

The background of the slide is a blue-tinted aerial photograph of a solar farm, showing rows of solar panels. Overlaid on the left side is a large, light-blue, stylized graphic of a plant with multiple flower heads and long, thin stems.

South Brooks Solar Farm
Transport and access
June 2026

South Brooks
Solar Farm

A small, white, stylized plant icon with three flower heads and thin stems, positioned above the word "Solar Farm" in the logo.

Agenda

- Introduction and housekeeping
- Feedback received to date and common misconceptions
- Approach to the assessment
- Outcomes of the assessment
- Further work needed for the Environmental Statement
- Q&A

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Housekeeping

- All questions should be submitted via Q&A function of this webinar.
- Unless asking for a clarification, questions will be taken following the presentation in the dedicated Q&A part of the webinar. However, you are welcome to submit questions during the presentation.
- This webinar is being recorded for the purposes of reporting on the consultation and providing summaries of the Q&A discussion.
- The slides from this webinar will be available on the project website (www.southbrookssolarfarm.co.uk), along with a summary of the Q&A discussion, following the webinar.

How to use the Q&A function to ask a question

1. Click the Q&A button on the bottom toolbar.
2. Submit Question: Type your question into the text box.
3. Anonymity: Check the "Send Anonymously" box if you do not want your name attached.
4. View Answers: The Q&A window will show your question, replies, and if the moderator plans to "answer live."

Introduction



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Introduction

- Your technical presenter this evening is Gordon Buchan, Sector Director for Energy at Pell Frischmann Consultants Limited.
- Gordon is a Chartered Engineer and has 30 years experience in transport planning. He specialises in energy projects and has worked on multiple projects across the UK, Republic of Ireland, Scandinavia and the Baltic States.
- He has led the transport work on South Brooks and has attended the stakeholder engagement on transport matters to date.

An Introduction to Transport & Access Matters

The Transport and Access assessment considers:

- How the site is accessed in a safe and efficient manner;
- How many vehicles will the construction and operational phase of the solar farm will be generated;
- What the impact of these traffic flows could be;
- What can be done to reduce disruption and mitigate any traffic impact; and
- How does the large electrical transformer access the site and what needs to be done to get it to the grid connection point.

Feedback received to date and common misconceptions about Transport and Access



Feedback received to date

Key themes relating to transport in community feedback so far:

- Concerns about traffic levels during construction and disruption;
- Concerns about the impact of construction traffic on minor, rural roads;
- Will construction traffic make junctions like Hammonds Corner dangerous?
- Will there be traffic chaos from this and other schemes in the area?
- The load roads will not be able to cope with the heavy goods traffic;
- Construction work will block local paths for years to come.

Common misconceptions about Transport

Traffic and heavy goods vehicles will thunder through local towns.

- We are not allowing HGV traffic through town centres and would control traffic through a robust Construction Traffic Management Plan (CTMP).
- A draft of the CTMP has been published as part of the consultation.

Construction traffic will wreck local roads.

- A Wear & Tear Agreement would be put in place to ensure that any damage caused by construction traffic would be repaired at the developer's expense, not the taxpayers.
- This would be secured by the DCO.

There will be massive traffic chaos for years

- There is a definite peak in construction traffic, but this is generally 2 – 3 months. Outside of this peak traffic levels fall.

