with the exception of a CHSP (or supplier) vehicle breaking down on the road network. CHSP and their suppliers will implement measures to recover any such vehicle.

9.1.2 Once the incident has been cleared, normal procedures relating to construction vehicle movements will continue.

10.0 Scenario Testing

10.1.1 It is considered that there is the potential for two scenarios which may arise and affect the operation of the road network, the construction of the Proposed Development and the movement of construction traffic. These are:

- A traffic incident involving a CHSP construction vehicle; and
- Traffic congestion as a result of an incident on the road network.

10.1.2 Subject to the location of construction vehicles, the following recommended measures are considered applicable in the event of the above incidents occurring:

- CHSP to implement measures set out within the Outline TIMP;
- All construction vehicles stopped from entering the IMA/incident area;
- Construction vehicles inside the area would move to a safe location or, subject to geographical location, this may include continuing with the designated journey; and
- Suppliers contacted to cancel/postpone deliveries (as appropriate).

Appendix G – PRow Management Plan

Cleve Hill Solar Park

Outline Public Rights of Way Management Plan

Curtins Ref: TPLO/66705

Revision: 003

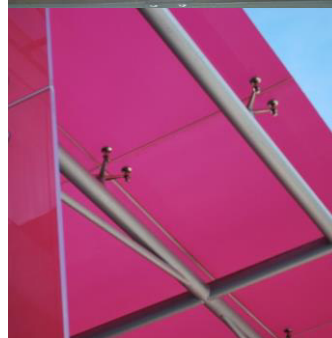
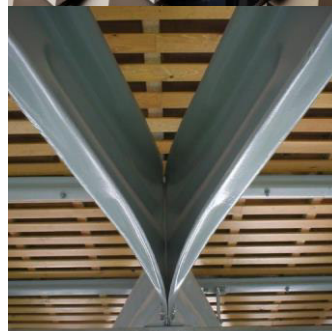
Issue Date: 23 August 2019

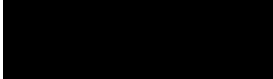
Client Name: Cleve Hill Solar Park Ltd

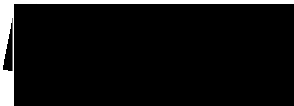
BIM Reference: 66705-CUR-00-XX-RP-TP-00001-V02_Public Right of Way Management Plan

Curtins
40 Compton Street
London, EC1V 0BD
Tel: 020 7324 2240
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Author	Signature	Date
Caitlin Turley Beng (Hons) MCIHT Transport Planner		23/08/2019

Reviewed	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		23/08/2019

Authorised	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		23/08/2019



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Appendix A – Figure 13.1 Recreational Receptor and Study Areas

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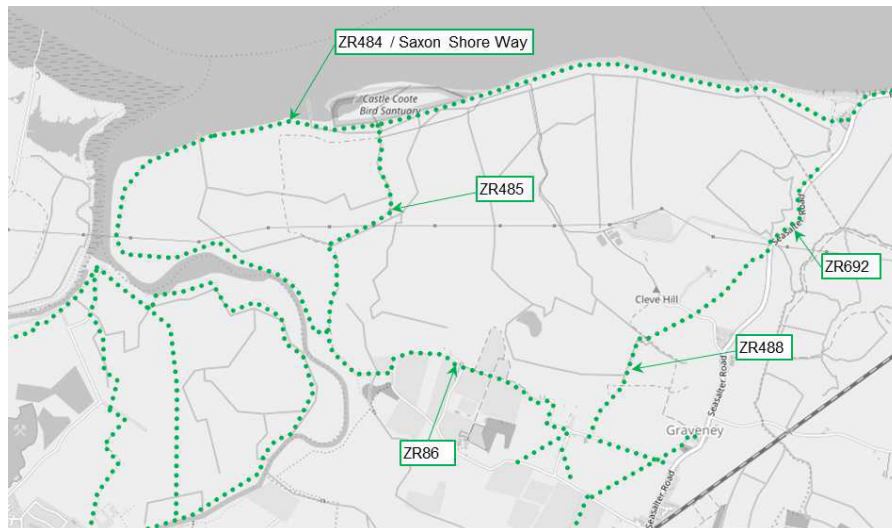
1.0 Introduction

