



BSR Energy

Fambridge Hall Solar Farm, Rochford

Construction Traffic Management Plan

662399



JUNE 2020





RSK GENERAL NOTES

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CONTENTS

1	INTRODUCTION	1
1.1	Purpose of the Construction Traffic Management Plan	1
1.2	Objectives	1
1.3	Site Context	1
1.4	Structure of the CTMP	2
2	TRANSPORT CONDITIONS.....	4
2.1	Access.....	4
2.2	Considerations and challenges	4
2.3	Health and Safety	5
3	CONSTRUCTION PROGRAMME AND METHODOLOGY	6
3.1	Construction programme	6
3.2	Construction stages and form of development.....	6
3.3	Size of construction and delivery vehicles	6
3.4	Temporary measures on public highway.....	6
3.5	Construction compound and parking.....	6
4	VEHICLE ROUTING AND SITE ACCESS.....	8
4.1	Existing highway network	8
4.2	Vehicle routing and access	8
4.3	Construction vehicles – restricted delivery times	9
4.4	HV cable routing	10
4.5	Site access	10
5	STRATEGIES TO REDUCE IMPACTS	11
5.1	Encouraging car sharing	11
5.2	Scheduling site deliveries.....	11
5.3	Storage space restrictions.....	12
5.4	Procedures for the control of unauthorised entry of vehicles and personnel.....	12
6	ESTIMATED VEHICLE MOVEMENTS	13
6.1	Construction traffic.....	13
6.2	Operational traffic	13
6.3	Management of construction vehicles	13
7	IMPLEMENTING, MONITORING AND UPDATING	14
7.1	Management of the Construction Transport Management Plan	14
7.2	Compliance.....	16
8	MONITORING AND REVIEW OF THIS PLAN	17
8.1	Introduction.....	17
8.2	Transport liaison	17
8.3	Monitoring and review	17

FIGURES

Figure 1.1:	Location of the proposed development	2
Figure 4.1	Construction traffic routing	9



APPENDICES

APPENDIX A SITE LOCATION PLAN19
APPENDIX B CONSTRUCTION TRAFFIC ROUTING20

1 INTRODUCTION

1.1 Purpose of the Construction Traffic Management Plan

RSK has been instructed by ADAS to prepare a Construction Traffic Management Plan (CTMP), to support the proposals for the construction of a 49.99 MW solar farm at land at South Fambridge Hall Farm, Fambridge Road, Rochford, SS4 3LS.

1.2 Objectives

The main key objectives of this CTMP are to:

- Reduce traffic congestion, where possible by reducing the number of trips made during peak periods;
- Enhance highway safety through imposed vehicle and road user safety;

These sub-objectives support the main objectives listed above:

- Establish responsibility for the management of construction vehicles and deliveries throughout the project duration;
- Always ensure safe vehicular and pedestrian access and egress;
- Prevent pedestrian and construction traffic interaction from development;
- Optimise the operation on site to avoid trips during the school drop-off and pick-up hours;
- Minimise the impact of construction traffic by identifying clear controls on routes for large goods vehicles, vehicle types, vehicle quantities and hours of site operations and delivery times;
- Identify any Traffic Management measures that will be necessary to accommodate construction traffic;
- Minimise the number of private car trips to and from the site, which are likely to be made by site workers by encouraging car sharing;
- Regularly monitor and review the CTMP as part of an established management process at each stage of the project; and
- Inform and update the supply chain and the local community to raise awareness and present the Principal Contractors' commitment to using safe and efficient construction vehicle practices.

1.3 Site Context

The application site is located on agricultural land made up of four separate fields that are predominantly arable crop land, located to the east of the settlement of South

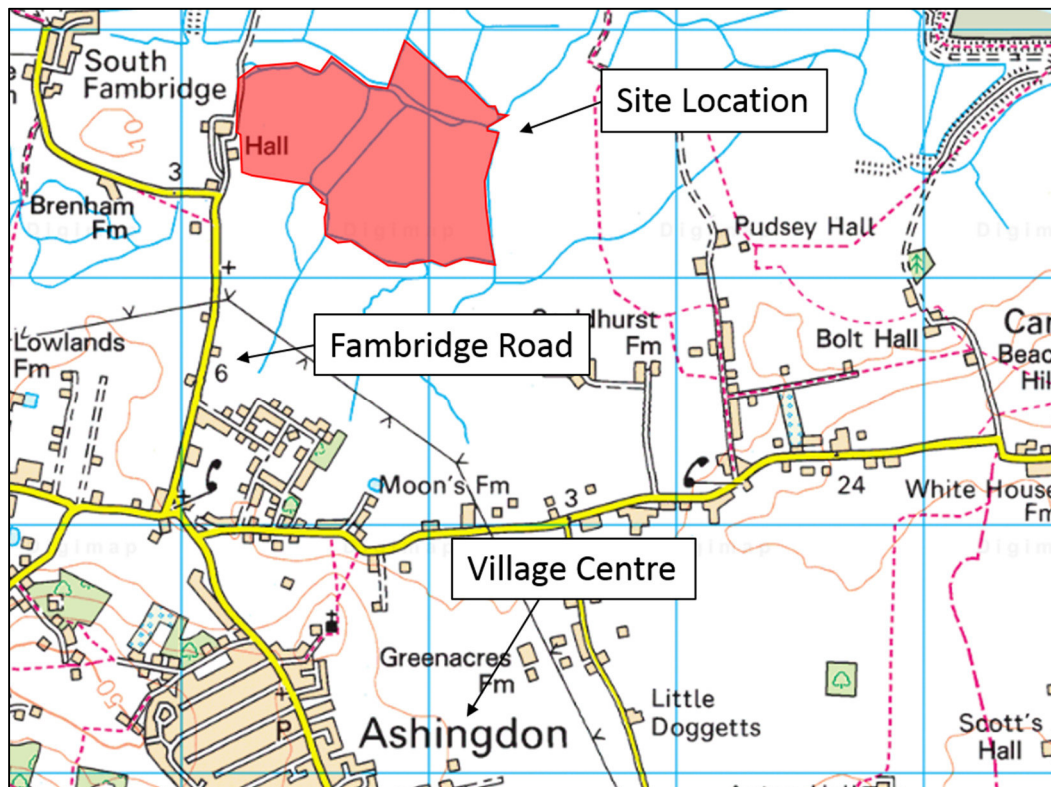
Fambridge, and roughly 2km north of the village of Ashingdon. Access to the site is currently proposed off an existing farm access at Fambridge Road; a two-way single carriageway connecting South Fambridge with Ashingdon.

