



EQUANS

BARKHAM FARMS SOLAR FARM

211081 / Condition 13 - Construction Traffic
Management Plan



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**211081 / Condition 13 - Construction Traffic Management
Plan**

CONFIDENTIALITY: PUBLIC

PROJECT NO. 2024UK311126

OUR REF. NO. BFSF-WSPC-ZZ-RP-Z-0002

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211081 / Condition 13 - Construction Traffic Management
Plan

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1 INTRODUCTION

- 1.1.1. This Construction Traffic Management Plan (CTMP) has been prepared on behalf of EQUANS to discharge Condition 13 of planning permission 211081 associated with Barkham Farms in Wokingham (the 'Site'). Barkham Farms is located 5km to the south-west of Wokingham within the administrative area of WBC. Full planning permission was approved on 21 January 2022 for the following:

"Full application for EIA development for the proposed installation of a new 52ha solar farm for a temporary period of 25 years including underground grid connection between site and Electricity Distribution Centre, laying of internal access road, the erection of substation building security fencing, and associated landscaping with approximately of 3.4ha of tree planting for carbon sequestration."

- 1.1.2. The key elements include a solar farm consisting of approximately 44,000 solar photovoltaic (PV) panels (30mwh peak) and associated infrastructure including the grid connection to the Wokingham Sub-station.
- 1.1.3. A non-material amendment to planning consent 211081 was approved in May 2024 to amend the layout of the approved solar farm in relation to the location of the Distribution Network Operator (DNO) substation, the PV layout and the internal access road.
- 1.1.4. Condition 13 (Construction Traffic Management Plan) requires the following:

Prior to the commencement of the development hereby permitted, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the local planning authority. The CTMP should include the principles contained within the draft CTMP dated March 2021 in addition to full details of the following:

a) Location of wheel washing facilities

b) Routing of construction traffic

c) Details of street sweeping

d) A detailed green travel plan

e) Cycle parking

f) Traffic management

g) A detailed construction schedule to include construction vehicles and day to day travel of construction workers

The development is to be undertaken in strict accordance with the approved document for the life of the construction period.

Reason: In the interests of highway safety and convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 and CP6.

1.2 PURPOSE OF THIS CTMP

- 1.2.1. This CTMP details the measures and initiatives proposed to manage and mitigate any construction related transport impacts, including access proposals, traffic volumes, types of vehicle and routing.

Through the selection of materials and working practices this CTMP seeks to minimise the adverse effects of vehicle movements on the existing transport network and surrounding residential areas.

1.2.2. This CTMP builds on the principles established within the CTMP submitted with the planning application namely:

- To appoint a site-based Delivery and Transportation Manager (DTM) to ensure that all vehicle movements to/from the Site are efficiently managed to minimise any nuisance or disruption to the local highway network;
- Local contractors to be encouraged to tender for the construction works and where possible materials to be sourced from local suppliers to minimise the distance travelled for commuting and delivery trips to/from the Site; and
- All vehicle parking for construction related vehicles will be provided within the Site to reduce the likelihood of overspill parking on the local highway network/nearby parking facilities.

1.2.3. In addition, the CTMP covers the following:

- Details of the proposed construction access to the Site;
- The proposed routing of construction vehicles from the strategic highway network;
- The forecast construction vehicle and delivery volumes including employee trips to/from the Site;
- The level of traffic associated with the operational and de-commissioning phases of the Proposed Development;
- Details of the proposed mitigation measures; and
- A Construction Workers Green Travel Plan.

1.2.4. This CTMP has been prepared at Stage 1 of the JCT Design and Build contract, whereby the contractor carries out both the design and the construction work. The construction part of the contract has not yet been commissioned, and therefore some elements of the build process will not be determined until the construction stage. However, the Principal Contractor, when appointed will be required to comply with the requirements of the CTMP.

1.3 DISTRIBUTION AND CONTROL OF THE CTMP

1.3.1. Contractors and personnel working on the solar farm site will be provided with access to the most current version of the CTMP. The CTMP is a dynamic document that will be reviewed, updated and amended as necessary during the construction programme in order to make the Site access and working arrangements safer.

1.3.2. Any document revisions and updates will be subject to approval by the Site Manager and/or the Local Planning Authority (LPA), where appropriate. Consultation with WBC will be undertaken as part of this process.

1.3.3. Changes to the CTMP will be communicated to all personnel through inductions and on-going training.

2 THE DEVELOPMENT SITE

2.1 THE SITE

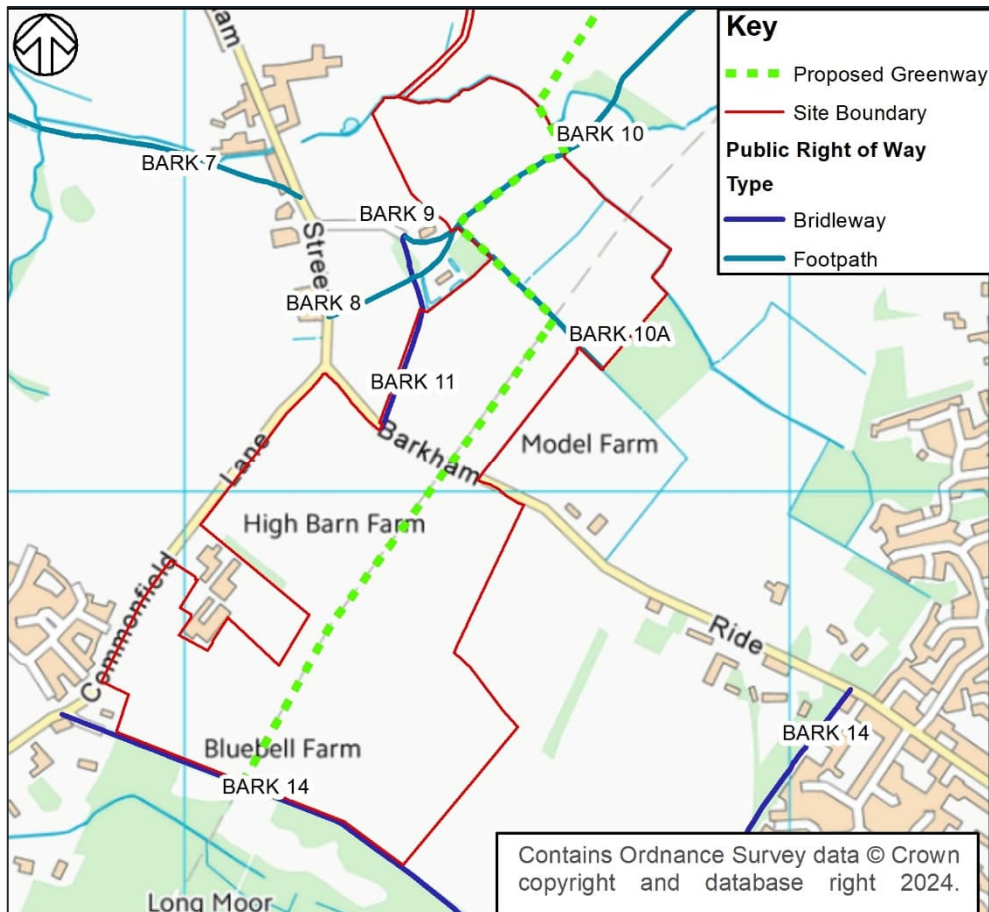
- 2.1.1. The Site is located within the administrative boundary of WBC approximately 500m south of the town of Barkham, 5km to the south-west of Wokingham Town Centre, and 14km to the south-east of Reading Town Centre as shown in Figure 2-1. The land use within the Site is currently agricultural land, which is owned by WBC.
- 2.1.2. Land uses surrounding the Site include agricultural land, residential dwellings and retail uses. The Site is bounded by residential dwellings along Commonfield Lane and Archer Grove. The Site is also bounded by properties along Church Lane to the north-west of the Site, which include Barkham Village Hall and The Parish Church of Saint James which is Grade II Listed. The rest of the Site is bounded by agricultural land and the woodland to the south is designated as a Site of Special Scientific Interest and Local Nature Reserve; Longmoor Bog. Barkham Ride divides the Site in two, from east-to-west.

Figure 2-1 - Site Location



- 2.1.3. Public Rights of Way (PROW) are located within and adjacent to the Site. Footpaths (WBC References BARK FP 10 and FP 10A) pass through the northern part of the Site and join footpaths (References BARK FP 8 and 9) outside the red line boundary. A bridleway (BARK BR 11) runs adjacent to the west boundary of the Site north of Barkham Ride and part of this bridleway (from the point south of Church Cottages to Barkham Ride) is included within the Site boundary. These PROW are presented below in Figure 2-2.

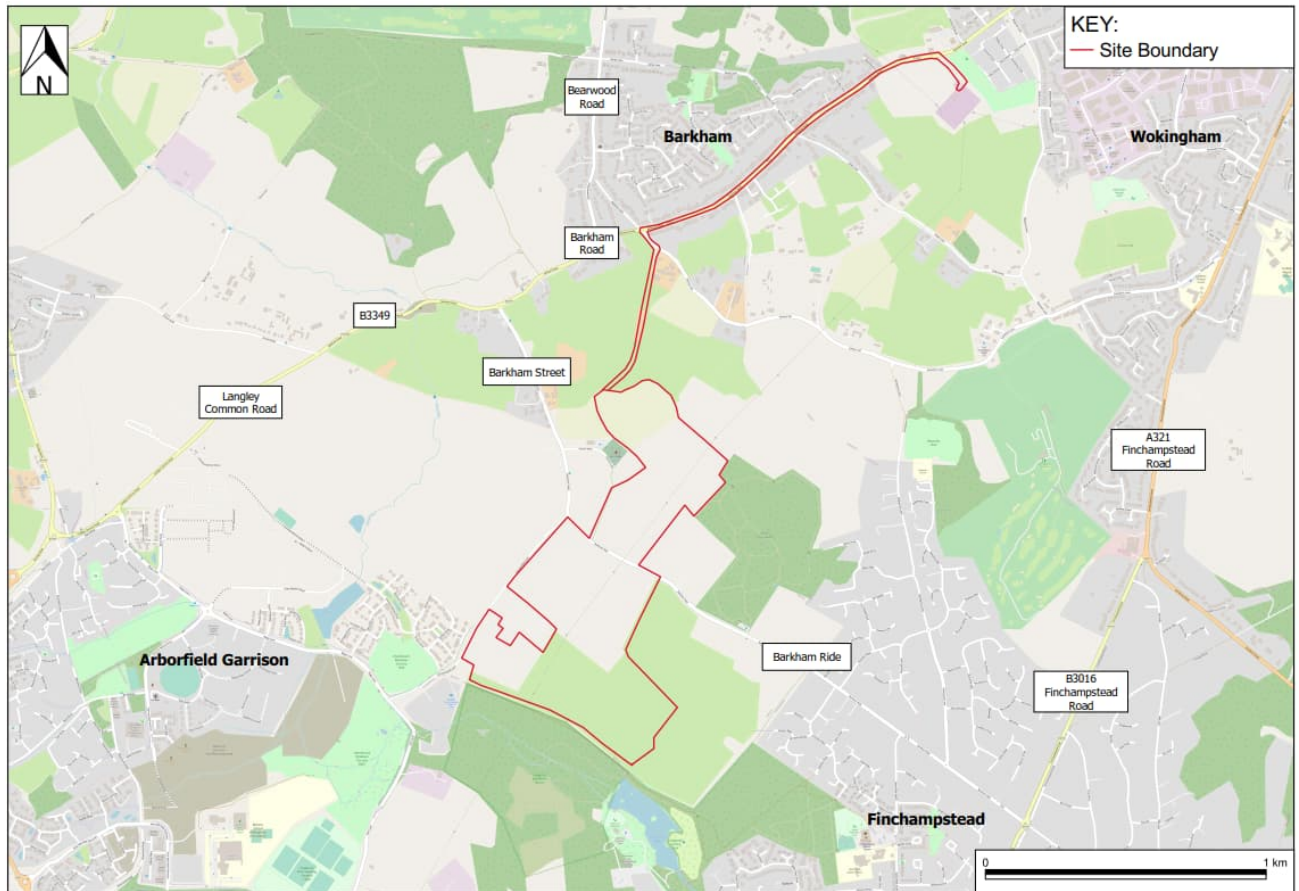
Figure 2-2 - PROW around Development Site



2.2 LOCAL HIGHWAY NETWORK

- 2.2.1. The Site is well located for access to the strategic and local highway network and has existing access to the public highway. The local highway network is shown in Figure 2-3 and discussed below.

