

# South Brooks Solar Farm

## Preliminary Environmental Information

### Volume 2: Appendix 10.1: Transport Assessment

Document Reference: EN0110027  
May 2026  
Blue Planet Solar Limited



## Table of Contents

1	Introduction	1
2	The Project	2
3	Policy Context	4
4	Study Methodology	6
5	Baseline Conditions	7
6	Trip Generation and Distribution	19
7	Construction Traffic Impact Assessment	23
8	Cable Routes	26
9	Summary & Next Steps	30
A1	Construction Traffic Profile	31

## Tables

Table 5-1: 2026 24-Hour Two Way Average Traffic Flows	12
Table 5-2: Personal Injury Accident Summary	15
Table 5-3: 2029 24-Hour Two Way Average Traffic Flows	17
Table 6-1: Construction Peak Period Daily Traffic Flow	21
Table 7-1: Percentage Impact Summary	23

## Figures

Figure 2-1: Project Location Plan	2
Figure 2-2: Project Layout	3
Figure 5-1: Construction Access Junction Locations	7
Figure 5-2: Study Area Roads	9
Figure 5-3: Traffic Survey Locations	14

# 1 Introduction

## 1.1 Report Purpose

- 1.1.1 Pell Frischmann (PF) has been instructed by the 'Applicant' to undertake a Transport Assessment (TA) to support the Development Consent Order (DCO) for a solar energy development (hereafter referred to as the 'Project') located to the west and north of Lydd, Kent.
- 1.1.2 The Project comprises the construction, operation and maintenance, and decommissioning of a solar photo-voltaic (PV) array electricity generating facility. The project includes solar PV arrays, Battery Energy Storage Systems (BESS), on-site substations and associated grid connection infrastructure which will allow for the generation and export of electricity to Dungeness Substation.
- 1.1.3 The report identifies the key transport and access issues associated with the Project, including the route for Abnormal Indivisible Loads (AIL). The TA identifies where the Project may require mitigation works to accommodate the predicted traffic; however, the detailed design of these remedial works is beyond the agreed scope of this report. Any mitigation works will be agreed with the relevant highway authority prior to construction and deliveries taking place.
- 1.1.4 No liability is accepted for the use of all or part of this report by third parties. This report is © Copyright of PF 2026 and the Applicant. No section of this report may be reproduced without prior written approval.

## 1.2 Report Structure

- 1.2.1 Following this introduction, the TA report is structured as follows:
- Chapter Two describes the Project;
  - Chapter Three reviews relevant transport and access planning policies;
  - Chapter Four sets out the methodology used within this assessment;
  - Chapter Five describes the baseline transport conditions;
  - Chapter Six describes the trip generation and distribution of traffic in the study area;
  - Chapter Seven summarises the traffic impact assessment;
  - Chapter Eight considers cable route elements of the Project; and
  - Chapter Nine summarises the findings of the TA and outlines the key conclusions.

## 2 The Project

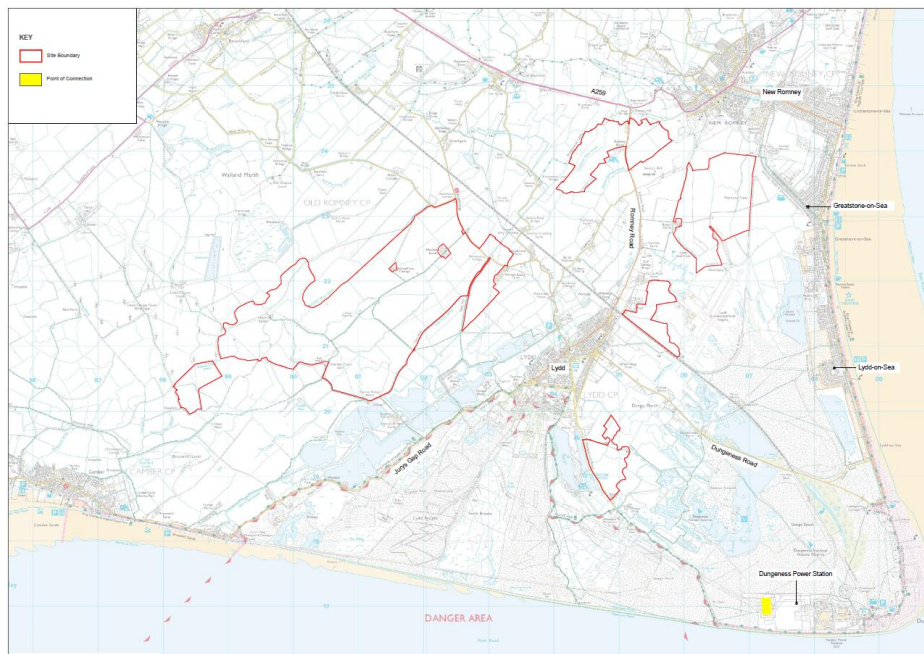
### 2.1 Site Location

2.1.1 The Project is located within the administrative boundaries of Kent County Council (KCC). The Site is bordering the neighbouring authority, East Sussex County Council (ESCC) and access routes may include sections of the ESCC road network.

2.1.2 For ease of reference and for the purposes of this TA, the land within the Order limits can be subdivided into five sections; namely:

- South Brooks A: The area located to the west of Lydd and located on farmland between Lydd and Little Cheyne Wind Farm. This area would be accessed from the A259 corridor;
- South Brooks B: The area located to the south of the A259 / B2075 Romney Road Junction. This area straddles the B2075 and would be accessed through two new priority junctions;
- South Brooks C: The area located between Lydd and Greatstone. This area would be accessed from an existing junction on the B2075 Roney Road;
- South Brooks D: The area located to the west of Lydd Airport and accessed from the airport access road; and
- South Brooks E: The area located to the south of Lydd only to be used for environmental mitigation uses.