The proposed development comprises the erection of a solar photovoltaic (PV) array with a total installed capacity of 49.99 MW which would be decommissioned after 35 years.

It is anticipated that the main impacts will occur during the construction phase of the project, as there will be little traffic during operation.

The location of the development can be seen in the figure below.

Figure 1.1: Location of the proposed development



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1.4 Structure of the CTMP

The CTMP contains the following chapters:

- 1) Introduction
- 2) Context, considerations and challenges
- 3) Construction programme and methodology
- 4) Vehicle routing and access
- 5) Strategies to reduce impacts
- 6) Estimated vehicle movements
- 7) Implementing, monitoring and updating

8) Review

2 TRANSPORT CONDITIONS

2.1 Access

2.1.1 Existing highway network

Fambridge Road is a single-carriageway rural road, offering potential access to the development and operating at a speed limit of 40mph. The road connects to the village of Ashingdon, linking to Ashingdon Road which journeys through the village itself. The road is approximately 5m wide.

One of the closest A roads to the development is the A127, a dual-carriageway road located roughly 9km south of the site. The road connects to Southend-on-Sea at its southern end, as well as connecting to Basildon, several other A roads, and the M25 to the west. Furthermore, each carriageway is roughly 6m in width and operates at a 30mph speed limit whilst passing through areas of housing.

2.1.2 Walking

Street-lit footways are available throughout the village of Ashingdon in order to provide access to the village facilities. However, Fambridge Road north of Arundel Road is a rural road without footways and street lighting.

2.1.3 Parking

There is on-street parking evident on Fambridge Road, although it is anticipated that this is predominantly associated with school drop offs for Ashingdon Primary Academy and visitors to residential properties along the eastern side of the road.

2.2 Considerations and challenges

The notable building uses that have been identified in the vicinity of the site include:

- Ashingdon Primary Academy, located on Fambridge Road, approximately 1.5km south of the site. The Contractor's community liaison officer will communicate with the school to ensure there is effective collaboration throughout the construction period.
- All Saints Church, located on Fambridge Road, approximately 600m south of the site. The Contractor's community liaison officer will communicate with the church to ensure there is effective collaboration throughout the construction period.
- Ashingdon United Free Church, located on Fambridge Road, approximately 1.5km south of the site. The Contractor's community liaison officer will communicate with the church to ensure there is effective collaboration throughout the construction period.
- The village of Ashingdon is also located 2km south of the site. It is anticipated that some disruption by construction activities will be inevitable, however wherever appropriate, acceptable and practical, deliveries will be programmed to arrive outside of the morning and evening peak commuting periods.

Site audits have been undertaken of the proposed construction route and access to the site and the following issues and constraints on the network have been considered:

- Road classification: – The routes to the site have been assessed on the principle that the construction vehicles use the major highway network (A Roads) for as long as possible before joining the smaller roads, such as Ashingdon Road, to access the site.
- Road layout: - The routes to the site have been assessed on the principle that the construction vehicles avoid any particularly sensitive junctions in the local area and areas where road layout may be an issue.

2.2.1 Public Relations

A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties in the local community.

A key aspect of the successful management of this project will be establishing and maintaining a good relationship with nearby settlements. This CTMP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a full log and resolved using a 24 hour-manned telephone line. A newsletter and community gathering will deal with issues such as site boundaries and hoardings, construction vehicle congestion and general community disruption. There will be site noticeboard with contact details.

2.3 Health and Safety

The CTMP will provide for the management and control strategy of pedestrians and vehicular movements, both on and off site, to ensure the safety of all members of the general public and workforce at all times throughout the construction work period in accordance with all requisite Acts and Regulations. These include, but are not limited to:

- Health and Safety at Work Act 1974
- Management of Health and Safety at Work Regulations 1999
- Construction (Design and Management) Regulations 2015
- Supply of Machinery (Safety) Regulations 1992
- Provision and Use of Work Equipment Regulations 1998

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Construction programme

The programme of construction works for the development will be provided closer to the start of the construction works. The construction of the solar park would take approximately six months from site setup to the start of the commercial operation.