Figure 2-3 - Local Highway Network



BARKHAM RIDE

- 2.2.2. Barkham Ride is the main access road to the Site, and it acts as a primary connection between the villages of Barkham and Finchampstead. It is approximately 5m wide and is subject to a 40mph speed limit within the vicinity of the Site. Barkham Ride provides access to Barkham Road to the north west and B3016 to the south east. Barkam Ride is subject to a width restriction of 6 foot 6 inches, except for buses.

2.2.3. BARKHAM STREET

- 2.2.4. Barkham Street connects Barkham Ride to Barkham Road. It is approximately 5m wide and is subject to a 40mph speed limit, which reduces to 30mph approximately 40m from the roundabout with Barkham Road. Barkam Street is subject to a width restriction of 6 foot 6 inches, except for buses.

BARKHAM ROAD

- 2.2.5. Barkham Road acts a main link between the villages of Barkham and Aborfield Garrison. It is approximately 6.2m wide and is subject to varying speed limit of 40mph and 30mph.

A327 OBSERVER WAY

- 2.2.6. A327 Observer Way was opened in November 2020 and acts as a primary link between Aborfield Garrison and Shinfield. It is approximately 7m wide and is subject to the National Speed Limit.

B3016

- 2.2.7. B3016 acts as a link road from A321 which connects Wokingham to Finchampstead. It is fronted by residential developments on either side and is approximately 5.6m in width, with a 40mph speed limit.

EASTERN RELIEF ROAD

- 2.2.8. The Eastern Relief Road reroutes A327 around the eastern side of Shinfield. It is approximately 7.3m in width and has a 50mph speed limit.

B3270

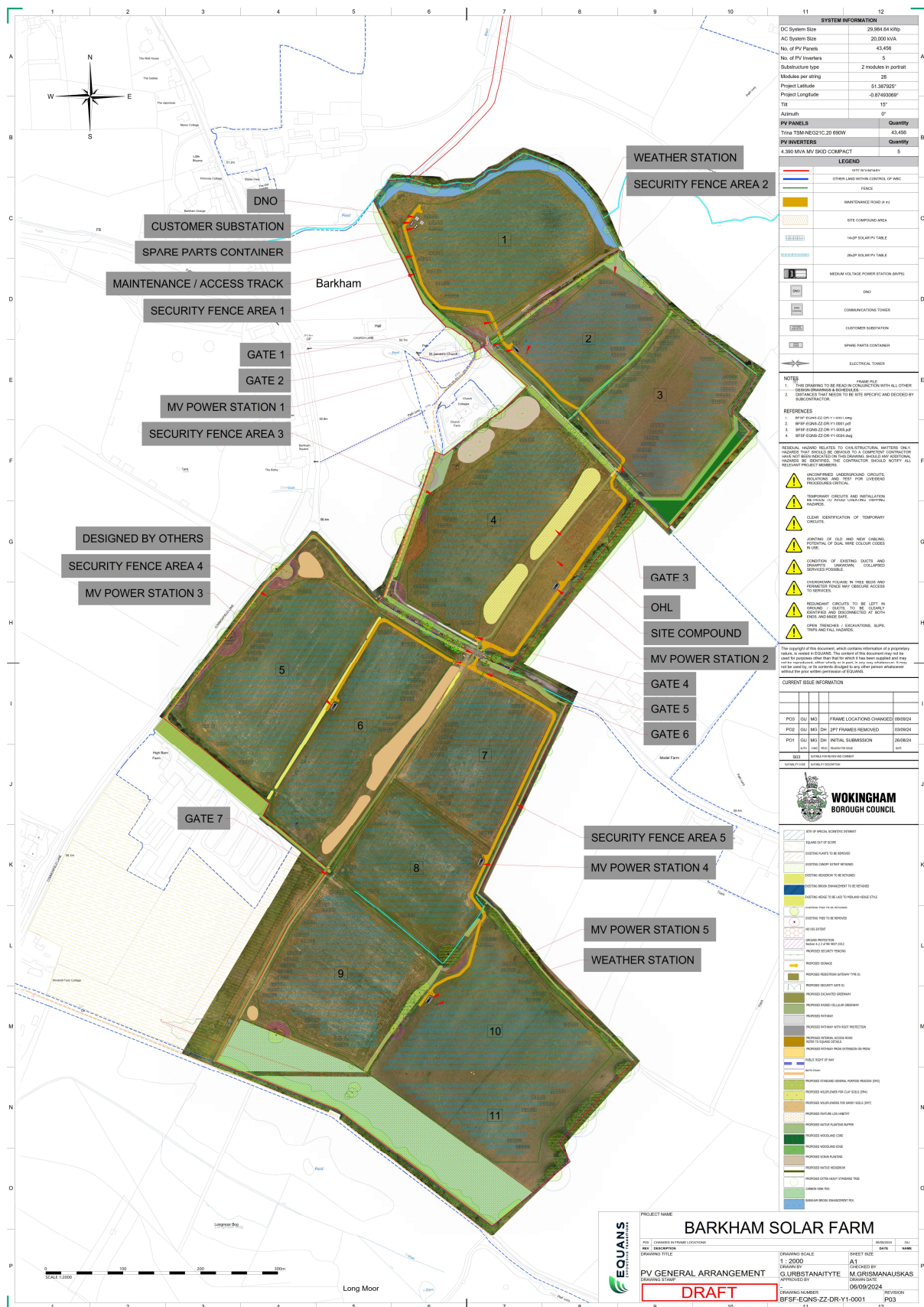
- 2.2.9. B3270 runs parallel to the M4 linking Black Boy Roundabout and Junction 11 of the M4 together. It is approximately 7m in width and features a 40mph speed limit.

3 CONSTRUCTION OF THE PROPOSED DEVELOPMENT

3.1 THE PROPOSED DEVELOPMENT

- 3.1.1. The Development consists of a 52ha solar farm with vehicular access taken from Barkham Ride. It is proposed to generate energy outputs up to a 30MWp and will consist of:
- Approximately 44,000 solar PV panels;
 - Transformers and cabins;
 - Sub-station;
 - Grid connection to Wokingham Sub-Station; and
 - Vehicle access and fencing.
- 3.1.2. Part of the development, the community orchard is complete.
- 3.1.3. A greenway is also proposed between Bark BR 14 in the south and BARK FP 10 and will consist of a 3m wide shared cycling, walking and horse-riding path. The existing vegetation along this route will be retained and enhanced. The remaining Site area will be landscaped.
- 3.1.4. Lighting will be included on Site for use during emergency maintenance visits only; the Site will not be permanently lit.
- 3.1.5. The grid connection will be provided underground between the Site boundary and point of connection at Wokingham Sub-station as shown in Figure 2-3. Final design of the grid connection will be the subject of detailed design by the appointed contractor and their highway works contractor.
- 3.1.6. The site layout is shown in **Figure 3-1**. It can be seen that Barkham Ride splits the Site into two land parcels, hereinafter referred to as the 'North Land Parcel' and 'South Land Parcel'.

Figure 3-1 - Site Layout



3.2 CONSTRUCTION SITE ACCESS

- 3.2.1. To provide construction access to the two land parcels, two accesses (to agricultural vehicle access standards) will be provided to connect with Barkham Ride. The access arrangements are shown within Drawings BFSF-CURT-XX-DR-C-9500 P01 and BFSF-CURT-XX-DR-C-9505 P01, contained in **Appendix A** showing the visibility splays.
- 3.2.2. The largest construction vehicle that will access the Site (with the exception of the Abnormal Indivisible Load (AIL)) will be a 16.5m HGV. Drawing BFSF-CURT-XX-DR-C-9501 P01 contained in **Appendix B** show the swept path analysis of a 16.5m articulated vehicle successfully accessing and egressing the Southern and Northern Land Parcels respectively.
- 3.2.3. The Site access as it abuts the public highway will be made of a concrete construction up to the Site access gates. Within the Site itself a crushed aggregate surface will be used.
- 3.2.4. As shown by the swept path analysis, HGVs will be required to manoeuvre into the middle of Barkham Ride slightly in order to access/egress the Site. If deemed appropriate, temporary traffic signals could be installed at the Site accesses / Barkham Ride to manage the interaction between local and construction traffic. A decision on the final construction access arrangements will be made by the contractor once appointed.

3.3 CONSTRUCTION PROGRAMME

- 3.3.1. The Development is anticipated to be constructed between March 2025 and January 2027. However, the main period of construction activity associated with constructing the solar farm is anticipated between over a 10 month period between April 2025 and January 2026. Testing and commissioning are anticipated to begin in October 2025 and finish in November 2026, with the Proposed Scheme anticipated to be completed in January 2027. At this stage, prior to a contractor having been appointed a draft construction programme has been developed. The draft construction programme will follow the schedule as shown in Table 3-1 – Proposed Draft Construction Programme.

Table 3-1 – Proposed Draft Construction Programme

Activity	2025										2026												2027
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Site mobilisation																							
Pre-construction works																							
CCTV installation																							
Solar PV array installation																							
Installation and termination of combiner boxes																							
Trenching																							
Inverters and main switch installation																							
Installation of meteo station																							
Customer substation installation																							
Testing and commissioning																							
Demobilisation																							
ICP works (completed by others)																							
Project completion																							

3.4 CONSTRUCTION WORKFORCE AND TRAVEL ARRANGEMENTS

- 3.4.1. During construction, a workforce of up to a maximum of 100 personnel during peak times is anticipated per day. The number of staff on-site per day on average would be less than this. 60 on site car parking spaces will be provided within the construction compound. This proposed car parking provision is considered to be sufficient as the construction workforce will be encouraged to use mini-buses and car sharing to reduce the number of vehicular movements to/from the Site. Sufficient parking for four mini-buses will also be provided.
- 3.4.2. It is expected that construction personnel may choose to stay in local accommodation and a mini-bus would be ideal to transport the workforce from/to the Site. Alternatively, construction personnel could be encouraged to park at an agreed central location to minimise their travel distance, and a mini-bus could transport them to/from the Site. This element will be included within the Principal Contractor's proposals.
- 3.4.3. The use of mini-buses/car sharing will be promoted and encouraged as part of the Green Travel Plan. The Green Travel Plan is provided within **Appendix C**.

3.5 CONSTRUCTION WORKING HOURS

- 3.5.1. Construction work will be restricted to the following hours:
- Monday to Friday: 08:00 to 18:00; and
 - Saturday: 08:00 to 13:00.
- 3.5.2. No construction work will be undertaken on Sundays or Bank Holidays. Any deviations from these hours will be agreed in advance with the LPA.