2.1.3 The location of the project is illustrated in Figure 2-1.



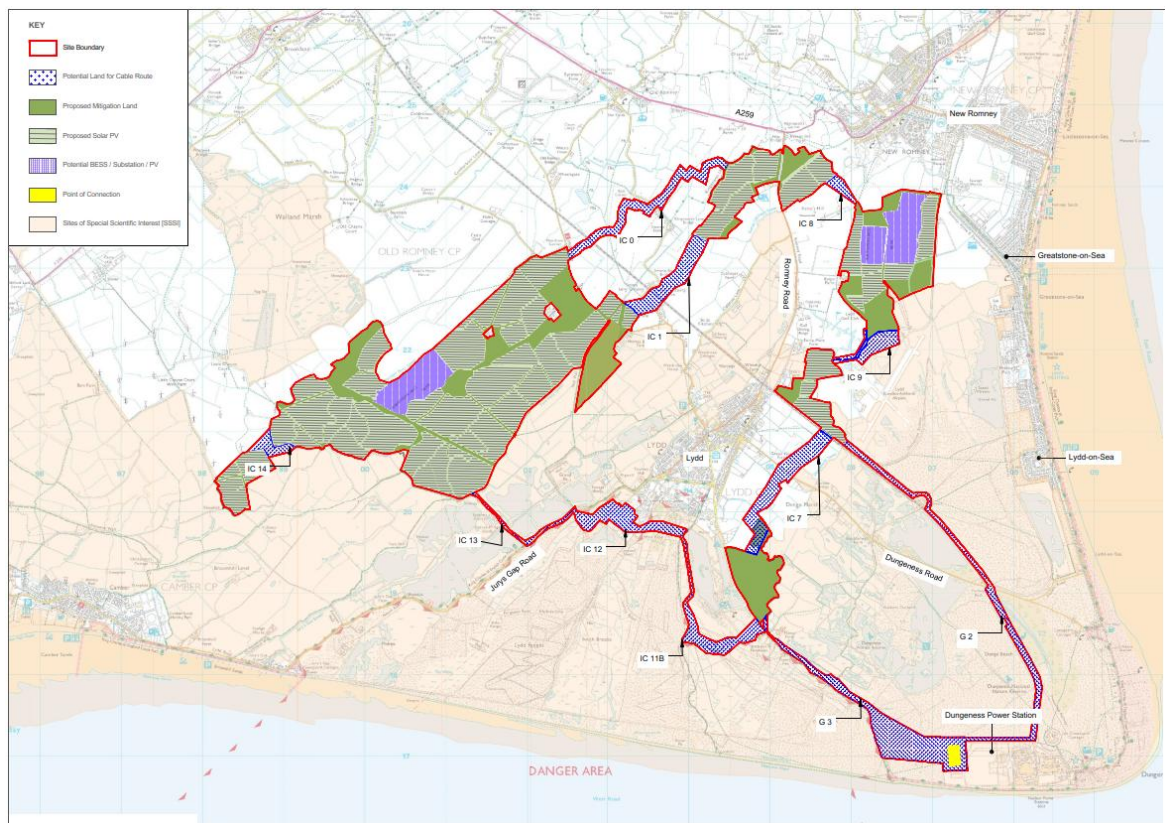
**Figure 2-1: Project Location Plan**

### 2.2 Project Components

2.2.1 The Project will comprise the following elements, including:

- Solar Photovoltaic Infrastructure, including solar panels and their support frames;
- Battery Energy Storage System (BESS);
- On-site Substation(s);
- Grid Connection Cable, connecting the project to the National Grid connection point (currently three options are being considered);
- Interconnecting Cables, connecting sections of the project together;
- Ancillary works such as access tracks, fencing, CCTV towers, etc;
- Primary and secondary construction compounds; and
- Landscape and ecological enhancements.

2.2.2 The Project layout is presented Figure 2-2.



**Figure 2-2: Project Layout**

## 3 Policy Context

### 3.1 Introduction

3.1.1 An overview of relevant transport planning policies has been undertaken and is summarised below for national and local government policies as of March 2026.

### 3.2 National Policy

3.2.1 The following national policy statements and guidance notes have been considered in the assessment.

- Overarching National Policy Statement for Energy (NPS EN-1) (2025)<sup>1</sup> – Section 5.14 details the planning policy for transport and access matters;
- National Planning Policy Framework (NPPF) (2025)<sup>2</sup> – the Considering Development Proposals section outlines the requirements for all developments that are anticipated to generate significant movements to prepare a transport assessment to assess the likely impacts of the Proposed Development.
- Planning Practice Guidance “Travel Plans, Transport Assessments and Statements”<sup>3</sup>;
- Institute of Environmental Management and Assessment (IEMA) (2023)<sup>4</sup> “Environmental Assessment of Traffic and Movement”<sup>5</sup>; and
- National Highways, et al, Design Manual for Roads and Bridges LA 104: Environmental assessment and monitoring<sup>6</sup>.

### 3.3 Local Policy and Guidance

3.3.1 The following local policy statements and guidance notes have been considered in the assessment. Whilst the Project Site lies predominantly within the KCC boundary, the western edges abut the boundary of ESCC. The policy review considers the relevant policy statements for both County Councils, including:

---

<sup>1</sup> Department for Energy Security and Net Zero. (2025). Overarching National Policy Statement for Energy (EN-1). Available online: Overarching National Policy Statement for Energy (EN-1) – December 2025

<sup>2</sup> Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities (2025) National Planning Policy Framework. Available online: [https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF\\_December\\_2024.pdf](https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf)

<sup>3</sup> Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities (2014), ‘Travel Plans, Transport Assessments and Statements’. Available online at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

<sup>5</sup> Institute of Environmental Management and Assessment, (2023), “Environmental Assessment of Traffic and Movement”

<sup>6</sup> National Highways, et al, Design Manual for Roads and Bridges LA 104: Environmental assessment and monitoring. Available online: <https://www.standardsforhighways.co.uk/search/0f6e0b6a-d08e-4673-8691-cab564d4a60a>

- Folkestone and Hythe District Council Places and Policies Local Plan (Adopted September 2020)<sup>7</sup>;
- Folkestone and Hythe District Council Core Strategy Review (Adopted March 2022)<sup>8</sup>;
- Kent County Council Local Transport Plan 5: Striking the Balance<sup>9</sup>;
- East Sussex County Council Local Transport Plan 4<sup>10</sup>;
- Kent County Council Transport Assessment and Travel Plan Guidance<sup>11</sup>;
- East Sussex County Council Transport Assessment, Transport Statements and Transport Reports: Guidance of Development Proposals in East Sussex<sup>12</sup>;
- East Sussex County Council Guidance on Travel Plans for New Development<sup>13</sup>; and
- East Sussex County Council Highway Construction Specification for Developers<sup>14</sup>.

### 3.4 Policy and Guidance Summary

3.4.1 The Project would not give rise to any unacceptable transport effects and suitable mitigation is proposed. The Proposed Development is considered to accord with relevant Development Plan policy and national planning policy and guidance provisions.

---

<sup>7</sup> Folkestone and Hythe District Council (2020), Places and Policies Local Plan, available at: <https://www.folkestone-hythe.gov.uk/downloads/file/3598/places-and-policies-local-plan>

<sup>8</sup> Folkestone and Hythe District Council (2022), Core Strategy Review, available at: <https://www.folkestone-hythe.gov.uk/downloads/file/3593/core-strategy-review-2022>

<sup>9</sup> Kent County Council (2025), Local Transport Plan 5: Striking the Balance available at <https://www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-policies/roads-paths-and-transport-policies/striking-the-balance-our-local-transport-plan>

<sup>10</sup> East Sussex County Council (2024), Local Transport Plan 4, available at <https://www.eastsussex.gov.uk/roads-transport/transport-planning/local-transport-plan>

<sup>11</sup> Kent County Council (2025), Transport Assessment and Travel Plan Guidance available at [https://www.kent.gov.uk/\\_\\_data/assets/pdf\\_file/0018/216180/Transport-assessment-and-travel-plan-guidance.pdf](https://www.kent.gov.uk/__data/assets/pdf_file/0018/216180/Transport-assessment-and-travel-plan-guidance.pdf)

<sup>12</sup> East Sussex County Council (2009), Transport Assessment, Transport Statements and Transport Reports: Guidance of Development Proposals in East Sussex, available at <https://www.eastsussex.gov.uk/planning/roads/planning-applications/guidance>

<sup>13</sup> East Sussex County Council (2020), Guidance on Travel Plans for New Development, available at <https://www.eastsussex.gov.uk/planning/roads/planning-applications/guidance>

<sup>14</sup> East Sussex County Council (2020), Highway Construction Specification for Developers, available at <https://www.eastsussex.gov.uk/planning/roads/planning-applications/guidance>

## 4 Study Methodology

### 4.1 Introduction

There are three phases of the life of the Proposed Development. All three phases have been considered in this assessment and are as follows:

- The construction phase;
- The operational phase; and
- The decommissioning phase.

### 4.2 Project Phases – Transport Overview

The construction phase is the period of the Project where site preparation and construction activities commence and concludes at the Site being commissioned. Traditionally, this is the most intensive traffic period for this type of development.

The operational phase is restricted to occasional maintenance operations which generate significantly lower volumes of traffic than the construction phase and are not considered to be in excess of daily traffic variation levels on the road network.

The decommissioning phase involves fewer trips on the network than the construction phase, as elements of infrastructure such sections of the access tracks, environmental enhancements and cabling are likely to be left in situ, adding to local infrastructure that can potentially be used for further agricultural or leisure uses in the future.

The 'worst case' transport scenario is the construction phase and this assessment concentrates on this phase of the Project. It should be noted however that the construction effects are short lived and transitory in nature.

### 4.3 Scoping Discussions

The Applicant submitted a request for Scoping Opinion to the Planning Inspectorate (PINS) in respect of the Environmental Impact Assessment (EIA) which included a section considering transport matters. This is detailed in EIA Transport and Access Chapter.