Approach to assessment



Approach to assessment

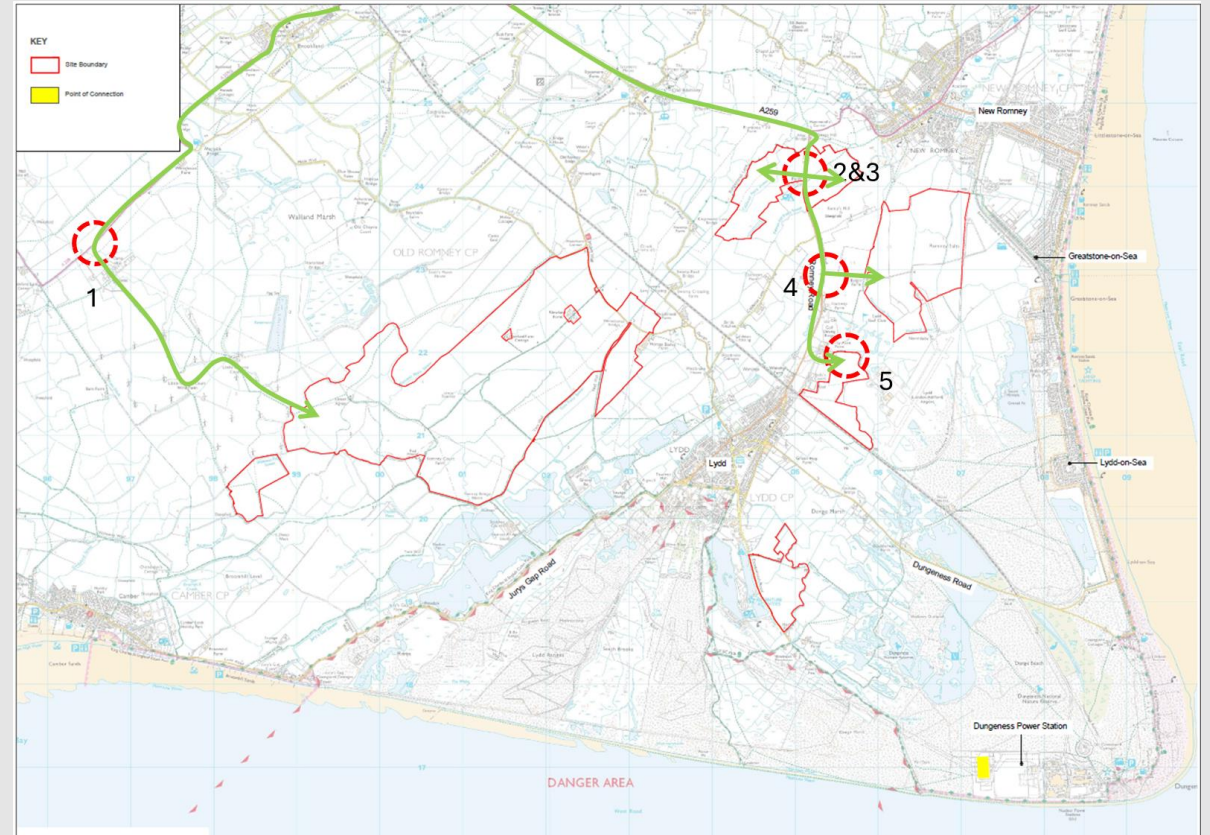
What traffic is involved in building a solar farm?

- Cars and vans;
- Staff Minibuses;
- HGV for bulk material and equipment deliveries;
- Abnormal Indivisible Loads (AIL) for the transformer equipment

Approach to assessment

How would the site be accessed?