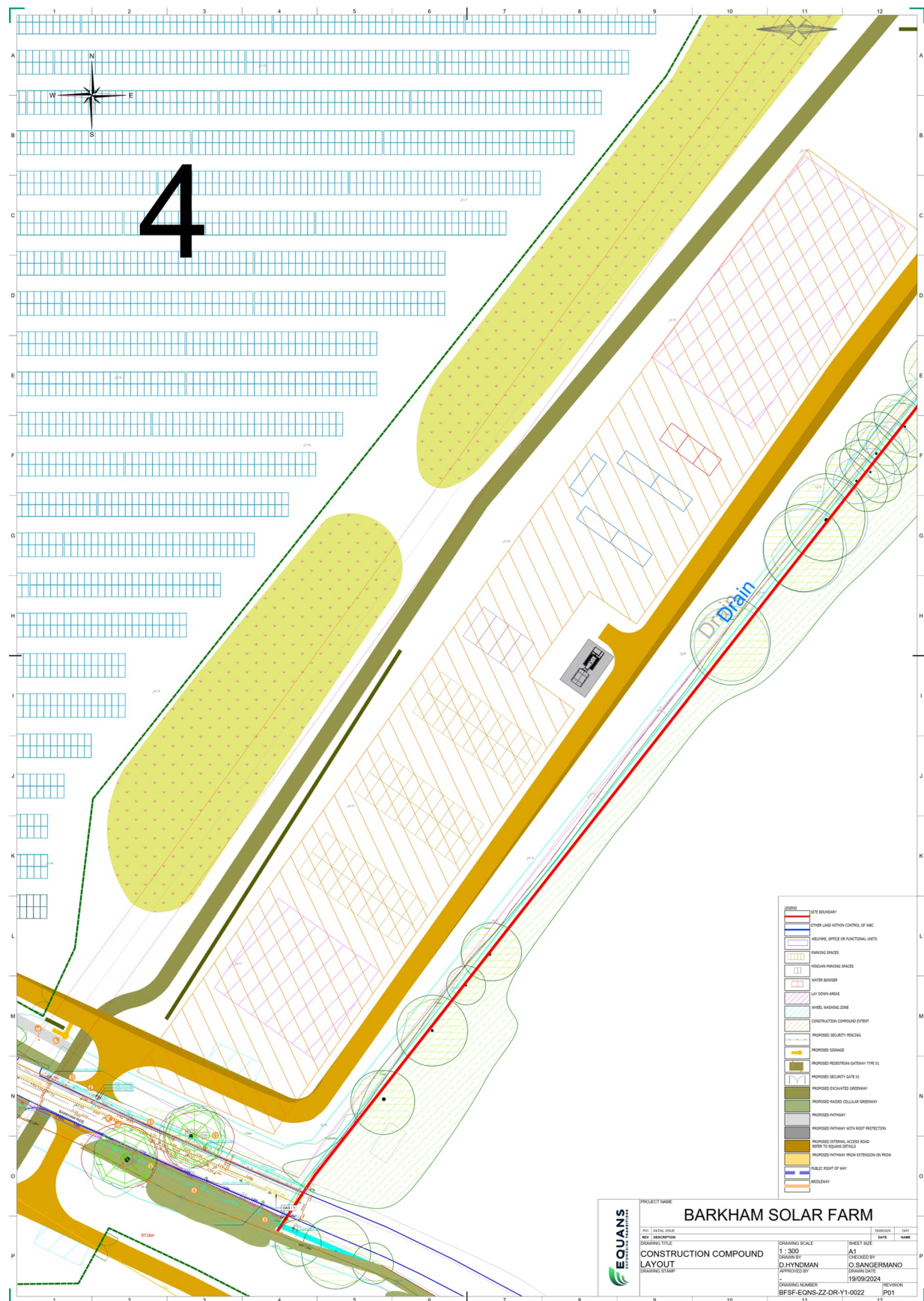
3.6 SITE COMPOUND

- 3.6.1. A temporary site compound in the North Land Parcel will be set up near to the access junction. The compound will comprise:
- A temporary hardstanding with security fencing and access gates;
 - Porta-cabins including offices, welfare and toilet facilities;
 - Containers for storage materials;
 - 60 vehicle parking spaces for construction workers and construction vehicles;
 - Parking area for two HGVs;
 - Parking for four mini-buses;
 - Five Sheffield stands for cycle storage, including shelter;
 - Turning area for deliveries; and
 - Wheel washing facilities.
- 3.6.2. The construction compound layout is shown in Figure 3-2 and in BFSF-EQNS-ZZ-DR-Y1-0022 P01 contained in **Appendix D**.

WHEEL WASHING FACILITIES

- 3.6.3. Wheel washing facilities will be provided in both the North and South Land Parcel. They are located close to the entrances to the site from Barkham Ride to ensure that they clean wheels before entering the local highway network. The location of the wheel washing facilities is shown in Figure 3-2 and in BFSF-EQNS-ZZ-DR-Y1-0022 P01 contained in **Appendix D**.

Figure 3-2 - Site Compound Layout



3.7 INTERNAL ROUTING AND ACCESS

- 3.7.1. Internal access roads will be provided throughout the Site to allow the movement of construction vehicles and in the longer term provide access for maintenance purposes. It is proposed that the internal access road will be completed during the initial stages of construction so that temporary haul routes are not necessary.

3.8 CONSTRUCTION OF GRID CONNECTION

- 3.8.1. The grid connection will be provided underground between the Site boundary and point of connection at Wokingham Sub-station as shown in Figure 2.3. Responsibility for delivery of the grid connection will be Scottish and Southern Electricity Networks (SSEN) as Distribution Network Operator for the area. The final alignment and specification of the grid connection will be subject to the design undertaken by SSEN. However, at this stage and based upon other similar proposals it is anticipated that the cable is to be laid in a trench which will vary in width and depth. The width can vary between approximately 0.5 and 1.5m wide and depth can vary between approximately 600mm and 1200mm. Every 500-1000m a joint bay will be required for jointing of sections of cable. Further joint bays may also be required where the cable changes direction. The joint bays take the form of inspection chambers. Across WBC land a 10m wide corridor has been identified where the cable trench and cable could be constructed. The design will aim to avoid any hedgerows, trees and root protection zones. On the public highway the cable trench and cable will be constructed within the carriageway and/or footway only. Where any hedgerows need to be removed these will be re-instated. Temporary Traffic Management (TTM) will be required to lay the cable in the public highway. Typically, installation rates for electricity cables are approximately 18 to 30m per day in urban areas and up to 50m per day across open land. Typically, this equates to approximately 100m of cable route being laid per week. Installation of the grid connection could therefore take up to approximately 20 weeks to complete. The programme for delivery of these works will be confirmed in due course by SSEN.

3.9 CONSTRUCTION TRAFFIC ACCESS STRATEGY

3.9.1. It is anticipated that the main construction works would take approximately 10 months. The principal activities for the construction of the Development are as shown in Table 3-1 – Proposed Draft Construction Programme Accordingly, the traffic associated with the construction phase can be split into three main categories. These are:

- Construction workforce movements;
- Delivery of construction plant / equipment; and,
- Delivery of the Solar Park plant / equipment / materials.

CONSTRUCTION WORKFORCE MOVEMENTS

- 3.9.2. During construction a workforce of up to 100 personnel per day is expected. The workforce will be encouraged to use sustainable modes of transport to access the Site, and the peak vehicle demand would therefore be approximately 60 vehicles (i.e. 120 traffic movements per day).
- 3.9.3. A Green Travel Plan has been prepared to minimise impacts on the highway network and encourage travel by sustainable modes which is contained within **Appendix C**.

DELIVERY OF CONSTRUCTION PLANT / EQUIPMENT

- 3.9.4. Construction plant / equipment will be delivered to the Site on Low Loaders. The construction / plant equipment to be delivered will include:
- Bobcat Tracked Digger, for the excavating and trenching;
 - Tipper Truck, for material import and export;
 - Vibrating Roller, for compaction of access tracks and hard standing;
 - Piling Machine, for installing the PV Panel support structures / mounting systems;
 - Telehandler, for movement of materials around the Site;
 - Cement Mixer. Import concrete for foundations and substation;
 - 4-Wheel Drive Forklift Trucks;
 - 16.5m articulated lorry, import of construction materials such as portacabins, mounting frames, panels and transformers;
 - Low Loader, import of sub-station and construction vehicles such as a digger;
 - 10m rigid lorry, import of construction material;
 - Panel Vans, import of construction material;
 - Skip Lorry, Export of waste construction material; and
 - Tractor, for installing the fencing.
- 3.9.5. This construction plant / equipment will be delivered to Site in the first few weeks of the construction programme, such that the access tracks and temporary compounds can be constructed and the delivery of the Solar Park plant / equipment / materials can begin.

DELIVERY OF THE SOLAR PARK PLANT / EQUIPMENT / MATERIALS

- 3.9.6. The Solar Park plant / equipment / materials will be delivered to the Site via a mixture of HGVs, trucks and concrete mixer trucks. The Solar Park plant / equipment / materials to be delivered will include:
- Materials to construct the onsite access track;
 - Surfacing materials for the Temporary Construction Compound / Laydown Area;

- Approximately 44,000 PV Panels;
- 641 tables;
- 5 inverters
- 1 transformers;
- 1 substation;
- Approximately 6100m fencing; and
- 1 mini substation.

3.10 TOTAL CONSTRUCTION TRAFFIC MOVEMENTS

3.10.1. It is estimated that 600 vehicles would be required to deliver material to the Site. The breakdown of these vehicles is presented in Table 3-2.

Table 3-2 – HGV Construction Traffic Movements

Activity	Type of Vehicle	Total Number of Deliveries	Two-Way Movements
Solar Farm components	Up to 16.5m articulated HGV	600	1,200
<u>Inclusive of:</u>			
Transformer	Abnormal Indivisible Load (AIL)	1	2
Main Substation		1	2
Access Tracks	10 meter tipper Trucks	100	200
Inverters	Up to 10 meter rigid HGV	5	10
Control Room		1	2
33Kv Substation		1	2
General	Front end JCB	1	2

3.10.2. During the site preparation and construction phase the maximum number of HGVs per day will be 17 in each direction, equating to 34 HGV movements per day. Based upon the 10-month main construction programme there will be an average of three HGV deliveries per day or six HGV movements per day.

3.10.3. The maximum number of vehicles arriving to site during the Site preparation and construction phase is anticipated to be in the region of 81 per day (assuming 17 HGVs, 60 construction worker vehicles and 4 mini-buses), equating to 162 movements per day. Over the 10-month main construction

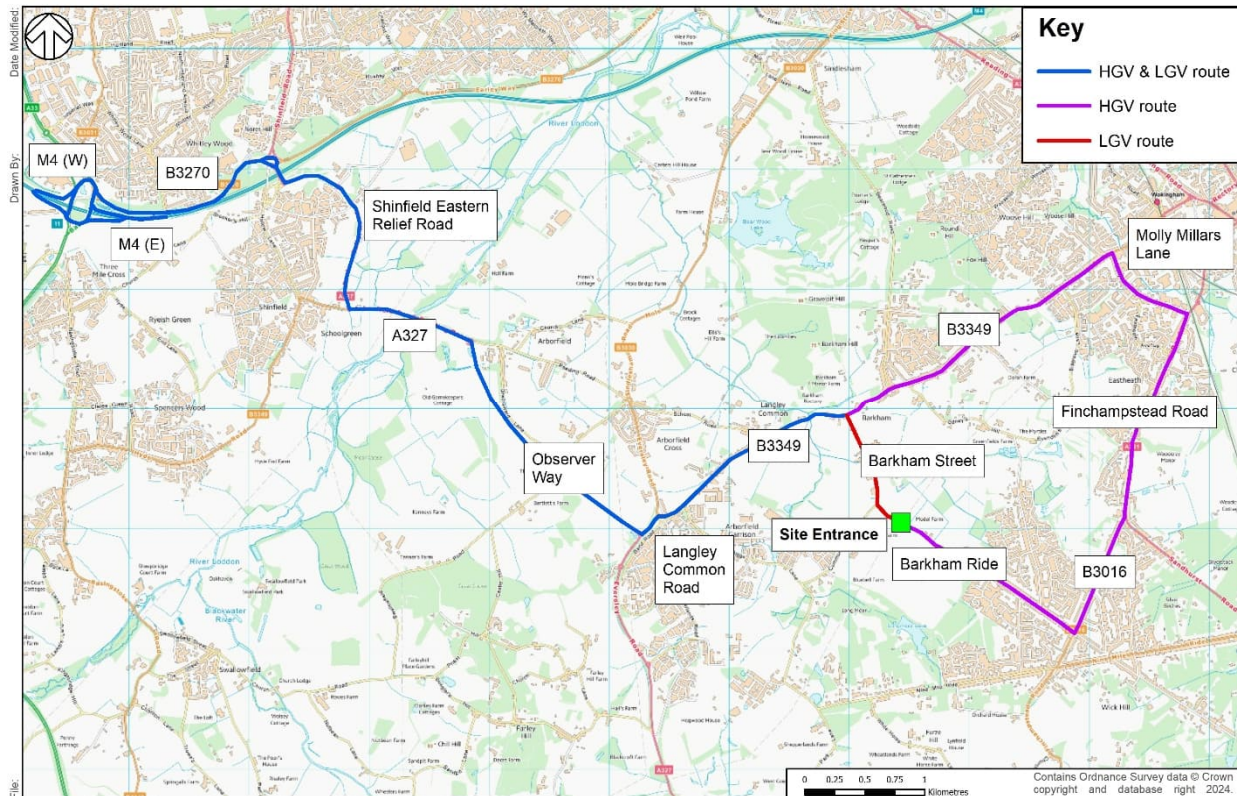
programme there will be an average of 67 vehicle arrivals to site per day (3 HGVs, 60 construction worker vehicles and 4 mini-buses), equating to 134 movements per day. These movements would be spread out across the day, with peak movements occurring at the beginning and end of the working day as construction workers arrive and depart the Site. The working hours of the construction site are anticipated to be Monday to Friday 08:00 to 18:00 and Saturday 08:00 to 13:00.