## 5 Baseline Conditions

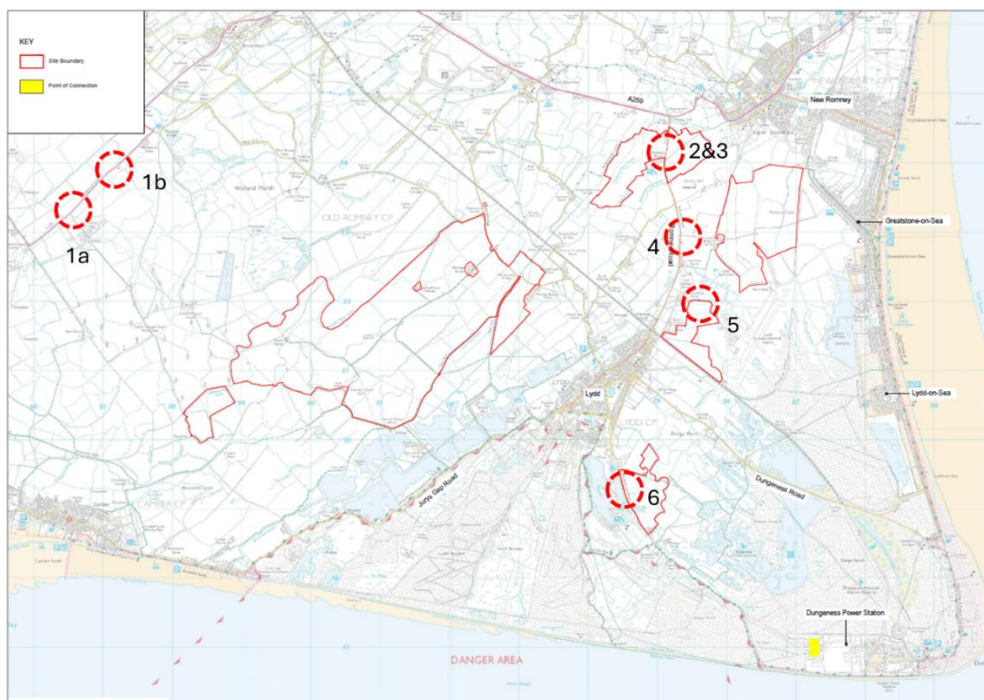
### 5.1 Access Arrangements

5.1.1 Construction traffic will enter the project at the following locations:

- South Brooks A: The area located to the west of Lydd and located on farmland between Lydd and Little Cheyne Wind Farm. This area would be accessed from the A259 corridor via either Junction 1a or 1b, the exact location to be confirmed prior to the DCO submission;
- South Brooks B: The area located to the south of the A259 / B2075 Romney Road Junction. This area straddles the B2075 and would be accessed through two new priority junctions (2&3);
- South Brooks C: The area located between Lydd and Greatstone. This area would be accessed from an existing junction on the B2075 Romney Road (Junction 4);
- South Brooks D: The area located to the west of Lydd Airport and accessed from the airport access road (Junction 5); and
- South Brooks E: The area located to the south of Lydd only to be used for environmental mitigation uses. An existing agricultural access is anticipated to be used (Junction 6).

5.1.2 The general arrangement drawings of the proposed accesses junctions can be seen in Appendix A.

5.1.3 The access junctions will be permanent and will be used throughout the lifetime of Project and their locations are illustrated in Figure 5-1.



**Figure 5-1: Construction Access Junction Locations**

5.1.4 The junction bellmouths and initial track sections from the public road will feature a metalled road surface to reduce the opportunity for debris and mud to be deposited on the public road. Vegetation within the visibility splays will be trimmed to ensure sufficient sight lines for vehicles using the access

junctions. Gates will be provided at a minimum of 20 metres (m) from the edge of the road to provide secure access but also ensuring that traffic will not block back onto the public road.

- 5.1.5 The access junctions will be signed to clearly indicate the point of access to the Project. The Site Manager will implement appropriate measures, to ensure that there will be no verge parking by staff working at the Project. These will include, but not be limited to, the provision of Staff Travel Plan to reduce the need for private car access, the provision of designated parking areas within the construction compounds, a contractual agreement to only park in designated areas, staff training, signage and regular tool-box talks on working at the Site. The access junctions will be designed in accordance with KCC and ESCC standards where appropriate.
- 5.1.6 The public road within 500m of the site access junctions will be subject to regular cleaning activities during initial works periods to ensure that construction debris is not deposited on the public highway.

## 5.2 Study Area Determination

- 5.2.1 To provide a robust assessment, it is assumed that all construction materials will access the site from the A2070 corridor providing connections from the M20 corridor and Ashford. From the A2070, Heavy Goods Vehicle (HGV) deliveries will then proceed to the access junctions via the A259 for Junction 1 (option a and b) and via the A259 and B2075 Romney Road for Junctions 2, 3, 4 and 5. Traffic will also use the Airport Link Road to provide access to Junction 5.
- 5.2.2 Access to Junction 6 will be sparingly used and will be taken from the B2075, Harden Road, Robin Hood Lane and Dengemarsh Road.
- 5.2.3 Construction staff will access the Site from the A2070 corridor, the A259 between Rye and New Romney, Jury's Gap Road between Camber and Lydd, accessing via Tourney Road, Robin Hood Lane, Harden Road and the B2075
- 5.2.4 The access routes to Site will be controlled by a Construction Traffic Management Plan (CTMP).
- 5.2.5 Based on the above, the Study Area for the assessment has therefore been assumed to be:
- A2070 between Ashford and the A259 junction;
  - A250 between Rye and New Romney;
  - B2075 between its junction with the A259 and Lydd;
  - Jury's Gap Road between Camber and Lydd;
  - Tourney Road, Lydd;
  - Harden Road, and Robin Hood Lane, Lydd;
  - Dengemarsh Road, Lydd;
  - Lydd Airport Access Link.
- 5.2.6 Effects associated with construction traffic generated by the Project would be most pronounced in close proximity to the Site and on the final approaches to the Site. As vehicles travel away from the Project, they would disperse across the wider road network, thus diluting any potential effects. It is therefore expected that the effects relating to construction traffic are unlikely to be significant beyond the Study Area identified above. The Study Area is shown in Figure 5.2.



**Figure 5-2: Study Area Roads**

5.2.7 Note that the Study Area chosen relates to those roads likely to be subject to the biggest increase in construction traffic i.e. those closest to the Site for which their users could experience significant effects and does not include all roads used in the movement of construction materials.

## 5.3 Pedestrian and Cyclist Networks

5.3.1 There are no formal pedestrian footways in close vicinity to the proposed access junctions, reflecting the rural setting of the area.

5.3.2 A review of the Public Rights of Way (PRoW) maps of KCC has been undertaken to consider the PRoW and Bridleways that could interact with construction traffic within the project boundaries. The PRoWs that could interact with project construction traffic within the project boundaries are as follows:

- 0138/HM1/1;
- 0138/HM2/2;
- 0138/HM2/3;
- 0138/HM4/2;
- 0138/HM3/1;
- 0138/HM4/3;
- 0138/HM6/2;
- 0138/HM4/4;
- 0189/HM4/5;
- 0189/HM5/1;
- 0189/HM4/6;
- 0189/HM115/1;
- 0189/HM221/1;
- 0189/HM117/3;
- 0162/HL21/2;
- 0162/HL25/1;
- 0162/HL27/3;
- 0162/HL17/1;
- 0162/HL19/1;
- 0162/HL2/1; and
- 0162/HL1/1.

5.3.3 A plan illustrating the PRoW and Site boundary has been created using publicly available data and is displayed in Figure 5-2 of Volume 2 of the PEIR Report.

5.3.4 An Outdoor Access Management Plan (OAMP) is proposed as part of the outline CTMP to assist in managing the safe movement of all path users around the Site.

5.3.5 With regards to cycling, a review of Walk Wheel Cycle Trust's (formally Sustrans) National Cycle Network (NCN) map has been undertaken. National Routes 2 (St. Austell – Dover) and 11 are located to the eastern boundary of the access South Brooks A (along Horse Bones Road and Midley Well). This section of the NCN is described as "On-road route on the National Cycle Network". Whilst not passing through the Site or being located within the project development boundary, effects on users of the path could potentially be predicted.

5.3.6 NCN 2 uses a segregated path between Camber and Lydd, although the route does cross Jury's Gap Road twice on the outskirts of Lydd. NCN 2 is also posted as the Sandwich to Rye cycle ride on the KCC PRoW map.