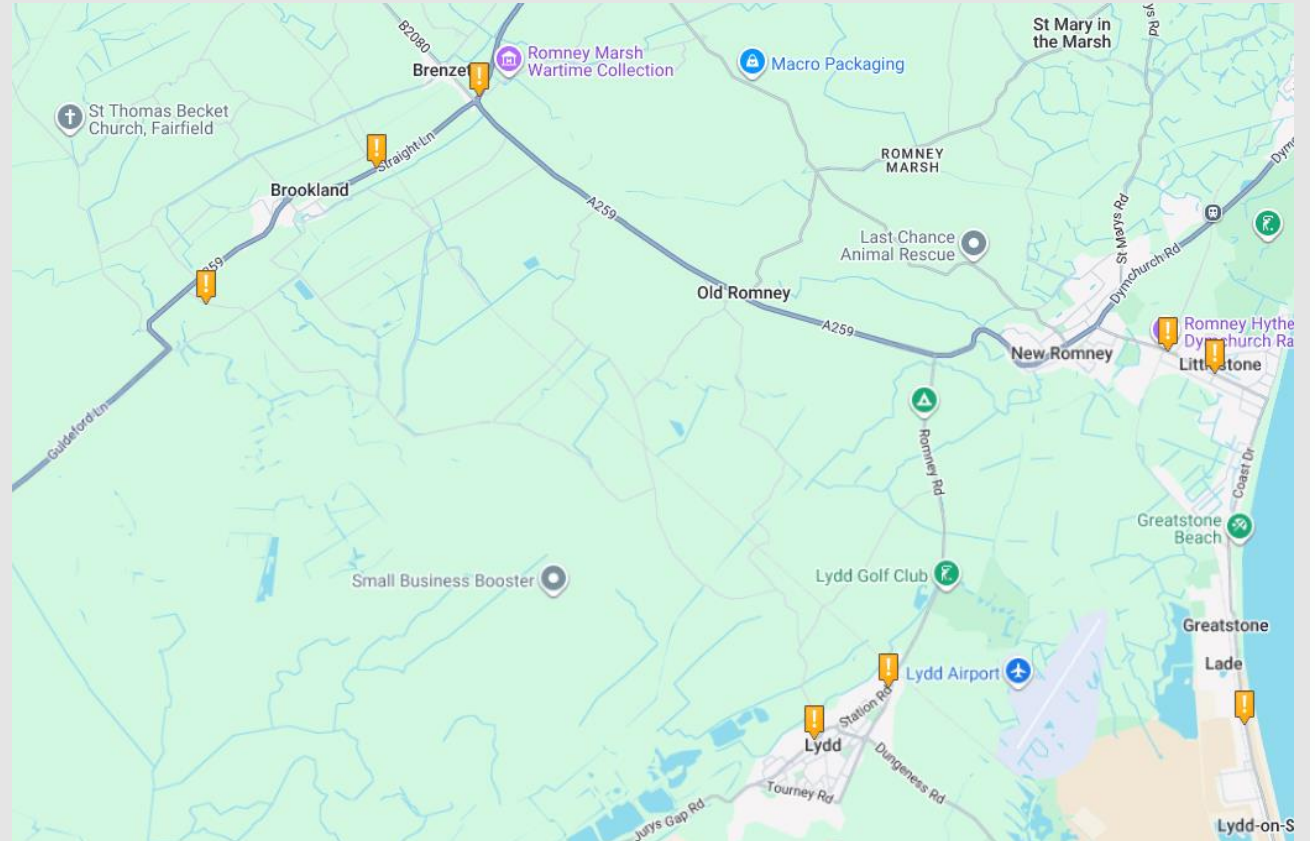
- Avoid HGV traffic through towns and villages
- Use trunk and A class roads as much as possible
- Avoid minor roads
- Reuse existing access junctions and upgrade them
- Reuse existing access tracks to avoid traffic impacts
- Use a Staff Travel Plan to reduce staff movements as much as possible



Approach to assessment

Collecting background information

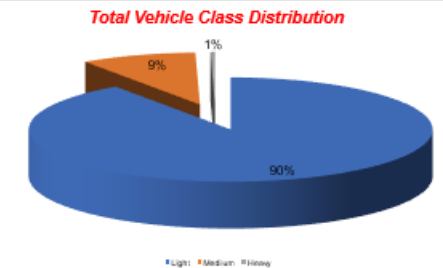
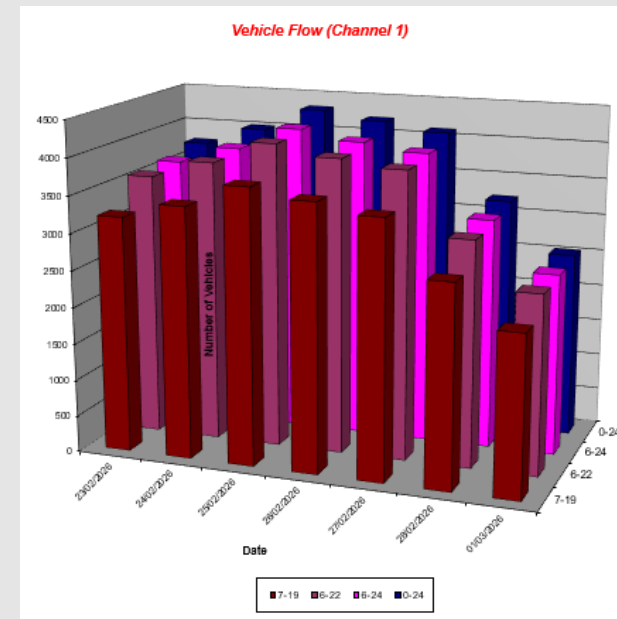
- Discussions with local roads officers
- Engagement with local residents and elected members
- Collect accident statistics to review potential issues
- Review Public Rights of Way and Cycle Ways and map them out to inform the masterplan development



