

Rampion 2 Wind Farm

Category 7: Other Documents

Outline Construction Traffic Management Plan (tracked)

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Revision G

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Document revisions

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A	04/08/2023	Final for DCO Application	WSP	RED	RED
B	16/01/2024	Updates to Table 4-3 (speed limits), 4-4, 5-2, 5-3 and 6-2. Updates to correct cropping in Figures.	WSP	RED	RED
C	28/02/2024	Updates to working hours, figures, Table 5-1 and inclusion of communication strategy	WSP	RED	RED
D	25/04/2024	Deadline 3 submission	WSP	RED	RED
E	03/06/2024	Deadline 4 submission	WSP	RED	RED
F	09/07/2024	Deadline 5 Submission (details of updates provided in paragraph 2.5.3, 2.5.4 and Table 2-21).	WSP	RED	RED
G	01/08/2024	Deadline 6	WSP	RED	RED

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Traffic Management Strategies

Executive Summary

This **Outline Construction Traffic Management Plan (CTMP)** (Document Reference: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Proposed Development. This is part of a suite of plans supporting onshore construction works for Rampion 2.

The Outline CTMP has developed following traffic modelling and assessment carried out in the **Chapter 23: Transport, Volume 2** (Document Reference: 6.2.23). This process has identified the embedded environmental measures secured within these documents.

This Outline CTMP includes information on accesses, routing and traffic management. It also sets out the environmental measures including signage, working hours and timing of movements to manage impact on construction traffic as a result of the Proposed Development.

Stage specific CTMPs will be produced by the appointed Contractor(s) following the grant of the Development Consent Order (DCO) and prior to the relevant stage of construction. This will be produced in accordance with this Outline CTMP for approval of the relevant highway authority, prior to the commencement of that stage of works.



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1. Introduction

1.1 Overview

- 1.1.1 Rampion Extension Development Limited (hereafter referred to as 'RED') (the Applicant) is developing the Rampion 2 Offshore Wind Farm ('the Proposed Development') located adjacent to the existing Rampion Offshore Wind Farm ('Rampion 1') in the English Channel.
- 1.1.2 This **Outline Construction Traffic Management Plan (CTMP)** (Document Reference: 7.6) outlines the management of construction traffic for the Proposed Development. This Outline CTMP is submitted alongside the Development Consent Order (DCO) Application. This Outline CTMP should be read in conjunction with the description of the onshore elements of the Proposed Development provided in **Chapter 4: The Proposed Development, Volume 2** (Document Reference: 6.2.4).
- 1.1.3 This Outline CTMP is focused on the construction of the onshore elements of the Proposed Development. Measures for the management of workforce travel associated to and from the construction port are considered as part of the Outline Construction Workforce Travel Plan.
- 1.1.4 Rampion 2 will be located between 13km and 26km from the Sussex Coast in the English Channel and the offshore array area will occupy an area of approximately 160km².
- 1.1.5 The key offshore elements of the Proposed Development will be as follows:
- up to 90 offshore wind turbine generators (WTGs) and associated foundations;
 - blade tip of the WTGs will be up to 325m above Lowest Astronomical Tide (LAT) and will have a 22m minimum air gap above Mean High Water Springs (MHWS);
 - inter-array cables connecting the WTGs to up to three offshore substations;
 - up to two offshore interconnector export cables between the offshore substations;
 - up to four offshore export cables each in its own trench, will be buried under the seabed within the final cable corridor; and
 - the export cable circuits will be High Voltage Alternating Current (HVAC), with a voltage of up to 275kV.
- 1.1.6 The key onshore elements of the Proposed Development will be as follows:
- a single landfall site near Climping, Arun District, connecting offshore and onshore cables using Horizontal Directional Drilling (HDD) installation techniques;
 - buried onshore cables in a single corridor for the maximum route length of up to 38.8km using:

- ▶ trenching and backfilling installation techniques; and
- ▶ trenchless and open cut crossings.
- a new onshore substation, proposed near Cowfold, Horsham District, which will connect to an extension to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables; and
- extension to and additional infrastructure at the existing National Grid Bolney substation, Mid Sussex District to connect Rampion 2 to the national grid electrical network.

1.1.7 During construction, the onshore elements of the Proposed Development would be supported with Temporary Construction Compounds (TCCs) (and HDD compounds), accesses and haul roads. There will also be some traffic during the construction phase associated with the construction management base in Shoreham, from where crew transfer onto vessels.

1.1.8 This Outline CTMP has evolved throughout the DCO pre-application process as the onshore elements of the Proposed Development have been further defined through the design process and following feedback from stakeholders. Consultation has been undertaken with West Sussex County Council (WSCC), National Highways (NH)¹ and The South Downs National Park Authority (SDNPA) to develop an agreed management and mitigation strategy for heavy goods vehicles (HGVs) and light goods vehicles (LGVs) during the construction of the Proposed Development.

1.1.9 An Outline CTMP is required to address the impacts of the onshore infrastructure elements of the Proposed Development which could have a direct effect on local roads through crossings of the network and the conveyance of construction traffic.

1.2 Purpose and structure of the Outline CTMP

1.2.1 The purpose of this Outline CTMP is to establish the environmental measures which can be implemented in relation to traffic generated during the construction phase for the onshore elements of the Proposed Development. This Outline CTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. This also satisfies commitment C-201 (in the [Commitments Register](#) (Document Reference: 7.22), which states that *'Construction Traffic Management Plans (CTMP) will be developed in consultation with the highway's authorities (WSCC and NH) for stages of the works. These will be developed in accordance with the Outline CTMP and include the stage specific details for managing the impact of the construction traffic on the transport network.'* The Outline CTMP also relates to the [Outline Construction Workforce Travel Plan](#) (Document Reference: 7.7) which sets out the measures which will be used to manage staff travel across all modes.

1.2.2 The primary objectives of this Outline CTMP are as follows:

¹ Formally Highways England April 2015 – August 2021

- ensuring the movement of people and materials in a safe, efficient, timely, and sustainable manner;
- keep construction traffic to a minimum during peak network periods to reduce the impact on the highway network;
- ensure that effects and disruption on local communities is minimised;
- minimise vehicle trips where possible; and
- limit the impacts on the natural and built environment.

- 1.2.3 The **draft Development Consent Order (DCO)** (Document Reference: 3.1) includes a requirement to submit a stage specific CTMP (which accords with the Outline CTMP) for approval by WSCC and consultation with the relevant planning authority and National Highways (where appropriate) before that stage can commence.
- 1.2.4 The stage specific CTMP will be developed prior to commencement of the relevant stage of works, but will be produced in accordance with the principles, objectives and guidance provided in this Outline CTMP.
- 1.2.5 This Outline CTMP interfaces with the following documents accompanying the DCO Application and should be read in conjunction with:
- the **Outline Construction Workforce Travel Plan** (Document Reference: 7.7) which outlines measures to mitigate and manage effects on the local transport network which may be caused by the daily movement of the construction workforce;
 - The **Outline Public Rights of Way Management Plan (PRoWMP)** (Document Reference: 7.8) which sets out the scale and nature of these effects together with an outline management strategy to help minimise disruption to PRoW users.
 - **Commitments Register** (Document Reference: 7.22) which contains the embedded environmental measures associated with the Proposed Development;
 - **Appendix 4.1: Crossing schedule, Volume 4** of the ES (Document Reference: 6.4.4.1) which sets out all crossings associated with the Proposed Development;
 - **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23);
 - **Appendix 23.1, Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.1) which sets out the specific routes required for Abnormal Indivisible Loads (AILs) and the mitigation required including Swept Path Assessments (SPAs) at identified pinch points; and
 - **Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the ES (Document Reference: 6.4.23.2) which sets out the detailed construction traffic generation methodology, assumptions, materials required and other matters that have informed the construction traffic generation output.
- 1.2.6 The remainder of this Outline CTMP is set out as follows:

- **Section 2: Stakeholder consultation and engagement to-date;**
- **Section 3: The onshore elements of the Proposed Development** – sets out the description of the onshore elements of the Proposed Development and the components and vehicles that will be used to inform the Outline CTMP;
- **Section 4: Proposed Access Strategy** – sets out the Access Strategy proposed during the construction phase of the Proposed Development;
- **Section 5: HGV Access Strategy** – sets out the construction HGV Access Strategy;
- **Section 6: LGV Access Strategy** – sets out the construction LGV Access Strategy;
- **Section 7: Crossing Schedule** – sets out how the onshore cable corridor crosses the highway and rail network;
- **Section 8: Potential Mitigation Strategies** – summarises the proposed measures to manage LGV and HGV movements during the construction;
- **Section 9: Management of the CTMP and enforcement** – sets out the proposed management and enforcement structure for the CTMP;
- **Section 10: Glossary of terms and abbreviations;**
- **Section 11: References;**
- **Appendix A: Proforma;**
- **Appendix B: Figures;**
- **Appendix C: RSA Requirements;** and
- **Appendix D: Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies**

2. Stakeholder Consultation and Engagement to-date

2.1 Introduction

- 2.1.1 This section outlines the stakeholder consultation and engagement that has taken place since 2020 to inform this Outline CTMP. The stakeholders will continue to be consulted in preparation of the stage specific CTMP, as well as any other landowners, authorities or councils as relevant.

2.2 Scoping Report

- 2.2.1 RED submitted a Scoping Report (RED, 2020) and request for a Scoping Opinion to the Secretary of State (SoS) (administered by the Planning Inspectorate) on 2 July 2020. A Scoping Opinion was received on 11 August 2020 (Planning Inspectorate, 2020). The Scoping Report (RED, 2020) set out the proposed transport assessment methodologies, outline of the baseline data collected to date and proposed, and the scope of the environmental assessment. Planning Inspectorate comment ID number 5.6.8 of the Scoping Opinion (Planning Inspectorate, 2020) sets out:

“The Inspectorate welcomes the commitment to produce a CTMP, Abnormal Indivisible Load (AIL) (AIL, Appendix 23.3, Volume 4) access study and Public Rights of Way Management Plan (PROWMP, Appendix 23.2, Volume 4). Drafts of these documents should be provided with the DCO Application. It should be clear how the implementation of such plans would be secured in the DCO and the Applicant should consider how this plan would interact with the COCP and other relevant plans”

2.3 Evidence Plan Process (EPP)

Overview

- 2.3.1 The Evidence Plan Process (EPP) has been set up to provide a formal, non-legally binding, independently chaired forum to agree the scope of the EIA and Habitats Regulations Assessment (HRA), and the evidence required to support the DCO Application. The EPP commenced in January 2020 and has continued throughout the EIA helping to inform the ES.
- 2.3.2 For transport, further engagement has been undertaken via the EPP Expert Topic Group (ETG) ‘Traffic, Air Quality, Noise, Health and Socio-economics’ meetings alongside additional meetings with specific stakeholders such as West Sussex County Council (WSCC) and National Highways (NH).

27 October 2020

- 2.3.3 Initial details of the emerging access strategy underpinning the Outline CTMP were presented to key stakeholders as part of the Evidence Plan Process (EPP) Expert Topic Group (ETG) 'Traffic, Air Quality, Noise, Health and Socio-economics' meeting held via a conference call on the 27 October 2020. The conference call was attended by the following stakeholders:
- WSCC;
 - Highways England (now National Highways);
 - South Downs National Park Authority (SDNPA);
 - Arun District Council;
 - Mid Sussex District Council; and
 - East Sussex County Council.
- 2.3.4 The transport section of the ETG meeting covered the scope of the transport assessment, the baseline data, and accompanying assessments to be used to undertake the assessment, proposed environmental measures, proposed HGV access proposals and the assessment methodology. The engagement also presented the proposed approach to address the Scoping Opinion (Planning Inspectorate, 2020) comments detailed in [Table 23-3](#) in [Chapter 23: Transport, Volume 2](#) of the ES (Document Reference: 6.2.23). An outline of the approach to the following documents was covered in the presentation and discussions:
- Transport chapter in the Environmental Impact Assessment (EIA);
 - Outline Construction Traffic Management Plan;
 - Outline Public Right of Way Management Plan; and
 - AIL Assessment; and
 - Traffic data collection.
- 2.3.5 Key discussion points in relation to transport during this meeting was to learn the lessons of Rampion 1 and to produce a schedule of transport infrastructure to be crossed by the onshore cable corridor. This has been addressed within this Outline CTMP with full schedules presented in [Section 6](#).
- 2.3.6 SDNPA also raised at the ETG meeting that the CTMP should include construction staff movements as well as HGVs and that the CTMP should include an approach to enforcement of HGV routes. This has been addressed in the ES chapter assessments where environmental assessment of the impacts of staff movements and HGVs has been included. This Outline CTMP sets out the routing proposed for HGVs, as well as details on staffing required and how this is proposed to be addressed during the construction phase.

16 March 2021

- 2.3.7 A second ETG meeting was held for Traffic, Air Quality, Noise and Socio-economics on 16 March 2021 with the same key stakeholders as the meeting in

October 2020. The transport section of the ETG meeting covered an update on baseline data, consultation progress, construction traffic generation, public rights of way (PRoW) impacts, the Outline CTMP, the Abnormal Indivisible Load (AIL) assessment (**Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.2)) and some of the initial findings of the environmental assessment.

- 2.3.8 Key discussion points raised at the ETG meeting on 16 March 2021 were as follows:
- HGV construction route enforcement;
 - locations of Highways Links assessed as part of the transport assessment at PEIR stage;
 - time restrictions for construction traffic;
 - helicopters and use during the construction phase;
 - interactions with the proposed A27 Arundel Bypass project;
 - horizontal directional drill (HDD) proposals in relation to the Strategic Road Network (SRN);
 - additional speed surveys to inform access visibility requirements; and
 - AILs during the decommissioning phase.

- 2.3.9 HGV construction route enforcement has been addressed within this Outline CTMP and is included within embedded environmental measures C-157, C-158 and C-159 (set out in the **Commitments Register** (Document Reference: 7.22)). This has become a requirement of the DCO following discussion with WSCC and NH. This Outline CTMP includes details on timings on the local highways network for all construction vehicles including HGVs as well as HDD proposals, contractors will be required to comply as set out in **Section 9**. The document also sets out the initial considerations and details on visibility splays (**Section 3**) at the proposed accesses. Visibility splays are areas of clear visibility required from a point an “x distance” back from the give way line.

25 November 2022

- 2.3.10 The third ETG meeting was held for traffic and socio-economics stakeholders on 25 November 2022. Key stakeholders were present including WSCC, NH and SDNPA.
- 2.3.11 A project update was provided to stakeholders including regarding the alternatives and modifications assessed within the Preliminary Environmental Information Report (PEIR, 2021) Supplementary Information Report (SIR) (RED, 2022) as part of RED’s second Statutory Consultation exercise (October to November 2022). It was also noted that the Oakendene substation had now been selected by RED.
- 2.3.12 A review of the Section 42 comments received from Rampion 2’s second Statutory Consultation exercise (October to November 2022), and progression of subsequent actions, was also provided, as well as a summary of publication of the PEIR and PEIR SIR reports (RED, 2021; 2022) and associated traffic counts.

- 2.3.13 Clarification was sought by the South Downs National Park Authority (SDNPA) regarding certain impacts on the South Downs National Park (SDNP), for example in relation to inter-site trips: it was clarified that these would be covered as part of the ES.
- 2.3.14 An update in regards to surveys was provided at the meeting confirming that since November 2021 automatic traffic counter (ATC) surveys had been undertaken in April / May 2022 at a further four locations including:
- Ferry Road;
 - Long Furlong;
 - A283; and
 - B2118.
- 2.3.15 It was confirmed at the meeting that Crossbush Lane had not been surveyed as the area was not expected to be impacted by the Proposed Development.
- 2.3.16 It was confirmed that an Outline Travel Plan would be prepared as part of the DCO Application submission and that further information would be provided in the ES in relation to access and visibility, including road safety audits and speed assessments.

21 February 2023

- 2.3.17 A fourth ETG meeting for traffic and socio-economics was held on 21 February 2023. Attendance of key stakeholders was similar to that of the meeting held in November 2022.
- 2.3.18 The transport section of the fourth ETG included an update on Rampion 2's second Statutory Consultation exercise (October to November 2022) including a review of comments received with respect to the PEIR SIR (RED, 2022). In addition, an update on the consultation process was provided, together with details on the preparation of the documents which would accompany the ES chapter within the DCO Application submission. It was outlined and agreed that the Traffic Generation Technical Note ([Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) of the ES (Document Reference: 6.4.23.2) would include a level of detail considered to be proportionate to the volume of traffic predicted to be generated by the Proposed Development.
- 2.3.19 A request was made by SDNPA for further detail with regards to the port chosen to transport materials offshore; it was confirmed by RED that, at the time of the meeting, there was not a named port, and that one might not be included at the time of DCO Application submission. However, it was confirmed that the TGTN would include details of traffic to and from the port, depending on the level of detail available by the time of the DCO Application submission.

19 April 2023

- 2.3.20 On 19 April 2023, a follow-up meeting to expand upon issues raised in the February 2023 ETG was held via Microsoft Teams, attended by representatives from WSCC and NH.

- 2.3.21 WSCC and NH provided feedback with regards to a number of proposed accesses to be used during construction and/or operation and maintenance. These included accesses at Michelgrove Lane, Longfurlong Lane and Tolmare Farm, all on the A280 Long Furlong. Stakeholders raised potential issues with large and / or slow-moving traffic using the accesses, particularly during the construction phase. In response, RED stated that further work would be undertaken to verify whether access use could be rationalised in cases where several accesses exist in close proximity.
- 2.3.22 In order to facilitate the detailed design of proposed accesses, as well as the targeted assessment of impacts, consultees also requested further information about accesses' usage, particularly during the construction phase. RED proposed to provide further information based on which accesses would be the most heavily used during the construction phase.
- 2.3.23 Speed surveys, road safety audits (RSAs) and Walking, Cycling and Horse-Riding Assessment and Reviews (WCHARs) were also discussed. It was agreed to assess the proposed usage and characteristics of the accesses in order to inform the potential need for the various surveys at each location.
- 2.3.24 Previously agreement had been reached to use traffic data for a 5-year period. WSCC confirmed they were satisfied that this could include years during the COVID-19 pandemic related restrictions, however NH stated that the 5 years should exclude COVID-19 pandemic years. It was agreed that, in view of the extensive accident analysis already undertaken, targeted analysis for a further two-year period in proximity only of the proposed accesses would also be undertaken.
- 2.3.25 Stakeholders noted that the temporary construction compound site at Washington was proposed to be accessed from the inside of a bend. RED took note of this feedback, and confirmed this would be considered as part of the detailed design of the access.