3.2 Construction stages and form of development

3.2.1 Site set-up and demolition

There are no existing buildings requiring demolition on the proposed development site.

The compound areas will be fully hoarded to enable clear segregation of all construction activities from members of the public. Hoardings will comprise 1.8m Heras fencing. Furthermore, there is enough space on site for a large construction vehicle to turn on site. Therefore, ingress and egress vehicles can deliver and remove materials to and from the site in forward gear.

Health and safety signs and relevant construction information including the Principal Contractors information will be displayed on the hoardings at various points around the perimeter of the site.

The site compound, welfare facilities and site parking will be located wholly within the site and not require use of the highway or other public areas to load or store materials. It will also be located some distance from the nearest residential properties.

3.3 Size of construction and delivery vehicles

In consideration of the type and volume of expected materials to be delivered, delivery vehicles will not be restricted, aside from the legal limits of size and weight. The vehicles to be used will include small and medium size vans, self-tipping, off-loading, HIAB and grab vehicles, articulated vehicles and concrete mixers.

3.4 Temporary measures on public highway

All trees, vegetation and 'sensitive' areas will be protected from damage by vehicles accessing the site by temporary measures to the satisfaction of the appropriate approving officer of Rochford District Council.

3.5 Construction compound and parking

A temporary site compound will be constructed to provide site facilities for the workforce and allow construction materials to be stored safely and securely near the works.

The compound will be used for the whole duration of the construction period and will provide a base from which the construction activities will be managed. The site compound will include:

- Office space;
- Laydown areas;
- Car Parking for construction workers;
- Parking and unloading areas for HGVs;
- Waste storage facilities; and
- Welfare facilities.

Sufficient parking on-site will be provided by the Principal Contractor for associated personnel. Parking facilities will be restricted to the temporary compound. Parking on the road verges will be strictly prohibited. The Principal Contractor will be required to monitor and take necessary action to prevent site vehicles parking outside of the agreed parking positions.

4 VEHICLE ROUTING AND SITE ACCESS

4.1 Existing highway network

Construction vehicle routing to the proposed development site will adhere to the hierarchical structure of the public highway and will travel between their point of origin to the site of the proposed development along the following highway hierarchy as far as is possible:

4.2 Vehicle routing and access

4.2.1 Preferred routing

It is considered that the preferred vehicular access route for all materials and construction plant deliveries to the site will be via the local A-road network in order to minimise the impact on the local highway during the construction of the development. It is proposed that all construction vehicles take the following routes to and from the site as shown in Appendix B.

Construction vehicles approaching the site will take the following route:

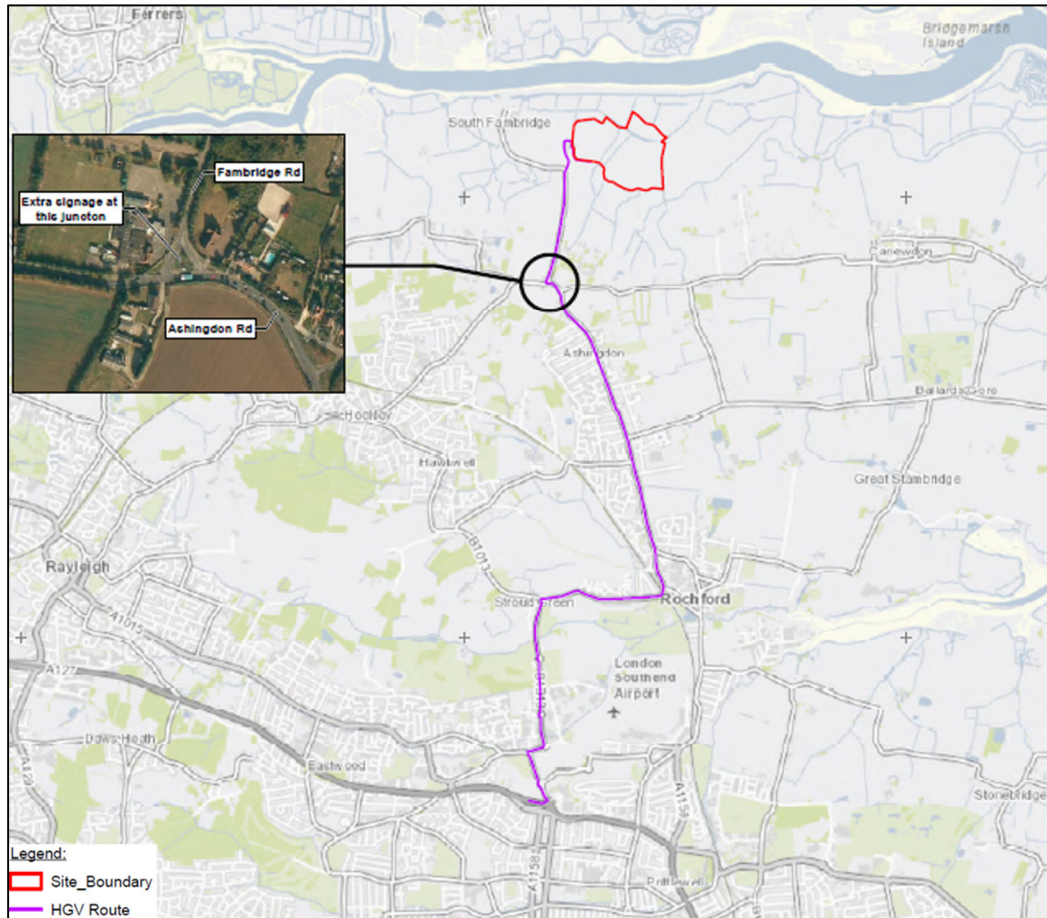
- Construction traffic will originate from the A127 eastbound and turn left onto Nestuda Way.
- Vehicles should then turn right onto the B1013 and left onto Cherry Orchard Way.
- Loads will turn right onto Hall Lane at Stroud Green and left onto Ashingdon Road.
- Traffic will then continue northbound until reaching Fambridge Road.
- Finally, loads will turn right and continue northbound towards the site, driving to the western side of the agricultural buildings and use internal access tracks to reach the site.