## 5.4 Road Access

### A2070

5.4.1 The A2070 is a strategic road operated by National Highways and providing a critical north-south link between the M20 motorway at Ashford and the A259 at Brenzett. Outside of Ashford, the road transitions into a high-quality, wide single carriageway road that was substantially realigned and bypassed in the 1990s to improve journey reliability and safety. The road is suitable for high traffic flows and HGV use.

## A259

- 5.4.2 The A259 is split between the control of National Highways and KCC. National Highways are responsible for the section between Brenzett and Rye, whereas KCC are responsible for the section between Brenzett and New Romney.
- 5.4.3 The road is suitable for high traffic flows and HGV use and acts as a local distributor road, providing wide area connections across the southeast of England.

## B2075

- 5.4.4 The B2075 is a regionally significant link road, providing access to Lydd and the wider Romney Marsh area. The road is operated by KCC and is suitable for high traffic flows and HGV use given its generous geometry to the northeast of Lydd.

## Lydd Airport Access Link

- 5.4.5 The road provides access to agricultural uses in the area and to Lydd Airport. The road is a two lane access road that is considered suitable for construction access and HGV traffic.

## Harden Road and Robin Hood Lane

- 5.4.6 Harden Road and Robin Hood Lane are located to the east of Lydd and allow traffic to bypass the town centre, along with Turney Road. They also enable access to Dungeness Road, providing access to Dungeness and the nuclear power station site and residential properties along both roads.
- 5.4.7 Both roads are considered suitable for limited HGV use.

## Tourney Road

- 5.4.8 Tourney Road is located to the south of Lydd and provides a bypass function to avoid Lydd town centre. The road provides residential access and is considered suitable for limited HGV use. The road is maintained by KCC.

## Jury's Gap Road

- 5.4.9 The road provides connections between Rye, Camber and Lydd. The road is very sinuous and is not considered suitable for significant HGV traffic. The road is partly maintained by KCC and ESCC.

## Dengemarsh Road

- 5.4.10 The road is highly constrained and serves leisure, agricultural and residential uses. The road is narrow and not considered suitable for articulated HGV access. The road is maintained by KCC.

## 5.5 Existing Road Conditions

- 5.5.1 In order to assess the impact of the project construction traffic on the Study Area, Automatic Traffic Counts (ATC) were undertaken over a seven-day period in February 2026. To complement the ATC surveys, existing traffic count data was obtained from the Department for Transport (DfT)<sup>15</sup> database with 2024 data utilised, where available.
- 5.5.2 The traffic count sites used were as follows:

---

<sup>15</sup> Department for Transport (2026). Road Statistics. Available at:  
<https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints>

- A2070 South of Ashford (DfT Data);
- A259 at Brookland (DfT Data);
- A259 at South Brooks A (ATC Data);
- A259 Southeast of Old Romney (DfT Data);
- A259 in New Romney (DfT Data);
- B2075 South of Hammonds Corner (ATC Data);
- B2075 at Prospect Petty Sewer (ATC Data);
- Lydd Airport Link Road (ATC Data);
- Harden Road, Lydd (ATC Data);
- Robin Hood Lane, Lydd (ATC Data);
- Tourney Road, Lydd (ATC Data);
- Jury's Gap Road, west of Lydd (ATC Data); and
- Dengemarsh Road (ATC Data).

5.5.3 The locations of the traffic surveys are shown in Figure 5-3.

5.5.4 The data was summarised into Cars/ Light Goods Vehicles (LGV) and HGV (all goods vehicles >3.5tonnes gross maximum weight).

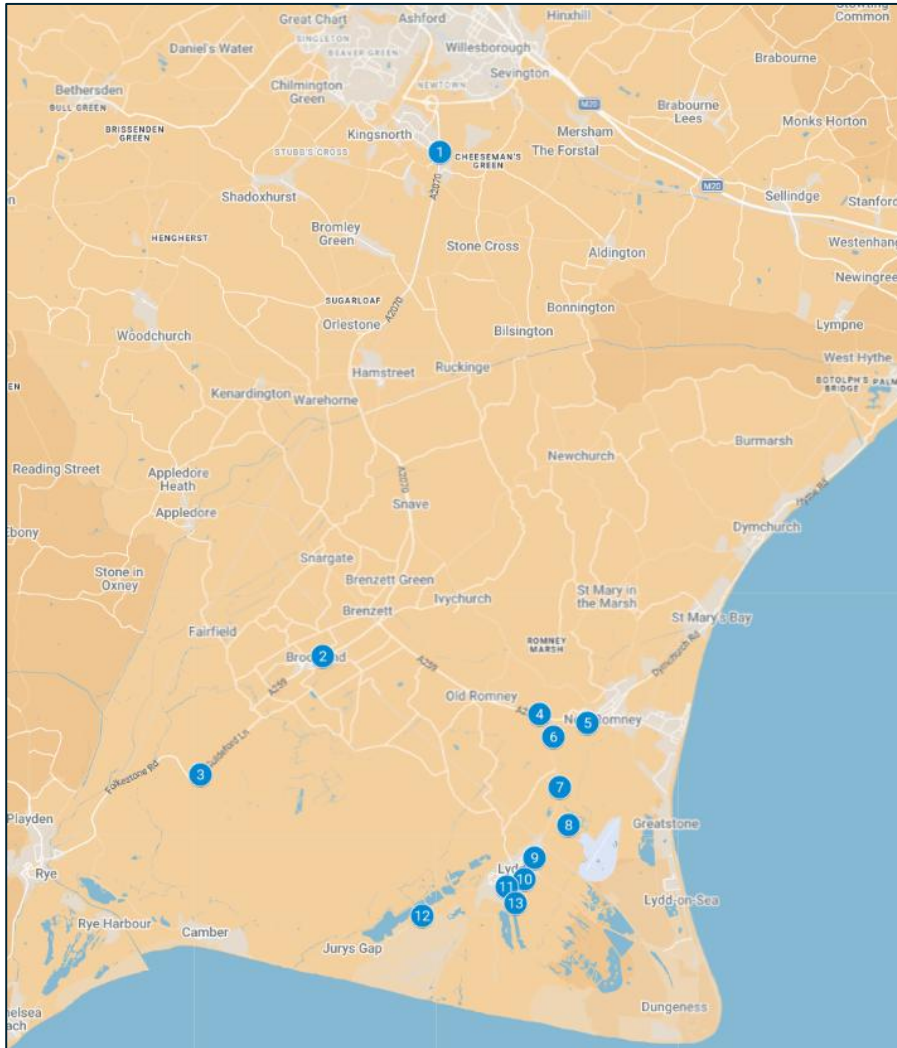
5.5.5 Where DfT data has been used, National Road Traffic Forecast (NRTF) low growth factors have been used to factor the 2024 traffic data to the baseline on 2026. The low growth factor from 2024 to 2026 is 1.011. The traffic flows for 2026 are summarised in Table 5-1.

**Table 5-1: 2026 24-Hour Two Way Average Traffic Flows**

Ref	Link	Cars & LGV	HGV	Total
1	A2070 South of Ashford	15,740	618	16,358
2	A259 at Brookland	6,107	339	6,446
3	A259 at South Brooks A	5,078	1,060	6,138
4	A259 Southeast of Old Romney	10,763	291	11,054
5	A259 in New Romney	9,721	316	10,037
6	B2075 South of Hammonds Corner	7,341	89	7,430

Ref	Link	Cars & LGV	HGV	Total
7	B2075 at Prospect Petty Sewer	7,320	81	7,401
8	Lydd Airport Link Road	201	4	204
9	Harden Road, Lydd	4,075	63	4,138
10	Robin Hood Lane, Lydd	2,047	56	2,103
11	Tourney Road, Lydd	1,472	33	1,505
12	Jury's Gap Road, west of Lydd	1,588	17	1,605
13	Dengemarsh Road	545	21	566

*Please note minor variances due to rounding may occur.*



**Figure 5-3: Traffic Survey Locations**

## 5.6 Accident Review

- 5.6.1 Personal Injury Accident (PIA) data for the five-year period covering 2020 to 2024 for the roads within the Study Area, was obtained from the online resource CrashMap<sup>16</sup> which uses data collected by the Police about road traffic crashes occurring on roads, where someone is injured.
- 5.6.2 Analysis of the PIA data on the road network in the vicinity of the Proposed Development has been undertaken for the key road links outlined within the Study Area.
- 5.6.3 The statistics are categorised into three categories, namely "Slight" (minor injury, but primarily a damage to vehicle / property incident), "Serious" (resulting in a serious injury) and "Fatal" (for those accidents that result in a death). The general locations and severity of the recorded accidents within the Study Area are summarised within the immediate study area including:
- A259 between East Guldeford and Brenzett;
  - A259 between Brenzett and New Romney

<sup>16</sup> [www.crashmap.co.uk](http://www.crashmap.co.uk), accessed in March 2026

- B2070 between the A259 and Lydd;
- Harden Road, Robin Hood Lane and Tourney Ropad, Lydd;
- Jury's Gap Road between Lydd and Camber; and
- Dengemarsh Road.