20 June 2023

- 2.3.26 On 20 June 2023, a further ETG meeting was held via Microsoft Teams, attended by representatives including from WSCC and NH.
- 2.3.27 During this call, attendees were updated regarding progress on the application and the transport technical documents.

13 July 2023

- 2.3.28 On 13 July 2023, a targeted meeting was held with attendees from NH, SDNPA and WSCC.
- 2.3.29 Items discussed included progress made on the application, the transport technical documents, and the design of accesses.

20 July 2023

- 2.3.30 On 20 July 2023, a targeted meeting was held with attendees from NH, SDNPA and WSCC.

- 2.3.31 Items discussed included progress made on the application and its likely submission date, together with when the transport documents would be made available for review by consultees. Further discussion was held around speed surveys, visibility splays and road safety audits (RSAs). **Appendix C** includes a list of the RSA requirements.

2.4 Non-statutory consultation and further engagement

Non-statutory consultation exercise – January/February 2021

- 2.4.1 RED carried out a consultation exercise for a period of four weeks from 14 January 2021 to 11 February 2021. This exercise aimed to engage with a range of stakeholders including the prescribed and non-prescribed consultation bodies, local authorities, Parish Councils, and general public with a view to introducing the Proposed Development and seeking early feedback on the emerging designs. One of the key themes from the non-statutory consultation exercise relating to the Outline CTMP was the need for traffic management during the construction phase and the capacity of the local roads. Capacity of local roads has been assessed within **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and junction capacity assessments were not deemed to be required by WSCC due to the negligible uplift in traffic at junctions.

West Sussex County Council (WSCC)

- 2.4.2 Following the non-statutory consultation exercise in February 2021, further engagement with WSCC was carried out in relation to local roads regarding specific issues related to access design and the use of the Design Manual for Road and Bridges (DMRB) and Manual for Streets (MfS) to inform the following:
- access design;
 - types of accesses;
 - permanent operational accesses; and
 - visibility requirements.
- 2.4.3 Details on access design and visibility requirements have been included in **Section 3** and **Section 4** sets out the details of the differing type of accesses associated with the Proposed Development.

National Highways

- 2.4.4 Engagement has also been undertaken with National Highways (NH) with regards to the Strategic Road Network (SRN) on a range of topics. The key discussions in relation to the Outline CTMP have focused on the avoidance of direct effects on the SRN by limiting or avoiding new accesses to the network and the use of trenchless construction methods (for example HDD) to avoid the need for traffic management on the SRN. This Outline CTMP shows that NH comments have been addressed in that there are no new accesses proposed to the SRN and the SRN will be crossed by HDD so there are no surface impacts of the Proposed Development on the SRN.

- 2.4.5 The A27 Arundel Bypass is being promoted by NH. With no direct impacts of onshore elements of the Proposed Development across the proposed route of the A27 Arundel Bypass, the only effects of the onshore elements of the Proposed Development on the bypass will be the additional traffic generated during the construction phase. The Department for Transport (DfT) has confirmed that the A27 Arundel Bypass scheme will be deferred to Road Investment Strategy (RIS3) (covering 2025 to 2030) to allow time for stakeholders' views to be fully considered. The A27 Arundel Bypass therefore is not part of the baseline assessment but has been considered as part of the wider highway context.

2.5 Stakeholder Feedback

- 2.5.1 The consultation and engagement feedback provided by the key stakeholders outlined above has informed the need for an Outline CTMP to accompany the DCO Application and helped inform this document.
- 2.5.2 Further to this, WSCC submitted a number of requested amendments to the Outline CTMP as part of their Local Impact Report **[REP1-046]**. These requested amendments are detailed in **Table 2-1** along with the subsequent update made to this Outline CTMP.

Table 2-1 West Sussex County Council (WSCC) Local Impact Report (LIR) [REP1-046] responses and associated Outline CTMP updates

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>1.2.5</p> <p>The three bullet points refer to matters to be agreed as part of Stage Specific Construction Traffic Management Plans. However, the subjects covered are matters that are included within and are understood to be agreed as part of the Outline Construction Traffic Management Plan.</p>	<p>Confirm where the matters covered within the three bullet points are to be agreed. If these matters are not being agreed as part of the OCTMP, this must be made quite clear within these documents.</p>	<p>The Outline Construction Traffic Management Plan [REP1-010] will be updated at Deadline 3 to provide clarity on where information associated with each item is included within the Outline Construction Traffic Management Plan [REP1-010] for agreement.</p>	<p>Paragraph 1.2.5 has been removed to avoid confusion.</p>
<p>3.6.1 and 3.6.3</p> <p>The 4-year construction programme quoted is contradicted within 3.6.3, which implies 4.5 years with further references to these being minimum durations.</p>	<p>Identify the duration of the construction programme</p>	<p>The anticipated worst-case total construction duration for all onshore infrastructure to be complete, operational and for full landscape reinstatement is approximately four years. This is detailed in Section 4.7 of Chapter 4: The Proposed Development, Volume 2 of the Environmental Statement [APP 045].</p>	<p>Additional wording added to Paragraph 3.6.1 which is in accordance with Section 4.7 of Chapter 4: The Proposed Development, Volume 2 of the Environmental Statement [APP-045].</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>4.1.2</p> <p>The final sentence of this paragraph concerning vehicle movements is noted. It is not apparent how this will be controlled, as once the construction access is in place, the presumption is that it will be used for all required purposes.</p>	<p>Intended use of individual construction accesses should be detailed as part of Stage Specific CTMPs. This requirement should be referenced in the OCTMP.</p>	<p>This is noted and the Applicant will update the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 to reflect his request.</p>	<p>Additional wording added to Paragraph 4.1.2 to state that the intended use of individual construction accesses will be detailed as part of stage specific CTMPs.</p>
<p>4.1.4</p> <p>The intended use of the 'Light Construction Accesses' is noted. It should be clearly set out in the OCTMP that these accesses are not being used by HGVs. The design should not accommodate HGVs.</p>	<p>The OCTMP should include a restriction on the vehicles intended to use the 'Light Construction Accesses'.</p>	<p>This is noted and the Applicant will update the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 to reflect his request.</p>	<p>Additional wording added to Paragraph 4.1.3 and Paragraph 4.1.4 edited as requested.</p>
<p>4.4.1</p> <p>The application of DMRB standards (intended for trunk roads) is not always necessary or desirable. Manual for Streets</p>	<p>The wording within this point should be altered to allow for flexibility in terms of the design standards to be applied.</p>	<p>This is noted and the Applicant will update the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 to reflect his request.</p>	<p>Added Manual for Streets to Paragraphs 4.4.1, 4.7.3 and 5.4.4 and Tables 4-2 and 4-3.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>may be more appropriate in certain lower speed locations.</p>			
<p>4.6.1 Those light construction accesses covered within the first bullet point will need to be identified as such, otherwise suitable visibility splays will be required. From 4.6.3, it is known which accesses will fall within this category.</p>	<p>The OCTMP and Stage Specific CTMPs are to identify those accesses that are to be used infrequently for the purposes of checking the progress of trenchless crossings.</p>	<p>This is noted and the Applicant will update the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 to reflect his request.</p>	<p>The light construction accesses are identified in Paragraph 4.6.3. Additional text has been added to ensure that these are also identified as part of stage specific CTMPs.</p>
<p>4.8.2 As noted within 4.4.1, it is not always necessary or desirable to comply with the DMRB especially on lightly trafficked, low speed roads. Some flexibility should be included to enable other design standards to be applied in agreement with WSCC.</p>	<p>Additional wording is to be included to enable alternate design standards to be used in agreement with WSCC.</p>	<p>This is noted and the Applicant will update the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 to reflect his request.</p>	<p>Added Manual for Streets to Paragraphs 4.4.1, 4.7.3 and 5.4.4. As well as Tables 4-2 and 4-3.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>4.8.4</p> <p>There are locations where it's questioned whether the necessary standard of visibility can be achieved due to constraints imposed by the existing road layout. The accesses have been further reviewed in Table 1a below.</p>	<p>The Applicant is to review visibility splays at all accesses and identify those locations where the required visibility splays cannot be achieved. If the necessary visibility splay standard cannot be met, the applicant will need to identify suitable alternate measures to safely manage traffic entering and exiting the access.</p>	<p>The Applicant is currently preparing preliminary designs for each of the proposed temporary construction compound locations (A-05, A-39 and A-63) and Oakendene substation (A-62), which will be designed in accordance with Design Manual for Roads and Bridges (DMRB) guidance and subject to an independent Road Safety Audit. The aim is to reach agreement in principle on the layout of each of these access junctions prior to the end of the Examination. Noting, West Sussex County Council's comments 4.4.1 and 4.8.3, the Applicant will review all proposed access junctions to confirm the appropriate visibility splay standard for each location (DMRB or Manual for Streets) through an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3. The requirement for the implementation of traffic</p>	<p>The Applicant has reviewed all access junctions and confirmed the appropriate visibility splay standard in Tables 4-2 and 4-3.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>5.4.4, first and second bullet points</p> <p>The commitment to avoid major settlements where possible is welcomed. However, routing plans still show HGVs using the A272 through Cowfold and the A281 through Henfield. It is accepted that these are A roads and therefore should be used over other road classifications and that it would be necessary for some HGVs to use these routes. It would be appropriate for the OCTMP to identify the scenarios (i.e. where materials are coming in from local sources or to access specific cable route accesses) in which HGVs are permitted to use</p>	<p>OCTMP to be updated to indicate appropriate use of routes by HGVs for given scenarios.</p>	<p>management measures will be confirmed as part of stage specific Construction Traffic Management Plans as per Requirement 24 of the Draft Development Consent Order [PEPD-009].</p> <p>The Applicant will review this request and provide an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 where appropriate.</p>	<p>Additional text added to C-157 and C-158 to state that routing through Cowfold will only be for access A-56 and or A-57 or where use of locally sourced materials / equipment make its avoidance impracticable.</p>

WSSC Local Impact Report Comment	Recommended Action	Applicant's Response to WSSC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>routes particularly through Cowfold and Henfield, and situations where HGVs should not approach or leave via these routes (e.g. HGVs associated with the Oakendene substation)</p>			
<p>5.4.4, 6th bullet It is not always necessary or desirable to comply with the DMRB especially on lightly trafficked, low speed roads. Some flexibility should be included to enable other design</p>	<p>Additional wording to be included to enable alternate design standards to be used in agreement with WSSC</p>	<p>This is noted and the Applicant will update the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 to reflect this request.</p>	<p>Added Manual for Streets to Paragraphs 4.4.1, 4.7.3 and 5.4.4. As well as Table 4-2 and Table 4-3.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
standards to be applied in agreement with WSCC.			
<p>5.5.1, Table 5.2, number 1.</p> <p>Reference is made to HGVs avoiding key settlements including the Cowfold AQMA. It is unclear what this means as the routing plans still indicate these routes being used without any controls or restriction. It is accepted in principle that some HGVs may need to use these routes given the lack of suitable alternatives.</p>	Include more specific controls in terms of routing	The Applicant will review this request and provide an update to the Outline Construction Traffic Management Plan [REP1- 010] at Deadline 3 where appropriate.	Additional wording added to Table 5-2 point number 1, specifying how traffic will avoid Cowfold. Added wording to match text amendments made to Commitment C-158.
<p>8.2.6</p> <p>The B2116 is indicated to be subject to traffic management whilst the cable is being installed. The draft DCO</p>	Update the OCTMP and/or draft DCO to be consistent.	This is noted and the Applicant will update the Outline Construction Traffic Management Plan [REP1-010]	Additional text added to Paragraph 8.2.7 to include temporary full road closure as a traffic management option for the B2116.

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>indicates the B2116 will be the subject of a road closure. The OCTMP and draft DCO contradict each other.</p>		<p>at Deadline 3 to reflect his request.</p>	
<p>8.4.21 The wording seems to imply that the highway condition survey would apply only to the access point. The extent of the condition survey may need to cover a length of highway used to provide local access from a classified road through to a development access. The scope, extent and requirement for any survey should be agreed with WSCC. These requirements may vary from location to location.</p>	<p>The wording should be clearer to reflect that the scope and extent of any condition survey would need to be agreed with WSCC prior to works commencing.</p>	<p>The Applicant will review this request and provide an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 where appropriate.</p>	<p>Additional wording and detail added to Highway Condition Survey Section (Section 8.4.27 to 8.4.29).</p>
<p>8.4.23 Again, similar to 8.4.22, the extent of the restoration/making good would need to be agreed</p>	<p>The wording should be updated to reflect that additional works other than the restoration of temporary accesses may be</p>	<p>The Applicant will review this request and provide an update to the Outline Construction Traffic Management Plan</p>	<p>Additional wording and detail added to Highway Condition Survey Section (Section 8.4.27 to 8.4.29).</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>on a site-by site basis. There may be further works to reinstate within the highway beyond just temporary accesses.</p>	<p>required once works are complete.</p>	<p>[REP1- 010] at Deadline 3 where appropriate.</p>	
<p>Appendix B, Figure 7.6.4b – Temporary Construction and Operational Accesses</p> <p>A26 (construction and operational) makes use of Michelgrove Lane, a single-track road. There are concerns in terms of how construction traffic would be managed along this route. The design of the Michelgrove Lane/A280 junction is limited and not suited to HGV movements. Concerns include the restricted visibility to both the north and south in light of the posted speed limit and the restricted kerb radii on the northern side, making it likely that exiting HGVs would</p>	<p>If this access is required, additional mitigation would be required to Michelgrove Lane. This could include HGVs laying up with drivers phoning ahead to ensure they will encounter no Rampion 2 vehicles exiting or arriving, or physical works to create passing places on Michelgrove Lane. Temporary traffic management measures would be required at the Michelgrove Lane/A280 junction to enable vehicles to safely exit. It is suggested that HGVs only turn left in and left out to minimise the impact of delivery traffic on A280 traffic flows.</p>	<p>The Applicant is currently reviewing traffic management options for the junction of A280 Long Furlong and Michelgrove Lane to facilitate the safe access and egress of construction traffic. These options will take account of traffic surveys being undertaken on the A280 Long Furlong and Michelgrove Lane, swept path analysis and visibility splay assessments. The outcomes of this review will be discussed with West Sussex County Council at the earliest opportunity with the aim of reaching an agreement in principle to the traffic management strategy.</p>	<p>A Traffic Management Strategy for access A-26 and A-28 has been produced as summarised in Section 8.4. The full Traffic Management Strategy is provided in Appendix D.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>overrun the centreline when exiting to the north.</p>		<p>This would then be secured through inclusion within an update to the Outline Construction Traffic Management Plan [REP1-010] which will be certified pursuant to Schedule 16 of the Draft Development Consent Order [PEPD-009], and a stage specific Construction Traffic Management Plan secured pursuant to requirement 24 (1) (a).</p>	
<p>Appendix B, Figure 7.6.4c – Temporary Construction and Operational Accesses.</p>	<p>Appropriate visibility splays would need to be demonstrated. Ideally traffic would arrive from the west and depart to the east thereby avoiding right turning traffic obstructing flows on the A283. Specific traffic management measures may be required if vehicles (HGVs) will be required to turn right. The existing access track would need to be widened.</p>	<p>Noting, West Sussex County Council's (WSCC) comment 4.4.1 and 4.8.3, the Applicant will review all proposed access junctions to confirm the appropriate visibility splay standard for each location (Design Manual for Roads and Bridges (DMRB) or Manual for Streets) through an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3. Whilst it is noted that the</p>	<p>Additional wording added to Appendix A under Access A-43.</p> <p>Additional wording added to Paragraph 4.4.2 that traffic management measures will be included in stage specific CTMPs.</p> <p>Reference also provided for the provision of a temporary 40mph</p>
<p>A43 and A43a are indicated as providing construction access onto the A283. Visibility to the east appears restricted by the road alignment. Specific measures would be required to control and restrict vehicle movements. The track leading</p>			

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
northwards from the access is singletrack.		<p>requirement for the implementation of traffic management measures will be confirmed as part of stage specific CTMPs as per Requirement 24 of the Draft Development Consent Order [PEPD-009] the Applicant will include additional wording to reflect WSCC's comments within Appendix B of the Outline Construction Traffic Management Plan [REP1-010]. This will be included in an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3.</p>	<p>speed limit on the A283 in Section 8.2.</p>
<p>Appendix B, Figure 7.6.4c – Temporary Construction and Operational Accesses</p> <p>A46 (light construction and operational) is onto Spithandle Lane, a single track road.</p>	<p>Measures will be required to manage, and ideally minimise, traffic using the single-track road.</p>	<p>Whilst it is noted that the requirement for the implementation of traffic management measures will be confirmed as part of stage specific Construction Traffic Management Plans (CTMPs) as per Requirement 24 of the Draft Development Consent Order</p>	<p>This request is not agreed. The access will be used by up to 10 LGVs over the course of the construction programme. Given the minor use traffic management will not be required.</p>

WSSC Local Impact Report Comment	Recommended Action	Applicant's Response to WSSC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>Appendix B, Figure 7.6.4d Temporary Construction and Operational Accesses</p> <p>The access tracks leading from the B2135 at A56 and A57 (construction and operational) are narrow. This could cause vehicles to queue back onto the highway.</p>	<p>Passing places should be provided on the access tracks to enable two vehicles to pass. Alternately traffic management measures may be required to avoid conflicting movements.</p>	<p>[PEPD-009] the Applicant will include additional wording to reflect West Sussex County Council's comments within Appendix B of the Outline Construction Traffic Management Plan [REP1-010]. This will be included in an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3.</p>	<p>Additional wording added to Appendix A under Access A-56 and A-57.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
		<p>the requirement for the implementation of traffic management measures will be confirmed as part of stage specific Construction Traffic Management Plans as per Requirement 24 of the Draft Development Consent Order [PEPD-009], the Applicant will include additional wording traffic management / passing place may be required within Appendix B of the Outline Construction Traffic Management Plan [REP1-010]. This will be included in an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3.</p>	