Construction vehicles departing the site will take the following route:

- Construction traffic will leave the site and journey southbound along Fambridge Road.
- Vehicles should then turn left onto Ashingdon Road and follow the road southbound before turning right onto Hall Road.
- Loads will then follow the road westbound before turning left onto Cherry Orchard Way.
- Traffic should turn left onto the B1013 and turn left again onto Nestuda Way.
- Finally, loads will join the A127 and journey westbound.

A plan of the construction traffic route can be seen in the figure below, as well as full-sized PDF available at Appendix B.

Figure 4.1 Construction traffic routing



The preferred routing for construction vehicles to and from the A127 has been assessed and there is no significant narrowing of carriageway, height restrictions or weight restrictions in proximity to the site which would require further traffic management consideration. However, consideration for the operation of Ashington Primary School will be required to minimise conflict with parked vehicles and pedestrians, including children.

4.3 Construction vehicles – restricted delivery times

Construction vehicles will only be permitted to enter the site at fixed times. All work and ancillary operations which are audible at the site boundary, shall be carried out between the following hours set out below. Additionally, there will be different delivery times during school term time and school holidays. This limitation will reduce the impact of the construction related activities of the development on nearby settlements and the congestion on the highway network.

- 09:00 -14:45 and 15:45-19:00 weekdays during term time; and
- 08:00 -13:00 Saturdays at any time; and
- 07:00-19:00 weekdays during school holidays
- No construction vehicle access on Sundays, or on Bank Holidays

4.4 HV cable routing

Works for the HV cable route will be located between the solar farm and HV compound located to the south-west of the development. A trench will be dug across Fambridge Road in an east-west direction. The trench will be excavated in two halves to maintain single lane traffic flow with temporary traffic signals.

4.5 Site access

Fambridge Road will provide access to the development site. An existing track within the farm site will be used to accommodate construction vehicles, already suitably surfaced to withstand heavy goods vehicles.

Before any construction work commences, a highway photographic survey will take place and provided to SCC. This photographic survey will assess the condition of the local highway. Should any of the highway, including vehicle crossover and grass verges, be damaged at the end of the construction works the developer will repair the damages or fund the damages to be repaired.

The on-site internal road layout will be around 6.0 metres wide, adequate for two-way traffic, and it will be able to provide safe egress and ingress for construction vehicles.

5 STRATEGIES TO REDUCE IMPACTS

5.1 Encouraging car sharing

As the development is located in a rural area, it is recognised that there will be a broad workforce travelling to the site, offering limited opportunities for sustainable travel via public transport and/or active travel. Therefore, all site workers will be encouraged to car share, as this represents a realistic and effective way to encourage sustainable travel across the workforce.

5.1.1 Principal Contractor

BSR Energy will appoint the Principal Contractor who will be responsible for the CTMP. The Principal Contractor will manage all construction traffic and will ensure that the preferred routing for construction vehicles as identified under section 4.2, is always used unless it is otherwise agreed with the SCC as the Highway Authority to use an alternative road network.

The roles of the Principal Contractor will include:

- Overall management of construction traffic;
- Ensuring that the preferred routes for construction vehicles, which have no height restrictions are always used by construction traffic unless otherwise agreed with SCC as the Highway Authority;
- Ensuring that all vehicles accessing the site meet their legal obligations for safe operation and obey any traffic banksman, signs, road markings, traffic signals and traffic marshals;
- The provision of safe and adequate vehicle loading/unloading areas;
- No parking in highway during site operating hours.
- Encouraging all suppliers and hauliers to seek the (Fleet Operator Recognition Scheme (FORS) accreditation. Silver FORS accreditation will be the minimum requirement for all construction vehicles including sub-contractors. Freight Operators who are already Silver FORS accreditation would be considered favourably;
- Ensuring that any deliveries that may need to be made by Abnormal Indivisible Loads will be delivered to the site during periods of lower background traffic;

The site operating hours are 07:00 to 19:00 Monday – Friday during school holidays and 08:00 to 13:00 on Saturdays with no works allowed on Sundays and Bank Holidays.