Approach to assessment

Traffic Assessment

- Collected traffic data using automatic traffic counters
- Estimate the number of construction vehicles from the amount of material required and staff numbers
- Review the increase in traffic on the study area roads
- At the peak month of construction, we anticipate 472 daily movements (230 Car / LGV and 242 HGV trips) over a 12-hour day
- Devise mitigation measures to reduce the impact of construction traffic



Outcomes of the assessment



Outcomes of the assessment

How to reduce impacts

- Detailed and robust Construction Traffic Management Plan
- Staff Travel Plan
- Timing of works to avoid school times, etc
- Signage strategy
- Monitoring of HGV traffic
- Wheel washes and sweepers
- Creating a Transport Management Group
- Information to residents and businesses
- A Road Wear & Tear Agreement
- Management of traffic
- Responsive complaint system

How to reduce impacts

- AIL Transport Management Plan
 - Police escorts
 - Road signage
 - Temporary road works including signpost removal
 - Contingency plans
 - Emergency services protocol
- Onsite Access Management Plan
 - Public access
 - Equestrian access
 - Signage requirements
 - Diversions during dangerous works

Further work needed for the Environmental Statement



Further work needed for the Environmental Statement

Next steps

- We are listening carefully to comments on the preliminary assessment from members of the public, councillors and highway officers.
- We are further refining the design, which may help reduce traffic numbers.
- We are bolstering our mitigation proposals to make them more robust, based upon feedback.
- We are considering the grid connection in more detail and what traffic management will be required.
- We are completing the abnormal load assessment to identify what, if any, street furniture modifications will be needed to get the transfer to the substation site.

Thank you and Q&A

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Summary of Q&A discussion

Q: When did the traffic counts take place?

A: Traffic baseline surveys took place for two weeks at the end of February/start of March 2026, which is considered to be a neutral time period i.e. there are no school holidays which could inflate the baseline and therefore hide impacts of the Project.

Q: Comments on the A259, including that it is the only route to the local A&E at Ashford and that it is impacted by tourism in the summer. Query if seasonal variation would be accounted for in the final Transport Assessment, particularly with regards to summer tourist and recreational traffic on A259 and Jury's Gut Road?

A: The A259 is a trunk road, meaning it is a strategic road operated on behalf of National Highways for strategically important traffic, including construction vehicles. The Project is engaged with National Highways about the use of the A259 for construction vehicles to ensure it is content with the proposals.

There are no foreseen issues with access for emergency vehicles. The Project would generate a 5-6% increase in traffic volumes on the A259, which would be distributed through the 12-hour day. Noting that on a daily basis, traffic numbers naturally vary by +/- 10%, the Project is below that threshold and the increase is not significant in EIA terms.

For Abnormal Indivisible Load deliveries, there would be a blue light protocol in place to make sure emergency vehicles can pass and there would be no roads blocked. We are engaging with the Local Highways Authorities (Kent County Council and East Sussex County Council) on the construction traffic requirements for the Project and will take on board their feedback, including on where any further modelling at specific junctions may be required.

In terms of recreational traffic, we are engaging with KCC, ESCC and National Highways on how this should be considered. However, using a neutral period for the traffic count remains appropriate. If traffic counts were done at the peak of summer, the baseline traffic would be higher and therefore the impact would report as less significant.