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
<p>Appendix B, Figure 7.6.4d Temporary Construction and Operational Accesses</p> <p>A67 (construction and operational) and A68 (construction) are both existing. There are no concerns with the accesses themselves, but measures will be required along Wineham Lane to mitigate the additional construction traffic. This may also require measures at the A272 Wineham Lane junction.</p>	<p>Measures will be required to control and avoid conflicting vehicle movements along Wineham Lane Additional measures should be included to assist exiting HGVs both at the Wineham Lane accesses but also at the A272 Wineham Lane junction. Signage may also be required to alert drivers on the A272 to the presence of exiting/turning HGVs. HGV movements should be timed to avoid the network peak hours where possible.</p>	<p>At peak construction the Proposed will generate approximately 40 heavy goods vehicle (HGV) movements per day, which is the equivalent of 3-4 vehicles per hour or one every 15-20 minutes. Based on these peak construction traffic estimates, it is unlikely that the majority of existing traffic will meet an HGV traveling between the A272 and construction site. It is also noted that Wineham Lane has a suitable carriageway width to allow general traffic to pass HGVs on the rare occurrences this occurs. Notwithstanding the above, the Applicant will review this request and provide an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 where appropriate.</p>	<p>Additional wording added to Appendix A under Access A-67 and A-68 to reference the requirement for a temporary 40mph speed limit on Wineham Lane, which is also included in Section 8.2.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant’s Response to WSCC Local Impact Report	Applicant’s amendment to the Outline CTMP
<p>Appendix B, Figure 7.6.6c The plan indicates HGV routing along the A272 through Cowfold from the west and using the A281 to the south. Some HGV activity through Cowfold is considered acceptable but in light of the Air Quality Management Area and existing traffic congestion, movements should be restricted. The majority of HGVs should arrive from the A23 to the east.</p>	<p>The plan should be updated to indicate HGV routing through Cowfold only where strictly necessary.</p>	<p>The Applicant will review this request and provide an update to the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 where appropriate</p>	<p>Additional text added to C-157 and C-158 to state that routing through Cowfold will only be for access A-56 and or A-57 or where use of locally sourced materials / equipment make its avoidance impracticable.</p> <p>In addition, vehicles restrictions are now proposed within Paragraphs 8.4.18 to 8.4.21. These will be implemented through the Delivery Management System and use of bookable delivery slots.</p>
<p>Table 1b: Road Safety Audit Requirements</p>		<p>The Applicant notes these requirements and will update the Outline Construction Traffic Management Plan [REP1-010] at Deadline 3 to reflect this information. It should also be noted that the Applicant is currently preparing preliminary designs for each of the proposed compound locations (A-05, A-39 and A-63) and Oakendene substation (A-</p>	<p>Table 1b Road Safety Audit Requirements of the WSCC LIR have been added to Appendix C of this Outline CTMP.</p>

WSCC Local Impact Report Comment	Recommended Action	Applicant's Response to WSCC Local Impact Report	Applicant's amendment to the Outline CTMP
		<p>62), which will be designed in accordance with Design Manual for Roads and Bridges (DMRB) guidance whilst a traffic management strategy is being developed for Kent Street (A-61 and A-64). Each of these will be subject to an independent Road Safety Audit. The aim is to reach agreement in principle on the layout and / or traffic management strategy of each of these access junctions prior to the end of the Examination.</p>	

DCO Examination Deadline 4 updates

- 2.5.3 Following on from Issue Specific Hearing 2 (May 2024) and stakeholder representations made at Deadline 3 (25 April 2024), the following updates were applied to the **Outline Construction Traffic Management Plan [REP4-045]**:
- Updates to **Table 4-1** to identify access A-20 as a light construction & operational access and access A-24 as an operational access only, as shown on the Works Plans;
 - Updates to **Table 4-3** to reflect proposed use of temporary speed limits at some access junctions, as defined in **Section 8.2** and **Appendix A**;
 - Updates to **Table 5-3** and **Table 6-2** to remove access A-24;
 - Provision of further information within **Section 8.2** on:
 - ▶ Site specific traffic management strategies for Michelgrove Lane and Kent Street (**Appendix D** of the **Outline Construction Traffic Management Plan [REP4-045]**);
 - ▶ Extent of proposed temporary speed limits on the A272; and
 - ▶ Principles of management of conflicts with pedestrians, cyclists and equestrians.
 - Updates to **Appendix A** for accesses A-20, A-24, A-26, A-28, A-61 and A-64; and
 - Updates to the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies included within **Appendix D**.

DCO Examination Deadline 5 updates

- 2.5.4 Following submission of stakeholder representations submitted at Deadline 4 and The Examining Authority's Further Written Questions and requests for information **[PD-012]**, updates have been made to the **Outline Construction Traffic Management Plan [REP4-045]** in relation to comments made by West Sussex County Council **[REP4-086]**, South Downs National Park Authority **[REP4-085]** and Horsham District Council **[REP4-084]**. The comments made by these stakeholders, the Applicant's response and summary of relevant updates made to the **Outline Construction Traffic Management Plan [REP4-045]** are summarised in **Table 2-2**.

Table 2-2 Updates to Outline CTMP at Deadline 5

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
West Sussex County Council [REP4-086]		
<p>3.19 WSCC has reviewed a number of iterations of the OCTMP and the measures contained within the OTCMP are largely agreed. It is recognised that these measures provide a framework that will be taken forward and included within more detailed site/phase specific construction management plans under the relevant DCO Requirement. Further comments on Revision D are given below:</p>	<p>The Applicant welcomes West Sussex County Council's comment and agrees that detailed points will be contained within stage specific construction traffic management plans, developed in accordance with the Outline Construction Traffic Management Plan [REP4-045] and agreed with the local highway authority as per Requirement 24 of the Draft Development Consent Order [REP4-004].</p>	<p>Not applicable.</p>
<p>Table 2-1 (section 2.5.2) summarises the WSCC comments made against the OTCMP within the WSCC Local Impact Report (REP1-054). The Applicant's responses are noted.</p>	<p>Noted, the Applicant has no further comments at this stage.</p>	<p>Not applicable.</p>
<p>3.6.5 – WSCC has commented previously regarding those activities to be permitted during 'shoulder hours'.</p>	<p>The requirement for deliveries during shoulder hours and potential restrictions to avoid sensitive receptors (where specifically justified or required) will be determined during detailed design once the construction programme has been developed further. Such restrictions can be included within detailed construction traffic management strategies, which would need to be approved West Sussex</p>	<p>Additional text has been added to Section 3.6 (Construction phase) to state that restrictions may be applied to deliveries during shoulder hours to avoid sensitive receptors.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
	County Council and the relevant Local Planning Authority in accordance with Requirement 24 of the Draft Development Consent Order [REP4-004] .	
4.1.9 – The Applicant's comments concerning the timing and provision of Road Safety Audits as recommended by WSCC is noted. This is also included within Appendix C of the OTCMP.	Noted, the Applicant has no further comments at this stage.	Not applicable.
4.4.1 – The addition of the reference to Manual for Streets (MfS) being used for the design of accesses is noted. In referring to MfS, it is acknowledged that there are two publications (MfS1 and MfS2). These are effectively companion documents, with MfS2 providing further application of the principles in MfS1. Unless specific guidance or section from MfS1 or MfS2 is being quoted, reference to MfS should be taken as meaning both MfS1 and MfS2 given these are companion documents.	The Applicant notes this comment and has updated the Outline Construction Traffic Management Plan [REP4-045] (submitted at Deadline 5) with reference to the two Manual for Streets publications.	A footnote has been added to Section 4.4 (Temporary construction accesses to reference MfS1 and MfS2).
The use of MfS has previously been recommended by WSCC and is accepted where posted speed limits are 30mph or less. It is also indicated to use MfS standards where the speed limit is 40mph and in some instances 60mph. WSCC recognise the guidance within MfS2 where	The Applicant accepts this comment and has updated the visibility splay requirements for accesses A-05, A-06, A-32, A-33, A-34, A-35, A-47, A-49, A-52, A-53, A-54, A-55, A-59, A-60, A-61, A-62 and A-64 as detailed within Table 4-3 of the	Updates provided to Table 4-3 with additional text provided at paragraphs 4.8.6 and 4.8.7 .

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>it is advised that MfS1 standards are used as the starting point by designers but goes on to make reference to the use of MfS respecting the local context. As a result, it is not a given that MfS will be appropriate for all 40mph or higher speed limits particularly where the functional context of the road is one of traffic movement and is located outside of an urban area.</p>	<p>Outline Construction Traffic Management Plan [REP4-045] updated at Deadline 5.</p>	
<p>4.6.7, Table 4-2 – As noted in 4.4.1, MfS standards are indicated as applicable to roads with a posted speed limit of 40mph and in some instances 60mph. A caveat should be included to say where the posted speed limit is 40mph, that the use of Design Manual for Roads and Bridges (DMRB) or MfS standards are to be viewed against the local context and agreed with WSCC.</p>	<p>The Applicant notes this comment and provided an update to the Outline Construction Traffic Management Plan [REP4-045] updated at Deadline 5 to state that in some locations use of Design Manual for Roads and Bridges (DMRB) or Manual for Streets visibility splays will need to be agreed with West Sussex County Council during detailed design.</p>	<p>Updates provided to Table 4-3 with additional text provided in paragraphs 4.8.6 and 4.8.7.</p>
<p>4.6.9, Table 4-3 – Looking at the specific locations where the speed limit is 40mph and MfS standards proposed for the access designs, it is apparent that the majority, if not all, the locations are such that MfS may not be appropriate due to the local context. This is particularly so for accesses A-05 (serving the site compound at Climping), A-32, 33, 34, 35 (which are all onto the</p>	<p>Notwithstanding this, an update has been applied to Table 4-3 for accesses A-05, A-06 A-32, A-33, A-34, A-35, A-47, A-49, A-52, A-53, A-54, A-55, A-61, A-62 and A-64 to apply Design Manual for Roads and Bridges visibility splays requirements. Accesses A-59 and A-60 have also been updated to apply Manual for Streets visibility splay requirements to ensure consistency with accesses A-61 and A-64.</p>	<p>Updates provided to Table 4-3 with additional text provided in paragraphs 4.8.6 and 4.8.7.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>heavily trafficked rural A283), and A-52 (onto the rural A281).</p>		
<p>5.6, Table 5-3 – There still appears to be a discrepancy for A-56 between the two way HGVs movements indicated in this table and Table 6-7 of the Traffic Generation Technical Note.</p>	<p>The Applicant has provided an update to Table 6-7 of Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the ES [REP3-021] [REP3-021] to ensure consistency with Table 5-3 of the Outline Construction Traffic Management Plan [REP4-045] updated at Deadline 5. It should be noted that the discrepancy was a typographical error and did not impact upon the peak construction traffic modelling used within the ES.</p>	<p>An update has been made to Table 5-3 to apply the correction to Access A-56.</p>
<p>8.2 – The summary of mitigation for A-26 and A-28 is noted. Detailed comments on this mitigation are made against the 'Traffic Management Strategy' within Appendix D.</p>	<p>The Applicant has provided responses to West Sussex County Council's comments on Appendix D 'Traffic Management Strategy' and details of any amendments made in this table below.</p>	<p>Not applicable.</p>
<p>8.2.16 – The principle of using temporary speed limits is accepted, albeit there will need to be justification provided as to why other mitigation is not appropriate. The exact locations and extents will need to be agreed through stage specific CTMPs. Notwithstanding the minimum recommended speed limit length within the WSCC Speed Limit Policy, WSCC would request that temporary speeds limits are localised around</p>	<p>The Applicant notes the requirement for temporary speed limits and provided an update to paragraph 8.2.16 of the Outline Construction Traffic Management Plan [REP4-045] submitted at Deadline 4.</p>	<p>Not applicable.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>the access locations (unless agreed otherwise). Minimising lengths of temporary speed limits along with the presence of warning signage and actual turning vehicles will aid compliance with the temporary limit.</p>		
<p>8.4 - As a general point, WSCC are aware of a number of projects that may overlap with the Rampion 2 proposals. This includes the battery energy storage facility west of Kent Street (Horsham District Council reference DC/24/0054) as well as solar farm at Burnthouse Lane (HDC reference DC/23/2172). Neither of the two examples are permitted but there should be a commitment for the Applicant to co-ordinate with other project proposals where necessary. An additional point should be added within 8.4.</p>	<p>The Applicant notes the requirement for coordination between construction projects taking place in the vicinity of the Proposed Development and has provided an update to Section 8.4 of the Outline Construction Traffic Management Plan [REP4-045] submitted at Deadline 5.</p>	<p>Text detailing the need for coordination between construction projects has been included at paragraphs 8.4.51 and 8.4.51.</p>
<p>8.4.24 – The potential use of other ports for Abnormal Indivisible Loads (AILS) is noted. AILS are expected to be relatively few in number and will be subject to separate statutory provisions within The Road Vehicles (Authorisation of Special Types)(General) Order 2003. Through the 2003 Order, a haulier is required to give notice and agree a suitable route with WSCC and the Police ahead of AILs movements occurring. The</p>	<p>Noted, the Applicant has no further comments at this stage.</p>	<p>Not applicable.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>movement and routing of AILs are therefore controlled by other means and an AILs assessment identifying the port location is therefore unnecessary. It will still of course be appropriate to identify where AILs are expected for the purposes of the design of the access works, the majority of which are to be agreed post examination.</p>	<p>The Applicant has reviewed vegetation losses and the outcome of this review is presented in the Deadline 3 Submission – Technical Note Construction Access Update Summary [REP3-055]. The Outline Code of Construction Practice [REP3-025] Appendix B Vegetation Retention Plans was also updated at Deadline 3 (this is now shown in the Outline Vegetation Retention and Removal Plan (Document Reference: 8.87) submitted at Deadline 5) to include the changes in vegetation retention presented in the Deadline 3 Submission – Technical Note Construction Access Update Summary [REP3-055].</p>	<p>Table 5-1 and Appendix A has been updated to reflect construction traffic management identified within Technical Note Construction Access Update Summary [REP3-055].</p>
<p>Section 4.4.2 states “<i>Where it is proposed to use existing field gate accesses or farm tracks where there is no existing visibility splay, a visibility splay will be provided through the medium of coppicing</i>”</p>	<p>The Applicant has provided a response to this comment from West Sussex County Council within the Applicant's Comments on Deadline 4 Submissions (Document Reference: 8.84).</p>	<p>Not applicable.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p><i>(to below 1m as set out in DMRB Figure 3.3 (Standards for Highways, 2021)). At this stage, these visibility splays have been provided to design standards for the speed limit of the road and not aligned to DMRB CD123 Figure 3.3 "Direct Accesses" (Standards for Highways, 2021)". As demonstrated within Appendix A of this response, and as discussed within section 3.18, 'coppicing' has not been stated within VRPs for this purpose.</i></p>		
<p>Table 4-1 'Temporary construction and operational accesses' states certain access points as existing, despite a new access being required, A-67 for example. Section 4.5 may also require amendment to reflect A-67 if retained for operational use.</p>	<p>The Applicant has reviewed Table 4-1 Section 4.5 and Appendix A and provided an update to the Outline Construction Traffic Management Plan [REP4-045] submitted at Deadline 5.</p>	<p>Table 4-1, Section 4.5 and Appendix A have been reviewed and updated as appropriate to reflect where works will be required to facilitate construction access</p>
<p>As a general point it is concerning that, for the small number of locations where more detailed access design and construction traffic measures have now been provided, these have resulted in the need for additional vegetation losses and introduction of passing bays (both at specific access points and on the wider highway network), both of which are likely to result in increased</p>	<p>The Arboriculture/Ecology assessment has allowed for 10% margin of error. Inevitably undertaking detailed design at this stage results in worse outcomes, as a worst case scenario needs to be included in the detailed design. However, once on site the team will be able to take advantage of local opportunities to reduce impacts.</p>	<p>Not applicable.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>impacts upon the landscape character and appearance of the affected locality. It is concerning that this could be the case for numerous other accesses/rural highways at the detailed design stage, that the LVIA has not currently considered, and for which reinstatement proposals remain unclear.</p>	<p>Where flexibility currently exists (e.g. A-21 and A-22), if a single access is selected then this will reduce impacts further.</p>	
<p><i>Appendix D – Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies, Revision A</i></p>		
<p>3.20 The following are comments against the principles of mitigation shown in the Technical Note. Unless stated, comments are not made against specific numbered points.</p>	<p>Noted, the Applicant has no further comments at this stage.</p>	<p>Not applicable.</p>
<p>General Comments</p> <p>Clarification is requested if the cable drum HGVs are classed as abnormal loads. These would appear to be by virtue of their length. If they are, these would need to be covered through the AILS Assessment.</p>	<p>The Applicant has provided an update to the Outline Construction Traffic Management Plan [REP4-045] submitted at Deadline 5 that provides further details on controls for abnormal loads associated with construction of the Proposed Development. This includes restrictions to peak hour movements and further details on notification requirements.</p>	<p>Further information on controls associated with abnormal loads has been provided within Section 4.10.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>There is a 12 week lead in time of the TTRO required for the 40mph speed limits unless these can be included within the DCO.</p>	<p>Article 16 of the Draft Development Consent Order [REP4-004] includes provision for the implementation of temporary speed limits in connection with the construction, operation and maintenance of the Proposed Development. The DCO operates to authorise the temporary speed limit subject to notice.</p>	<p>Cross reference to Article 16 of the Draft Development Consent Order [REP4-004] has been provided in paragraph 8.2.17</p>
<p>Notwithstanding the requirements within the WSCC Speed Limit Policy concerning minimum lengths of speed limits, the extents of the temporary limits should be confined to the general area of works rather than spread over a significant distance. It is considered that shorter lengths of temporary limit with suitable HGV turning signage and the presence of related construction activities and vehicles will make it more apparent to drivers why the limit is in place and therefore aid compliance. The exact length of any temporary speed limits will need to be agreed with WSCC.</p>	<p>The Applicant notes the requirement for temporary speed limits and has provided an update to Section 8.2.16 of the Outline Construction Traffic Management Plan [REP4-045] submitted at Deadline 4.</p>	<p>Not applicable.</p>
<p>Ordinarily a TTRO will be made with an 18 month duration. TTRO with a longer duration can be made but this will need to be specified by the Applicant and discussed with WSCC.</p>		

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<p>From ISH 2 on the 16 May 2024, a number of concerns were raised by local residents concerning the management of HGVs and Non-Motorised Road Users (NMUs) primarily on Kent Street. In recognising these concerns, it is apparent that NMUs may be present on Kent Street albeit these are expected to be low levels given the local context. It is also accepted that the level of impact would vary depending on whether access A-61 or A-64 (A-64 is closer to the A272 and requires a short length of Kent Street to be used compared with A-61 that is much further to the south) is in use as well as across the construction period with there being quite well defined traffic peaks. Nevertheless, the Traffic Management strategy should be updated to include specific measures concerning the management of site traffic and NMUs present on Kent Street. These measures may vary depending on the access in use and the level of construction activity. Alongside management measures on Kent Street itself, this could also include notifying residents of impending peak weeks of construction activity. WSCC accept that further detailed measures will be forthcoming as part of subsequent site/phase specific construction traffic management plans.</p>	<p>The Applicant can confirm that additional information has been provided within Section 8 of the Outline Construction Traffic Management Plan [REP4-045] updated at Deadline 4 on the general principles to be applied during the construction phase in relation to pedestrians, cyclists and equestrians. In addition, an update has been made to Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies included within Appendix D of the Outline Construction Traffic Management Plan [REP4-045] updated at Deadline 4 to provide specific controls for Kent Street.</p> <p>Specifically in relation to Kent Street this will require use of the following control measures for the full duration that construction traffic heavy goods vehicles (HGVs) are using accesses A-61 or A-64:</p> <ul style="list-style-type: none"> • Prior to HGV arrival along Kent Street, banksmen will inform pedestrians, cyclists and equestrians of these incoming vehicles as part of their control of general traffic. This will allow users to wait south of the construction access or move off the carriageway where it is safe to do so (using existing informal passing places). • Construction HGVs will not be released from the compound whilst equestrians are using Kent 	Not applicable.