5.6.4 A summary of the recorded accidents is provided in Table 5-2.

**Table 5-2: Personal Injury Accident Summary**

Location	Slight	Serious	Fatal	HGV Incidents	Single Vehicle Accident
A259 between East Guldeford and Brenzett;	17	13	1	6	12
A259 between Brenzett and New Romney	13	9	1	0	5
B2075 between the A259 and Lydd;	2	1	1	0	1
Harden Road, Robin Hood Lane and Tourney Road, Lydd;	4	1	0	0	1
Jury's Gap Road between Lydd and Camber; and	5	2	1	1	4
Dengemarsh Road.	1	0	0	0	1
<b>Total</b>	<b>42</b>	<b>26</b>	<b>4</b>	<b>8</b>	<b>24</b>
Percentage of total accidents	58.3%	36.1%	5.6%	11.1%	33.3%

5.6.5 A summary analysis of the incidents indicates that:

- On the A259 between East Guldeford and Brenzett, Young Drivers (those under the age of 25) were involved in seven accidents (six "slight" and one "serious"), pedal cyclists were involved in three "serious" accidents and motorcyclists were involved in 13 accidents, including a fatality. The majority of accidents occurred at junction, sharp bends or on the approach to level crossings. 38.7% of accidents involved single vehicles, suggesting that a loss of control due to excess speed or lack of driver focus was a significant factor;
- On the A259 between Brenzett and New Romney, Young Drivers (those under the age of 25) were involved in four accidents (two "slight" and two "serious"), motorcyclists were involved in five

accidents, including one fatal accident. There were no recorded pedal cycle accidents and single vehicle accidents accounted for 21.7% of accidents;

- On the B2070, Young Drivers (those under the age of 25) were involved in one accident, as were pedal cyclists. 25% of accidents involved a single vehicle. At Hammond's Corner (A259 / B2070 junction), four accidents were recorded;
- On Harden Road, Robin Hood Lane and Tournay Road in Lydd. One pedal cyclist was involved in one "serious" accident, motorcyclists in one "slight" accident and buses in two accidents. 20% of accidents involved one vehicle;
- On Jury's Gap Road, motorcyclists were involved in half of the accidents, including two "serious" and one "fatal" accident where a motorcycle and an HGV collided. Young Drivers (those under the age of 25) were involved in five of the eight accidents recorded; and
- On Dengemarsh Road, only one "slight" accident, involving only one vehicle was recorded.

5.6.6 Based on the information available, it has been established that HGV traffic is not a primary road safety issue. Motorcyclists are involved in 32% of accidents, young drivers in 24% of accidents and single vehicles in 33.3% of accidents. This suggests that behaviour trends need to be considered in targeting these particular types of accident.

5.6.7 With regards to accident clusters, the Approach to the level crossing to the north of East Guldeford featured six accidents, the junction of the A259 / Hook Lane accounted for three "serious" accidents, Brezett Roundabout (A259 / A2070) saw five accidents and Hammonds Corner noted four accidents. These suggest that in these cases that excessive speed, driver frustration, travelling too close to traffic and a lack of concentration played factors in these accidents. It is recommended that National Highways and KCC review signage in these areas to address these incidents.

5.6.8 The low level of HGV traffic in accidents is noted and suggests that there are no specific road safety issues within the immediate vicinity of the Proposed Development or within the Study Area that currently require to be addressed or would be exacerbated by the construction of the Proposed Development. There may be an opportunity to improve road signage in assisting other road users to be aware of construction traffic to improve safety for all.

5.6.9 There are no accident clusters noted at any of the proposed access points for the project.

## 5.7 Baseline Traffic Conditions

5.7.1 Construction of the Project could commence during 2029 if consent is granted and is anticipated to take up to 24 months depending on weather conditions and ecological considerations.

5.7.2 To assess the likely effects during the construction and operational phases, base year traffic flows were determined by applying an NRTF low growth factor to the baseline 2026 traffic flows. The peak of construction activities is expected to occur in 2029. The NRTF low growth factor for 2026 to 2029 is 1.015.

5.7.3 These factors were applied to the 2026 traffic flows to estimate 2029 traffic flows shown in Table 5-3. These traffic flows will be considered the baseline traffic flows for the assessment.

**Table 5-3: 2029 24-Hour Two Way Average Traffic Flows**

Ref	Link	Cars & LGV	HGV	Total
1	A2070 South of Ashford	15,976	627	16,603
2	A259 at Brookland	6,199	344	6,543
3	A259 at South Brooks A	5,154	1,076	6,231
4	A259 Southeast of Old Romney	10,925	296	11,220
5	A259 in New Romney	9,867	321	10,188
6	B2075 South of Hammonds Corner	7,451	90	7,542
7	B2075 at Prospect Petty Sewer	7,430	82	7,512
8	Lydd Airport Link Road	204	4	207
9	Harden Road, Lydd	4,136	64	4,200
10	Robin Hood Lane, Lydd	2,078	57	2,134
11	Tourney Road, Lydd	1,494	33	1,528
12	Jury's Gap Road, west of Lydd	1,612	17	1,629
13	Dengemarsh Road	553	21	575

Please note minor variances due to rounding may occur.

## 5.8 Committed Developments

- 5.8.1 A full review of committed developments will be undertaken post-PEI to ensure that the most up to date traffic data is used to conduct this assessment.
- 5.8.2 The assessment will be based upon TA Guidance<sup>17</sup> in that only those projects with extant planning permission or local development plan allocations within an adopted or approved plan require to be included in any assessment. Those projects in scoping or at the application stage should not be included in cumulative assessments as they have yet to be determined. When considering traffic

<sup>17</sup> UK Government (2014) Travel Plans, Transport Assessments and Statements Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

impacts specifically in relation to the construction phase of a project, the potential traffic impact is highly speculative and as such, cannot be included in the assessment.

## 6 Trip Generation and Distribution

### 6.1 Construction Phase

#### Background Information

6.1.1 To construct the Proposed Development, a variety of vehicles will be required. These will include, but not be limited to:

- Cars and LGV;
- Articulated and rigid HGV delivering plant, materials and electrical components;
- Rigid HGV delivering bulk materials such as aggregate, ready mix concrete, etc for use on the Site;
- Specialist machinery, usually delivered using a low loader style articulated HGV, including loads that may include loads such as directional drilling equipment and excavation plant (for the cable crossing public roads and watercourses); and
- ALLs carrying special oversized loads such as electrical grid transformers.

6.1.2 Average monthly traffic flow data was used to establish the construction trips associated with the Proposed Development, based on the assumptions detailed in the following sections. It should be noted that there may be variations in the following calculations due to rounding, which are not considered significant and will not substantially affect the outcomes.

#### Construction Traffic

6.1.3 Construction traffic will enter the Proposed Development via specifically designed access junctions or via upgraded existing junctions. The principal access points are located on the A259 and B2075 Romney Road and serve the main development areas of the Proposed Development.

#### Construction Staff

6.1.4 Staff would arrive in cars, LGV and minibus vehicles. To promote sustainable travel, a Staff Travel Plan will be implemented to ensure the following to help reduce single occupancy car journeys:

- 70% of staff will arrive by minibus (a minimum of an 8-seat vehicle);
- 20% will arrive by LGV (expected to provide for three staff); and
- 10% will arrive by car.