- 1.1.1 Curtins has been appointed by Cleve Hill Solar Park Ltd (CHSP) to provide traffic and transportation advice in relation to the development of Cleve Hill Solar Park (the "Proposed Development"). The Development site is located on the north Kent coast, approximately two kilometres northeast of Faversham and five kilometres west of Whitstable (the "Site"). The Site is situated on approximately 360 ha (890 acres) of land within the administrative boundaries of Swale Borough Council (SBC), Canterbury City Council (CCC) and Kent County Council (KCC).
- 1.1.2 An application has been made for a Development Consent Order (DCO) for the Proposed Development. That is accompanied by an Environmental Statement (ES). The Proposed Development (described in more detail in Chapter 5 of the ES) comprises the installation, maintenance and decommissioning of photovoltaic (PV) modules, energy storage, and accompanying electric cables, transformers, string inverters and associated access, environmental and construction works.

2.0 Purpose of this Report

- 2.1.1 This Outline Public Rights of Way (PRoW) Management Plan (Outline PRoW Management Plan) has been prepared in order to manage the PRoWs potentially physically affected by the construction Proposed Development. It is intended that this document may be amended before and during construction of the Proposed Development in consultation with the relevant local planning authorities.
- 2.1.2 The following PRoWs have been identified as passing through the Site.
- PRoW – ZR485;
 - PRoW – ZR488; and
 - PRoW – ZR692
- 2.1.3 The PRoW routes are shown in **Figure 1** below.

Figure 1 – Public Rights of Way



(Source Open Street Map)

- 2.1.4 PRoW – ZR485 crosses on an approximate north to south alignment through the site providing a link between Sandbanks Road to the south of the Site and the Saxon Shore Way to the north. It is approximately 1.5km long and is within the development site for its entire length.
- 2.1.5 PRoW – ZR488 is located to the south east of the Site. It passes within the site for approximately 400m, however, no construction works are proposed in this area (only habitat management).
- 2.1.6 PRoW – ZR692 crosses the existing London Array site access (which is proposed to be used as the vehicle access route for the Proposed Development) close to Seashore Road. The length of the PRoW within the red line boundary of the Site is approximately 14m.
- 2.1.7 A number of surveys were undertaken to identify the usage of the PRoW identified above. These were undertaken in July and August 2018 (both in and out of the school holidays). The results are shown within Chapter 14 (Access and Traffic) of the ES.
- 2.1.8 This Outline PRoW Management Plan describes where the PRoW will be affected by the Proposed Development and how the PRoW will be managed to ensure they are safe to use and the disruption to the users of the PRoW is minimised.

3.0 PRow Management

3.1.1 This section of the PRow Management Plan describes how the PRow that cross the development site will be managed.

3.1.2 It is CHSP's intention to keep all of the identified PRow open during construction of the Proposed Development, where practicable and safe to do so.

3.1.3 Where a PRow is affected by construction work, efforts will be made to minimise the impact on users following a simple decision-making process which sets out a hierarchy of actions. These include:

- 1) Providing signage and information - If a PRow is in proximity of construction work it is proposed to have appropriate signage which will advise of dates and hours of working. The signage will be developed in consultation with Kent County Council (KCC) PRow Officers.
- 2) Managed closure of a PRow - where construction activity requires PRow users to be held for a short periods (a few minutes) while vehicles pass or while construction activities are undertaken.
- 3) Full closure of PRow - this would only be used if a managed closer was not considered possible. This would involve temporarily closing the PRow for a period of time and providing a signed diversion route. Any closure would be agreed with KCC PRow along with the diversion route.

3.1.23.1.4 As highlighted above, PRow ZR485 crosses through the Site. This route will be maintained throughout construction. In line with the requests of ~~Kent County Council (KCC)~~ PRow officers, two metre high fencing will be placed between the PRow and Proposed Development equipment and infrastructure, and CCTV will not directly cover any PRow.