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>Whilst the majority of the above refers to Kent Street, there are other similar rural locations where traffic management measures need to account for NMUs. Such management measures should be developed by the Applicant where construction traffic interacts with Public Rights of Way.</p>	<p>Street north of accesses A-61 or A-64. This will allow adequate time for the route to be cleared before HGVs travel southbound along Kent Street.</p> <ul style="list-style-type: none"> • Exiting HGVs will be held on-site if equestrians are passing either access on Kent Street and until the route is clear for exit. HGV drivers will be required turn engines off until equestrians are at least 20m past the construction access. • In the unlikely event that construction traffic meets equestrians on Kent Street, drivers will be required to wait in passing bays with engines off until the equestrian user is at least 20m away. Construction traffic would also be required to give-way to pedestrians and cyclists but without the need to turn engines off. • Highway verges on Kent Street will be managed for the duration of the construction phase to ensure forward visibility between passing places and allow verges to be used by pedestrians, cyclists and equestrian users if necessary. <p>The same strategy will be adopted for HGVs exiting accesses A-61 and A-64.</p>	

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>The Traffic Management Strategy for Kent Street provides proposed details of four passing places along Kent Street, the widening of western junction with A272, and visibility splay requirements for the junction with A272. The impacts of which to trees, woodlands and hedgerows situated within and outside of the highway has not clearly been demonstrated with the current ES documentation. This is anticipated to result in addition loss or clearance than currently identified in order to carry out construction suitable for the expected loading, resulting in a notable visual change to Kent Street and potentially it's rural character. Control measures should be put in place to ensure any temporary formalisation of passing bays and the widened junction within the highway are returned to their current use.</p>	<p>The construction details of these temporary passing places will be agreed with West Sussex County Council as part of stage specific Construction Traffic Management Plans as per Requirement 24 of the Draft Development Consent Order [REP4-004]. Reinstatement of the temporary passing places once the construction concluded will be completed in accordance with commitments C-103 and C-199 of the Commitments Register [REP4-057].</p>	<p>Not applicable.</p>
<p><i>A280/Michelgrove Lane/Tolmare Farm</i></p> <p>The 40mph temporary speed limit is noted. WSCC have consulted on a permanent 40mph speed limit on the A280 Long Furlong from a point west of the Tolmare Farm access (A-28) through to the A24. This is due to be installed later in 2024. The extents of the temporary</p>	<p>The Applicant can confirm that an updated version of the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies was included within Appendix D of the Outline Construction Traffic Management Plan [REP4-045]. This update covered WSCC comments 2.1.75 to 2.1.80.</p>	<p>Not applicable.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>40mph can therefore be revised upon this installation.</p>	<p>The swept paths for HGV tipper trucks indicate that a vehicle turning left from Michelgrove Lane (A-26) onto the A280 would occupy the southbound lane of the A280 to complete the manoeuvre. Given the speed and volume of traffic on the A280, and the number of exiting HGV movements, this is not accepted by WSCC. Where possible all exiting HGVs will need to be directed to using the temporary signals at Tolmare Farm (A-28). When this is not possible (i.e. when the haul road to complete the route to A-28 is being installed or removed), some form of traffic management or turning restriction would be necessary for HGVs at the A280/Michelgrove Lane junction.</p>	
<p>LGV access is indicated to be unrestricted to Michelgrove Lane (A-26) allowing LGVs to arrive and depart in any direction. What is the achievable forward visibility for a trailing southbound vehicle to a stationary vehicle waiting to turn right into Michelgrove Lane, and likewise what is the forward visibility for a vehicle turning right onto Michelgrove Lane to northbound traffic?</p>	<p>Forward visibility along the A280 to vehicles turning right into Michelgrove Lane is approximately 105m which falls between the desirable stopping sight distance of 120m and one-step below desirable minimum of 90m as defined in DMRB CD109 for a 40mph speed limit. This is considered appropriate for this location given that southbound vehicles will be travelling uphill towards the junction and</p>	<p>Not applicable.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>Further consultation with WSCC is required on these matters.</p>	<p>therefore will unlikely be travelling at the 40mph speed limit.</p>	
<p>As a general point, the use of temporary traffic lights at A-28 for the full 45 weeks should be re-assessed. The use of traffic lights for this period of time will have consequences for the programming of other temporary works in the vicinity. WSCC need to understand what other measures the Applicant may have considered leading to the traffic management scheme now proposed and whether the temporary traffic signals are required for the full 45 weeks.</p>	<p>Traffic signals are proposed to be in place to manage construction vehicles requiring access across the full construction period to ensure adequate time and space is given to allow the vehicles to complete their manoeuvres. This is partly due to visibility constraints to the south of the existing junction. However, these signals are intended to operate as infrared sensors which will only stop mainline flow upon demand for vehicles to exit. Based upon the peak construction two-way movements, it is anticipated that an average of two HGVs per hour will exit the junction (one every 30 minutes). On average across the full construction period, one HGV will exit A-28 per hour, meaning that the traffic signals would typically only be called once every 60 minutes. Therefore, during periods of low construction activity, only non-construction vehicles requiring access to Tolmare Farm would necessitate the signals to pause mainline traffic.</p>	<p>Not applicable.</p>
<p>When the traffic lights are in place, it is requested that movements requiring the traffic signals are limited to avoid the peak hours. The A280 performs an important part of the highway network linking the A27 to the A24, and as such is heavily trafficked and sensitive to potential delays caused by the proposed traffic signals.</p>	<p>On highways safety grounds, it is considered necessary to use traffic signals for the duration that access A-26 or A-28 is used by construction traffic. Based upon the current construction programme, this will be for a period of approximately 35 week</p>	

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<p>The tracking drawing for the cable drum HGV indicates that the left turn movement from A28 Tolmare Farm is not achievable. Clarification is needed on whether any temporary works are proposed to enable these movements.</p>	<p>during year 2 of the construction programme and 10 weeks during year 4 of the construction programme. The traffic signals would not be required in between these periods.</p> <p>Signals have also been considered at Access A-26 to fulfil a similar role to those at A-28, serving access to the A-26 / A-28 loop, however, this location was discounted on the basis there is nowhere appropriate to place the signal heads in the vicinity of the junction. The Applicant can confirm that an updated version of the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies was included within Appendix D of the Outline Construction Traffic Management Plan [REP4-045]. This update covered WSCC comments 2.1.81 to 2.1.88.</p>	
	<p>Table 2-4 of the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies was included within Appendix D of the Outline Construction Traffic Management Plan [REP4-045] confirms that the left turn is not feasible. Paragraph 2.4.4 of the same document confirms that low loaders (cable drum HGVs) will be required turn right out of the Access A-28.</p>	

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<p><i>A272/Kent Street</i></p> <p>As noted above, there is the concern regarding the 40mph temporary speed limit and whether there will be compliance with this. If a temporary speed limit is necessary, this should be limited to around the area of works with there also being suitable warning signage. Having a more localised temporary speed limit around Kent Street and Oakendene (i.e. the area of works) will make it more obvious to drivers why a temporary limit is in place. The currently proposed temporary 40mph limit is considered too long by WSCC.</p>	<p>The Applicant has updated paragraph 3.4.2 and paragraph 3.4.17 of the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies at Deadline 4 to reflect the reduction in 40mph length of speed limit on the A272, which will now extend between the current 30mph speed limit east of A272 / Wineham Lane / Spronkett's Lane crossroads.</p> <p>The 30mph speed limit on Kent Street will remain the same as per the Traffic Management Strategy.</p>	
<p>Clarification is needed whether the A272 road widths on the tracking drawings are accurate. The drawings appear to show the A272 being quite wide. The actual lane widths appear to be no more than 3.5 metres in each direction. The A272 does widen in the vicinity of the Kent Street junction but only to accommodate a taper at the Picts Lane junction opposite.</p>	<p>All Drawings contained within Appendix D of the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies were updated at Deadline 4 (Outline Construction Traffic Management Plan [REP4-045]) to show the correct highway width and additional widening / taper on the western side of the Kent Street junction.</p>	
<p>The above point aside, the tracking for all HGVs turning left appears to indicate encroachment into the eastbound traffic lane. For the tipper HGVs, the tracking for a left turn out does not make use of the temporary widening, hence this movement</p>	<p>This allows HGVS to complete the left-turn out of Kent Street with only very minor overrun of the centre line of the A27 by low loaders. It is noted however that the vehicle used for this tracking exercise is considered to provide a worst-case assessment scenario for assessment purposes. The vehicle type used for the transportation of cable</p>	

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>may well be mitigated by changing the tracking. For the longer articulated HGVs, is there scope to introduce a corner taper to assist with left turning exiting vehicles? If these movements cannot be mitigated through changes to the design, further controls may be required to assist exiting vehicles (it is noted that banksmen are proposed presumably along with the use of stop/go boards). The larger cable drum HGVs should be timed to avoid peak hours.</p>	<p>drums will be confirmed during detailed design and a smaller vehicle may be used.</p>	
<p>As a point of principle, are HGVs anticipated to turn left (to the west) out of Kent Street onto the A272 and therefore towards Cowfold? It's accepted that the site compound at Oakendene is located to the west but unless the HGV is returning to the compound or has another local destination to the west, the HGV routing strategy otherwise would require vehicles to travel eastwards and thereby avoiding Cowfold. Further clarity is required on this matter.</p>	<p>HGVs associated with delivery of cable drums will be required to route between the Oakendence temporary construction compound and Kent Street. Once cables are delivered to site, the HGVs will return empty cable drums to the construction compound. The majority of other HGVs, such as those associated with transportation of stone for haul roads or removal of waste material, will exit Kent Street the east to avoid routing through Cowfold as per the controls contained within the Outline Construction Traffic Management Plan [REP4-045].</p>	
<p>It is noted that the proposed widening at A272/Kent Street will result in the loss of vegetation on the westside of the junction. Full</p>	<p>Updates have been made in the Design and Access Statement [REP3-013] and the Indicative Landscape Plan (Appendix D of the Design and</p>	

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<p>consideration of this impact must be addressed through the relevant DCO documentation. See elsewhere in this response where concerns are raised.</p>	<p>Access Statement [REP3-013] for Oakendene to reflect that temporary vegetation losses on Kent Street associated with access to the onshore cable corridor and the junction with the A272 which will be reinstated. In addition the Applicant has updated the Outline Vegetation Retention and Removal Plan (Document reference: 8.87) at Deadline 5.</p>	
<p>In light of the Oakendene compound being used as a holding area for HGVs, tracking drawings are required to demonstrate the adequacies of the existing A272 junction.</p>	<p>Tracking drawings have been provided as part of the Road Safety Audit that has been commissioned by the Applicant. These drawings, along with a full Designer's Response will be provided to WSCC for review before the end of the Examination.</p>	
<p>The passing places are noted. The extent of public highway varies along Kent Street as such it's not a given that these are within the highway. The highway boundary would need to be determined and shown on the relevant drawing alongside the proposed passing places. Confirmation would be required the passing places are also within the DCO Limits.</p>	<p>All Drawings contained within Appendix D of the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies were updated at Deadline 4 (Outline Construction Traffic Management Plan [REP4-045]) to the WSCC highway boundary. This has confirmed that these passing places are located within the highway boundary and DCO Order Limits.</p>	
<p>Table 3-1 indicates 12 and 24 hour averages of the north and south bound flows rather than</p>	<p>Table 3-1 of Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies was</p>	

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>totals. The table should be revised to provide totals rather than averages.</p>	<p>updated at Deadline 4 (Outline Construction Traffic Management Plan [REP4-045]).</p>	
<p>South Downs National Park Authority [REP4-085]</p>		
<p>4.1 The SDNPA's comments on this document relate specifically to Appendix D: Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies and focus on accesses A-26 and A-28 at Michelgrove Lane and Tolmare Farm.</p>	<p>The Applicant can confirm that an updated version of the Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies was included within Appendix D of the Outline Construction Traffic Management Plan [REP4-045]. As part of this update, it was confirmed that HGVs will be required to turn right out of access A-26 and cable-drum HGVs will be required to turn right out of access A-28. These controls will be contained within stage specific construction traffic management plans, developed in accordance with Outline Construction Traffic Management Plan [REP4-045] as per Requirement 24 of the Draft Development Consent Order [REP4-004].</p>	<p>Not applicable.</p>
<p>4.2 The SDNPA is concerned that the tracking provided for HGVs at A-26 demonstrates it is not possible to turn left from Michelgrove Lane without occupying the southbound lane. Further consideration should be given to whether additional management controls are required.</p>		
<p>4.3 It is also noted that the cable-drum HGV will not be able to complete a left-turn movement from A-28. We are concerned that further works will be required to enable this movement. Clarification should be provided as to what these works will entail</p>		

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
Horsham District Council [REP4-084]		
<p>Figure 7.6.6b Local Access Routes (Outline Construction Traffic Management) shows that Storrington AQMA is a potential route for LGVs. Horsham District Council rejects routing of vehicles through Storrington. The Storrington AQMA is the only monitoring site in the district that is still recording concentrations within 10% of the annual mean objective. There are other viable alternative routes for LGVs to access the Washington compound and there should be no need for LGVs to go through the AQMA.</p> <p>Although the HGV are not proposed to go through the AQMA, there is a proposed HGV route on the A283 that leads to Storrington. More information regarding the number of HGV on this proposed route is required and also on how HGV use will monitor and controlled by the Project Team.</p>	<p>Figure 7.6.6b of the Outline Construction Traffic Management Plan [REP4-045] shows potential light goods vehicle (LGV) routes to site based upon journey to work information derived upon Census 2011 data. Given that the route through Storrington uses the A283 this is considered the most appropriate route for construction workers traveling to site from areas to the west. Further to this, Table 2-15 within Chapter 32: ES Addendum, Volume 2 of the Environmental Statement (ES) [REP1-006] updated at Deadline 5 shows an estimated peak week construction traffic flow of approximately 150 vehicles day at Receptor O (A283 Storrington Road, Northeast of Sullington Lane), equivalent to less than a 1.0% increase in baseline traffic flows. Noting this estimate includes LGVs associated with access A-33, the number of construction traffic vehicles passing through Storrington will not be significant.</p> <p>In relation to HGVs, the A283 west of access A-33 is not a permitted HGV route. This is shown on Figure 7.6.6b of the Outline Construction Traffic Management Plan [REP4-045]. Further to this, Appendix A of the Outline Construction Traffic Management Plan [REP4-045] defines that</p>	Not applicable.

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	<p>construction access A-33 will need to be designed to cater for HGVs movements to / from the east only.</p> <p>Monitoring and enforcement of HGV movements is detailed within the Sections 9 and 10 of the Outline Construction Traffic Management Plan [REP4-045].</p>	
<p>Requirement 24 of the Draft Development Consent Order does not include any specific requirement for road vehicle class to be Euro VI as a minimum. A specific obligation should be inserted into the requirement.</p>	<p>Paragraph 8.4.16 of the Outline Construction Traffic Management Plan [REP4-045] states that all road based vehicles used in the construction of the onshore elements of the Proposed Development will be to a EURO standard VI class or better wherever possible. This is therefore already secured via Requirement 24 of the Draft Development Consent Order [REP4-004] through completion of stage specific construction traffic management plans that accord with the Outline Construction Traffic Management Plan [REP4-045].</p>	<p>Not applicable.</p>
<p>The status of the Outline Construction Traffic Management Plan is unclear Commitment 24 includes the outline plan is required but this is not explicit in the commitment wording:</p> <p>“24.—(1) No stage of the authorised project within the onshore Order limits is to commence until written details of (a) a construction traffic</p>	<p>The monitoring requirements for stage specific construction traffic management plans is detailed in Sections 9 and 10 of the Outline Construction Traffic Management Plan [REP4-045].</p> <p>A Transport Coordination Officer(s) (TCO) will be employed by the contractor and be responsible for</p>	<p>Not applicable.</p>

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
<p>management plan (which accords with the outline construction traffic management plan); and (b) a construction workforce travel plan (which accords with the outline construction workforce travel plan)), for the stage have each been submitted to and approved by the highway authority following consultation with the relevant planning authority.</p> <p>(2) The construction traffic management plan must include, as a minimum:</p> <p>(a) a routeing plan to secure that heavy goods vehicles (HGVs) used during the construction period are to avoid settlements, the Air Quality Management Area in Cowfold and the A24 through Findon wherever possible;</p> <p>The settlements should be to be avoided should be identified as set out in C-158 as Storrington, Cowfold, Steyning, Wineham, Henfield, Woodmancote.”</p> <p>As with the Code of Construction Practice, no independent monitoring of the Construction Traffic Management Plan is required under commitment 24.</p> <p>The implementation and operation of the traffic management route should be subject to</p>	<p>implementing the CTMP. The TCO will have the following transport related responsibilities:</p> <ul style="list-style-type: none"> • monitor contractor obligations with regards the CTMP; • liaise with and report to the local highway authorities (WSCC) and NH about mitigation and remedial measures as required; • update the CTMP as required; and • resolve issues and problems through the liaison with relevant stakeholders. <p>The TCO and/or TCOs appointed by the contractors will undertake monitoring as necessary to comply with the requirements of the CTMP and this will include the maintenance of records and construction traffic management measures.</p> <p>The contractor will employ a suitable, qualified, member of staff is employed to conduct surveys and monitor construction vehicle activity at specific locations along the construction route network to adhere to the CTMP.</p> <p>In addition, the Applicant will require that the appointed contractor's disciplinary procedures incorporate the Proposed Development commitments (Commitments Register [REP4-</p>	

Stakeholder comment	Applicant's response	Applicant's amendment to the Outline CTMP
independent audit and monitoring by a competent person. This will provide transparency and community reassurance that traffic impacts are being minimised. This audit and monitoring should be funded by the developer to reduce the burden on the LPA.	057] , including this Outline Construction Traffic Management Plan [REP4-045] , and these items are reflected in the contract between Applicant and the relevant contractor.	