6.1.5 The Staff Travel Plan will be secured by contract to ensure compliance on mode share. The requirement of the Staff Travel Plan is made in the oCTMP and is a requirement under the DCO.

6.1.6 The workforce will depend on the activities undertaken but based on previous solar farm construction site experience for a project of this scale, an estimate of staff requirements has been made, based against the construction programme.

6.1.7 Based on these assumptions, staff transport cars and light vehicles would account for a maximum of 230 vehicle trips (115 inbound and 115 outbound) per day during the peak of staff requirements (expected in the middle of the project programme).

## General Deliveries

6.1.8 Throughout the construction phase, general deliveries will be made to construction areas via HGV. These would include fuel, Site office supplies, generic construction materials and staff welfare etc. At the height of construction, it is assumed that up to 616 trips to Site are made (308 in and 308 out) per month.

## Material Deliveries

6.1.9 Various materials will need to be delivered to the construction site to construct the scheme. At the outset of the construction works, HGV deliveries will deliver plant and initial material deliveries to the Site to enable the formation of the Site compound and to deliver construction machinery.

6.1.10 The Project will require bulk material deliveries of aggregate, ready-mix concrete, geotextile, road surfacing materials, etc. During the construction programme, some of these materials that are used for temporary works will need to be removed from Site (such as temporary compound hardstands).

6.1.11 The estimated materials required on-site have been reviewed from the scheme design team. The following assumptions have been made to estimate the traffic volumes:

- All bulk aggregate and road building materials will be delivered by HGV with a 20tonne capacity;
- Foundation steel will be delivered via HGV in 30tonne deliveries;
- Ready-mix deliveries will be made by vehicles with a 6m<sup>3</sup> capacity;
- 800 panels will be delivered by shipping container;
- BESS battery units will be delivered in shipping container format, one per HGV;
- Panel frame components can be delivered in component form by shipping container;
- Large inverter units are containerised and delivered individually;
- Cabling sand is delivered in 20tonne capacity HGV;
- Cabling is delivered in drums, none of which are considered AIL in dimension or weight;
- Transformers are considered as AIL and delivered as one delivery each; and
- Commissioning will be undertaken by staff specifically travelling to Site by LGV.

6.1.12 The resulting traffic generation estimates have been plotted onto the indicative construction programme to illustrate the peak journeys on the network. Appendix B illustrates the trip generation throughout the construction programme.

6.1.13 The peak of construction traffic occurs in Month 7 with a total of 472 daily movements (230 Car & LGV and 242 HGV trips).

## Distribution of Construction Trips

6.1.14 The distribution of Project construction traffic on the network would vary depending on the types of loads being transported.

6.1.15 Bulk materials, solar panels, panel frames, electrical equipment and AIL sections will originate from the A2070 corridor and will access the Site via the A259 or A259 and B2075.

- 6.1.16 Construction staff will be billeted as close to Site as is practical. Residential units at Camber, Rye, New Romney and Ashford would be used to house staff, with other staff members using rail services to Rye and Ashford stations to access the Site, via the staff minibuses.
- 6.1.17 A distribution of staff has been estimated and assumes the following:
- 10% to be based at Camber and the surrounding area;
  - 15% to be based in Rye and the surrounding area;
  - 15% to be based at New Romney and the surrounding area; and
  - 60% to be based in Ashford or along the A2070 corridor.

### Abnormal Loads

- 6.1.18 A detailed AIL Route Survey of the access route will be undertaken and will be provided in the DCO submission report. Mitigation measures to allow access for these loads between the trunk road network and the AIL access junction(s) will be identified. The detailed design of these works would be secured by DCO and would be subject to a technical approval process, reviewed and approved by the relevant road authorities.

### Traffic Assignment

- 6.1.19 Following the distribution and assignment of traffic flows to the Study Area network, the resultant daily traffic during the peak of construction is summarised in Table 6-1.

**Table 6-1: Construction Peak Period Daily Traffic Flow**

Ref	Link	Cars & LGV	HGV	Total
1	A2070 South of Ashford	138	231	369
2	A259 at Brookland	196	128	323
3	A259 at South Brooks A	230	128	358
4	A259 Southeast of Old Romney	58	103	161
5	A259 in New Romney	35	0	35
6	B2075 South of Hammonds Corner	23	71	94
7	B2075 at Prospect Petty Sewer	23	71	94
8	Lydd Airport Link Road	0	0	0

Ref	Link	Cars & LGV	HGV	Total
9	Harden Road, Lydd	23	0	23
10	Robin Hood Lane, Lydd	23	0	23
11	Tourney Road, Lydd	23	0	23
12	Jury's Gap Road, west of Lydd	23	0	23
13	Dengemarsh Road	0	0	0

Please note minor variances due to rounding may occur.

## 6.2 Proposed Operational and Maintenance Access Strategy

- 6.2.1 During the operational phase of the Project, it is anticipated that the trip generation associated with the maintenance of the Project will be minimal and that occasional access by LGV or 4x4 vehicles would be required.
- 6.2.2 When longer term maintenance of battery units or panels is required, HGV access will be necessary with up to 12 HGV trips potentially per day. The number of vehicle trips occurring during this phase will be well below the number of movements assessed for the construction phase and significantly below the overall ISEP / IEMA guidance thresholds. As such, no further assessment is required.
- 6.2.3 To protect future stakeholders, it is proposed that a Decommissioning Traffic Management Plan (DTMP) to be included within a Decommissioning Environmental Management Plan (DEMP) that is prepared prior to decommissioning works commencing and that this requirement is secured via a DCO requirement. Transport and access matters will be properly addressed at decommissioning, with the DTMP being based upon the measures contained in the oCTMP.

## 7 Construction Traffic Impact Assessment

### 7.1 Construction Phase Impact

7.2 The peak month traffic data was combined with the future year (2029) traffic data to allow a comparison between the baseline results to be made. The increase in traffic volumes is illustrated in percentage increases for each class of vehicle. This is illustrated in Table 7-1.

**Table 7-1: Percentage Impact Summary**

Ref	Link	Cars & LGV	HGV	Total
1	A2070 South of Ashford	0.9%	36.8%	2.2%
2	A259 at Brookland	3.2%	37.1%	4.9%
3	A259 at South Brooks A	4.5%	11.9%	5.7%
4	A259 Southeast of Old Romney	0.5%	34.9%	1.4%
5	A259 in New Romney	0.3%	0.0%	0.3%
6	B2075 South of Hammonds Corner	0.3%	78.9%	1.2%
7	B2075 at Prospect Petty Sewer	0.3%	87.1%	1.3%
8	Lydd Airport Link Road	0.0%	0.0%	0.0%
9	Harden Road, Lydd	0.6%	0.0%	0.5%
10	Robin Hood Lane, Lydd	1.1%	0.0%	1.1%
11	Tourney Road, Lydd	1.5%	0.0%	1.5%
12	Jury's Gap Road, west of Lydd	1.4%	0.0%	1.4%
13	Dengemarsh Road	0.0%	0.0%	0.0%

Please note minor variances due to rounding may occur.

7.2.1 The highest expected total traffic movement increase occurs on the A259 at the

7.2.2 Site access for South Brooks A, with a total traffic impact of 5.7%. The highest increase in HGV traffic occurs on the B2075 at the access for South Brooks C with an increase in HGV traffic at the peak of construction being 87.1%.

7.2.3 It should be noted the construction phase is transitory in nature and the peak of construction activities is short lived, occurring over a relatively short timeframe when taking account of the whole construction programme.

## 7.3 Cumulative Traffic

7.3.1 A cumulative review of traffic flows will be undertaken during the final Transport Assessment and this will be reported in the ES.

## 7.4 Operational Impact

7.4.1 The traffic impact of the operational phase is minimal and below the trigger for an assessment.

## 7.5 Decommissioning Impact

7.5.1 Prior to decommissioning of the scheme, a traffic assessment would be undertaken, and appropriate traffic management procedures followed.

7.5.2 The decommissioning phase would result in fewer trips on the road network than the construction as it is considered likely that elements of infrastructure such as access tracks would be left in place and structures may be broken up on-site to allow transport by a reduced number of HGV trips.