3.1.33.1.5 It is proposed that PRow within the site remain unsurfaced, however, users of ZR485 will be required to cross the Proposed Development's spine road which follows an approximate east to west alignment across the middle of the site.

3.1.43.1.6 At this location, priority will be given to users of the PRow and construction vehicles will be held until it is safe to cross. During the use of the central access track in this location the PRow crossing will be manned by a traffic marshal.

3.1.53.1.7 Gates will be provided across the spine road (either side of the PRow) to secure the development site when not in use.

3.1.63.1.8 Waymarkers and existing gates/fence treatments connecting PRow ZR485 to the Saxon Shore Way in the north and Sandbanks Road to the south will be maintained.

3.1.73.1.9 Only limited construction works are proposed in the vicinity of PRoW ZR488. It is proposed that the PRoW remain open throughout the construction/operation of the Proposed Development.

3.1.83.1.10 Where the PRoW borders or crosses areas containing Proposed Development equipment and infrastructure, two metre high fencing will be provided between the PRoW and the equipment or infrastructure.

3.1.93.1.11 PRoW ZR692 crosses the access road to the Proposed Development close to Seasalter Road. Traffic volumes using the access road are expected to increase during the 24 month construction programme.

3.1.103.1.12 The existing gates provided either side of the access road will be maintained and additional signage provided to warn PRoW users of the crossing point and to advise them to only cross when it safe to do so.

3.1.113.1.13 Furthermore, drivers of construction vehicles accessing the site will be briefed with regards to the location of the PRoW and potential for pedestrians crossing the access road.

3.1.123.1.14 All points where PRoWs cross the Proposed Development will have appropriate signage, which will advise of dates and hours of working. The location of signs providing information will be discussed with Kent County Council PRoW officers.

3.1.133.1.15 While not expected, if it transpires that a short, temporary closure, of a PRoW was needed this would be discussed and agreed with KCC PRoW officers and the appropriate procedure for its closure followed.

3.1.16 No furniture, fence, barrier or other structure will be erected on or across a PRoW without consultation and agreement with KCC.

3.1.17 Information will be provided to the public about where construction is taking place within the site, and this will be updated on a month to month basis. Subject to the agreement of relevant landowners and rights holders, information notices will be placed at either end of the stretch of the Saxon Shore Way/ZR484/CW55 that passes the Development site, on the Cleve Hill Solar Park website and at Faversham Tourist Information Centre. Specific locations for which permission has been or will be granted will be agreed with Kent County Council prior to the commencement of construction. The notices will also highlight other paths in the area that recreational users might consider as alternatives.

3.1.14

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TPLO/66705 Cleve Hill Solar Park