- 3.10.4. Peak construction worker movements would take place outside of these hours 07:00-08:00 and either 18:00-19:00 (weekday) or 13:00-14:00 (weekend). HGV movements would be spread out across the operational hours of the day between 09:00 and 15:00.

3.11 CONSTRUCTION TRAFFIC ROUTING

- 3.11.1. The construction access strategy is based upon construction traffic using the Strategic Road Network as far as possible before routing onto the local highway network. The designated route for construction traffic associated with the construction phase is illustrated in Figure 3-3.
- 3.11.2. The main construction route will be:
- B3270 between M4 Junction 11 and Black Boy Roundabout;
 - A327 between Black boy roundabout and A327 / Eversley Road roundabout;
 - Eversley Road between A327 and Langley Common Road;
 - Langley Common Road / Barkham Road;
 - Barkham Street; and
 - Barkham Ride west of the construction site access junction.
- 3.11.3. An alternative route has been identified for HGVs as they approach the area local to the site. The route will remain as per the overall construction traffic route above, with an amendment from Barkham Road as depicted on Figure 3-3:
- B3270 between M4 Junction 11 and Black Boy Roundabout;
 - A327 between Black boy roundabout and A327 / Eversley Road roundabout;
 - Eversley Road between A327 and Langley Common Road;
 - Langley Common Road / Barkham Road;
 - Molly Millars Lane;
 - Finchampstead Road / B3016 Finchampstead Road; and
 - Barkham Ride east of the construction site access junction.
- 3.11.4. Construction personnel and delivery drivers will be advised of the route in advance of driving to the Site.
- 3.11.5. Other vehicle movements associated with construction of the proposed development will relate to construction workforce traffic or delivery by LGV. The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is anticipated at this stage that the non-local workforce will stay at local accommodation and general operatives will be transported to the site by minibuses to minimise the impact on the local highway network. The number of car trips to the site will be minimised to those senior staff such as project managers and the Health and Safety Executive. Taking this into account, no prescribed routing will be applied to these vehicles.

Figure 3-3 - Route to Site for Construction Traffic



ROUTE DETAILS

Inbound Construction Traffic

- 3.11.6. From the strategic road network (SRN) (M4 to the west), construction vehicles will exit M4 at Junction 11 and then head east via B3270 to Black Boy Roundabout.
- 3.11.7. Construction vehicles will exit the Black Boy Roundabout and use the Eastern Relief Road which connects to the A327 to the south. Vehicles will then join onto Eversley Road, exiting A327 Observer Way and then onto Langley Common Road which connects to Barkham Road.
- 3.11.8. For LGVs, Barkham Road connects to Barkham Ride via Barkham Street and the Site is accessed approximately 1km from the Barkham Road / Barkham Street mini roundabout.
- 3.11.9. For HGVs, Barkham Road continues to the mini roundabout junction with Molly Millars Lane. Vehicles take a right turn onto Molly Millars Lane, proceed to a mini roundabout at the end of the road where a right turn joins onto Finchampstead Road. After 2.8km, vehicles will take a right turn at a roundabout from B3016 Finchampstead Road onto Barkham Ride. The site is accessed approximately 1.8km from the Barkham Ride / B3016 Finchampstead Road roundabout.

Outbound Construction Traffic

- 3.11.10. Upon egressing the Site in either direction onto Barkham Ride, outbound construction traffic will follow the same routes as described above in reverse for LGV and HGV respectively.

ROUTE SIGNAGE

- 3.11.11. Prior to commencement of construction, the Principal Contractor will erect temporary 'works traffic' signage on local roads as appropriate and in accordance with Chapter 8 of the Traffic Signs Manual¹. This signage will be provided and maintained for the duration of the works. The required signage will fall into two broad categories: directional signage on the approved route to the Site and warning signage.
- 3.11.12. Directional signage will be located at key points on the approved route to the Site with the purpose of reinforcing the route and discouraging construction vehicles from using other routes. Warning signage will principally be located within the vicinity of the Site entrance to warn members of the public of the possibility of HGV traffic.
- 3.11.13. The Applicant will consider the installation of permanent directional signage on the route to the Site to assist maintenance staff in navigating to the Site during the operational phase.
- 3.11.14. Any requirements for Temporary Traffic Regulation Orders (TTROs) to facilitate construction will be discussed with the local highway authority.

3.12 ABNORMAL LOADS

- 3.12.1. Two abnormal load deliveries will be required to transport the transformer and substation to site. These will be transported by specialist hauliers and subject to Road Vehicles (construction & Use) Regulations 1986 and Road Vehicles (Authorised Weight) Regulations 1998. These require hauliers to review the route proposed for access in advance and to notify the police, highways and bridge authorities prior to the movement of abnormal loads.

¹ Department for Transport, Traffic Signs Manual, 2009

4 PROPOSED MITIGATION MEASURES

4.1 CONSTRUCTION TRAFFIC MANAGEMENT PRINCIPLES

4.1.1. During the construction phase the following traffic management principles will be observed:

- A site-based DTM will be appointed. The DTM will be responsible for ensuring that all vehicle movements to/from the Site are efficiently managed in order to minimise any nuisance or disruption to the local highway network. The DTM role will also be responsible for advising delivery companies (and their drivers) of the most appropriate route/s to access/egress the Site, providing advice on any local width or weight restrictions etc.
- Local contractors will be encouraged to tender for the construction works and where possible materials will be sourced from local suppliers. This will help minimise the distance travelled for commuting and delivery trips to/from the Site.
- All vehicle parking for construction related vehicles will be provided within the Site to reduce the likelihood of overspill parking on the local highway network/nearby parking facilities.

4.2 THE USE OF AGREED AND APPROVED ROUTES

4.2.1. The deliveries to the Site will follow the route shown in Figure 3-3. Temporary 'works traffic' signage will be erected on local roads as appropriate in accordance with Chapter 8 of the Traffic Signs Manual³. This signage will be provided and maintained for the duration of the works.

4.3 TEMPORARY TRAFFIC MANAGEMENT

4.3.1. Provided below is an outline of temporary traffic management that will be employed to facilitate construction of the proposed development. It should be noted however that a contractor has not yet been appointed and therefore the details of such will need to be confirmed at a later stage when detailed design is complete and a contractor appointed. The contractor will be required to submit all proposed traffic management measures to WBC for approval in accordance with relevant guidance.

SITE ACCESS

4.3.2. Due to the relatively low number of vehicles associated with the construction phase, there is not anticipated to be any delay to existing local traffic. However local traffic will always be given priority in the vicinity of the Site access junctions with the following traffic management strategy employed during HGV arrivals / departures.

4.3.3. To ensure safe and efficient movement of vehicles is maintained at the site access the following arrival procedure will be initiated for HGVs accessing the Site:

- Driver to call ahead to Site whilst stopped safely in an appropriate layby;
- Banksman are mobilised and will go to position at the Site access;
- Drivers will be informed when the operators are in place and it is appropriate to travel to the Site via the agreed route;

³ Department for Transport, Traffic Signs Manual, 2009

- Each of the operatives will have a handheld transceiver and will be able to communicate with each other, the Site Manager and the HGV drivers as necessary; and
 - Banksmen will assist HGVs to manoeuvre into the Site but will not direct general traffic.
- 4.3.4. Existing laybys have been identified on A327 Observer Way approximately 3.5km and 4.6km from the construction site access (5 and 6 minutes journey time). HGV drivers will be notified of the location of these laybys and requested to stop at the furthest layby from the site if available.
- 4.3.5. The following departure procedure will be initiated for HGVs egressing the Site:
- Before drivers depart, the Site Manager will be notified. They will then mobilise the banksmen at the Site accesses;
 - Drivers will be advised when the banksmen and operatives are in place and will leave the Site; and
 - Banksmen will guide the drivers exiting the Site onto Barkham Ride eastbound but will not direct general traffic.
- 4.3.6. For transferring materials between the north and south parts of the site, it will be necessary for some HGV movements to take place across Barkham Ride. In these situations, the above mechanisms will be in place whereby banksmen will be deployed to the site accesses, giving priority to general traffic and advising HGV drivers when to proceed.
- 4.3.7. The phone number of the DTM will be made available to all drivers of vehicles that will be accessing the Site. The contractor will employ qualified banksmen who are experienced at traffic management.

BARKHAM STREET / BARKHAM RIDE

- 4.3.8. To facilitate safe movement of construction traffic along Barkham Street it may be necessary to implement a temporary 30mph speed limit. Final details of this will be confirmed by the Principal Contractor in due course.
- 4.3.9. Traffic management will be required when construction of the cable connection will take place across Barkham Ride to link the north site to the south site. This will consist of a temporary closure of Barkham Ride whilst this activity takes place during construction hours, the proposals for which will be submitted to and approved by the local highway authority.

BARKHAM ROAD

- 4.3.10. Temporary traffic management will be used to lay the grid connection cable within the public highway. The programme for delivery of these works will be confirmed in due course by SSEN.
- 4.3.11. The cable will be laid in sections to minimise disruption. Where temporary traffic management is used this normally takes the form of temporary traffic lights to maintain access to the public highway without requiring road closures and to control the flow of traffic.

OTHER TRAFFIC MANAGEMENT

- 4.3.12. Additional temporary construction traffic management may be deployed during the construction phase beyond those identified above. The type of construction traffic management deployed will vary and could include temporary traffic signals, manned stop / go boards or additional temporary speed restrictions and will be confirmed once a contractor is appointed.
- 4.3.13. All temporary construction traffic plans would need to be submitted to and approved by the local highway authority and will be applied in accordance with guidance contained within Traffic Signs

Manual Chapter 8: Traffic Safety Measures and Signs for Roadworks and Temporary Situations (Department for Transport, 2009).

4.4 CONSTRUCTION DELIVERY HOURS

- 4.4.1. Construction deliveries will only take place within the construction hours detailed in Section 3. Where possible, deliveries will be made outside of typical network peak hours and will be spread across the operational hours of the day.

4.5 CONSTRUCTION WORKFORCE TRAVEL PLAN

- 4.5.1. During construction, a workforce of up to 100 personnel per day are expected. However, only 60 on site car parking spaces will be provided. This proposed car parking provision is considered to be sufficient as some of the construction workforce will be transported by mini-buses and use car sharing to reduce the number of vehicular movements to/from the Site. Sufficient parking for mini-buses will also be provided.
- 4.5.2. It is expected that construction personnel may choose to stay in local accommodation and a mini-bus would be ideal to transport the workforce from/to the Site. Alternatively, construction personnel could be encouraged to park at an agreed central location to minimise their travel distance, and a mini-bus could transport them to/from the Site.
- 4.5.3. The use of mini-buses/car sharing will be promoted and encouraged as per the Green Travel Plan during the construction personnel training. The potential benefits of these modes of travel will be highlighted, including:
- Reduced travel costs;
 - Reduced travel stress;
 - Easy access and user-friendly system;
 - More environmentally friendly than single occupancy vehicle trips.
- 4.5.4. The Green Travel Plan is provided within **Appendix C**.