5.2 Scheduling site deliveries

All delivery drivers attending the site will attend with correct PPE such as hard hat, high visibility vest, protective footwear, eye protection, gloves and full-length trousers. Drivers not conforming to these requirements will be turned away and notice issued to the company concerned.

5.3 Storage space restrictions

There will be sufficient space for the storage and manoeuvring of construction vehicles and material on site. Apart from using the public highway to transport the delivery of materials and removal of spoil, all construction vehicle related activities will be carried out on-site.

The use of a delivery scheduling procedure will ensure that the number of delivery vehicles attending the site at any one time, do not exceed the space available on site for the standing and unloading of delivery vehicles.

5.4 Procedures for the control of unauthorised entry of vehicles and personnel

A Traffic Marshal will control all traffic relating to the site activities.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 Construction traffic

During the construction phase, the solar farm will require delivery of materials, comprising panels, frames and concrete footings, resulting in around 470 deliveries over a 16-week period. However, it is anticipated that 60-70 deliveries per week over a 4-week period will represent the peak of such deliveries. This averages out at approximately 14 deliveries a day, equating to 28 two-way movements. However, in most weeks, this figure is expected to be considerably less, with the majority of the deliveries likely to be made by HGVs.

Construction hours would be 07:00 to 19:00 Monday – Friday during school holidays and 08:00 to 13:00 on Saturdays with no works allowed on Sundays and Bank Holidays. Delivery hours will differ to these hours, as set out in Section 4.3.

Traffic associated with workers will therefore be distributed equally across these time periods. On rare occasions some works will be completed outside of the normal working hours, which means that some workers may leave later in the evenings. However, this would involve a small workforce and only occur for short periods.

6.2 Operational traffic

The operational stage of the project will only require occasional maintenance visits and therefore not lead to any significant increase in traffic compared to existing levels, and it is not necessary to monitor the impact.

6.3 Management of construction vehicles

All site roads where possible will be wide enough to enable vehicles to pass and manoeuvre within the site boundary.

Overall management of construction traffic;

- Ensuring that the preferred route for construction vehicles is used at all times by construction traffic unless otherwise agreed with the appropriate Highway Authority;
- Ensuring that all vehicles accessing the site meet their legal obligations for safe operation and obey any traffic signs, road markings, traffic signals and traffic marshals;
- Ensuring that all contractors and sub-contractors avoid deliveries during peak periods of traffic flow and periods of congestion and, wherever possible, smoothing the flow of delivery vehicles over the working day;

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 Management of the Construction Transport Management Plan

7.1.1 Principal contractor

The Principal Contractor will be responsible for implementing the CTMP throughout the duration of the works. The Principal Contractor will manage all construction traffic and will ensure that the preferred route for construction traffic as identified under section 4 is used at all times unless alternative routes are agreed with SCC as the Highway Authority.

The various roles of the Principal Contractor are briefly described below.

7.1.2 Management within the public realm

The Principal Contractor will be responsible for the promotion and management of measures to minimise the impact of the construction works on public highways and public rights of way in the vicinity of the site. These measures will apply to all contractors and subcontractors throughout the development.

The Principal Contractor will be responsible for the management, notification and authorisation, implementation and control by all contractors and subcontractors for the general provisions and measures within the public realm as presented, but not limited to, within the following:

- All temporary measures will be provided, installed and maintained in good condition throughout the extent of the construction activity for which they have been provided;
- No works that will affect the public highway or rights of way will be commenced until all traffic safety measures required by the construction activity are fully operational to the satisfaction of SCC as the Highway Authority;
- Provision of measures to minimise the effects of nuisance from construction traffic noise, vibration, dust and air quality;
- The correct loading of vehicles and sheeting of loads where necessary to avoid spillage during deliveries;
- Any part of the highway or Public Right of Way that is damaged or disturbed by any activities associated with the implementation of the project will be made good by SCC as the Highway Authority at the Contractor's/developer's cost;
- The operation of plant and equipment will only take place during the agreed construction hours which are 07:00 to 19:00 Monday – Friday and 08:00 to 13:00 on Saturdays with no works allowed on Sundays and Bank Holidays.
- Management of on-site access and movement

The Principal Contractor will ensure that the management and the interface control between the public highway and construction site is managed by Traffic Marshalls. Vehicles on site shall be managed and controlled to ensure that the site is always safe through planned interventions and segregation. The management and control strategy will include, but not be limited to, the following:

- The provision of relevant information from the construction plan to enable the establishment of safe systems of work and method statements;
- The planning, managing and monitoring of transport movements within the site and the establishment of site rules and regulations that will be used to enforce these movements;
- The systems and monitoring regime to be implemented will ensure that sub-contractors make adequate and appropriate provision within their methodology and method statements to maintain compliance with the construction plan; and
- The consolidation of deliveries and smart procurement through the reduction of the number of suppliers and consequently trips to the site. The opportunity to procure several items and materials from one supplier will be investigated and pursued if viable. Where possible suppliers will be asked to collect materials on their return journeys for recycling.