Outline Public Rights of Way Management Plan



Appendix H – Travel Planning Statement

Cleve Hill Solar Park

Outline Travel Planning Statement

Curtins Ref: TPLO/66705

Revision: 003

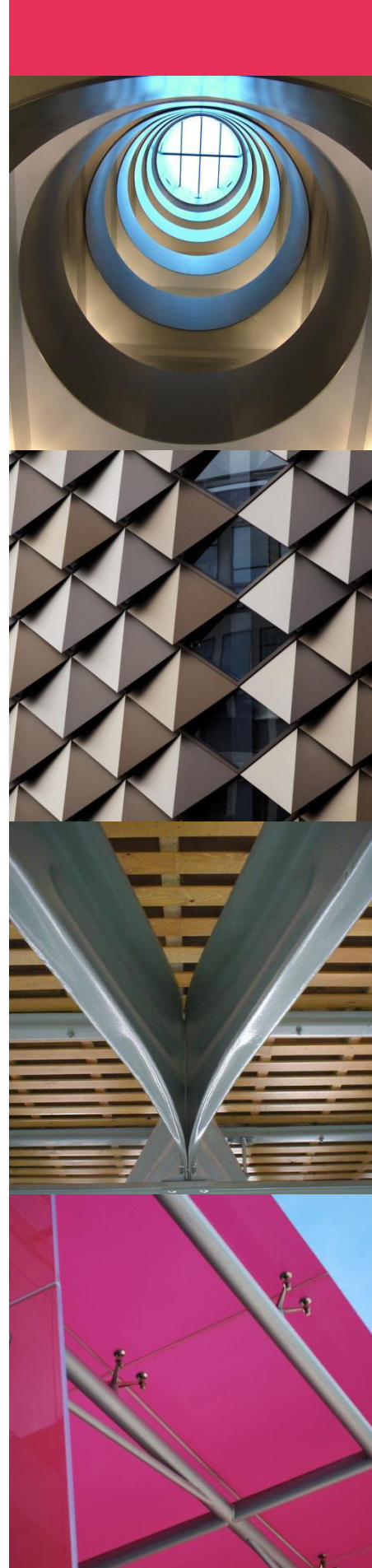
Issue Date: 12 October 2018

Client Name: Cleve Hill Solar Park Ltd

BIM Reference: 66705-CUR-00-XX-RP-TP-00001-V02_Travel Planning Statement

Curtins
40 Compton Street
London, EC1V 0BD
Tel: 020 7324 2240
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Author	Signature	Date
Caitlin Turley Beng (Hons) MCIHT Transport Planner		12/10/2018

Reviewed	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		12/10/2018

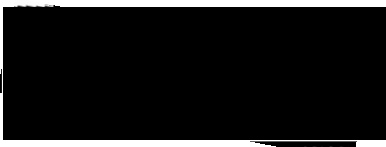
Authorised	Signature	Date
Ben Dawson BSc (Hons) MIGHT Associate – Transport Planning		12/10/2018

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1.0 Introduction

1.1 Introduction

- 1.1.1 This Outline Travel Planning Statement (Outline TPS) accompanies an application by Cleve Hill Solar Park Ltd (CHSP) for DCO to seek powers to install photovoltaic (PV) modules, energy storage modules and accompanying electric cables, transformers, string inverters and associated access, environmental and construction works (Proposed Development).
- 1.1.2 The Development site is located on the north Kent coast, approximately two kilometres northeast of Faversham and five kilometres west of Whitstable (the "Site"). The Site is situated on approximately 360 ha (890 acres) of land within the administrative boundaries of Swale Borough Council (SBC), Canterbury City Council and Kent County Council (KCC).

1.2 Purpose of this Report

- 1.2.1 This report is intended to demonstrate a commitment to sustainable transport by CHSP and to indicate the necessary measures that will be undertaken to meet these sustainable transport ambitions. It should be read in conjunction with the Outline CTMP and Outline TIMP submitted with the DCO application. It is intended that this Outline TPS be an iterative document that can be amended before and during the construction of the Proposed Development, in consultation with the relevant local planning authorities.
- 1.2.2 It should be noted that it is not practical to permit people to enter the construction site on-foot or by bicycle.

1.3 Background to Travel Plans

- 1.3.1 In essence, a Travel Plan is intended to encourage people to choose alternative transport modes over single occupancy car use and where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.
- 1.3.2 The revised National Planning Policy Framework (NPPF) adopted in July 2018 outlines the potential benefits and requirements for the production of Travel Plans.

1.4 The Aims and Objectives of the Travel Plan

- 1.4.1 CHSP has prepared this Outline TPS to:
- Show its commitment to addressing the access needs of employees, contributors and visitors alike;
 - Respond to congestion issues which may affect operational and local traffic and thereby reduce business performance;

- Support the Government's environmental and sustainable development initiatives;
- Demonstrate its environmental responsibilities amongst its peers and neighbouring communities;
- Ensure that a formal monitoring process is in place for vehicle generation; and
- Maximise the efficiency of the construction traffic associated with the Proposed Development.

2.0 Staff and Transport Characteristics

2.1 Introduction

- 2.1.1 It is anticipated that during peak construction activity up to 400 members of staff could be working on site. The workforce for the Proposed Development would be made up of local and non-local personnel.

2.2 Non-local Staff Accommodation

- 2.2.1 From experience, CHSP anticipates that non-local staff required during construction of the works would make use of the following accommodation:

- Caravan and camping accommodation sourced independently of CHSP;
- Short term let properties;
- Serviced accommodation (B&Bs, hotels); and
- A small proportion would travel to the site from their home.