7.5.3 The growth of background traffic created through wider development in the area, will increase the baseline traffic flows. With a larger baseline and smaller development traffic generation, the potential traffic impact is therefore considered to be significantly below that reported for the construction phase.

## 7.6 Mitigation Measures

### Construction Mitigation Measures

7.6.1 A range of mitigation measures are outlined in the oCTMP that accompanies the PEI publication.

### Operational Mitigation

7.6.2 Access junctions and tracks will be well maintained and monitored during the operational life of the Project. Regular maintenance will be undertaken to keep the Project access track drainage systems fully operation and to ensure there are no run-off issues onto the public road network.

7.6.3 Due to the level of traffic associated with the operational phase, no physical traffic management measures are considered necessary.

7.6.4 In line with best practice, car / LGV sharing during the operation phase will be undertaken to reduce single occupancy trips as far as is practical.

### Decommissioning Mitigation

7.6.5 Mitigation during the decommissioning stage will be similar to that proposed in the oCTMP, albeit with reduce traffic generation as some elements of the scheme are likely to be retained, including sections of access tracks, access junctions, landscaping, areas of ecological enhancement, etc.

- 7.6.6 A DTMP will be prepared prior to the decommissioning stage being commenced. This will ensure that all relevant transport receptors and issues are accounted for in preparing the traffic management measures at that stage, likely to undertaken up to 60 years following installation.
- 7.6.7 The DTMP would be secured within the DEMP, a requirement of the DCO.

## 8 Cable Routes

### 8.1 Proposed Route Options

- 8.1.1 The grid connection is to be at made at Dungeness Substation. Several grid connection options are under consideration, including interconnecting cable routes between parcels and grid connection cable corridors; however no fixed route has been determined. Consultation will continue to take place prior to submission of the DCO application with all relevant stakeholders.
- 8.1.2 As the grid connection works are undertaken outside of the peak of construction traffic, they fall outside of the detailed peak traffic assessment. The estimate for connecting all of the Site elements together has however been considered in the traffic impact works to date.
- 8.1.3 The final DCO submission will include the final section from the Project to Dungeness, once the exact route has been determined. These works are unlikely to result in increasing traffic effects significantly from those considered to date. Further analysis of the final section and its access arrangement will however be considered at the DCO submission.
- 8.1.4 The majority of the route will be constructed using a temporary open cut trench. The trench will feature the cables contained within ducts. The ducts will be embedded in cabling sand. The trench would then be backfilled with excavated material. Any surplus material would be taken to the nearest suitable commercial landfill facility, using the empty sand delivery HGV.
- 8.1.5 Where the trench is in the surfaced area of a public road, the trench edges would be cut with a circular road saw and the material excavated. The running surface of the road would be reconstructed to County Council standards. Where the trench is constructed in the verge or grassed areas, the trench area would be reseeded with grass where the covering with existing turf could not be re-used. Joint pits will be provided every 500 m to allow the cable runs to be safely jointed.

### 8.2 General Road and Verge Works Methodology

- 8.2.1 Whilst the road network along the proposed route varies in width, it is possible that works within the verge and carriageway can be undertaken using temporary traffic signal control.
- 8.2.2 The traffic management for the proposed works area would be undertaken by a suitably qualified traffic management contractor who will prepare signage schedules and appropriate coning plans for the approval of the relevant local highway authority network manager.
- 8.2.3 The longest section under control would be no longer than the 300 m maximum distances as recommended in "Safety at Street Works and Road Works Code of Practice" issued by the DfT.
- 8.2.4 To facilitate the works and to allow sections to fit within the circa 500 m spacing for jointing bays, two lengths of works would ideally be established, with a 300m being established and then followed by a new 200 m section.
- 8.2.5 In this area, the works area (either 300 m or 200 m in length) would be coned off and traffic signals erected to control passing traffic. Given the light traffic flows noted on the route, excessive queuing is not anticipated and the contractor would place the operation of the signals on Vehicle Actuation (VA).

- 8.2.6 Quiet generator sets would be used to power the traffic signals and these would be inspected daily by the traffic management contractor. The lights would be supported by Traffic Signs Manual<sup>18</sup> (Chapter 8) compliant road signage deployed in advance of the area under control.
- 8.2.7 Where 200 m length are not appropriate, given the residential nature of the street, shorter distances of trenching activities will be used, but still maintaining the 500 m spacing for the joint pits.
- 8.2.8 The works would involve the cutting of the trench lines with the circular road saw (within the section where the road surface is proposed) or excavation by backhoe, the excavation of material, placing of the ducting and fibre line, backfill with cabling sand, refill of excavated material and surface treatments. At 495 m spacings, a joint pit will be provided for a cable pulling review to be undertaken once all of the ducting is in place.
- 8.2.9 Once the route is complete, a cable pull will be undertaken and jointing made. This exercise would be undertaken under a separate traffic signal control exercise at the end of the project, with traffic signals or stop / go boards located at 500 m spacings (the length of the cable pull traffic management areas being restricted to approximately 20 m in length).

### 8.3 Traffic Management

- 8.3.1 All of the traffic management required to construct the cable infrastructure will be undertaken by a specialist contractor working on behalf of the main works contractor. The traffic management contractor will be selected from approved firms that are either sector approved, or who are approved by the relevant highway authorities.
- 8.3.2 The traffic management will be fully compliant with the Traffic Signs Manual and will be carefully designed to avoid impacts from traffic lights backing back from temporary works areas into sensitive junctions. The timing of temporary traffic signals will be agreed with local highway officers at key locations and will be monitored to ensure the safety of traffic.
- 8.3.3 To ensure pedestrian safety, barriers separating the open works areas from footways will be provided. These will be inspected regularly to ensure the safety of pedestrians.
- 8.3.4 Where the trench crosses private accesses, engagement with the occupiers will be undertaken to reduce any inconvenience during these works. Temporary crossing plates will be provided where semi-open trenches are located at access points.
- 8.3.5 Engagement will occur with residents living along the access route. Works in these areas would be accelerated wherever possible to reduce the potential impacts on these streets and resident parking provision.

### 8.4 Control of Traffic & Signage

- 8.4.1 All works in the road surface, footway or verge will need to be undertaken under traffic signal control, with one lane working. All works areas will need to have advance warning signs, located in accordance with the Traffic Signs Manual.
- 8.4.2 Where works are located near bends or junctions, advance warning and speed reduction signs will be required, with all works sections being undertaken in 20 miles per hour (mph) speed limits.

---

<sup>18</sup> Depart for Transport, et al, "Traffic Signs Manual", available online at <https://www.gov.uk/government/publications/traffic-signs-manual>

Temporary Traffic Regulation Orders (TTRO) will be necessary and should be discussed with the road authorities at least six months prior to works commencing.

- 8.4.3 The spacing of works areas will need to comply with "Safety at Street Works and Road Works Code of Practice".
- 8.4.4 The location and detail of road signage to control traffic will be set out at the road opening permit phase of the works associated with the Cable Route Corridor. All signage would be located in areas where they have good forward visibility and will be subject to regular review to ensure that they are visible, relevant and have not been removed.
- 8.4.5 A full signage strategy for the diversion routes will be developed and agreed with the relevant local authority, prior to works commencing.

## **8.5 Cabling Works in the Verge**

- 8.5.1 Works in the public verge will be undertaken where there is reduced potential for impacts on existing underground services or road drainage features. The backfill of trench materials must be compacted to the standards required by the highway authorities to avoid repair slumping or other road defects.
- 8.5.2 The verge cabling works will not have a detrimental impact on verge integrity and all works should be open to regular inspection by highway officers.

## **8.6 Cabling Works Interactions with Active Travellers and the Emergency Services**

- 8.6.1 The works will need to accommodate active travellers (pedestrians, equestrians and cyclists) passing beside or through the works areas.
- 8.6.2 The contractor will ensure that speed limits are always adhered to by their drivers and associated subcontractors. Signage will be installed along the route that makes drivers aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area. This will also be emphasised in weekly toolbox talks.
- 8.6.3 It is proposed that where the cable route interacts with footways and PRow, cyclists and walkers would be allowed access through the area and that appropriate signage be provided advising them of this access and the need to observe caution past the active works areas. Open trenches would be coned off to keep the public clear of the open works and they would be guided past to ensure their safety. Minor temporary diversions of the footways and paths, to allow path users to move around the works, will be provided and would be temporary in nature. Cross boards over trenches would be provided where required to ensure safety and the minimum of diversion.
- 8.6.4 A protocol will be established between the relevant Fire and Rescue Services and the contractor to ensure that access to streets affected by trenching operations is available at all times.