7.1.3 Management and control of construction logistics

The Principal Contractor will ensure that all contractors and sub-contractors undertake the works in accordance with the approved routings, plans and measures presented in this CTMP. Where necessary, they will identify and address any requirements to achieve this; this will include, but is not limited to, the following:

- Identification of approved routes to all contractors and sub-contractor construction vehicles and implement a monitoring regime to ensure compliance;
- The phasing and timing of deliveries to ensure that previously identified working hours and restrictions on delivery times are maintained to avoid unnecessary congestion;
- The timing and notice periods for abnormal load deliveries, where applicable;
- Will ensure that road opening notice procedures and periods for approval are provided;
- Implement restrictions on both on and off-site parking space within the construction site and within the vicinity of the site on public highway and public parking areas and implement a monitoring regime to ensure compliance.
- Provision of a timely efficient delivery system to avoid the stockpile of waste materials on site and the restriction of burning of waste materials on site.
- Ensuring the sealing of all hazardous materials including chemicals, cleaning agents, solvents and solvent containing products in containers at the end of the working day before storage in suitably protected and bundled areas. Finally ensuring the waste materials are disposed of in strict accordance with the relevant regulations.

7.1.4 Procedure for the cleaning of vehicles / plant on site

The traffic marshal will inspect all vehicles before they are released from the site onto the public highway. Wheel wash provisions will be provided on site prior to the site exit. Any cleaning will be carried out within the site in the wheel cleaning area to prevent detritus and deposits being transferred from the site onto the public highway.

7.1.5 Pre- / Post Construction Condition Surveys

Pre-construction and post construction condition surveys of minor roads used on the approach to the construction site will be carried out under a section 59 agreement with

Rochford District Council. This will include a provision for any ongoing maintenance and repair to the highway required as a result of the increased usage during construction.

Section 59 Agreements will be in place before the commencement of construction works. Remediation required on these roads as a direct result of HGV traffic associated with this site will be underwritten by BSR Energy and its contractors once construction works are complete. The extent of the survey will cover the length of the construction traffic routing from Ashingdon.

7.1.6 Signage

All temporary traffic signs will be provided in accordance with the Traffic Signs Regulations and General Directions 2016 in locations agreed with and by the relevant Authority.

Extra signage will also be constructed at the junction between Ashingdon Road and Fambridge Road, adjacent to the primary school, as shown in the routing plan in Figure 4.1, to minimise driver error in the vicinity of the school.

7.2 Compliance

7.2.1 Implementation of measures

The site manager will implement and enforce the CTMP. The client and Health & Safety Advisor will monitor, implement and check the vehicle delivery log on their site visits.

7.2.2 Procedure to ensure all drivers, subcontractors, suppliers and visitors sign a copy of the site-specific traffic rules

The CTMP will be sent out with all subcontractors and material purchase orders. It will also be introduced to the driver and signed at the induction during a visiting driver's first visit on site.

7.2.3 Person(s) responsible for enforcement and control

The Principal Contractor's site manager will be the initial contact, with subsequent personnel being a Traffic Marshal.

8 MONITORING AND REVIEW OF THIS PLAN

8.1 Introduction

As a live document, the CTMP will be reviewed and updated on approval by the Principal Contractor on a regular basis.

8.2 Transport liaison

The Community Liaison Officer will initially set up and manage public relations with local residents and businesses that may be affected by noise or other amenity aspects caused by construction activities on the development site. The Site Manager (SM) will be appointed from within the Principal Contractor's staff.

The SM will be responsible for the day-to-day management of the CTMP and will be the first point of contact for site issues. Their name will be given to the appropriate authorities when appointed. The Principal Contractor will inform all relevant bodies if and when the SM is replaced.

The SM will act as the liaison officer with organisations that have or express an interest in the site and how the development is progressing. These bodies, groups and individuals may include the planning and highways authorities, local residents, businesses and community groups. The SM will respond to any queries about the development and instigate such responses and, if deemed necessary, such mitigation measures as may be necessary to resolve traffic issues connected with the construction work.

Interested parties will be kept informed and advised of current and planned activities by displaying information on a notice board which will be posted outside the site's main entrance, and regular newsletter drops and dialogue. Management contact details will be displayed on a notice board and contained in the newsletters in order that any public concerns can be raised effectively, and appropriate action taken to address them.

The SM will monitor and review the effectiveness of the CTMP and prepare regular updates to the planning authority and the Highway authority if requested.

The SM will be responsible for informing and updating the supply chain and local community, residents and businesses to raise awareness and present the Principal Contractor's commitment to using safe and efficient construction vehicle practices. This commitment will be communicated to all parts of the supply chain involved in the development and to all third parties who may be affected by the transport provisions for the site construction works.

8.3 Monitoring and review

An important part of this CTMP will be the continual monitoring and review of its effectiveness. Regular monitoring and review by the Principal Contractor will help to gauge progress towards the objectives, and, if necessary, enable the CTMP to be refined and adapted in order to improve its progression and enhance the effectiveness of subsequent CTMPs.



The CTMP will be reviewed and, if necessary, updated as the constructions works progress.

The Principal Contractor will include a provision for monitoring and review which will cover workforce, construction deliveries and waste to ensure that as much waste as possible will be recycled.



APPENDIX A SITE LOCATION PLAN



Notes: Unless otherwise stated, this drawing is for information only. Do not scale. Use figured dimensions only. Check all dimensions on site and advise of any discrepancies before commencing work on site.