No significant HGV traffic would be routed on Jury's Gap Road, except for potential cabling if this route was selected. Where staff movements would use this road, this would be controlled by a Staff Travel Plan to reduce movements and would take place outside of network peak hours (as construction on site would be 7am – 7pm).

Summary of Q&A discussion

Q: Queries about the Wear & Tear Agreement including: whether roads would be repaired as damage occurs rather than waiting till the end of construction, what the process is for determining if the damage is due to the construction and who/how this is decided, how the existing state of the roads would be documented prior to construction, who would be in charge of making sure the roads are truly repaired, and how could the general public get in touch with them?

A: The Wear & Tear Agreement is part of the Construction Traffic Management Plan (CTMP) which is a schedule of the DCO. This means if the Application is approved, the Applicant would be legally required to follow it. A breach of the CTMP would be a breach of the DCO. It would also be a contractual obligation for contractors, effectively creating a double lock.

A pre-commencement survey would be undertaken to review the state of the roads used for access prior to any activity starting. This would be attended by the local roads manager (KCC, ESCC) and National Highways as applicable. This would be a full survey of the roads including visual defects in the surface, markings, signage, road drainage and verges. Any defects noted such as potholes would be documented, photographed and measured and written into a report which would be agreed by all parties prior to construction commencing.

During construction, interim surveys would be undertaken, with the frequency agreed by the Local Highways Authority. Preference would be monthly or bimonthly to ensure any damage which needs to be repaired can be dealt with quickly and efficiently.

At the end of the construction period, a full dilapidation survey would be undertaken. Where significant defects are observed, a schedule of repairs would be agreed and undertaken by the Applicant.

If there is disagreement as to the damage identified and any responsibility for undertaking repairs, an independent adjudicator would be appointed.

There are a number of ways people can get in touch to raise issues, including a publicised phone line and email to a dedicated community liaison officer (with a response time guaranteed by the CTMP) as well as a Traffic Management Group and traffic liaison officer.

Summary of Q&A discussion

Q: Please expand on the Staff Travel Plan – are you planning to have the workforce based locally in workplace accommodation and then bussed to the Site?

A: The Staff Travel Plan is drafted within the CTMP. The current plan is to avoid a lot of car parking space within the construction area, with the Project looking to bring people in by bus to the Site. This would either be from the local area where they would be staying or from slightly further afield e.g. from train stations like Ashford. Everyone driving to the Site would not be permitted under the Staff Travel Plan, with particular requirements for modal share included.

Q: Has the traffic modelling considered cumulative impacts from the South Kent Energy Park? Specific comment raised about the A259, stating if there were overlaps in the construction periods, any cumulative impact should be factored in.

A: A cumulative impact review will be undertaken. This has not been done yet as we are awaiting more detailed information from neighbouring Projects. Once we have this detail, we will be able to accurately model potential cumulative effects, so that we can propose appropriate mitigation measures if needed.

Q: If the Battery Energy Storage System (BESS) is sited in Parcel C, access is only shown from Lydd Road. Do you have a second emergency access route? What is the access shown to the north of Parcel C from Mountfield Road?

A: The proposed access point into Parcel C is designed to allow for full emergency access in accordance with National Fire Chief's Council guidance. There is a proposal to provide a second emergency access into Parcel C via Mountfield Road, which would only be used by emergency vehicles in the unlikely event of a BESS fire event.

Summary of Q&A discussion

Q: What would the noise impacts from construction vehicles be on local residents over the 12-hour period? How would the traffic noise be mitigated in the SSSI area, including for nesting birds. Will this be assessed by the EA?

A: Traffic data has been shared with other environmental topics to ensure that this has been considered in their assessments, including noise and ecology. Preliminary assessments for these topics is available as part of the [Preliminary Environmental Information](#). We are consulting with the Environment Agency on the Project in its role as a statutory consultee.

Q: What is the proposed construction access into South Brooks E?

A: South Brooks E is not proposed for above ground development and would be managed for biodiversity. The level of traffic involved in this would be very low, and we are awaiting further information from the design team about what this may entail. Should underground cabling be required through South Brooks E this would again be a smaller volume of traffic. We would seek to ensure there is minimum access from Dengemarsh Road.