2.3 Staff – Transportation

- 2.3.1 As part of the Proposed Development, it is expected that staff would be transported to the site in multi-occupancy vehicles. These vehicles, typically mini-buses, would pick up/drop off from varying pre-organised locations close to the temporary accommodation and transport them to the development site.
- 2.3.2 The pickup/drop off point locations will be at accessible locations for all staff. It is anticipated that these locations would be close to key local locations, town centres, hotels, residential areas or public transport interchanges.
- 2.3.3 The provision of staff travel in the form of welfare vans ensures that there will be no impact from staff parking on the local road network.
- 2.3.4 The use of these services to transport staff will also form a key Travel Planning measure for the development.

2.4 Staff – Core Working Hours

- 2.4.1 Core working hours are proposed to be between 07.00 until 19.00, Monday to Friday and 07.00 until 13.00 on a Saturday (unless in exceptional circumstances where need arises to protect plant, personnel or the environment).
- 2.4.2 To maximise productivity within core hours, CHSP contractors would require a period of up to one hour before and up to one hour after core working hours for start-up and closedown of activities. This would include but not be limited to, movement to place of work, maintenance and general preparation

works. This would not include operation of plant or machinery likely to cause a disturbance. These periods would not be considered an extension of core working hours.

- 2.4.3 As such it is likely that staff would arrive at the development site before 07.00 and leave after 19.00 Monday to Friday and before 07.00 and after 13.00 on a Saturday.

3.0 Travel Plan Measures and Initiatives

3.1 Introduction

- 3.1.1 It is envisaged that any contractor working on-site would work sustainably and encourage sustainable travel initiatives.
- 3.1.2 As such a number of travel planning initiatives have been identified below which fall under the following headings:
- Travel planning awareness;
 - Mini-bus provision for staff from external locations to site;
 - Public transport;
 - Car sharing;
 - Construction traffic management; and
 - Appointment of a Travel Plan Co-ordinator (TPC).

3.2 Travel Planning Awareness

- 3.2.1 A key initiative of a TP will be the distribution of travel planning material. All employees would receive an introductory pack before starting work and such packs can be critical in influencing travel patterns. The contents of the packs would include, but not necessarily be limited to:
- Introduction to TPs;
 - Website produced with up to date information on Proposed Development transport services, locations and timings;
 - Maps showing local pick up and drop off points for mini-buses;
 - Details of public transport services, including timetables and routes; and
 - Details of the TPC.

3.3 Staff Transport Services

- 3.3.1 Mini-bus services will be provided to allow staff to gain access to and from external locations to the site.
- 3.3.2 These services will be arranged and co-ordinated according to designated shift patterns and staff accommodation and will allow staff to be picked up and dropped off at key locations, i.e. central town locations/residential locations.
- 3.3.3 The provision of these services will ensure that the staff travel profile will be sustainable.

3.4 Public Transport

- 3.4.1 It is anticipated that there may be some members of staff who may choose to use public transport to access a mini-bus up location, as such, public transport information including timetables would be provided in Introductory Packs, and on staff notice boards.

3.5 Car Sharing

- 3.5.1 A car sharing database would be created to identify those members of construction staff that live in the same area so that they could travel to the local accommodation together.

3.6 Construction Traffic Management

- 3.6.1 Sustainable movement of plant and materials will be adopted. This will include ensuring vehicles arrive and exit the site loaded where practical.
- 3.6.2 In addition, plant and materials will be sourced locally where possible.

3.7 Travel Plan Co-ordinator (TPC)

- 3.7.1 The primary support and leadership for implementing a TP should come from an individual with a specific remit for delivering the measures proposed within the TP. This person is appointed as the TPC.
- 3.7.2 The TPC would assume overall responsibility of the CTMP once adopted. The roles and responsibilities of the TPC are as follows:
- Co-ordinate and attend and TRG meetings;
 - Prepare annual monitoring report to present to TRG;
 - Be the first point of contact in case of any problems or information relating to the CTMP/TP; and
 - Ensure that the CTMP/TP is meeting the objectives set out above.