Digital Transmissions: This data is supplied only as a means to aid you in the production of your work. The data should always be checked against the hard copy of the drawing. Some of the data may have been produced by importing data from external sources, discrepancies may have occurred during this procedure. BSR cannot accept responsibility for any discrepancies within the CAD data file. No third party shall issue BSR data/drawings without the written approval of BSR. BSR check all data for viruses but cannot accept responsibility for any loss incurred by any third party as a result of installing data.

OS License No. :- 100022432

- Key:**
- Site Boundary
 - Access Track
 - Fence
 - Solar Arrays
 - Inverter Station
 - Private Switch
 - Spares Container
 - Welfare Unit
 - CCTV Camera
 - HV Cable Route (private)
 - HV Cable Route (UKPN)
 - HV Compound (UKPN)
 - Potential BESS area

- Fenced Area (Approx) : 139 acres
- Red Line Area (Approx) : 155 acres
- Red Line Area (Approx) : 62.73 hectares

Rev:	Revision History:	Date:	By:
01	Initial Issue	11/09/19	AK
02	Layout revised for fixed frame system	29/04/20	MB
03	Re-design to meet FRA concerns	28/05/20	MB
04	Re-design for additional field	09/06/20	MB
05	DNO/BESS Options added	23/07/20	MB
06	Redline altered to encompass DNO/BESS POC cable route altered due to Gas Pipe	14/10/20	MB

35 and 35a The Maltings Einfo@brillrenewables.com
 Lower Charlton Trading Estate, T01458 224900
 Shepton Mallet, W:www.brillrenewables.com
 Somerset, BA4 5QE
 United Kingdom

Project:
Fambridge Solar Park

Location:
 Fambridge Road
 South Fambridge
 Rochford
 SS4 3LS

Title:
Planning Layout

Scale: 1:5000 @A3

Issue Notes:
 Redline altered to encompass DNO/BESS
 POC cable route altered due to Gas Pipe