4.6 WHEEL WASHING AND ROAD SWEEPING FACILITIES

- 4.6.1. Cleanliness of the local highway network will be maintained at all times. The Principal Contractor will enforce strict measures which will include, but are not limited to, the following:
- Use of on approved mechanical road sweeper to clean the highway;
 - Adequate sheeting of vehicles carrying waste materials; and
 - Measures will be taken to ensure that mud and debris is not swept into gullies.
- 4.6.2. Wheel washing facilities will be situated on a hard-standing area, with adequate drainage to ensure pools of water do not materialise in the vicinity of the facility. Wheels will be cleaned using a high-pressure, hand-held water spray gun attached to a hose fed by a local water and electricity supply.
- 4.6.3. Once the top half of a given vehicle's wheels have been cleaned, the driver will be asked to move forward slightly to rotate the wheels 180 degrees and allow for the other half of the wheels to be cleaned.
- 4.6.4. The wheel washing facilities will be situated close to the Site accesses to enable construction vehicles wheels to be cleaned just prior to joining the local highway network.

4.7 CONSTRUCTION TRAFFIC MONITORING

- 4.7.1. Construction traffic movements will be monitored by the DTM throughout the construction programme and, if necessary, the DTM will liaise with the LPA to agree any necessary further mitigation or monitoring measures.

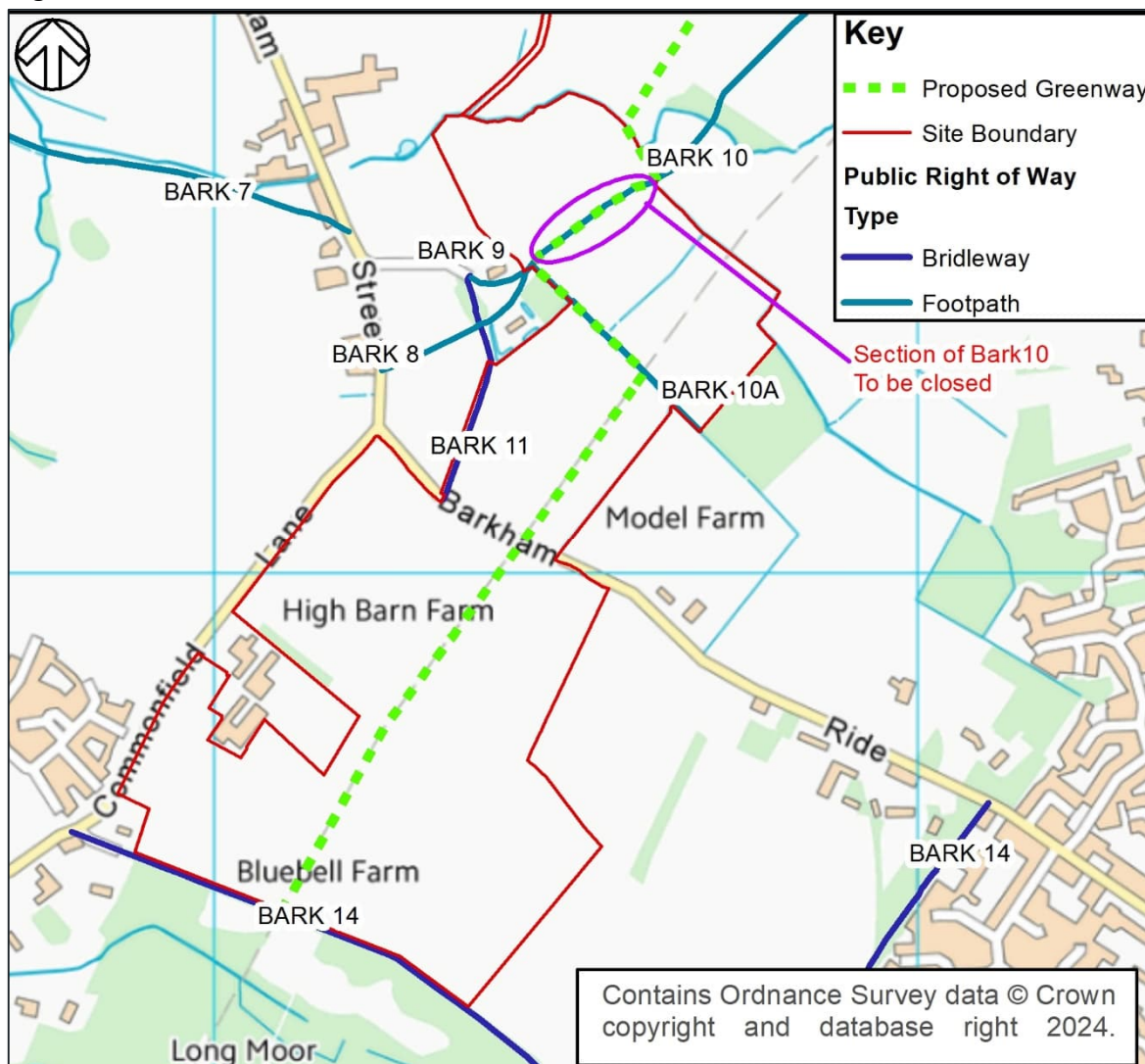
4.8 ROAD CONDITION SURVEYS

- 4.8.1. A pre-commencement walk-over condition survey will be carried out with local highway officers on the local highway network to assess the baseline condition of the adopted highway before construction activities commence. The extent of the survey will be agreed with highway officers.
- 4.8.2. The survey will incorporate photographic records as appropriate. This would be followed by a further condition survey with highway officers with a further photographic record covering the same extent at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities.

4.9 IMPACT ON PROW

- 4.9.1. Existing PROW located in close proximity to the Site comprise:
- Footpaths (WBC References BARK FP 10 and FP 10A) pass through the northern part of the solar farm site and join footpaths (References BARK FP 8 and 9) outside the red line boundary; and
 - A bridleway (BARK BR 11) runs adjacent to the west boundary of the solar farm site north of Barkham Ride and part of this bridleway (from the point south of Church Cottages to Barkham Ride) is included within the Site boundary.
- 4.9.2. The Proposed Scheme will primarily impact the PROW in the north of the Site (WBC Reference BARK FP 10), which is likely to need to be suspended until the upgrade and expansion of the PROW by the delivery of the new Greenway is completed as part of the Proposed Scheme.
- 4.9.3. **Figure 4-1** presents the section of PROW BARK FP 10 that will need to close during the main works between April 2025 and January 2026. An application to close the PROW will be made separately to WBC.

Figure 4-1 - PROW Closure Location



4.9.4. For those PROWs that remain open during construction, there will be a need to cross the PROW network with construction traffic primarily on the northern site. This will be managed by the appointed contractor.

4.9.5. Details relating to the management of PROWs shall be included within the Application for discharging Condition 10 of Planning Permission 211081. Condition 10 is provided below:

10) Rights of way details

Prior to the commencement of the development hereby permitted, details of works to existing and proposed rights of ways, including the greenway through the site, shall be submitted to and approved in writing by the local planning authority. These details shall include but not be specifically limited to:

a) Existing and proposed levels

b) Widths and alignment (including the Greenway being setback from the hedgerow at the northern end of the site to allow growth without continued maintenance

c) Directional signage

- d) Surfacing, including of spurs and connecting paths (including the laying of an aggregate path (type 1 granite and dust) for a 15m length of Footpaths 8 and 10A from the Greenway*
- e) Construction timetable and details of temporary closures of existing footpaths and alternate access where necessary*
- f) Measures to safeguard the implementation of a bridleway link between Bridleway 11 and the approved greenway, including soil and ground cover*
- g) Measures in accordance with the findings of the solar glint and glare assessment in Condition 22*
- h) Temporary and permanent post and rail fencing*

Reason: To ensure satisfactory implementation of the greenway and associated infrastructure for the benefit of local users.

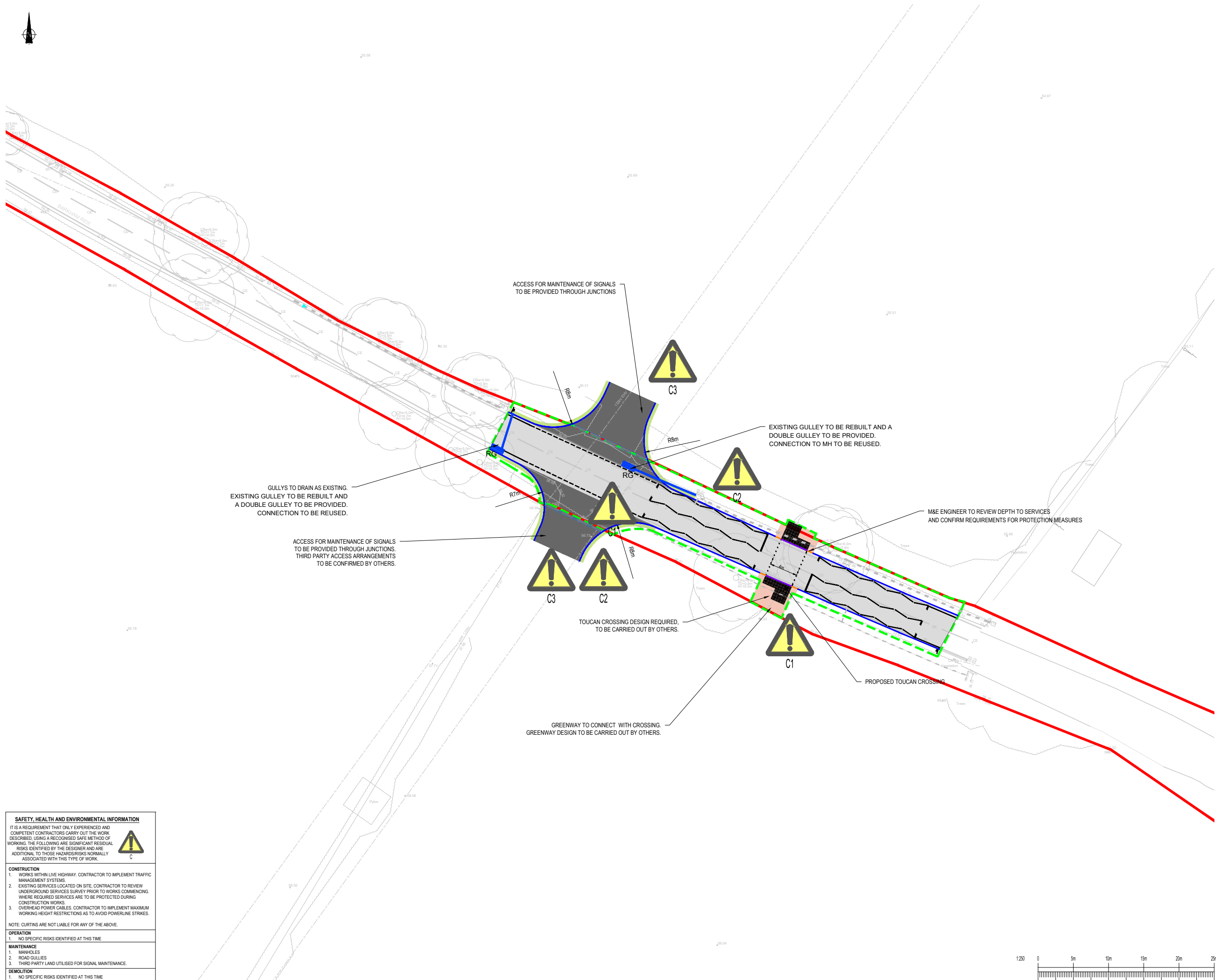
Relevant policy: NPPF Paragraph 100 and Core Strategy Policies CP1, CP3, CP6 and CP11.

