Traffic and Construction Management Plan

Decoy Farm, Crowland

15.5MW Solar Farm



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1. Introduction

This traffic and construction management plan sets out the proposed access arrangements, construction programme including traffic numbers and other associated activities relating to the construction and delivery of the approved (H02-0454-14) 15.5MW solar farm at Decoy Farm, Crowland.

2. Site Access

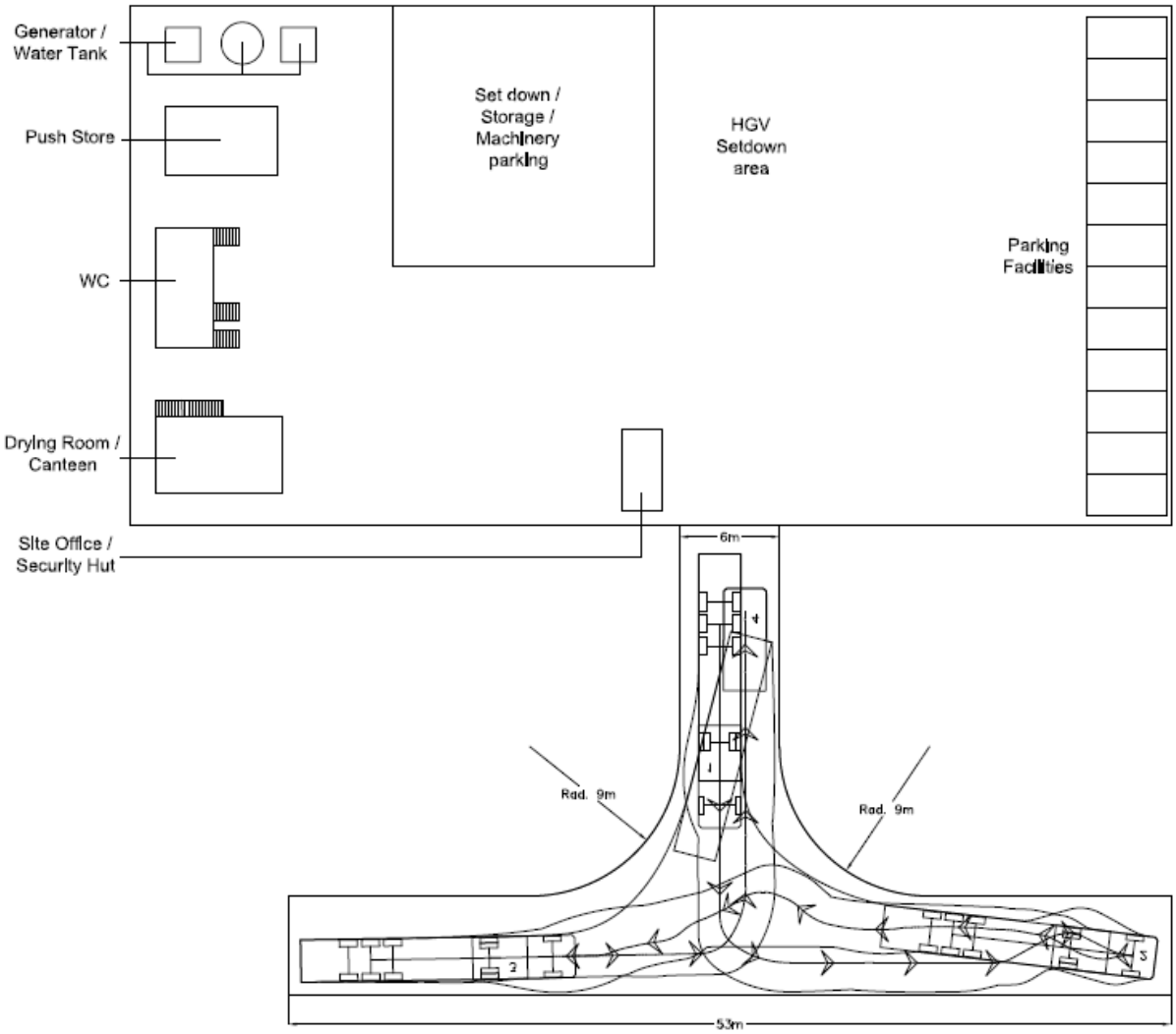
Site access will be via Spalding Road, utilising the existing entrance as shown below;



The site entrance is currently used for agricultural purposes, with a wide enough angle to allow for the HGV vehicles, with a maximum length of 16.5m and articulated. All construction vehicles will enter and exit as this point.



Once on site there will parking facilities within the site compound that will also allow for unloading, storage of materials and manoeuvring of construction vehicles. This area will be removed at the end of the construction period. An example of a typical site compound is shown below;



3. Site Movements

The construction phase is expected to last approximately 16 weeks, with in that period a total of 90 HGV's will access the site, this will result in a total of 180 HGV movements (90 arrivals and 90 departures).

Week 1 and 2 will see initial deliveries to site, involving site fencing and establishment of a site construction compound. There will be a number of other deliveries to the site including the cabling, machinery and temporary site welfare with office. Following week 3, items such as inverters, transformer and mounting frames will be delivered to site between weeks 3 to 12. Weeks 13 to 16 would involve commissioning and testing of the site and removal of the site compound and welfare unit.

The site movements will be limited to the hours of operation, 07:00 to 18:30 Monday to Friday and 07:00 to 12:30 on Saturdays.

During the construction period it is expected that there will be between 30 and 40 staff present on site at any one time, once operational there will be no staff based on site.

Staff will be encouraged to car share and where possible a minibus will be provided to transport staff members to and from site.

4. Management of Construction Traffic

During busier periods of the solar farms construction, deliveries to the site will be staged with drivers given specific time windows for site arrival. To manage this, communication will be required between the site manage and source manager.

5. Route Signing

Due to the route following a strategic highway network it is considered that no discreet lorry route signing will be required apart from at the site entrance itself. Where a temporary site entrance sign, in accordance with the current traffic sign regulations and general discreet (TSRGD), will be placed and removed once works are complete.

To ensure that the appropriate route for construction traffic is used, a clause will be included within the contract of the site contractors and suppliers directing them to use only the designated route.

6. Vehicle Cleaning

To minimise the risk of debris from site works being deposited on public highways a wheel wash shall be positioned at the site entrance. All construction vehicles leaving the site must use the wheel wash before travelling along the public highways. Owing to the overall low numbers of vehicles leaving the site a manual wheel wash will be in place, similar to the one presented overleaf;



Additionally provision will be made for a road sweeper to be deployed should it be required on Spalding Road, to remove any construction debris. Construction management staff shall regularly monitor the cleanliness of the road and deploy the sweeper as necessary.

7. Summary and Conclusion

Overall with the measures as discussed within this document alongside the absence of abnormal loads the impact on the local highways is considered as low. The existing road network is well equipped to deal with the vehicles required for the installation and the pre-existing access requires no further upgrades.