## **8.7 Likely Traffic Impacts**

- 8.7.1 The traffic generation with the grid connection cabling works is unlikely to generate significant traffic flows as noted previously.
- 8.7.2 The greater impact will be the short delays associated with the lane closures associated with the cable trenching works. These works will occur in sections, and as such, it is considered likely that only

one set of road works would be encountered in any one road at any point in time. The likely delay will therefore be limited to circa 2-4 minutes, depending upon the temporary traffic signal settings.

- 8.7.3 The level of delay is considered similar to those encountered from normal road maintenance works, albeit over a marginally potentially longer period. The traffic impact is therefore not considered significant, subject to the appropriate traffic management measures.
- 8.7.4 Wherever reasonably possible, local suppliers such as quarries and concrete works are proposed to help minimise traffic levels of the network. Upon selection of the Principal Contractor, wider area routing information will be made available and final numbers of traffic movements confirmed.
- 8.7.5 The following measures will be implemented through the CTMP during the construction phase:
- Contractual requirement in the Balance of Plant (BoP) contract that contractors will only use the agreed access route;
  - Direction signage signposting traffic on the agreed access route;
  - Identification numbers on HGV and vans to allow easy recognition. These to be of a unique design and to be installed on the sides and rear of all HGV accessing the Site, for journeys to and from the Site;
  - Providing the public with details of how to report use of unapproved routes or driving issues of concern;
  - Using GPS trackers to allow the monitoring of all frequent bulk material delivery HGV movements;
  - Setting out Site staff disciplinary measures for those who ignore the agreed access route and enforcing these throughout the construction period;
  - All Site vehicles will feature "white noise" reversing warning devices to reduce noise disruption when on-site;
  - All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
  - Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
  - Wheel cleaning facilities will be established at the Site entrances. A road sweeper would also be provided at site to ensure that the public road within 500 m of the proposed Site access junctions is kept clean; and
  - Site induction for all staff instructing them on what route to the Project they can use to enter and exit the Site and obtaining their acknowledgement on the approved access routes. The induction would include:
    - A toolbox talk safety briefing;
    - The need for appropriate care and speed control;
    - A briefing on driver speed reduction agreements (to slow Site traffic at sensitive locations through towns and villages on the route); and
    - Identification of the required access routes and access junction operation and the controls to ensure no departure from these routes.

## 9 Summary & Next Steps

- 9.1.1 Pell Frischmann has been commissioned by the Applicant to undertake a Transport Assessment to accompany the PEIR for the proposed South Brooks Solar Farm.
- 9.1.2 Existing traffic data from the DfT was supplemented by new ATC surveys for the Study Area, with the data used to establish a base point for determining the impact during the construction phase. This was factored to future levels to help determine the impact of construction traffic on the local road network.
- 9.1.3 The construction traffic will result in a temporary increase in traffic flows on the road network surrounding the Project. The peak of construction activity is therefore expected to occur in Month 7 when there will be a total of 472 vehicle movements per day, comprising 242 two-way HGV movements and 230 two-way car / LGV movements.
- 9.1.4 A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of the construction phase traffic flows for both general construction traffic and abnormal loads associated with the delivery of the turbine components.
- 9.1.5 The Project will lead to a temporary increase in traffic volumes within the Study Area during the construction phase only, however this can be appropriately and effectively managed. It is therefore concluded that there are no transport related matters which would preclude the construction of the Project.
- 9.1.6 The Applicant will work with both County Councils to further develop the transport measures and ensure that the road network can function in a safe and efficient manner for all road users. This will include further detail of the finalised grid connection proposals, and a cumulative assessment where required.

# A1 Construction Traffic Profile

Element	2029												2030												2031
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	
Site Establishment	500	250	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250	500	
General Deliveries	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	440	
Compound	3465	3465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1705	1705	1760	
Site Tracks	0	0	3554	3554	3554	3554	3554	3554	3554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Geotextiles	20	0	16	0	16	0	16	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	
Substation Platform	0	0	0	0	0	1283	1283	1283	1283	1283	1283	0	0	0	0	0	0	0	0	0	0	0	0	0	
Concrete	0	0	0	0	0	0	0	0	0	0	0	0	426	426	0	0	0	0	0	0	0	0	0	0	
Substation HV Deliveries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	200	100	0	0	0	0	0		
Internal HV Works & Buildings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	150	50	0	0	0	0		
Solar Array Works	0	0	0	0	0	0	0	0	423	423	423	423	423	423	423	423	423	423	423	0	0	0	0		
Cabling & Cabling Sand	0	0	0	0	0	0	0	264	264	264	264	264	264	264	264	264	264	264	264	0	0	0	0		
Battery Installation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332	332	332	332	0	0	0		
Site Restoration & Fencing	50	50	50	50	0	0	0	0	50	0	50	0	0	0	0	0	0	0	100	100	0	0	0		
Grid Connection	0	0	0	0	0	0	0	0	0	0	0	0	0	94	94	94	94	94	94	94	94	94	94		
Commissioning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	440	440	440		
Final Connection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320		
Staff Movements	1716	2552	3388	5060	5060	5060	5060	5060	5060	5060	5060	5060	5060	5060	5060	5060	5060	5060	5060	3388	2552	2156	2156		
<b>Total per month</b>	<b>6191</b>	<b>6757</b>	<b>7698</b>	<b>9103</b>	<b>9070</b>	<b>10337</b>	<b>10353</b>	<b>10337</b>	<b>7519</b>	<b>7469</b>	<b>7535</b>	<b>6186</b>	<b>6612</b>	<b>6706</b>	<b>6280</b>	<b>6380</b>	<b>6862</b>	<b>6862</b>	<b>6340</b>	<b>4618</b>	<b>5231</b>	<b>5085</b>	<b>5140</b>		
<b>Car &amp; LGV / Month</b>	<b>1716</b>	<b>2552</b>	<b>3388</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>5060</b>	<b>3388</b>	<b>2992</b>	<b>2596</b>	<b>2596</b>		
<b>HGV / Month</b>	<b>4475</b>	<b>4205</b>	<b>4310</b>	<b>4043</b>	<b>4010</b>	<b>5277</b>	<b>5293</b>	<b>5277</b>	<b>2459</b>	<b>2409</b>	<b>2475</b>	<b>1126</b>	<b>1552</b>	<b>1646</b>	<b>1220</b>	<b>1320</b>	<b>1802</b>	<b>1802</b>	<b>1280</b>	<b>1230</b>	<b>2239</b>	<b>2489</b>	<b>2544</b>		
<b>Total per day</b>	<b>281</b>	<b>307</b>	<b>350</b>	<b>414</b>	<b>412</b>	<b>470</b>	<b>472</b>	<b>470</b>	<b>342</b>	<b>340</b>	<b>343</b>	<b>281</b>	<b>301</b>	<b>305</b>	<b>285</b>	<b>290</b>	<b>312</b>	<b>312</b>	<b>288</b>	<b>210</b>	<b>238</b>	<b>231</b>	<b>234</b>		
<b>Car &amp; LGV / Day</b>	<b>78</b>	<b>116</b>	<b>154</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>230</b>	<b>154</b>	<b>136</b>	<b>118</b>	<b>118</b>		
<b>HGV / Day</b>	<b>203</b>	<b>191</b>	<b>196</b>	<b>184</b>	<b>182</b>	<b>240</b>	<b>242</b>	<b>240</b>	<b>112</b>	<b>110</b>	<b>113</b>	<b>51</b>	<b>71</b>	<b>75</b>	<b>55</b>	<b>60</b>	<b>82</b>	<b>82</b>	<b>58</b>	<b>56</b>	<b>102</b>	<b>113</b>	<b>116</b>		



[www.southbrookssolarfarm.co.uk](http://www.southbrookssolarfarm.co.uk)