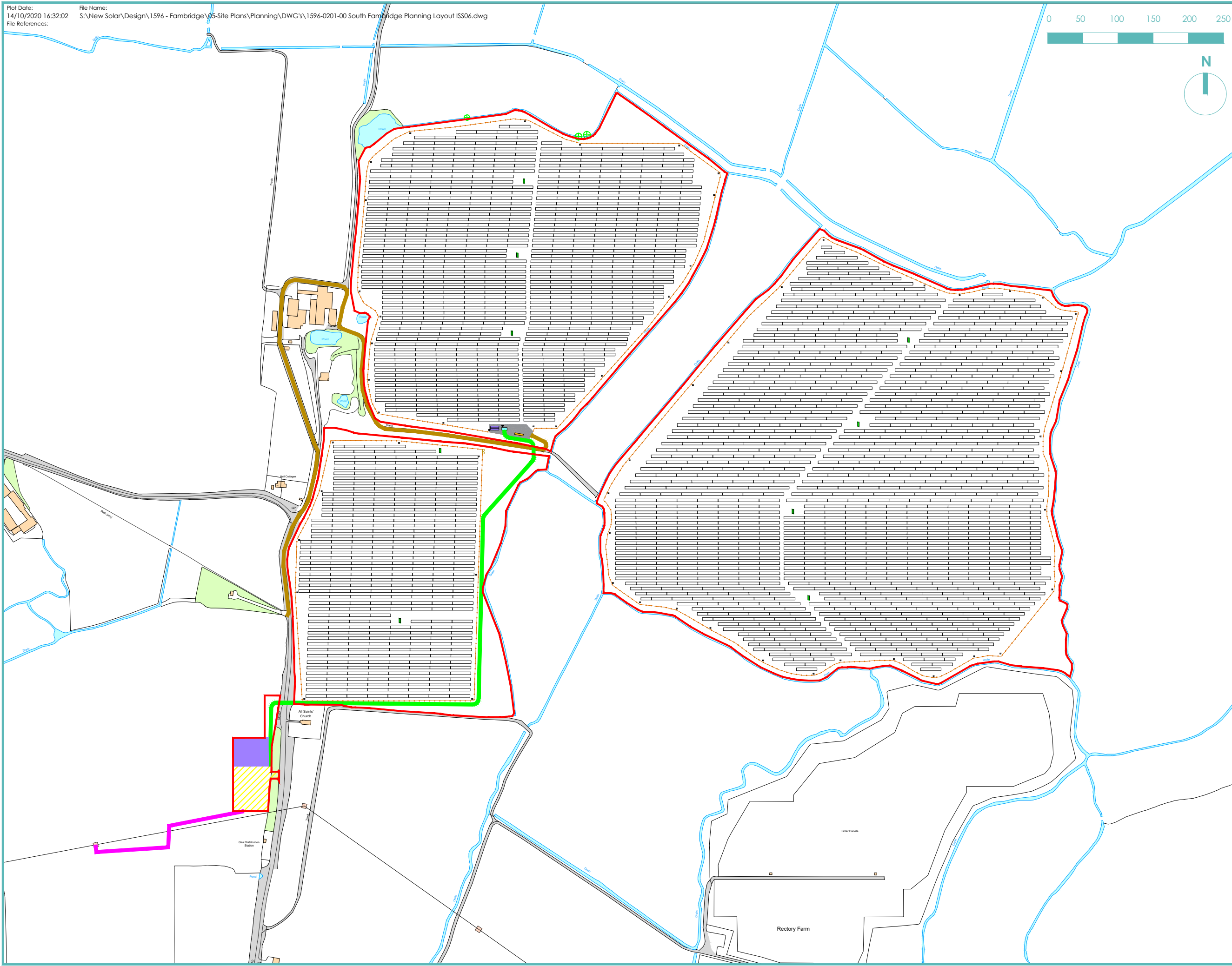
Drawn By: MB Issue Date: 14/10/20

Checked By: RM Checked Date: 14/10/20

Approved By: RM Approved Date: 14/10/20

Drawing Number:
1596-0201-00

Drawing Status: Approved Issue: 06





APPENDIX B

CONSTRUCTION TRAFFIC ROUTING

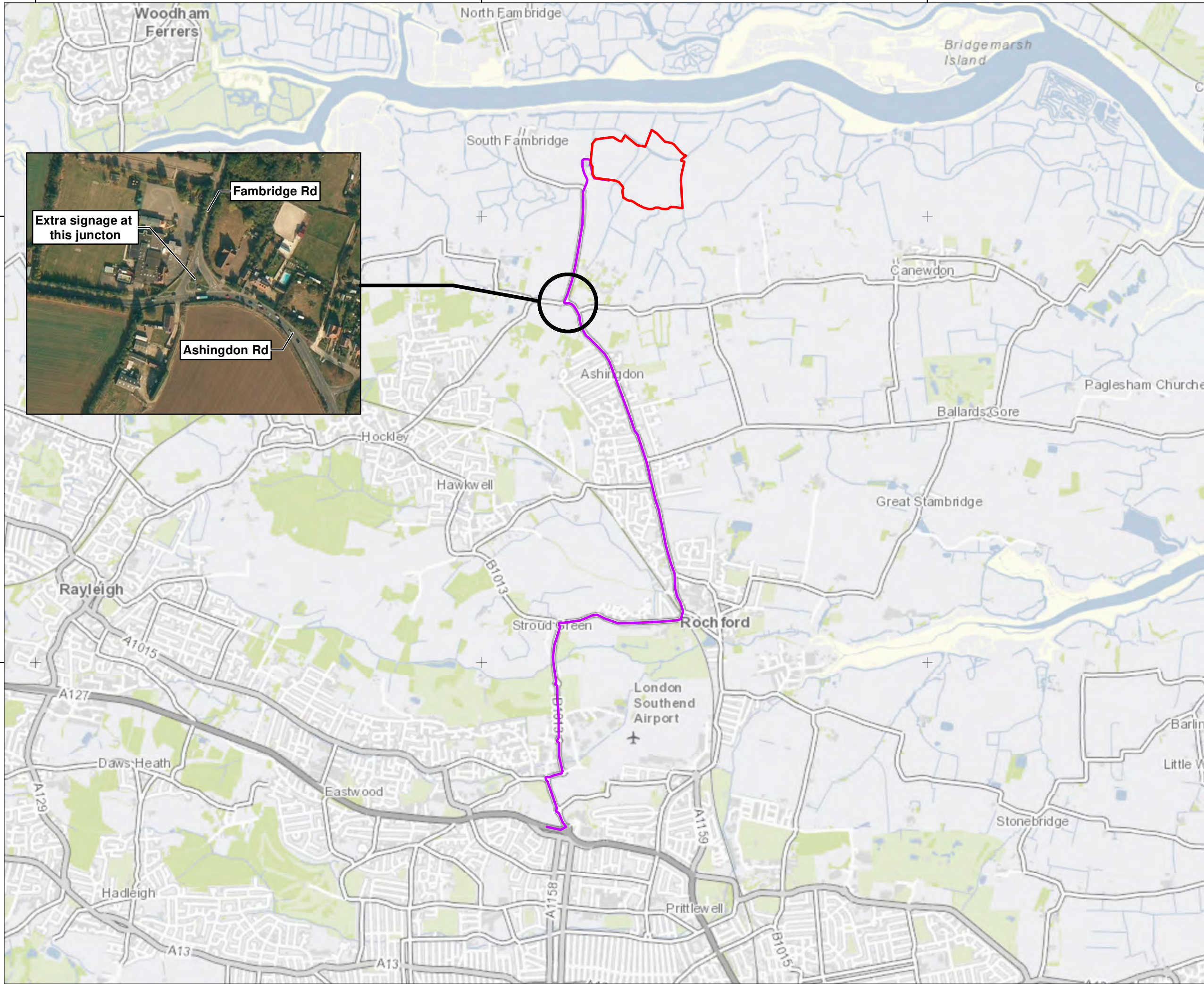
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590000

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190000



Legend:

- Site Boundary
- HGV Route

Coordinate System: British National Grid
 Projection: Transverse Mercator
 Datum: OSGB 1936
 Units: Meter

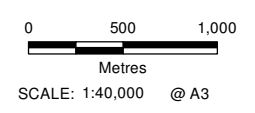


Rev	Date	Description	Drm	Chk	App
00	03/06/2020	First Draft	DR	SF	IW

Farnbridge Solar Farm



TITLE: HGV Route Plan



REV 00