- 4.9.6. In addition to the above, construction traffic will be required to give priority to pedestrians, cyclists or equestrians using PROW where it is safe to do so.

Appendix A

CONSTRUCTION ACCESS PLANS – VISIBILITY SPLAYS





GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
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- FOR GENERAL NOTES REFER TO DRAWING.
- TOPOGRAPHICAL SURVEY RECEIVED FROM EQUANS.. DRAWING REF 230633-CAT-XX-XX-M3-G-00001
- ALL SIGNS AND LINES TO BE INSTALLED IN STRICT ACCORDANCE WITH TSRGD AND TSM.

KEY:

- HIGHWAY BOUNDARY
- HIGHWAY BOUNDARY
- HB2 125mm UPSTAND KERB
- TK TRANSITION KERB
- BN DROPPER KERB
- PROPOSED TARMAC
- EXISTING TARMAC TO BE RETAINED
- PROPOSED FOOTWAY
- VERGE
- TACTILE PAVING
- PROPOSED ROAD MARKINGS
- SIGN POST
- ROAD GULLIES AND CONNECTIONS
- CHANNEL DRAIN
- EXISTING DRAINAGE TO BE RETAINED

DESIGN RISKS

RSA STAGE 1 & 2 REQUIRED. DESIGN SUBJECT TO CHANGE UPON RECEIPT OF COMMENTS FOR RSA.

TOUCAN CROSSING DESIGN REQUIRED BY OTHERS. DESIGN SUBJECT TO UPON RECEIPT OF DESIGN.

WORKS WITHIN HIGHWAY BOUNDARY AND AREAS TO BE OFFERED FOR ADOPTION SUBJECT TO TECHNICAL APPROVAL BY HIGHWAY AUTHORITY. UNTIL TECHNICAL APPROVAL IS ISSUED AREA IS SUBJECT TO CHANGE AND IS AT RISK.

P01	FIRST ISSUE	12/09/24	EB	MM
Rev:	Description:	Date:	By:	Chkd:

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Status: **SUITABLE FOR INFORMATION** **S2**

Project: **BARKHAM SOLAR FARM**

Dwg Title: **GENERAL ARRANGEMENT**

Drawn By EB	Designed By EB	Checked By MM
Date 03/06/24	Scales @ A1 1:250	Revision

Project No - Originator - Function - Spatial - Form - Discipline - Number
BFSF-CURT-XX-DR-C-9500

P01

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IT IS A REQUIREMENT THAT ONLY EXPERIENCED AND COMPETENT CONTRACTORS CARRY OUT THE WORK DESCRIBED. USING A RECOGNISED SAFE METHOD OF WORKING. THE FOLLOWING ARE SIGNIFICANT RESIDUAL RISKS IDENTIFIED BY THE DESIGNER AND ARE ADDITIONAL TO THOSE HAZARD RISKS NORMALLY ASSOCIATED WITH THIS TYPE OF WORK.



- CONSTRUCTION**
- WORKS WITHIN LIVE HIGHWAY. CONTRACTOR TO IMPLEMENT TRAFFIC MANAGEMENT SYSTEMS.
 - EXISTING SERVICES LOCATED ON SITE. CONTRACTOR TO REVIEW UNDERGROUND SERVICES SURVEY PRIOR TO WORKS COMMENCING. WHERE REQUIRED SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION WORKS.
 - OVERHEAD POWER CABLES. CONTRACTOR TO IMPLEMENT MAXIMUM WORKING HEIGHT RESTRICTIONS AS TO AVOID POWERLINE STRIKES.

NOTE: CURTINS ARE NOT LIABLE FOR ANY OF THE ABOVE.

OPERATION

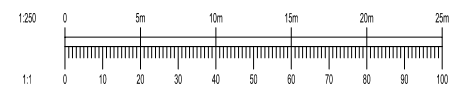
- NO SPECIFIC RISKS IDENTIFIED AT THIS TIME.

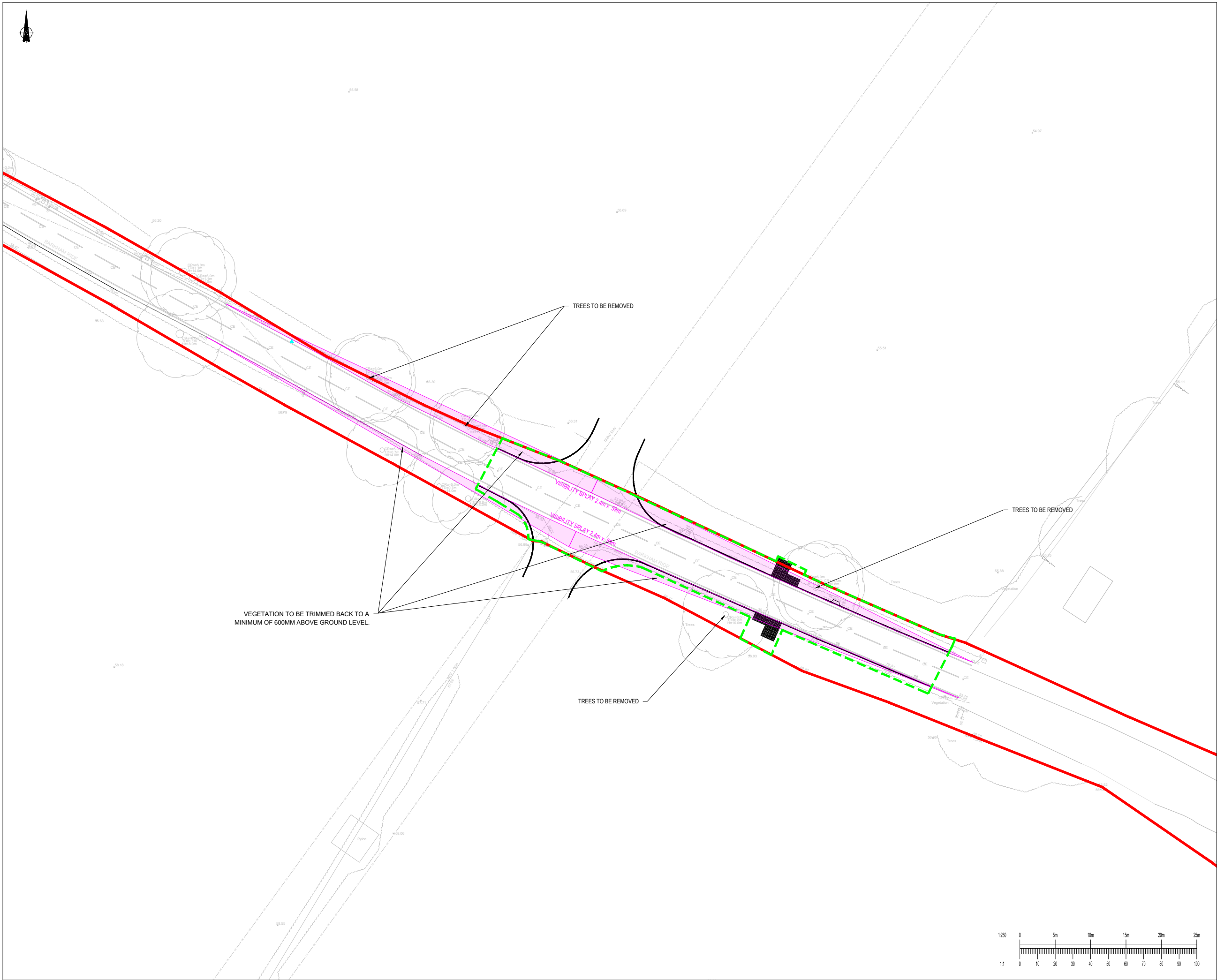
MAINTENANCE

- MANHOLES
- ROAD GULLIES
- THIRD PARTY LAND UTILISED FOR SIGNAL MAINTENANCE.

DEMOLITION

- NO SPECIFIC RISKS IDENTIFIED AT THIS TIME.





GENERAL NOTES:

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KEY:	EXISTING DRAINAGE RETAINED
	HIGHWAY BOUNDARY
	S278 BOUNDARY
	VISIBILITY SPY

DESIGN RISKS

RSA STAGE 1 & 2 REQUIRED, DESIGN SUBJECT TO CHANGE UPON RECEIPT OF COMMENTS FOR RSA.

TOUCAN CROSSING DESIGN REQUIRED BY OTHERS, DESIGN SUBJECT TO UPON RECEIPT OF DESIGN.

WORKS WITHIN HIGHWAY BOUNDARY AND AREAS TO BE OFFERED FOR ADOPTION SUBJECT TO TECHNICAL APPROVAL BY HIGHWAY AUTHORITY. UNTIL TECHNICAL APPROVAL IS ISSUED AREA IS SUBJECT TO CHANGE AND IS AT RISK.

P01	FIRST ISSUE	13/09/24	EB	MM
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Rev:	Description:	Date:	By:	Chkid:
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Status: SUITABLE FOR INFORMATION **S2**