DCO Examination Deadline 6 updates

2.5.5 Following submission of stakeholder representations submitted at Deadline 5 updates have been made to the **Outline Construction Traffic Management Plan [REP45-04568]** in relation to comments made by West Sussex County Council **[REP45-086134]** National Highways **[REP5-142]**. The comments made by these stakeholders, the Applicant's response and summary of relevant updates made to the **Outline Construction Traffic Management Plan [REP45-04568]** are summarised in

Table 2-3 Updates to Outline CTMP at Deadline 6

<u>Stakeholder comment</u>	<u>Applicant's response</u>	<u>Applicant's amendment to the Outline CTMP</u>
<u>West Sussex County Council</u>		
<p><u>4.6.9, table 4.3 – There number of additional locations beyond those covered in Revision D where temporary speed limits are now proposed. These are newly introduced in locations where it has previously been indicated that junction designs would be based on the existing posted speed limit.</u></p> <p><u>There has previously been clear evidence provided by the Applicant as to why temporary speed limits are appropriate relating to accesses A-26, A-28, A-62, A-63, and other junctions along the A272; this primarily relates to restricted visibility from the minor arm onto the major arm. For those new additions, this is not the case and further justification would be required.</u></p> <p><u>WSCC acknowledge the potential betterment from reducing vehicle speeds in the vicinity of locations where vehicles are turning into and out of constructions accesses but temporary speed limits should be more selectively used.</u></p> <p><u>The key aspect with the temporary speed limit is that these will need to be self-enforcing, and as such it would need to be quite clear to drivers why a temporary speed limit is in place. For both the A272 and the A283 the potential length of temporary speed</u></p>	<p><u>Temporary speed limits and associated changes to visibility splay requirements were provided in Table 4-3 of the Outline Construction Traffic Management Plan [REP5-068] (updated at Deadline 6) at access A-39, A-62, A-63- A-67 and A-68 to reduce traffic speeds and improve safety in the vicinity of construction compound locations. These proposed temporary speed limits are also noted within section 8.2.16 of the Outline Construction Traffic Management Plan [REP5-068] (updated at Deadline 6).</u></p> <p><u>Temporary speed limits at access A-40, A-41, A-42, A-43, A-47, A-56 and A-57 to reduce visibility splay requirements and minimise the level of vegetation / tree loss at each location.</u></p> <p><u>The full extent and phasing of temporary speed limits will be determined as part</u></p>	<p><u>Justification of speeds limits and reference that all temporary speed limits needing to accord with the WSCC speed limit policy has been added to paragraph 8.2.16 and paragraph 8.2.17.</u></p>

<u>Stakeholder comment</u>	<u>Applicant's response</u>	<u>Applicant's amendment to the Outline CTMP</u>
<p><u>limits are long with there being a concern in terms of driver compliance. Where temporary changes are proposed, the WSCC preference would consequently be towards shorter lengths of temporary speed limit (notwithstanding the WSCC Speed Limit Policy, further outlined in WSCCs Local Impact Report (REP1-054) that may need to be phased as accesses are brought into use and then subsequently closed down.</u></p>	<p><u>of stage specific CTMPs. All temporary speed limits will accord with the WSCC speed limit policy.</u></p>	
<p><u>For Access A-63, this is a permanent access. The visibility for this access should be based upon the posted speed limit rather than the temporary.</u></p>	<p><u>The speed limit and visibility splay requirements shown in Table 4-3 of the Outline Construction Traffic Management Plan [REP5-068] (updated at Deadline 6) relate to the construction phase, during which time the A272 will be subject to a temporary 40mph speed limit, rather than the permanent situation.</u></p>	<p><u>Reference to the requirement for the permanent junction to accord with visibility splay requirements for the existing 60mph has been added as a footnote to Table 4-3.</u></p>
<p><u>National Highways</u></p>		
<p><u>National Highways is discussing the practicalities of identifying and mitigating, any expected future impacts on the SRN. At 9 July 2024, National Highways is awaiting further details on the likely numbers, flows and timing of construction traffic. For</u></p>	<p><u>Cable drums are defined in Section 4.1 of the Outline Construction Traffic Management Plan [REP5-068] (updated at Deadline 6) as abnormal loads. In all cases these abnormal loads</u></p>	<p><u>Further commitments have been made to encourage use of suitable layover facilities on the SRN within paragraph 8.4.45 to 8.4.47.</u></p>

<u>Stakeholder comment</u>	<u>Applicant's response</u>	<u>Applicant's amendment to the Outline CTMP</u>
<p><u>example, whether all or any of the cable drum vehicles will classed as abnormal loads (if so the abnormal loads will be dealt with under National Highways Abnormal Loads process). National Highways needs to ensure it has sufficient information to ensure the Outline Construction Traffic Management Plan contains sufficient information and governance to avoid any risks to the safety or operational of the strategic road network; for example, mention is made of construction traffic needing to undertake a U-turn at SRN junctions which would place highway users at risk. Any impacts on the SRN and proposed mitigation must therefore be agreed by National Highways</u></p>	<p><u>will be transported by specialist hauliers and subject relevant legislation. Hauliers will be required to notify the police, highways and bridge authorities prior to the movement of abnormal loads. This will be completed through the National Highways Electronic Service Delivery for Abnormal Loads (EDSAL). Furthermore, to minimise disruption and maintain safety all abnormal load movements will be restricted to outside of peak traffic hours and will be accompanied by an escort vehicle.</u></p>	<p><u>In addition, following on from a meeting held with National Highways on 19 July 2024 further commitments have been made to encourage use of suitable layover facilities on the SRN (paragraph 8.4.45 to 8.4.47)</u></p>

3. The onshore elements of the Proposed Development

3.1 Introduction

- 3.1.1 The onshore elements of the Proposed Development will include the construction of an onshore cable corridor from landfall at Climping to a new onshore substation, at Oakendene near Cowfold, that will connect to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables and additional infrastructure at the existing National Grid Bolney substation to connect Rampion 2 to the National Grid electrical network.
- 3.1.2 **Figure 7.6.1, Appendix B** sets out the onshore part of the proposed DCO Order Limits that has defined the scope of the Outline CTMP. The proposed DCO Order Limits includes for all the specific elements outlined of the onshore elements of the Proposed Development including temporary construction and operational accesses.
- 3.1.3 A full overview of the onshore elements of the Proposed Development are outlined in **Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4).

3.2 Landfall

- 3.2.1 A landfall site is required at Climping. This will be accessed from Ferry Road by HGV and LGV traffic during both the Construction and Operational phases.

3.3 Onshore cable corridor

- 3.3.1 The onshore cable corridor will cover an approximate distance of 38.8km and the cable circuits will be buried along its entire length. For construction purposes, a nominal working width of up to 40m will be required for a majority of the onshore cable corridor, with some larger working areas required at key areas while constraints may restrict the working width in other areas.
- 3.3.2 The onshore cable corridor commences at landfall and then crosses under the A259, rail network and River Arun via trenchless crossing before also crossing by trenchless method under the A27 near Crossbush. From here the onshore cable corridor will head northeast across the South Downs to Washington, West Sussex and under the A24 and A283 via a trenchless crossing. The onshore cable corridor continues northeast through a rural area and to new onshore substation at Oakendene, that will connect to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables. Additional infrastructure at the existing National Grid Bolney substation is required to connect Proposed Development to the National Grid electrical network.
- 3.3.3 The onshore cable corridor has numerous crossings of roads including Ferry Road, A259, A284, A27, A24, A283, Chanctonbury Ring Road, Spithandle Lane,

B2135, B2116, A281, King's Lane, Kent Street, and Wineham Lane. There is also one crossing of the River Arun and two crossings of the National Rail network west of Littlehampton and Wick. The onshore cable will be installed by trenchless crossing (e.g. HDD) to avoid major roads at specific locations, operating railway lines and watercourses. Details of the highways crossings are included in [Appendix 4.1: Crossing schedule, Volume 4](#) of the ES (Document Reference: 6.4.4.1).

3.4 Onshore substation and extension to the existing National Grid Bolney substation

3.4.1 The Proposed Development includes a new onshore substation, at Oakendene near Cowfold, that will connect to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables; and additional infrastructure at the existing National Grid Bolney substation to connect Rampion 2 to the National Grid electrical network.

3.5 Temporary Construction Compounds

3.5.1 A number of temporary construction compounds (TCCs) will be required in support of the construction of the onshore elements of the Proposed Development. TCCs will store materials and plant as well as form a base for traffic travelling to and from the various construction site locations. The three TCCs which will serve the onshore elements of the Proposed Development are as follows:

- Climping compound, off Church Lane;
- Washington compound, north of Washington, West Sussex (accessed from A283); and
- Oakendene west compound, west of the Oakendene Industrial Estate (accessed from A272).

3.5.2 There are also two additional construction compounds associated with the new onshore substation at Oakendene and the extension works at the existing National Grid Bolney substation. All five TCC locations are shown in **Figure 7.6.2**.

3.6 Construction phase

3.6.1 The anticipated worst-case total construction duration for all onshore infrastructure to be complete, operational and for landscape reinstatement is approximately four years. This is aligned with the construction programme detailed within [Chapter 4: The Proposed Development, Volume 2](#) of the Environmental Statement [**APP-045**] and [Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) of the Environmental Statement [**REP1-008**].

3.6.2 During the construction phase, there will be several stages of onshore works and some of these will have effects on differing elements of the highways network at differing times. It is estimated that the peak of construction works will occur in 2026/2027/2028 as set out in [Chapter 23: Transport, Volume 2](#) of the ES (Document Reference: 6.2.23) and Chapter 32: ES Addendum, Volume 2 of the

ES (Document Reference: 6.2.32) which has been submitted at the Deadline 1 submission.

- 3.6.3 As outlined in the **Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4) and **Outline Code of Construction Practice** (Document Reference: 7.2), indicative core working hours for the construction work and any construction-related traffic movements to or from onshore elements of the Proposed Development are as follows:
- 08:00 to 18:00 hours Monday to Friday; and
 - 08:00 to 13:00 hours on Saturday.
- 3.6.4 No activity outside of these indicative hours, including on Sundays, public holidays, or bank holidays, apart from under the following circumstances:
- where continuous periods (up to 24 hours, 7 days per week) of construction work are required for HDD²;
 - for other works requiring extended working hours such as concrete pouring which will require the relevant planning authority to be notified at least 72 hours in advance;
 - for the delivery of abnormal loads to the connection works, which may cause congestion on the local road network, and will require the relevant highway authority to be notified at least 72 hours in advance; or
 - as otherwise agreed in writing with the relevant planning authority.
- 3.6.5 Prior to and following the core working hours Monday to Friday, a 'shoulder hour' for mobilisation and shut down will be applied (07:00 to 08:00 and 18:00 to 19:00). The activities permitted during the shoulder hours include staff arrivals and departures, briefings and toolbox talks, deliveries to site and unloading, and activities including site and safety inspections and plant maintenance. Such activities shall not include use of heavy plant or activity resulting in impacts, ground breaking or earthworks.
- 3.6.6 The requirement for deliveries during shoulder hours and potential restrictions to avoid sensitive receptors (where specifically justified or required) will be determined during detailed design once the construction programme has been developed further. Such restrictions can be included within detailed construction traffic management strategies, which would need to be approved West Sussex County Council and the relevant Local Planning Authority in accordance with Requirement 24 of the **Draft Development Consent Order [REP4-004]**.

3.7 Operation and maintenance phase

- 3.7.1 This is an Outline CTMP which is focused on the construction phase only and although mentioned, no operation and maintenance effects are included.

² HDD is a continuous activity and cannot be paused once started.

3.8 Decommissioning phase

- 3.8.1 The operational lifetime of the Proposed Development is assumed to be around 30 years. A decommissioning plan and programme will be developed prior to construction and updated during operation of Proposed Development to account for any changes to decommissioning best-practice and developments in technology.
- 3.8.2 The decommissioning phase is anticipated to involve the removal of offshore infrastructure above the seabed, the removal and reinstatement of the Oakendene substation site and the extension to Bolney. The onshore cable will be left in situ during the decommissioning phase. The decommissioning works are likely to be undertaken in reverse to the sequence of construction works and involve similar levels of equipment but much reduced numbers of vehicles for decommissioning. Further detail will be provided in a Decommissioning Plan which will be prepared in advance of the decommissioning works.

3.9 Outline CTMP Study Area

- 3.9.1 The Study Area in the Outline CTMP covers that presented in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23). The Study Area is outlined as **Figure 7.6.3, Appendix B**.
- 3.9.2 The spatial scope of the Outline CTMP is based on the most probable routes for construction traffic generated by the onshore elements of the Proposed Development. The construction traffic generated covers the movement of deliveries, equipment and of construction staff. Identification of most probable construction routes takes into consideration the following:
- restrictions such as weight and height limits;
 - advisory HGV routes as identified in the West Sussex Transport Plan 2022-2036 (WSSCC 2011); and
 - suitability of routes based on a review of road types and widths.
- 3.9.3 The Study Area includes for roads operated and maintained by WSSCC and National Highways as local and strategic road authorities.

4. Proposed Access Strategy

4.1 Overview

- 4.1.1 During the construction phase of the onshore elements of the Proposed Development, temporary construction access will be required both onto and from the public highway network. There will also be a requirement for permanent access during the operation and maintenance phase to allow routine maintenance and inspection of the onshore elements of the Proposed Development. The management of accesses used during the construction phase are covered within this Outline CTMP.
- 4.1.2 Different temporary construction and operational access designs are proposed across the onshore elements of the Proposed Development which will reflect the volume of movements as well as the physical size of the vehicles anticipated to use the respective access points. The construction phase access points will not all be accesses that will attract significant amounts of traffic. The intended use of individual construction accesses will be detailed as part of Stage Specific CTMPs, which will be developed in compliance with this Outline CTMP as secured by Requirement 24 of the [Draft Development Consent Order \[REP2-002\]](#).
- 4.1.3 Therefore, there are two types of construction access, “Construction Accesses” and “Light Construction Accesses.” The Construction Accesses provide access to trenchless crossing (e.g. HDD) sites, onshore cable sites, TCCs, the new Oakendene onshore substation, existing National Grid Bolney substation extension works and the landfall site and will need to be operational for longer periods of time with more significant numbers of arrivals and departures over the construction phase. The Light Construction Accesses will not be designed to accommodate HGVs.
- 4.1.4 The Light Construction Accesses will only be accessed by a small number of light construction vehicles and not HGVs during the construction phase. Light construction accesses will be to work sites where only minor construction works are needed such as access to fields to monitor the direction of trenchless crossing drilling.
- 4.1.5 It should also be noted that some construction access types are also locations where permanent access is required for a maintenance right. To this end, there are four types of temporary construction accesses required for the onshore elements of the Proposed Development which are as follows:
- temporary construction access only - for all types of construction traffic;
 - temporary construction and operational access – a temporary construction access for all types of construction traffic with future operational use;
 - light temporary construction access only access – a temporary construction access with light construction vehicles only;
 - light temporary construction and operational access – a temporary construction access with light construction vehicles only with future operational use; and

- 4.1.6 There are an additional 21 accesses which will be included for operational access only. Operational accesses will provide access to the onshore elements of the Proposed Development for maintenance during the operational phase. As these operational accesses will not be used during the construction phase, they are referenced but not considered further in this Outline CTMP.
- 4.1.7 On this basis, it is not appropriate to have a single standard of access arrangement for the different access types. Therefore, a proposed hierarchy of temporary construction access designs has been developed, details of which are set out in **Section 4.3** onwards.
- 4.1.8 It is also noted that, as set out in **Table 4-1** below, certain routes are identified for use by light construction vehicles specifically, while others can be used by all construction vehicles.
- 4.1.9 As part of WSCC’s Local Impact Report **[REP1-046]**, a recommendation was provided on the requirement and timing of Road Safety Audits (RSA) of construction access junctions associated with the Proposed Development as shown within Appendix C. RSAs required prior to the end of the Examination (A-05, A-39, A-62, A-63 and A-64) have been submitted to and agreed with WSCC prior to Deadline 6, noting that the RSA for A-64 also incorporated access A-61 on Kent Street and proposed traffic management strategy detailed within Appendix D. -All other requested RSAs will be completed Noting that the detailed of construction accesses will primarily be completed during detailed design as part of stage specific CTMPs, these recommendations have been incorporated into this Outline CTMP as outlined in Appendix C.

4.2 Location of proposed temporary construction and operational accesses

- 4.2.1 During the construction phase, temporary construction and operational access is required across the onshore elements of the Proposed Development which spans a large geographical area across West Sussex. Temporary construction and operational access will be from a range of A, B and C/Unclassified roads as appropriate to provide access to all locations of the onshore elements of the Proposed Development. **Figure 7.6.4, Appendix B** shows all temporary operational and construction access locations. **Table 4-1** sets each of the temporary construction and operational accesses including identification (ID) numbers, the type of access required, whether it is new or existing and grid reference. The visibility splays for each access are outlined in **Section 4.9**.