Q: Query about the access route into South Brooks A, which is not on the local road network.

A: Access into South Brooks A would utilise the track into Little Cheyne Court which is a private access and not on the public road network. The access track comes off the A259.

Q: Comment that the traffic to and from Camber in the summer gets very backed up, and that and local country roads are not appropriate for construction traffic.

A: We have avoided the minor road network and have designed our access strategy to remain on the A259 as much as possible, and then where needed identifying two-lane B roads for access.

Summary of Q&A discussion

Q: Comment that there are unmapped drainage routes across Romney Marsh that have historically prevented flooding. How would the Project mitigate damage across the Site from heavy construction vehicles, and how would this damage be identified before flooding occurs?

A: The [Hydrology](#) webinar discusses measures to ensure that there is no risk of flooding off-site, as well as the [Hydrology](#) chapter of the Preliminary Environmental Information. Access tracks would be designed to an appropriate standard, noting that the access track into South Brooks A has already accommodated heavier traffic associated with the wind farm. A Construction Environmental Management Plan and Soil Management Plan would be in place to reduce effects on the surrounding environment during the construction period.

Q: Where would the water come from for wheel washing and how would it be disposed of?

A: The water for wheel washing would likely be tankered in and once used would then be disposed of at a licensed facility offsite.

Q: How would you deal with any damage to adjacent properties that may be caused by excessive traffic?

A: High risk properties are generally covered as part of the Wear & Tear Agreement. On the access routes we are considering to the Project (on A and B roads) we are not aware of any properties at risk.

Summary of Q&A discussion

Q: Table 10.4 in the PEI shows 0 traffic assigned to the Lydd Airport Link Road at peak construction. If Parcel D is accessed by that road, why does it show no construction traffic? Has Parcel D been excluded from the peak month calculation and if so, why?

A: Construction activity would not necessarily take place in every single parcel concurrently. At the 'peak construction' point, under the indicative construction programme there would be no construction traffic using the Lydd Airport Link Road because there would be no work taking place in South Brooks D. Should the indicative construction programme be refined based on the updated site design from Phase Two Consultation, this would be reviewed.

Q: The consultation booklet notes construction working hours would be 7am-7pm Monday to Friday and 7am – 12pm on Saturday. It also mentions that there would be a diary of local events. Who manages this diary and how is compliance with it enforced contractually? What avenues do communities have if HGVS are found using unauthorised routes or outside of agreed operating hours?

A: Construction hours and vehicle routing is secured in the CTMP which means it is legally enforceable, as well as being contractually enforceable. If traffic is found to be using a route barred to construction traffic, that would be a breach of the CTMP and those that are would be subject to disciplinary matters, which could include removal from site. The local events diary would be managed by a traffic liaison officer, with input from residents and stakeholders welcomed.

Q: When would the Outline Right of Way and Access Strategy be completed and shared? Query as to what temporary disruption means for pedestrians.

A: This document is currently being prepared as it depends on the design of the Project. It would be submitted as part of the DCO Application.

Summary of Q&A discussion

Q: Where is the fire report on the website?

A: There is a fire access review that is being undertaken and drawings prepared, in discussion with KFRS. No fixed document as of yet but there will be in the DCO Application.

Q: Would there be a requirement for the local highways authority or National Highways to make good or strengthen existing roads ready for construction vehicles?

A: No, the Applicant would fund all road improvements that would be required.

Q: With regard to the map showing construction access map, on South Brooks C there is a red box marked primary construction compound. Is this a building?

A: A construction compound is generally an area of temporary hardstanding area where vehicles would pick up and drop off loads to be distributed them across the Site. There may be portacabins, including for security offices, welfare facilities and material storage, but there would be no permanent buildings.

Q: You have two areas designated as for potential battery storage are you planning to use both of these?

A: At this stage, we have those two options for the BESS to be located in South Brooks A and C. We are consulting on using one or both of those areas. The feedback we get from residents and other stakeholders, as well as the final design of the Project, will feed into that decision.