Project: BARKHAM SOLAR FARM

Orig Title: S278 VISIBILITY SPLAYS

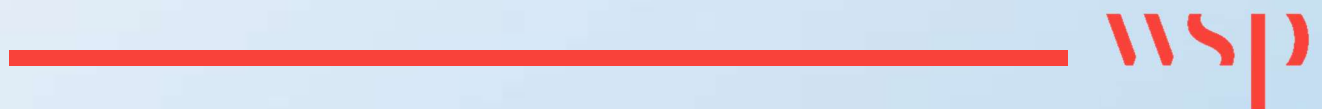
Drawn By EB	Designed By EB	Checked By MM
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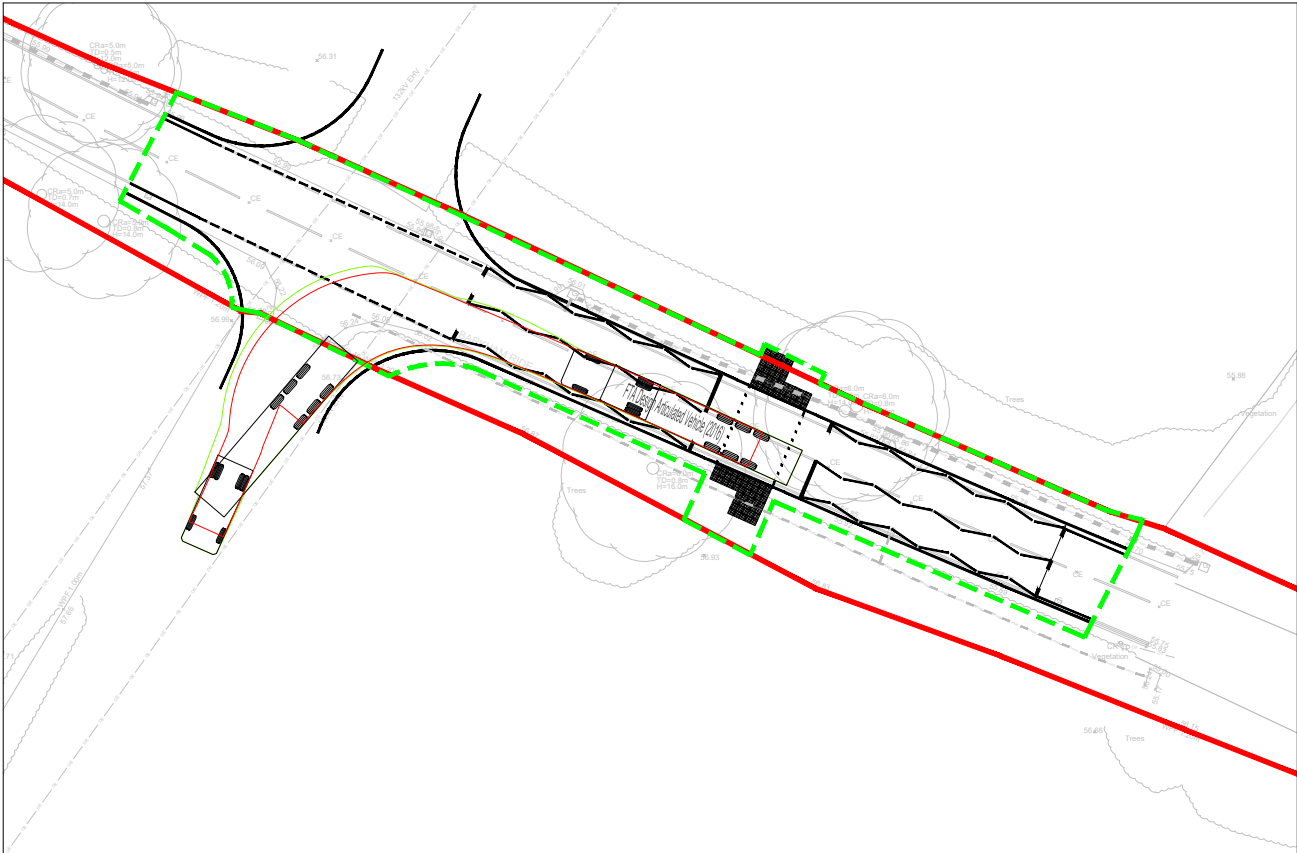
Date 03/06/24	Scales @ A1 1:250
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Project No - Originator - Function - Spatial - Form - Discipline - Number BFSF -CURT- XX - DR- C -9505	Revision P01
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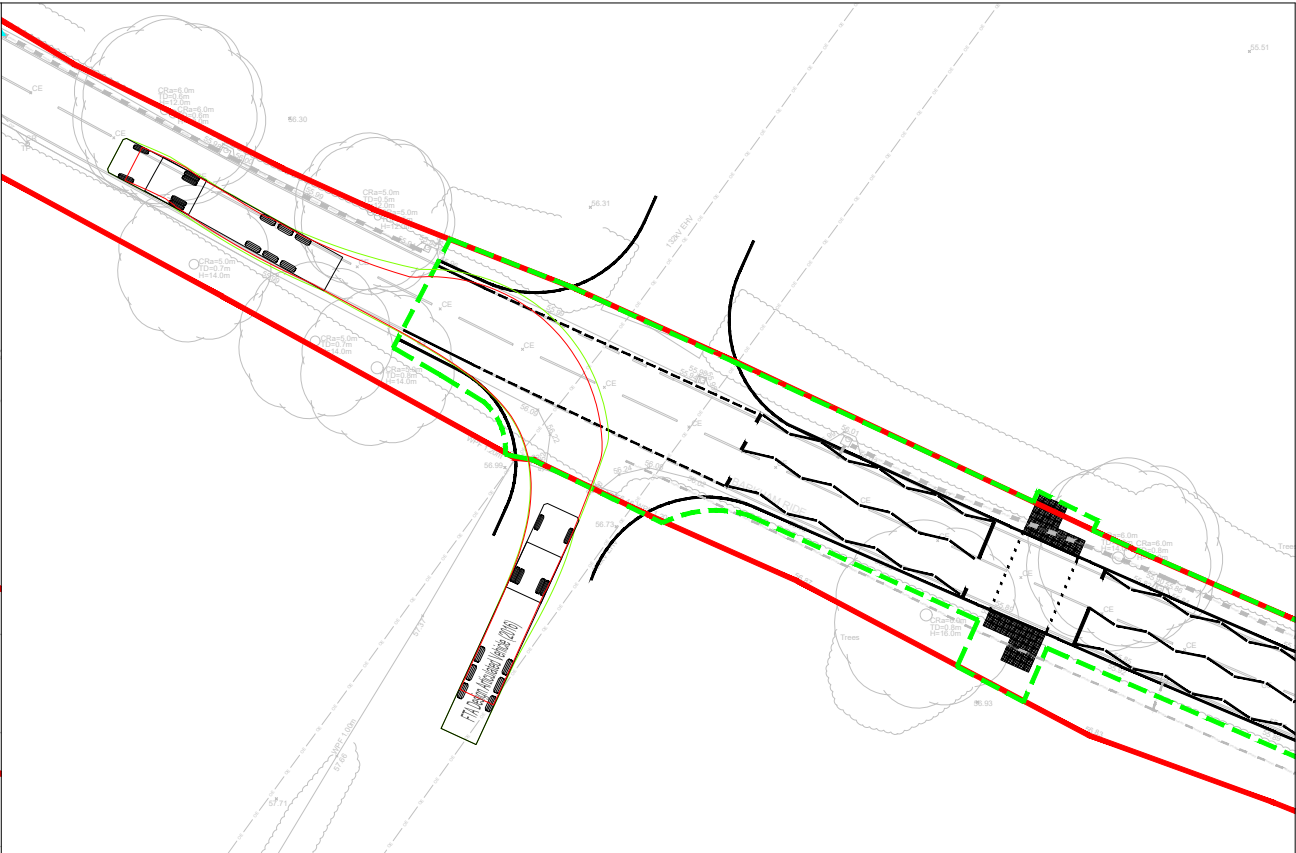
Appendix B

CONSTRUCTION ACCESS PLANS – SWEPT PATHS

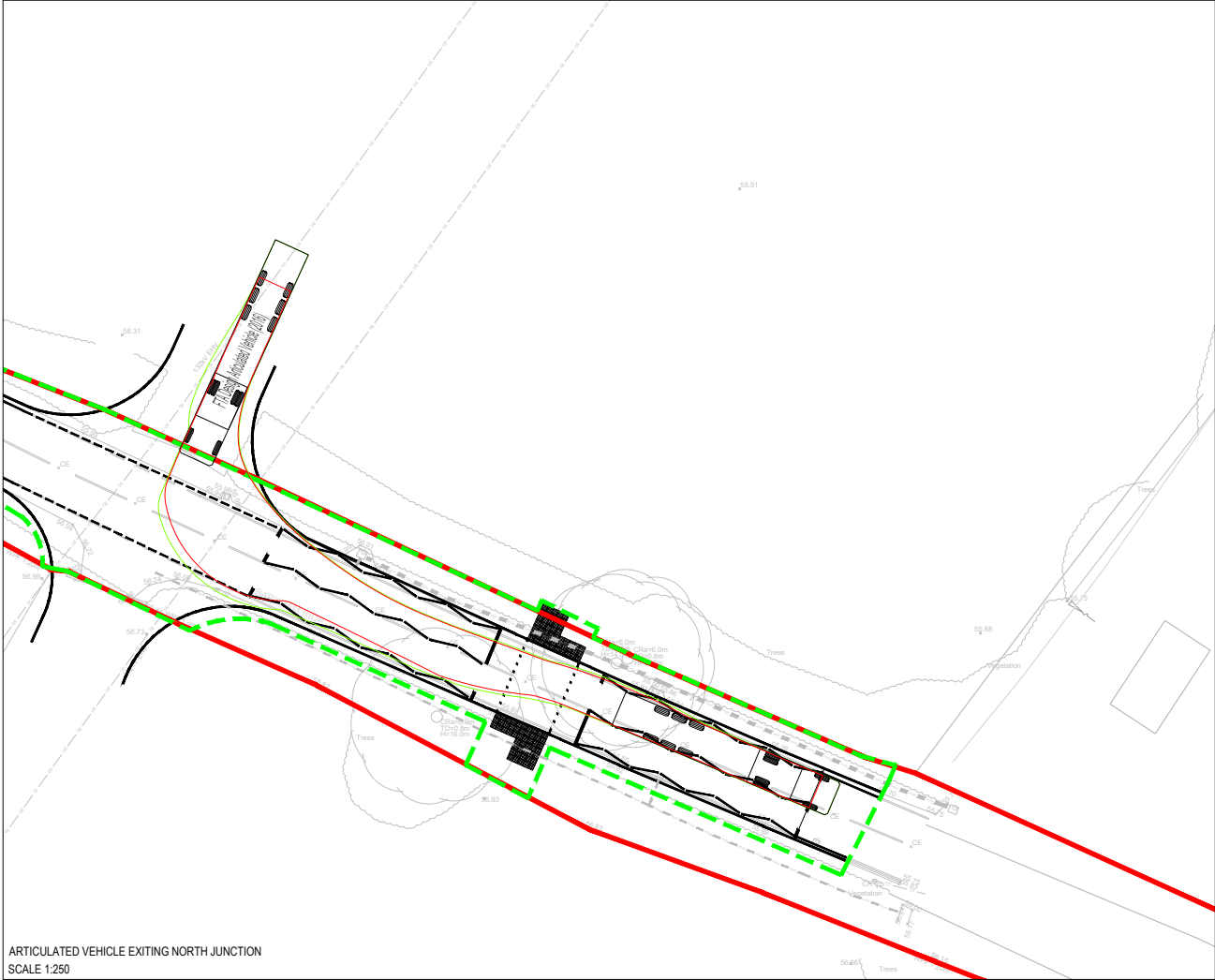




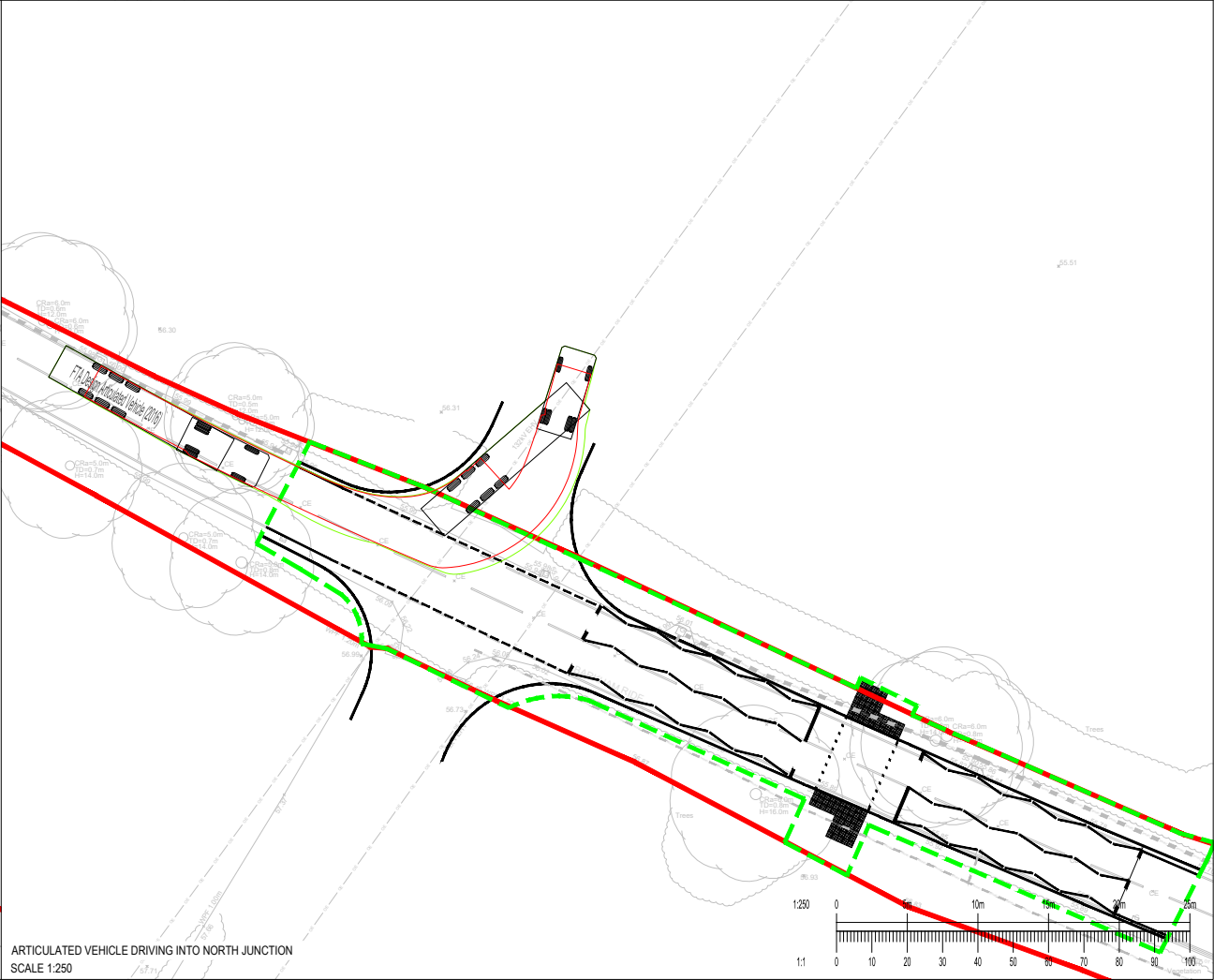
ARTICULATED VEHICLE DRIVING INTO SOUTH JUNCTION
SCALE 1:250



ARTICULATED VEHICLE EXITING SOUTH JUNCTION
SCALE 1:250



ARTICULATED VEHICLE EXITING NORTH JUNCTION
SCALE 1:250

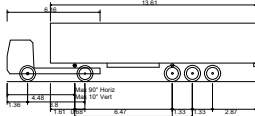


ARTICULATED VEHICLE DRIVING INTO NORTH JUNCTION
SCALE 1:250

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KEY:
— HIGHWAY BOUNDARY
- - - S278 BOUNDARY