Table 4-1 Temporary construction and operational accesses

Access ID*	Type of access	New / Existing	Grid Reference
A-01	Construction & operational	Existing but accommodation works required	50.80732, -0.56318

Access ID*	Type of access	New / Existing	Grid Reference
A-02	Light construction	Existing	50.80788, -0.5603
A-03	Light construction	Existing	50.80804, -0.56773
A-04	Operational	Existing	50.80684, -0.57485
A-05	Construction & operational	New	50.81069, -0.57675
A-06	Operational	Existing	50.81141, -0.57712
A-08	Light construction	Existing	50.8178, -0.55939
A-09	Construction & operational	Existing but accommodation works required	50.81842, -0.55905
A-10	Operational	Existing	50.82006, -0.55775
A-11	Operational	Existing	50.83099, -0.54532
A-12	Construction	New	50.83135, -0.54536
A-13	Construction & operation	Existing but accommodation works required	50.83099, -0.54513
A-14	Light construction & operational	Existing	50.83332, -0.54073
A-15	Construction & operational	New**	50.83239, -0.53848
A-16	Construction & operational	New**	50.83254, -0.53772
A-17	Operational	Existing	50.8382, -0.51546
A-18	Operational	Existing	50.8382, -0.51535
A-20	Light Construction & operational	Existing	50.84103, -0.49522

Access ID*	Type of access	New / Existing	Grid Reference
A-21	Construction	New	50.84179, -0.49237
A-22	Construction	Existing but accommodation works required	50.84143, -0.48742
A-23	Operational	Existing	50.84147, -0.48595
A-24	Operational	Existing	50.84343, -0.47936
A-25	Light construction & operational	Existing	50.85594, -0.51543
A-26	Construction & operational	Existing	50.85482, -0.44965
A-27	Operational	Existing	50.863192410449884, -0.4478784667599155
A-28	Construction	Existing	50.86838, -0.42352
A-29	Operational	Existing	50.87716, -0.41031
A-30	Operational	Existing	50.90498, -0.44822
A-31	Operational	Existing	50.90631, -0.4387
A-32	Operational	Existing	50.9126, -0.42823
A-33	Construction	New	50.91194, -0.42507
A-34	Operational	Existing	50.91046, -0.41773
A-35	Construction	New	50.91036, -0.41521
A-36	Operational	Existing	50.90445, -0.4125
A-37	Light construction	Existing	50.90577, -0.40732
A-38	Light construction	Existing	50.90673, -0.40546

Access ID*	Type of access	New / Existing	Grid Reference
A-39	Construction & operational	New	50.90613, -0.40214
A-40	Construction & operational	Existing but accommodation works required	50.90673, -0.39651
A-41	Construction & operational	Existing but accommodation works required	50.909, -0.38736
A-42	Construction & operational	Existing but accommodation works required	50.90971, -0.37919
A-43	Construction & operational	Existing but accommodation works required	50.90961, -0.36387
A-43a	Construction	Existing	50.91072, -0.36418
A-43b	Operational	Existing	50.91079, -0.36433
A-44	Operational	Existing	50.92003, -0.35335
A-45	Operational	Existing	50.92166, -0.34693
A-46	Light construction & operational	New	50.92419, -0.33472
A-47	Construction & operational	Existing but accommodation works required	50.9221, -0.32463
A-48	Construction & operational	Existing	50.9336, -0.32152
A-49	Light construction & operational	Existing	50.94145, -0.31486
A-50	Construction & operational	Existing	50.94791, -0.3065

Access ID*	Type of access	New / Existing	Grid Reference
A-50a	Construction	Existing	50.94767, -0.30563
A-50b	Operational	Existing	50.94772, -0.30546
A-51	Operational	Existing	50.95324, -0.30743
A-52	Construction & operational	Existing	50.95594, -0.28367
A-53	Construction	Existing but accommodation works required	50.96157, -0.29701
A-54	Operational	Existing	50.96072, -0.29179
A-55	Operational	Existing	50.96056, -0.28852
A-56	Construction & operational	Existing but accommodation works required	50.96761, -0.27975
A-57	Construction & operational	Existing but accommodation works required	50.96873, -0.27936
A-58	Operational	Existing	50.97862, -0.27852
A-59	Operational	Existing	50.98008, -0.25061
A-60	Operational	Existing	50.98064, -0.25009
A-61	Construction & operational	New	50.98494, -0.24674
A-62	Construction	Existing	50.98957, -0.25742
A-63	Construction & operational	New	50.99104, -0.24763
A-64	Construction & operational	Existing but accommodation works required	50.98917, -0.24653
A-65	Operational	Existing	50.98226, -0.23357
A-66	Light construction & operational	Existing	50.98065, -0.23492

Access ID*	Type of access	New / Existing	Grid Reference
A-67	Construction & operational	New	50.98023, -0.23523
A-68	Construction	Existing	50.97613, -0.23849
A-69	Operational	Existing	50.97571, -0.23872

*The accesses on the list in the table are not consecutive as some accesses previously identified have been removed as the Proposed Development design has been refined.

**Accesses A-15 and A-16 will be taken from Lyminster Bypass, which is currently under construction.

4.2.2 In developing the temporary construction access strategy, a balance has been struck between the need to access each construction location, and over-provision of new accesses onto the highway network, and/or providing numerous accesses onto the same section of road. To satisfactorily address this requirement, a haul road is proposed along large sections of the cable corridor, linking numerous construction sites, particularly over the South Downs where access is restricted.

4.2.3 The temporary construction and operational access designs differ dependent on the construction activity and the type and size of vehicle requiring access, further details of which are provided in **Section 4.3**.

4.3 Standard temporary construction and operational access design / hierarchy

4.3.1 The design of the accesses to the onshore elements of the Proposed Development has developed in line with stakeholder consultation and a better understanding of the number of movements that will use each temporary construction access and the size of the vehicles that will be use them. This has enabled a final identification of the four types of temporary construction access (**paragraph 4.1.5**) considered appropriate for each access point. Access designs will be implemented to provide temporary construction access points of appropriate size and standard. A brief overview of each temporary construction access type is provided further in **Section 4.4** onwards.

4.4 Temporary construction accesses

4.4.1 Temporary construction accesses will be designed to follow standard construction practice (DMRB or Manual for Streets³ (MfS)) and to meet the relevant WSCC requirements as detailed in the following Section. The specific access

³ Reference to Manual for Streets within this document refers to Manual for Street (Department for Transport, 2007) and Manual for Streets 2 (Department for Transport, 2010). The latter publication expands upon design advice within Manual for Streets in the context of busy urban and rural streets.

arrangements for temporary construction accesses have been discussed with WSCC for the local highway network, so that detailed measures at each access can be agreed in the stage specific CTMP. All vehicle types will be able to use this access.

4.4.2 Following discussions with WSCC in the development of this Outline CTMP (set out in **Section 2**), agreement has been reached for temporary construction access requirements for the use of existing tracks / farm accesses and where access is taken from the end of the publicly maintainable highway (before it becomes a private road / access). Details of temporary construction access requirements which have been discussed with WSCC are as follows:

- Where it is proposed to use existing tracks / private farm accesses which are already provided with suitable visibility splays, no changes to the existing access layouts will be made but the access will be supplemented with traffic management and signage.
- Where it is proposed to use existing field gate accesses or farm tracks where there is no existing visibility splay, a visibility splay will be provided through the medium of coppicing (to below 1m as set out in DMRB Figure 3.3 (Standards for Highways, 2021)). At this stage, these visibility splays have been provided to design standards for the speed limit of the road and not aligned to DMRB CD123 Figure 3.3 “Direct Accesses” (Standards for Highways, 2021).
- Where it is proposed to use an existing field gate access or farm tracks where there are no existing visibility splays or where visibility splays are not appropriate (for example for ecological reasons such as the presence of woodlands) then these will be managed through traffic management measures which will be confirmed in the Stage Specific CTMPs. There are two temporary construction accesses in this category and these are the only locations where temporary speed limit reductions will be considered.
- Where temporary construction access is taken from the end of a highway leading directly into a private farm track there will not be a need for a visibility splay.
- Where a new temporary construction access is proposed, a standard bell mouth access design appropriate to the vehicles using it will be used with implementation of a visibility splay appropriate expected vehicles speeds.
- Post-construction temporary construction accesses will be removed or reinstated to existing layouts / condition.

4.4.3 Temporary construction accesses have been appraised through a desktop review and site visit. An overview of the temporary construction accesses and their locations are provided in an access proforma included within **Appendix A**. There are 11 temporary construction accesses for all types of vehicle included in the Proposed Development.

4.5 Temporary construction and operational accesses

4.5.1 There is one access, A-63 at the onshore substation, that will be newly built for construction and retained as an operational access. This will be designed to the

same standards as detailed in **Section 4.4** and post-construction some or all elements of the access design will be retained, to enable access during the operation and maintenance phase. All vehicle types will use this access during construction phase.

- 4.5.2 Temporary construction and operational accesses have been appraised through a desktop review and an overview of the temporary construction and operational accesses and their locations are provided in an access proforma included within in **Appendix A**. There are 22 temporary construction and operational accesses included in the Proposed Development. It is noted any works undertaken to facilitate improvements for temporary construction access will be removed and the land reinstated, except in the instance of access A-63. Operational access at these locations will be maintained through a field gate or similar.

4.6 Temporary light construction accesses

- 4.6.1 Where less intensive site work related to the proposed infrastructure is being undertaken as part of the onshore elements of the Proposed Development, light temporary construction access designs will be implemented. Following engagement with WSCC, agreement has been reached for the provision of light temporary construction accesses. WSCC has agreed:

- light temporary construction accesses are where access is needed for a small number of light vehicles such as the occasional van for workers to check progress of trenchless crossing (e.g., HDD), there is no requirement to implement visibility splays as these are likely to be rarely used; and for light temporary construction accesses where access is taken from the end of a highway leading directly into a private farm track there will not be a need for a visibility splay.

- 4.6.2 Post-construction these light temporary construction accesses will be removed or reinstated to existing layouts / condition.

- 4.6.3 There are six light construction access included in the Proposed Development namely accesses A-02, A-03, A-08, A-20, A-37 and A-38. These light construction accesses will be identified within stage specific CTMPs in accordance with the Outline CTMP as required by Requirement 24 of the **Draft Development Consent Order [REP2-002]**.

4.7 Temporary light construction and operational accesses

- 4.7.1 Light temporary construction accesses with a requirement for future operational use will be designed to the same standards as light temporary construction accesses as detailed in **Section 4.6**. Post-construction some or all elements of the access design will be retained to provide access during the operation and maintenance phase of the Proposed Development. There are six light temporary construction and operational accesses included in the Proposed Development namely accesses A-14, A-25, A-46, A-49 and A-66.

4.8 Proposed DCO Order Limits and visibility standards

- 4.8.1 Each of the identified temporary construction and operational accesses has been included in the proposed DCO Order Limits. The proposed DCO Order Limits includes access tracks to the adopted public highway with an allowance for a temporary construction access as well as any required visibility splays, so that any clearance required to achieve these splays can be undertaken. It is assumed that coppicing of hedgerows that may be required to facilitate temporary construction accesses can be achieved from the carriageway under traffic management as with standard farm hedgerow maintenance.
- 4.8.2 The visibility splays applied have been based on the guidance and standards set out in the in DMRB (Standards for Highways 2020 and 2021), MfS (2007) and **Table 4-2**. Within the proposed DCO Order Limits, these visibility standards have been taken for the speed limit of the roads on which the temporary construction and operational accesses join thus providing a robust assessment.
- 4.8.3 **Table 4-2** sets out the stopping sight distances based on design speed of the road which are used to determine the visibility “y” distance. The “y” distance is the distance along the carriageway from the temporary construction and operational access in either direction that can be seen.

Table 4-2 Visibility standards

Design Speed of Road (Kph)	Signed Speed Limit of Road (Mph)	DMRB Visibility “y” distance (m)	MfS Visibility “y” distance (m)*
50	20	70	25
60	30	90	43
70	40	120	65
85	50	160	-
100	60	215	-
120	70	295	-

* This y distance accounts for bonnet length typically 2.4m

- 4.8.4 The visibility splays included in the proposed DCO Order Limits include for an “x” distance (the setback distance from the edge of the existing carriageway) of 2.4m (Standards for Highways, 2021) and a “y” distance as set out in **Table 4-2** based on the speed limit of the road. These visibility splays have been provided for all temporary construction accesses with the exception of light construction accesses, noting that it has been agreed with WSCC that implementation of visibility splays is not required at these locations owing to their very occasional use (see **Section 4.6**).
- 4.8.5 **Table 4-3** below shows the visibility splay required for each of the accesses (excluding light construction accesses) noting the requirements for the use of

temporary speed limits at some locations as identified in **Appendix A** [and paragraph 8.2.16](#).

Table 4-3 Access Visibility Splays

Access	Type	Speed limit (mph)	“y” Distance (m) (based on speed limit)	Guidance: MfS or DMRB
A-01	Construction & operational	60	215	DMRB
A-04	Operational	30	43	MfS
A-05	Construction & operational	40	120	DMRB
A-06	Operational	40	120	DMRB
A-09	Construction & operation	60	215	DMRB
A-10	Operational	60	215	DMRB
A-11	Operational	30	43	MfS
A-12	Construction	30	43	MfS
A-13	Construction & operational	30	43	MfS
A-14	Light construction & operational	30	43	MfS
A-15	Construction & operational	50	160	DMRB
A-16	Construction & operational	50	160	DMRB
A-17	Operational	60	215	DMRB
A-18	Operational	60	215	DMRB
A-20	Light construction and operation	70	295	DMRB
A-21	Construction	70	295	DMRB
A-22	Construction	70	295	DMRB
A-23	Operational	30	43	MfS

Access	Type	Speed limit (mph)	“y” Distance (m) (based on speed limit)	Guidance: MfS or DMRB
A-24	Operational	30	43	MfS
A-25	Light construction & operational	60	215	DMRB
A-26	Construction & operational	40*	120	DMRB
A-27	Operational	60	215	DMRB
A-28	Construction	40*	120	DMRB
A-29	Operational	70	295	DMRB
A-30	Operational	30	43	MfS
A-31	Operational	60	215	DMRB
A-32	Operational	40	120	DMRB
A-33	Construction	40	120	DMRB
A-34	Operational	40	120	DMRB
A-35	Construction	40	120	DMRB
A-36	Operational	70	295	DMRB
A-39	Construction & operational	40*	120	DMRB
A-40	Construction & operational	40*	120	DMRB
A-41	Construction & operational	40*	120	DMRB
A-42	Construction & operational	40*	120	DMRB
A-43	Construction & operational	40*	120	DMRB
A-44	Operational	60	215	DMRB
A-45	Operational	60	215	DMRB
A-46	Light construction & operational	60	215	DMRB

Access	Type	Speed limit (mph)	“y” Distance (m) (based on speed limit)	Guidance: MfS or DMRB
A-47	Construction & operational	40*	120	DMRB
A-48	Construction & operational	30	43	MfS
A-49	Light construction & operational	60	120	DMRB
A-50	Construction & operational	60	215	DMRB
A-50a	Construction	60	215	DMRB
A-50b	Operational	60	215	DMRB
A-51	Operational	60	215	DMRB
A-52	Construction & operational	40	120	DMRB
A-53	Construction	40 <u>30</u>	120 <u>90</u> <u>43</u>	DMRB <u>MfS</u>
A-54	Operational	40	120	DMRB
A-55	Operational	40	120	DMRB
A-56	Construction & operational	40*	120	DMRB
A-57	Construction & operational	40*	120	DMRB
A-58	Operational	60	215	DMRB
A-59	Operational	60	65**	MfS
A-60	Operational	60	65**	MfS
A-61	Construction & operational	60 <u>30</u>	65** <u>43</u>	MfS
A-62	Construction	40*	120	DMRB
A-63	Construction & operational	40**	120	DMRB
A-64	Construction & operational	60 <u>30</u>	65** <u>43</u>	MfS

Access	Type	Speed limit (mph)	“y” Distance (m) (based on speed limit)	Guidance: MfS or DMRB
A-65	Operational	60	215	DMRB
A-66	Light construction & operational	40*	120	DMRB
A-67	Construction & operational	40*	120	DMRB
A-68	Construction	40*	120	DMRB
A-69	Operational	60	215	DMRB

*Denotes temporary speed limit will be applied to reduce visibility splay requirements and associated tree / vegetation removal for the duration of construction works at the applicable access junction. These speed limits will be in line with WSCC Speed Limit Policy.

****MfS visibility splay to be based upon 85th percentile traffic speed of 40 mph recorded on Kent Street as part of traffic surveys completed between 08 and 14 May 2024. 40 mph speed limit applies to temporary construction access. The operational access for A-63 will be required to accord with visibility splay requirements for the existing 560mph speed limit on the A272**

4.8.6 The minimum “y” distances for the speed limits of the road are shown in **Table 4-3**. However, it is worth noting that for some accesses traffic calming measures as agreed with the local highway authority during the detailed design phase, will reduce the speed limits and consequently also the required “y” distances. The “y” distances listed in **Table 4-3** are the “worse-case” distances.

4.8.7 All visibility splays shown in **Table 4-3** and the use of DMRB or MfS stopping sight distances will be dependent upon the local context of the route and will need to be agreed with West Sussex County Council as part of the detailed design process.

4.9 Vehicle classification

4.9.1 A number of vehicle types will be used for the construction of the onshore elements of the Proposed Development. **Table 4-4** provides a list of the classification of vehicles required during construction of the onshore elements of the Proposed Development. Light Goods Vehicles (LGVs) refers to Goods Vehicles which are less than 3.5 tonnes (T) and Heavy Goods Vehicles (HGVs) refers to Good Vehicles that are heavier than 3.5 T.

Table 4-4 Vehicle classifications

Light Goods Vehicles (LGVs)	Heavy Goods Vehicles (HGVs)
Car	Trucks > 7.5T, e.g. 40T tipper

Light Goods Vehicles (LGVs)	Heavy Goods Vehicles (HGVs)
Minibus	Grab Wagons
4x4 pick up	Flatbed HGV
Transit Type Van	Articulated HGVs
Mini HIAB (crane truck)	Crane
Tractor	ALLs
Towed Elements	Excavator
All-Terrain Vehicles (ATVs)	2 or 2 axle truck with HIAB
	Concrete Mixers

4.9.2 The list of vehicle types provided in **Table 4-4** is not exhaustive and has been based on projects of a similar type / scale / complexity.

4.9.3 Construction machinery and onsite plant, vehicles and generator fuel tanks will be re-fuelled on site.

4.10 Abnormal Loads

4.10.1 An abnormal load is classified as a vehicle that meets any of the following:

- Weight over 44,000kg;
- An axle load of more than 10,000kg for a single non-driving axle of 11,500kg for a single driving axle;
- Width over 2.9 metres; and
- Rigid length over 18.65 metres.

4.10.2 ~~In addition to the delivery of transformers and shunt reactors, c~~Construction of the Proposed Development will generate abnormal load HGV movements, primarily related to the transportation of cable drums.

4.10.3 In all cases, abnormal loads will be transported by specialist hauliers and subject to Road Vehicles (Construction & Use) Regulations 1986 and Road Vehicles (Authorised Weight) Regulations 1998. These require hauliers to notify the police, highways and bridge authorities prior to the movement of abnormal loads. This will be completed through the National Highways Electronic Service Delivery for Abnormal Loads (EDSAL).

4.10.4 All abnormal load movements will be subject to the HGV routing contained within **Section 5** and management / enforcement controls **Sections 8** and **9** of this document.

4.10.5 Furthermore, to minimise disruption and maintain safety all abnormal load movements will be restricted to outside of peak traffic hours and will be accompanied by an escort vehicle.

4.11 Abnormal Indivisible Loads

- 4.11.1 During the construction phase, there is a requirement for delivery of large loads to the onshore substation, for example transformers and shunt reactors. These are Abnormal Indivisible Loads (AILs). Cable drums are also categorised as AILs but these will be transported on vehicles such as low loaders rather than specialist transport.
- 4.11.2 Given the breadth of assessment required, the movement of AILs associated with the onshore substation has been presented and assessed in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and **Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.1).

4.12 Unsuitable routes for construction traffic

- 4.12.1 **Sections 5 and 6** of this Outline CTMP provide detailed of permitted HGV routes and recommended LGV routes for traffic associated with the Proposed Development. Further to this, the details of routes which should not be used by construction traffic (HGVs or LGVs) will be included within Travel Information Packs that form part of the **Outline Construction Workforce Travel Plan [REP3-032]** and provided by the Transport Coordination Officer to third parties when booking deliveries. These will include those routes detailed below (along with permitted HGV routes defined in **Table 5-1**), noting that this list is not exhaustive and should be reviewed as part of the stage specific Construction Traffic Management Plans.
- 4.12.2 Unsuitable routes in proximity to the Climping temporary construction compound;
- Crookthorn Lane;
 - Brookpit Lane;
 - Bread Lane; and
 - Horsemere Green Lane.
- 4.12.3 Unsuitable routes in proximity to the Washington temporary construction compound:
- School Lane and The Street south of Access A-37; and
 - The Hollow.
- 4.12.4 Unsuitable routes in proximity to Oakendene temporary construction compound / substation and the existing National Grid Bolney substation:
- Picts Lane, Long House Lane, Bulls Lane, Spronkett's Lane, Cross Colwood Lane, and Foxhole Lane;
 - Bob Lane and Bolney Chapel Road;
 - The Street and London Road north of the A272; and
 - Kent Stret south of Access A-61.

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5. HGV Access Strategy

5.1 Introduction

5.1.1 The onshore elements of the Proposed Development require construction HGVs to access numerous site accesses within urban and rural environments. Both these environments have challenges to construction HGV access. Urban area HGV routes bring construction HGVs into high traffic volume areas which are used by pedestrians wishing to cross the carriageway where there may be highway safety issues. The rural environment has roads that are less suitable for HGV traffic such as single track roads or roads with poor visibility. To address potential limitations presented by both urban and rural HGV routing, an HGV Access Strategy has been developed within **Section 5.2** for implementation during the construction of the onshore elements of the Proposed Development.

5.2 HGV Access Strategy

5.2.1 To aid development of this HGV Access Strategy, two types of routes have been considered as follows:

- Strategic – The strategic element of this HGV Access Strategy uses the SRN which links the wider UK highway network with the transport study area for the onshore elements of the Proposed Development. The A27 and A23 are the key SRN routes taken into consideration in this HGV Access Strategy and these routes are operated by National Highways; and
- Local – Local elements of the HGV Access Strategy are A/B/C/Unclassified roads that link from the SRN to each of the proposed temporary construction and operational accesses. The local roads taken into consideration in this HGV Access Strategy are all public highways managed by WSCC ranging from A roads to single track rural roads.

5.2.2 Access to each of the temporary construction accesses will utilise strategic elements of the highways network as far as possible before routing onto the local highway network.

5.3 Strategic Road Network access

5.3.1 The A27 and A23 are two roads as part of the Strategic Road Network (SRN) that link the wider UK highways network to the study area and local roads. The A27 routes between Pevensey in East Sussex to Cosham, Portsmouth where the A27 becomes the M27. The A27 connects numerous coastal towns along the south coast as well as connecting the cities of Portsmouth and Brighton. Within the Study Area, the A27 has key junctions with the local road network at several locations:

- A27/A284 – access to areas west of Littlehampton;
- A27/A280 – access to Washington and the South Downs;

- A27/A24 – access to Washington and the South Downs;
- A27/A283 – access to Washington and the South Downs; and
- A27/A23 – access to areas west of the A23.

5.3.2 The A23 routes from the M23 south of Crawley to the A27 on the northern periphery of Brighton. Within the proposed development study area the A23 has junctions with two major roads including:

- A23/A27 – access to areas west of the A23; and
- A23/A272 – access to areas north of the South Downs.

5.3.3 From these two key strategic routes, there are four strategic access routes into the study area:

- A23 north strategic access route;
- A23 south strategic access route;
- A27 west strategic access route; and
- A27 east strategic access route.

5.3.4 The strategic access routes described are illustrated in **Figure 7.6.5, Appendix B**.

5.4 Local access

5.4.1 From the SRN are a series of access routes on local roads that would provide HGV access to the temporary construction accesses of the onshore elements of the Proposed Development.

5.4.2 These local access routes have been considered based on the following:

- height restrictions;
- weight restrictions;
- road classification;
- road layout;
- existing pedestrian crossing facilities;
- existing traffic calming measures;
- sensitive receptors adjacent to the public highway;
- visibility constraints;
- speed limits and traffic speeds;
- areas prone to congestion;
- significant changes in gradient; and
- presence vulnerable road users (pedestrians, cyclists, and equestrians).

- 5.4.3 Where some of these considerations exist on the several local access roads and they could not all be avoided the HGV Access Strategy has considered the routes with the least of these considerations which has informed the development of the HGV Access Strategy.
- 5.4.4 Based on the considerations outlined above, relevant embedded environmental measures outlined in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and the **Commitments Register** (Document Reference: 7.22) have been incorporated into the routing of the onshore elements of the Proposed Development as follows:
- C-157 – The proposed HGV routing during the construction period to individual accesses will be developed to avoid major settlements such as Storrington, Cowfold, Steyning, Wineham, Henfield, Woodmancote and other smaller settlements where possible. For Cowfold, this means that HGVs will only route through the village centre for trips related to accesses A-56 or A-57 or where use of locally sourced materials / equipment make its avoidance impracticable;
 - C-158 – The proposed HGV routing during the construction period to individual accesses will avoid the Air Quality Management Area (AQMA) in Cowfold where possible. This means that HGVs will only route through the village centre for trips related to accesses A-56 or A-57 or where use of locally sourced materials / equipment make its avoidance impracticable;
 - C-159 – The proposed HGV routing during the construction period to individual accesses will avoid the A24 through Findon as advised from the WSCC Freight Action Plan where possible;
 - C-162 - Public Rights of Way (PRoWs) that cross the onshore cable corridor will be managed or diverted over the shortest distance possible with potential to provide adjacent crossings;
 - C-163 - Public Rights of Way (PRoWs) condition surveys will be undertaken before, during and after the Construction phase. If damage has been identified during construction phase, the damage will be repaired. Post-construction, all PRoWs will be returned to their pre-construction condition;
 - C-165 – Construction access will be provided with visibility splays designed to Design Manual for Bridges (DMRB) and Manual for Streets (MfS) design standards as agreed with West Sussex County Council (WSCC). Road Safety Audits will be provided where agreed with the highways authority; and
 - C-201 – Construction Traffic Management Plans (CTMP) will be developed in consultation with West Sussex County Council for stages of the works. These will be developed in accordance with the Outline CTMP and include the stage specific details for managing the impact of the construction traffic on the transport network.
- 5.4.5 The HGV Access Strategy considering all the local constraints, access locations requiring access and embedded environmental measures has identified three local HGV access routes which are shown in **Figure 7.6.6, Appendix B**.
- 5.4.6 The three local HGV access routes are set out in **Table 5-1**. The locations of the accesses are set out in **Section 3.2**. HGVs will be required to adhere to these

routes wherever possible, with certain exceptions, for example, when materials are required to be delivered to accesses along a different route. This will also be incorporated into the CoCP and shared with the construction workforce, HGV drivers and third parties by the Transport Coordination Officer (as detailed in Section 9.2).

Table 5-1 Local access routes

Route	Permitted HGV routes	Accesses served
1	A27, A259, A284, Ferry Road	A-1
2	A27, A259, A284, Church Road	A-5
3	A27, A259, A284,	A-9
4	A27, A259, A284,	A-12, A-13, A-15, A-16
5	A27	A-21, A-22
6	A27, A280	A-26, A-28
7	A27, A280, A24, A283	A-33, A-35, A-39, A-40, A-41, A-42
8	A27, A283	A-43
9	A27, A280, A24, A283, B2135, Spithandle Lane	A-47
10	A27, A280, A24, A283, B2135	A-48, A-50
11	A27, A280, A24, A283, A2037, A281	A-52
12	A27, A280, A24, A283, A2037, A281, B2116	A-53
13	A23, A272, A281, A27, A283, A2037	A-56, A-57
14	A23, A24, A272	A-62, A-63
15	A23, A272, Kent Street	A-61, A-64
16	A23, A24, A272, Wineham Lane	A-67, A-68

5.5 HGV local access routes issues / constraints

5.5.1 The local access routes encompass the HGV routes to be used between the onshore elements of the Proposed Development and the SRN. A number of common issues and constraints have been identified that are consistent across these routes and the mitigation proposed is set out in **Table 5-2** below.

Table 5-2 Issues and constraints management

No.	Issue / Constraint	Mitigation
1	Sensitive, built-up areas (villages, towns) to be avoided by temporary construction traffic due to impacts on congestion, highway safety and air and noise pollution.	<p>The HGV Access Strategy and selection of temporary construction accesses, complemented with onsite haul roads so that several key settlements will be avoided by construction HGV traffic. These key settlements include Washington, Storrington, Findon, Littlehampton, Angmering, Steyning, Henfield, Woodmancote, Wineham, Partridge Green and Cowfold.</p> <p>Construction HGVs have also been routed in the HGV Access Strategy away from the AQMA in Cowfold as far as possible. This means that HGVs will only route through the village centre for trips related to accesses A-56 or A-57 or where use of locally sourced materials / equipment make its avoidance impracticable.</p> <p><i>Embedded environmental measures:</i> C-157, C-158 and C-159 Commitments Register (Document Reference: 7.22)</p>
2	Avoidance, if possible, of built-up areas to avoid conflict with parking areas, local roads, and streetscapes.	<p>The HGV Access Strategy and selection of temporary construction accesses, complimented with onsite temporary construction haul roads so that several key settlements will be avoided by significant construction HGV traffic. These key settlements include Washington, Storrington, Findon, Littlehampton, Angmering, Steyning, Henfield, Woodmancote, Wineham, Partridge Green and Cowfold.</p> <p><i>Embedded environmental measures:</i> C-157, C-158 and C-159 Commitments Register (Document Reference: 7.22)</p>
3	Avoidance of narrow rural roads.	<p>The HGV Access Strategy has avoided the use of small single-track roads as much as possible.</p> <p>The only elements of single track roads required for construction HGV access are as follows:</p> <ul style="list-style-type: none"> • Michelgrove Lane – access A-26;

No.	Issue / Constraint	Mitigation
4	Limited visibility at temporary construction access junctions.	<ul style="list-style-type: none"> • Kent Street (South of A272) – accesses A-61 and A-64; and • Spithandle Lane – access A-47. <p>Information of routes that are unsuitable for construction traffic will be provided by the Transport Coordination Officer to the construction workforce, HGV drivers and third parties.</p>
5	Impacts on pedestrian (PRoW), cyclist (National Cycle Network, Sustrans and local routes) and equestrians (local routes).	<p>An Outline Public Rights of Way Management Plan (Document Reference: 7.8) has been prepared alongside Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23).</p> <p>The Outline Public Rights of Way Management Plan (Document Reference: 7.8) outlines the impacts on PRoW from the onshore elements of the Proposed Development and the mitigation proposals for helping to minimise / limit disruption to the users of PRoWs.</p> <p><i>Embedded environmental measures:</i> C-162 and C-163 Commitments Register (Document Reference: 7.22)</p>
6	Construction traffic impacts on capacity of junctions and links on the construction routes (SRN and local highway network).	<p>The assessment of construction traffic generation of the onshore elements of the Proposed Development on 35 highways links has been set out in Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23). The environmental measures required to mitigate the impact of construction traffic are also provided.</p> <p>The traffic predictions in Chapter 23: Transport, Volume 2 of the ES (Document Reference: 6.2.23) indicated low daily traffic flows across a majority of the links assessed and discussions with WSCC and NH identified no need for detailed junction assessment or the provision of a Transport Assessment for the DCO Application.</p>

5.6 Summary of HGV construction traffic distribution

5.6.1 **Table 5-3** provides a summary of HGV construction traffic distribution across all temporary construction access junctions, taking into account the routing defined in **Section 5.3** and **Table 5-1** and the constraints identified in **Table 5-2**. Light construction accesses and light construction and operational accesses have been included in **Table 5-3** for clarity.

Table 5-3 HGV Construction Traffic Distribution

From	HGV distribution (to access)	To (Access)	Total HGV movements (2-way*)
Section 1 – Climping compound (Access A-05)	28% from A27(W)	A-01	1812
		A-02	0 (Light construction access)
	21% from A27(E)	A-03	0 (Light construction access)
		A-05	9342
	28% from A23(N)	A-08	0 (Light construction access)
	24% from A24(S)	A-09	1338
		A-12	878
		A-13	Up to 562 (shared access with A-15)
		A-14	0 (Light construction and operational access)
		A-15	Up to 562 (shared access with A-13)
		A-16	3520
		A-20	0 (Light construction access)
		A-21	1302 (access may be split between A-21 and A-22)
		A-22	
		A-25	0 (Light construction and operational access)
A-26	4892 (access may be split between A-26 and A-28)		
A-28			

From	HGV distribution (to access)	To (Access)	Total HGV movements (2-way*)
Section 2 – Washington compound (Access A-39)		A-33	2646
		A-35	160
		A-37	0 (Light construction access)
		A-38	0 (Light construction access)
		A-39	7660
		A-40	1468 (access may be split between A-40 and A-41)
		A-41	
		A-42	318
		A-43	3134
		A-46	0 (Light construction and operational access)
		A-47	900
		A-48	1416
		A-49	0 (Light construction and operational access)
		A-50	1248
	Section 3 – Oakendene West compound (Access A-62)		A-52
		A-53	
		A-56	1182
		A-57	1816
		A-61	1320
		A-62	5778
		A-64	892
		A-66	0 (Light construction and operational access)
		A-67	644
		A-63	11438

From	HG V distribution (to access)	To (Access)	Total HG V movements (2- way*)
Section 3 - Oakendene East compound (Access A-63)		A-68	986

6. LGV Access Strategy

6.1 Introduction

- 6.1.1 The onshore elements of the Proposed Development will generate three types of construction light vehicle traffic as follows:
- LV construction staff traffic – direct to TCCs; and
 - LGV construction deliveries – direct to TCCs; and
 - LGV construction traffic – traffic from temporary construction compound locations to proposed construction work sites along the onshore cable corridor.
- 6.1.2 **Section 6** sets out how the light vehicle Access Strategy has been developed.

6.2 LV construction staff traffic

- 6.2.1 This element of the LV construction traffic generation will be comprised of staff travelling to and from their home / overnight accommodation to one of the TCCs to commence work for the day which will be required across the entire construction phase.
- 6.2.2 These trips to the TCCs will take place largely in private cars but some could be in work vans. Construction staff will gather in teams at the temporary construction compound and then, following sufficient work briefings and collection of materials/plant, they will travel to the relevant area of construction works related to the onshore cable corridor using minibus, work vans or other site/work related vehicles. This element is described in **Section 6.3** below and in more detail in the **Outline Construction Workforce Travel Plan** (Document Reference: 7.7).
- 6.2.3 It should be noted that the only exception to staff travelling into and out of TCCs will be those doing construction works at the onshore substation site. These staff will route directly to the onshore substation site and stay onsite for the workday before leaving at the end of the work and traveling home or to overnight accommodation.

6.3 LGV construction deliveries

- 6.3.1 This element of the LGV construction traffic generation will be comprised of deliveries by LGV directly to the TCCs or offshore port.

6.4 LGV staff traffic

- 6.4.1 This element of the light vehicle (LV) construction traffic generation will be comprised of construction staff leaving the TCCs and traveling in a site vehicle to a proposed work site along the onshore cable corridor for their workday and then returning to the temporary construction compound at the end of the day.

- 6.4.2 These trips will take place in Light Goods Vehicles (LGV) predominantly however trips may also be undertaken in 4X4 vehicles and private cars (for management staff).

6.5 LGV Access Strategy

LGV construction staff traffic

- 6.5.1 To aid development of the LGV Access Strategy, a prediction of the construction traffic generation of all onshore elements of the Proposed Development has been carried out. The construction traffic generation has been applied to the four year construction schedule. This has resulted in construction vehicle movement predictions per vehicle type on a weekly basis per access point, split into HGV and LGVs, the latter further split into construction staff vehicles and construction LGVs.
- 6.5.2 The detailed methodology and construction traffic calculations undertaken to inform this output are presented **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and **Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the ES (Document Reference: 6.4.23.2). **Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the ES (Document Reference: 6.4.23.2) sets out the detailed construction traffic generation methodology, assumptions, materials required and other matters that have informed the construction traffic generation output.
- 6.5.3 To understand the routing of LGV construction traffic generated by the onshore elements of the Proposed Development, calculations were undertaken to derive a LGV construction traffic distribution for the various types of LGVs. The calculations comprised:
- LGV construction staff traffic – This has been calculated from journey to work data from the 2011 census for three local areas associated with the three sections of the onshore elements of the Proposed Development (outlined in **Section 1.1**). **Figure 7.6.7, Appendix B** sets out the locations of the three sections used to inform construction staff distribution;
 - LGV construction delivery traffic – this also followed the same method as the LGV construction staff traffic, on the basis that suppliers were more likely to be small businesses and therefore follow the same spatial distributions as the census data; and
 - LGV construction traffic – Understanding the most appropriate routes for LGV construction traffic between the TCCs and proposed works site temporary construction accesses along the onshore cable corridor set out in **Table 4-1**. This was undertaken using Google journey planning software and considering any local constraints.

LGV construction staff traffic distribution

- 6.5.4 The resultant LGV construction staff traffic assignment based on appropriate journey to work data from the 2011 census that has been applied is set out in **Table 6-1** for the three sections of the onshore elements of the Proposed

Development. **Figure 7.6.8, Appendix B** sets out the exit points from the transport Study Area.

6.5.5 In **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23), the entire onshore cable corridor was split into three sections which are described below and **Table 6-2** outlines the compounds associated with each section.

- **Section 1** which runs north from landfall, across the A259, the River Arun and the two railway lines before crossing the A27 near the edge of the South Downs at Hammerpot. This section is rural but runs along the edge of the settlements of Littlehampton, Wick, Lyminster and Crossbush;
- **Section 2** which runs north east from the **Section 1** boundary to a crossing of the A24 near Washington, West Sussex. Between the A27 and A24, the onshore cable corridor has minimal interaction with the local highways network and due to the nature of access options, will make use of a continuous temporary construction haul road; and
- **Section 3** which runs from the **Section 2** boundary along the A283 corridor before turning north east to Partridge Green and further east to Wineham / Bolney. This section is flat and rural in character but with more crossings of roads.