FTA Design Articulated Vehicle (2016)
Overall Length: 16.480m
Overall Width: 2.550m
Overall Body Height: 3.870m
Min Body Ground Clearance: 0.515m
Max Track Width: 2.470m
Lock to lock time: 3.00s
Kerb to Kerb Turning Radius: 6.600m

DESIGN RISKS

RSA STAGE 1 & 2 REQUIRED, DESIGN
SUBJECT TO CHANGE UPON RECEIPT OF
COMMENTS FOR RSA.



TOUCAN CROSSING DESIGN REQUIRED BY
OTHERS, DESIGN SUBJECT TO UPON
RECEIPT OF DESIGN.



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Status: **SUITABLE FOR INFORMATION** **S2**

Project: **BARKHAM SOLAR FARM**

Dwg Title: **S278
VEHICLE TRACKING**

Drawn By EB	Designed By EB	Checked By MM
Date 02/09/24	Scales @ A1 1:250	Revision

BFSF-CURT- XX - DR- C - 9501 P01

Appendix C

GREEN TRAVEL PLAN



CONSTRUCTION WORKER GREEN TRAVEL PLAN

Background

The commitments made in this section represent a baseline for the contractor to build on including incorporating their own corporate social responsibility (CSR) policies such as Climate Change Action Plan.

Construction Programme

The project is programmed to begin construction in March 2025 and completed in December 2026. The main construction works are to take place on site between March 2025 and January 2026.

The working hours of the construction site are Monday to Friday 08:00 to 18:00 and Saturday 08:00 to 13:00. Peak construction worker movements would take place outside of these hours 07:00-08:00 and either 18:00-19:00 (weekday) or 13:00-14:00 (weekend)).

Construction Workforce

During construction a workforce of a maximum of 100 personnel per day is expected. This represents a worst case during the highest period of construction activity with the average number of staff anticipated on-site per day likely to be less. 60 on site car parking spaces have been proposed within the Site Compound area. In, addition space for parking mini-buses is included.

Aims and Approach

The principal aim of the Construction Worker Green Travel Plan for the Project is to reduce car usage and increase the proportion of sustainable travel amongst the workforce reflecting the accessibility of the proposed site compound by walking, cycling and local bus services.

Objectives

The objectives of the Construction Worker Green Travel Plan are as follows:

- To reduce the impacts of the Project through increasing the proportion of the workforce that travel by sustainable modes including walking, cycling, public transport, and car sharing.
- To increase the proportion of car sharing amongst construction workers.
- To increase the proportion of construction workers using local bus services.
- To provide construction workers with up-to-date information on facilities/services available to them to allow them to make informed travel choices.
- To appoint a construction phase Travel Plan Co-ordinator (TPC) for the duration of the construction programme.

Smart Targets

SMART (Specific, Measurable, Attainable, Realistic, and Timely) targets will be set following the completion of baseline travel surveys and monitored throughout the construction programme.

Prior to the completion of a baseline travel survey the mode share of the construction workforce cannot be confirmed. However, initial mode share targets have been established based upon an assumed baseline mode split which has in turn been informed by other construction projects. The indicative baseline mode share and draft mode share targets are provided below in Table 1.

Table 1: Mode Share Targets

	Car Driver	Car / vehicle passenger	Minibus / Bus / Train	Walk	Cycle	Motorcycle
Indicative Initial expectation	80%	20%	0%	0%	0%	0%
Aim target	40%	10%	40%	0%	10%	0%

Green Travel Plan Measures

The contractor will provide secure, sheltered cycle parking for ten bicycles for the construction workforce within the site compound, in order to encourage cycling to work. This will be five Sheffield Stands. Cycle parking utilisation will be monitored by the TPC, and further cycle parking will be provided, where necessary.

The contractor will provide the construction workforce with information about cycle facilities during their site induction.

Given the rural location of the site, it is unlikely that construction workers will be able to reach site using existing public transport services in significant numbers. The contractor will provide a dedicated minibus service linking the site to an urban pick-up point. The precise routes, frequencies and timings would be reviewed based on ongoing demand.

A car-share scheme will be implemented allowing workers to search for matches amongst their colleagues.

The above measures will be reviewed by the appointed contractor and added to where appropriate to align with the contractor's corporate social responsibilities (CSR) and values.

During site inductions staff will be provided with travel information as part of their briefing and within a travel information pack. Information will include:

- Travel options provided by the measures (such as minibus pick-up points, cycle facilities etc.);
- Public transport options, routes and timetables;
- Local cycle and public rights of way routes; and
- Parking provisions for both car and bicycle.

At the compound, a staff notice board will be provided allowing an opportunity for organising shared travel, as well sharing information on travel choices.

Travel information is proposed to be updated on a regular basis (at least quarterly) to ensure it continues to be accurate and relevant to the needs of the construction workforce.

Monitoring and Review

MONITORING STRATEGY

Monitoring will be undertaken on a six-monthly basis to review progress against the targets. The baseline travel survey will be conducted within three months of commencement on site. A follow up survey will then take place six months post the baseline survey to monitor progress against the targets. The monitoring will consist of:

- A survey of the mode of travel of all staff present on site at that time
- Cycle parking utilisation
- Car parking utilisation

The results of the survey will be summarised and displayed on the travel notice board.

The TPC will be responsible for undertaking the survey and producing the monitoring information.

Travel Plan Action Plan

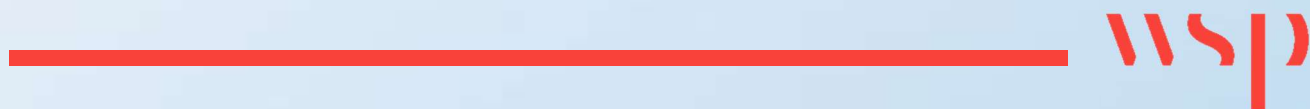
Table 2 presents the implementation action plan for the Travel Plan.

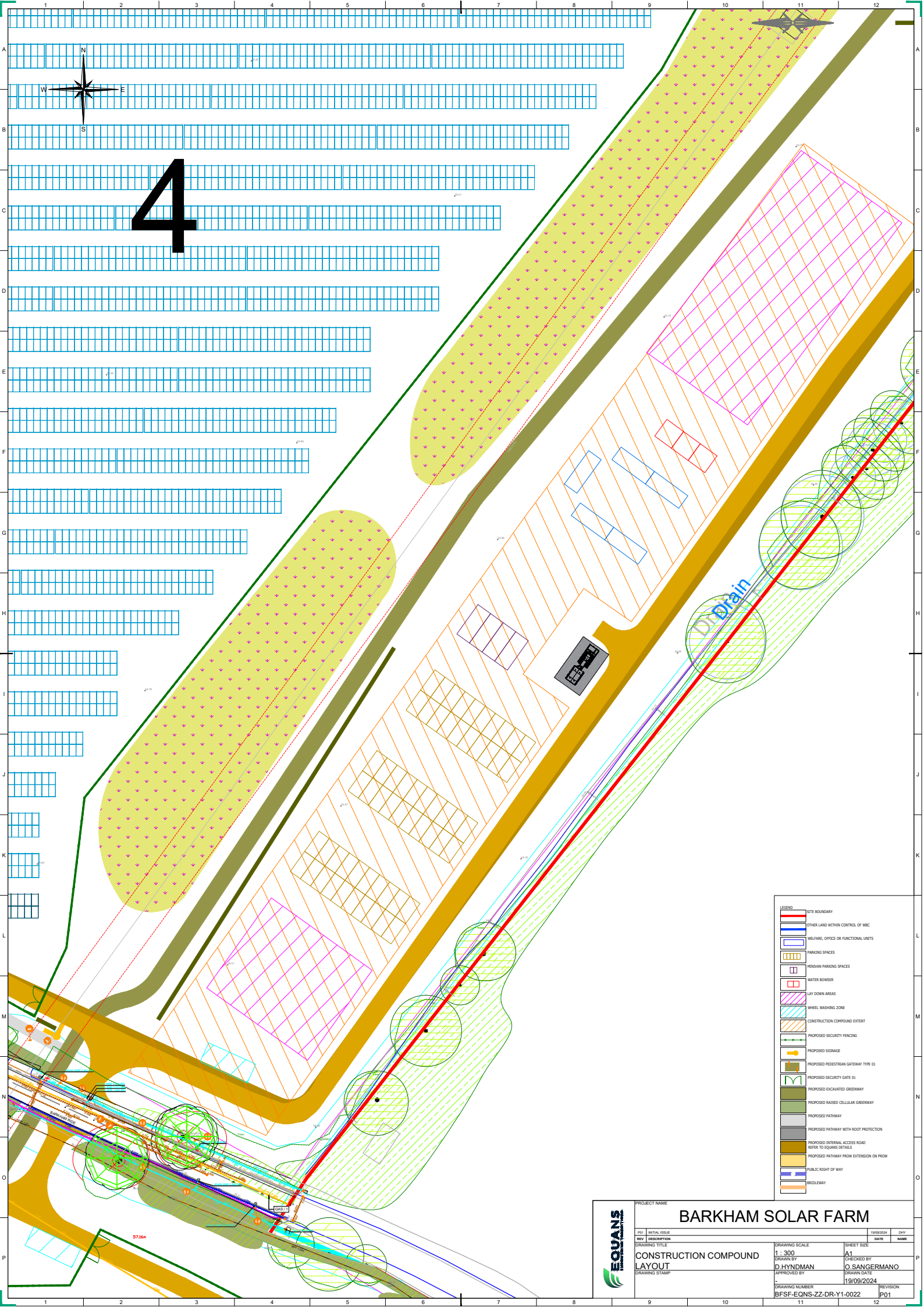
Table 2: Implementation Action Plan

Travel Plan Measure	Timescale	Responsibility
Appointment of TPC	Prior to construction commencement	Site Management
Provision of cycle parking at site compound	From occupation, as part of the construction of the site compound	Site Management
Travel notice board	From occupation, and to be updated at least quarterly	TPC
Travel information pack	From occupation, and to be updated at least quarterly	TPC
Promotion of car sharing platform	From occupation, and to be updated at regular intervals	TPC
Baseline Travel Survey	Within three months of commencement on site	TPC
Monitoring Travel Surveys	Every six-months after baseline survey	TPC

Appendix D

TEMPORARY SITE COMPOUND PLAN







2 London Square
Cross Lanes
Guildford, Surrey
GU1 1UN

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