Table 6-1 LGV construction staff traffic distribution

Entry / Exit points from highways network scope	Construction staff traffic distribution by temporary construction compound / onshore substation		
	Section 1	Section 2	Section 3
A259 East	21%	3%	2%
A284 South	33%	2%	1%
A259 West	16%	3%	0%
A23 North	1%	2%	17%
A23 South	3%	3%	6%
A24 North	3%	15%	21%
A3021 south	4%	17%	9%
A27 East	1%	2%	3%
A27 West	9%	2%	0%
A284 North	4%	1%	0%
A283 East	0%	12%	8%
A283 North	0%	0%	0%

Entry / Exit points from highways network scope	Construction staff traffic distribution by temporary construction compound / onshore substation		
	Section 1	Section 2	Section 3
A283 West	0%	29%	13%
A272 East	1%	1%	9%
A272 West	0%	2%	3%
A270	3%	6%	6%
A273	0%	0%	0%
A2300	0%	0%	3%
Total	100%	100%	100%

6.5.6 As this LGV construction staff traffic is travelling to and from TCCs and the onshore substation site, no routing restrictions will be applied to these trips (as usual for any LGV construction staff traffic routing to and from a place of work). However, to encourage use of the classified highway network (A and B roads) and discourage the use of inappropriate routes (such as single lane tracks) guidance will be provided on preferred routes to / from site along with routes which should be avoided. This will be linked to the construction traffic routing contained within **Table 6-2** and details of unsuitable routes included in **Section 4.12** and provided within Travel Information Packs outlined in the **Outline Construction Workforce Travel Plan [REP3-031]**. In calculating the traffic effects provided in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) the trips have been distributed onto the network based on the logical route using Google journey planning software from TCCs, onshore substation site and/or to and from home or overnight accommodation.

LGV construction traffic

6.5.7 It is considered that all LGV construction traffic including deliveries, will first travel to the TCC and then if needed onto individual work sites / accesses using a Multi-Occupancy Vehicle (MOV). This limits the amount of traffic using the accesses and also number of vehicles parking at the work sites. Information on unsuitable routes for LGVs making deliveries will be provided by the Transport Coordination Officer at the time of booking, as defined in **Section 4.12**.

6.5.8 For each of the TCCs, routes have been identified from there to all temporary construction accesses within that section. **Figure 7.6.9, Appendix B** sets out the temporary construction access routes identified for each of the TCCs, and these are set out in **Table 6-2**. It should be noted that the traffic flows presented in this table are totals for the entire construction programme, rather for a particular week or year.

6.5.9 The routes provided in **Table 6-2** generally follow the construction HGV access routes, which assists in limiting traffic related to the onshore elements of the

Proposed Development to a limited number of roads across West Sussex. This limits any effects on other roads outside those already used for HGV construction traffic.

- 6.5.10 As noted in **Section 4.6**, light construction accesses and light construction and operational accesses will be used by only a very small number of LGVs on a very occasional basis. To avoid omitting access junctions these have been included in **Table 6-2** with the assumption that these accesses will serve less than 10 LGV movements over the construction period.

Table 6-2 LGV Construction Traffic Distribution

From	LGV distribution (from home to compound)	MOV circular route (from compound to access)	To (Access)	Total LGV movements (2-way*)	
Section 1 – Climping compound (Access A-05)	16% from A259 (W)	TCC 1, Church Lane (S), A259(E), A284(N), A27(E), A280(N), A24(S), A27(W), A284(S), A259(W), Church Lane (N)	A-01	2178	
	58% from A259 (E) Littlehampton		A-02	Light construction access with minor usage (<10 LGVs)	
			A-03	Light construction access with minor usage (<10 LGVs)	
	9% from A27 (W)			A-03	Light construction access with minor usage (<10 LGVs)
	13% from A27 (E), A24, A23			A-05	33900
				A-08	Light construction access with minor usage (<10 LGVs)
	4% from A284 (N)			A-09	1026
				A-12	456
				A-13	Up to 480 (shared access with A-15)
				A-14	Light construction and operational access with

From	LGV distribution (from home to compound)	MOV circular route (from compound to access)	To (Access)	Total LGV movements (2-way*)
				minor usage (<10 LGVs)
			A-15	Up to 480 (shared access with A-13)
			A-16	2358
			A-20	Light construction access with usage (<10 LGVs)
			A-21	750 (access may be split between A-21 and A-22)
			A-22	
			A-25	Light construction and operational access with minor usage (<10 LGVs)
			A-26	2238 (access may be split between A-26 and A-28)
			A-28	
Section 2 – Washington compound (Access A-39)	20% from A24 (N)	TCC 2, A283(W), A283(E), B2135(N), A24(S), A283(W)	A-33	1416
	28% from A259, A27 (W)		A-35	60
			A-37	Light construction access with minor usage (<10 LGVs)
	22% from A27 (W), A23			
29% from A283 (W)		A-38	Light construction access with	

From	LGV distribution (from home to compound)	MOV circular route (from compound to access)	To (Access)	Total LGV movements (2-way*)
				minor usage (<10 LGVs)
			A-39	54546
			A-40	966 (access may be split between A-40 and A-41)
			A-41	
			A-42	192
			A-43	1728
			A-46	Light construction and operational access with minor usage (<10 LGVs)
			A-47	648
			A-48	672
			A-49	Light construction and operational access with minor usage (<10 LGVs)
			A-50	708
Section 3 – Oakendene West compound (Access A-62)	43% from A272(W), A24, A27(W)	TCC 3, A272(W), A281(S), B2116(E), Wineham Lane(N), Bolney Substation, A272, Kent Street (N), A272(W)	A-52	642 (access may be split between A-52 and A-53)
	57% from A272(E), A23, A27(E)		A-53	
		A-56	780	
		A-57	1116	
		A-61	828	
		A-62	16338	

From	LGV distribution (from home to compound)	MOV circular route (from compound to access)	To (Access)	Total LGV movements (2-way*)
			A-64	468
			A-66	Light construction and operational access with minor usage (<10 LGVs)
			A-67	444
Section 3 - Oakendene East compound (Access A-63)	43% from A272(W), A24, A27(W)	Route same as TCC 3, given it passes A-63, A-68	A-63	52254
	57% from A272(E), A23, A27(E)		A-68	7182

*A two way movement refers to the combined traffic volume occurring in both directions along the road or corridor. A return trip from source to site is counted as two movements.

7. Crossing schedule

7.1 Introduction

7.1.1 In addition to the HGV and LGV construction traffic routing this Outline CTMP also considers the effects of all onshore cable corridor crossings of the local and strategic highways network as well as proposals for rail network crossings.

7.1.2 In addition to the impacts on the local and strategic highways network and rail networks, the onshore elements of the Proposed Development will also impact upon the PRow network. The effects on PRow are covered in the [Outline Public Rights of Way Management Plan](#) (Document Reference: 7.8) which sets out the scale and nature of these effects together with an outline management strategy to help minimise disruption to PRow users.

7.2 Crossing schedule

Introduction

7.2.1 The installation of underground cables has an impact on both the SRN and local road network where the respective infrastructure passes under the highway. This Section sets out the locations of the crossing points where an underground cable is being installed. The full crossing schedule which details all crossings is provided in [Appendix 4.1: Crossing schedule, Volume 4](#) (Document Reference: 6.4.4.1).

Highways crossing schedule

7.2.2 A total of 20 highways crossing locations have been identified within the proposed DCO Order Limits where an underground cable is proposed to be installed and crossed under the highway.

7.2.3 It is proposed that all major crossings (A or B class roads) will be undertaken using trenchless construction methods (HDD assumed). This construction method involves crossing underneath a feature and therefore prevents the disturbance of the road surface infrastructure during cable crossing installation. This removes the need for shuttle working, road closures and/or traffic management.

7.2.4 For smaller classification roads, a mixture of trenchless or open cut crossing is proposed. Some smaller single track roads are also proposed to be crossed by trenchless method due to environmental constraints around the road rather than the nature of the highways crossing.

7.2.5 **Table 7-1** below details all 20 highways crossing locations as shown in **Figure 7.6.10, Appendix B**, and the roads which they affect. **Table 7-1** also outlines the crossing schedule reference number, type of crossing method required (trenchless crossing (HDD) or open cut) at each crossing location, and whether the highway authority responsible for maintaining the road is NH or WSCC.

Table 7-1 Crossing Schedule of the Highway

No	Crossing Schedule Reference	Road affected	Crossing type	Highway Authority
1	RDX-1dw-01	Ferry Road	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
2	RDX-1dw-02	A259	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
3	RDX-1dw-03	A284	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
4	RDX-1dw-04	A284 (Lyminster Bypass)	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
5	RDX-1dw-05	Poling Street	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
6	RDX-1dw-06	Decoy Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
7	RDX-1dw-07	A27	Trenchless crossing (HDD) proposed – no surface effects to carriageway	NH
8	RDX-1dw-08	Michelgrove Lane	Open cut trench crossing – traffic management / diversion required – Single track road	WSCC
9	RDX-1dw-09	A24	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
10	RDX-1dw-10	London Road	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
11	RDX-1dw-11	A283	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
12	RDX-1dw-12	A283	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
13	RDX-1dw-13	A283	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
14	RDX-1dw-14	Water Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
15	RDX-1dw-15	Spithandle Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC

No	Crossing Schedule Reference	Road affected	Crossing type	Highway Authority
16	RDX-1dw-16	B2135	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
17	RDX-1dw-17	B2116	Open cut trench crossing – traffic management required – single carriageway (one lane in each direction) or temporary road closure	WSCC
18	RDX-1dw-18	A281	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
19	RDX-OD-01	Kent Street	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
20	RDX-OD-02	Wineham Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC

7.2.6 As shown in **Table 7-1**, of the 20 highway crossings identified, 18 of these would be installed using trenchless crossing methods (e.g. HDD) bringing about no surfaced-based effects on highway users. Both of the NH SRN crossings are of the trenchless crossing methods (e.g. HDD).

7.2.7 There are two highways crossings proposed which would require to be crossed by open cut trench method and require traffic management measures. Details of mitigation proposals are set out in **Section 8**.

7.3 Rail network crossing schedule

7.3.1 The alignment of the onshore elements of the Proposed Development requires underground cable to be installed underneath the rail network at two locations. The two locations, west of Littlehampton and west of Wick, are shown in **Figure 7.6.11, Appendix B**.

7.3.2 Both rail crossings will be crossed by trenchless crossing methods (e.g. HDD) with no surfaced based effects experienced on the rail network.

7.3.3 Consultation and engagement with Network Rail will continue to take place to discuss the requirements of the trenchless crossings of rail network beyond DCO Application submission. It is expected that there will be no additional management requirements of the rail network crossings during the construction of the onshore elements of the Proposed Development.

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8. Potential mitigation strategies

8.1 Introduction

- 8.1.1 This section of the Outline CTMP explains the types of construction traffic management measures that may be required across the onshore elements of the Proposed Development to allow for safe and convenient working practices and access to temporary construction sites.
- 8.1.2 RED will implement a number of the mitigation measures as set out in **Section 8**. These mitigation measures are included within embedded environmental measures (set out in the **Commitments Register** (Document Reference: 7.22)). Discussions with NH, WSCC and South Downs National Park Authority have been undertaken to inform matters such as traffic management proposals and, if required, the need for short road closures and diversions.
- 8.1.3 The traffic management measures for laying cables under the highway documented in this section of the Outline CTMP will be adopted and inform the preparation of the stage specific CTMP. It is the stage specific CTMP where the final details would be agreed with the Highways Authorities (as part of the discharge of Requirements) prior to commencement.

8.2 Site specific mitigation

Michelgrove Lane (Access A-26 and A-28)

- 8.2.1 A Traffic Management Strategy has been prepared to facilitate safe access by construction traffic to / from access A-26 and A-28 located on the A280 Long Furlong. This Traffic Management Strategy is based upon the following principles.
- 8.2.2 During enabling / reinstatement works:
- Access for construction HGV traffic from the A280 Long Furlong will be taken as a left-turn into access A-26 Michelgrove Lane or A-28 Tolmare Farm. HGVs arriving from the north will therefore be required to travel south to the Clapham Roundabout to complete a U-turn;
 - Exit for HGV construction traffic out onto the A280 Long Furlong will be taken from access A-28 Tolmare Farm where possible, noting that it will be necessary for tipper HGVs to use access A-26 for enabling and reinstatement works (e.g. haul road construction and removal respectively);
 - Access A-28 junction will be controlled by temporary traffic signals to facilitate the safe movement of vehicles out of the junction;
 - LGV access will be via A-26 Michelgrove Lane where possible, with entry and exit at the A280 / Michelgrove Lane access junction permitted from both directions; and

- Where required LGVs will be permitted to enter A-28 Tolmare Farm from the south but exit both directions (under traffic signal control).

8.2.3 During cable installation construction works:

- Access for construction HGV traffic from the A280 Long Furlong will be taken as a left-turn into access A-26 Michelgrove Lane or A-28 Tolmare Farm. HGVs arriving from the north will therefore be required to travel south to the Clapham Roundabout to complete a U-turn;
- Exit for HGV construction traffic out onto the A280 Long Furlong will be taken solely from access A-28 Tolmare Farm. Exiting tipper HGVs and articulated HGVs will be permitted to turn in both directions but low loaders will be required to turn right (south) towards the A27);
- Access A-28 junction will be controlled by temporary traffic signals to facilitate the safe movement of vehicles out of the junction;
- LGV access will be permitted to enter and exit Michelgrove Lane access junction from both directions; and
- Limited LGV entry and exit will be permitted via A-28 Tolmare Farm. Entry will be permitted only from the south (left-in) and exit will be controlled by traffic signals.

8.2.4 The following traffic management measures will also be applied for the entirety of the construction programme:

- A temporary 40mph speed limit will be applied along the A280 Long Furlong as a reduction to the existing national speed limit, forming an approximate 3.6km extension of the existing 40mph speed limit at the southern end of A280 Long Furlong; and
- To facilitate access along Michelgrove Lane by construction traffic up to eight passing places will be installed to provide adequate highway width for two-way traffic as shown on sheet 12 of the [Onshore Works Plans \[APP-009\]](#).

8.2.5 Full details of the proposed Traffic Management Strategy for A-26 and A-28 is provided in **Appendix D**.

Kent Street (Access A-61 and A-64)

8.2.6 A Traffic Management Strategy has been prepared to facilitate safe access by construction traffic to / from access A-61 and A-64 located on Kent Street. This Traffic Management Strategy is based upon the following principles:

- To facilitate access along Kent Street by construction traffic up to four temporary passing places will be installed to provide adequate highway width for two-way traffic, including HGVs;
- HGV entry will be controlled via the Oakendene temporary construction compound at access A-62;
- HGV and LGV exit will be coordinated to ensure that they do not occur at the same time as HGVs entering Kent Street;

- HGV entry and exit will be controlled by banksman along Kent Street, up to and including accesses A-61 and A-64;
- General traffic will also be controlled by banksman whilst HGVs are entering or exiting access A-61 or A-64;
- A temporary 30mph speed limit will be applied to the northern section of Kent Street whilst in use by construction traffic; and
- A temporary speed limit reduction from the current national speed limit to 40mph along the A272, between east of Cowfold to east of the A272 Cowfold Road / Wineham Lane / Spronkett's Lane crossroads, a distance of approximately 2.7km.

8.2.7 Full details of the proposed Traffic Management Strategy for A-61 and A-64 is provided in **Appendix D**.

Traffic management of open cut trench highway crossings (single track carriageways)

Potential road closures and diversions

- 8.2.8 As set out in **Table 7-1**, there are two highway crossing locations that have been identified within the proposed DCO Order Limits that are required to be crossed by open cut trench method. Of these two highway crossing locations, one is located on a single track road, crossing 8 (RDX-1dw-08) on Michelgrove Lane outlined in **Figure 7.6.10, Appendix B**.
- 8.2.9 At this location, a temporary construction traffic management solution would be applied and the need to close the road and provide a diversion is considered to be unnecessary.
- 8.2.10 A review of this highway crossing location indicates that for any necessary temporary road closures that should be required, alternative routes are available for temporary diversions. If possible, temporary closures and diversions for this limited highway crossing locations would be accommodated.

Temporary diversion signage

- 8.2.11 In highway crossing locations where temporary road closures and diversions are required, temporary signage will be installed by the appointed contractor in accordance with Traffic Signs Regulations and General Directions (TSRGD), Department for Transport (DfT) (2016).
- 8.2.12 The proposed temporary diversion routes and associated signage will be prescribed as part of details to be approved by the relevant highway authority in accordance with the requirements of Outline CTMP.

Traffic management of open cut trench highway crossings (single carriageway roads)

- 8.2.13 As set out in **Table 7-1**, there are two highway crossing locations that have been identified within the proposed DCO Order Limits that are required to be crossed by

open cut trench method. Of these two highway crossing locations, one is located on a single carriageway road, with one lane per direction. This is crossing 17 (RDX-1dw-17), on the B2116.

- 8.2.14 At this highway crossing location, temporary construction traffic management will be deployed. This will involve either the use of temporary traffic signals or manned stop/go boards to allow the road to remain open or temporary full road closure.. The preferred temporary traffic management strategy for the B2116 will be confirmed during detailed design as part of a stage specific CTMP.
- 8.2.15 All temporary construction traffic management implementation plans will need to be approved by WSCC and will be applied in accordance with guidance and procedures as defined within Section 14 of the Road Traffic Regulation Act 1984.

Use of Temporary Speed Limits

- 8.2.16 To support the safe movement of construction traffic to and from construction access junctions the following temporary speed limit requirements have been identified:
- A270 Long Furlong: Provision of a temporary 40mph speed limit whilst access A-26 and A-28 are in use by construction traffic;
 - A283 East of Washington Roundabout: Provision of a temporary 40mph speed limit in the vicinity of access junctions A-39, A-40, A-41, A-42 and A-43 when they are in use by construction traffic;
 - Spithandle Lane: Provision of a 40mph temporary speed limit in the vicinity and east of access junction A-47 when in use by construction traffic;
 - B2116 Shermanbury Road: Provision of a temporary 30mph speed limit in the vicinity of the access junction A-53 when in use by construction traffic;
 - A281: Provision of a temporary 40mph speed limit in the vicinity of access A-56 and A-57 whilst in use by construction traffic;
 - A272 between Cowfold and east of the A272 Cowfold Road / Wineham Lane / Spronkett's Lane crossroads: Provision of a temporary 40mph speed limit for the duration of the construction programme. Appropriate signage will be put in place to warn drivers of construction traffic;
 - Kent Street: Provision of a temporary 30mph speed limit between the A272 and access A-61 whilst Kent Street is in use by construction traffic; and
 - Wineham Lane: Provision of a temporary 40mph speed limit between Wineham and the A272 whilst access A-67 and A-68 are in use by construction traffic.
- 8.2.17 This list is not exhaustive and other requirements for additional temporary speed limits may be identified as part of stage specific CTMPs in agreement with WSCC. The ability to implement these temporary speed limits is secured by Article 16 of the **Draft Development Consent Order [REP4-004]**. These speed limits will be provided in line with WSCC Speed Limit Policy.

8.3 Other locations requiring traffic management

- 8.3.1 Additional temporary construction traffic management will be deployed throughout the construction phase at various locations (including junctions if necessary) beyond that implemented as part of highways crossings. Construction activities that may require temporary construction traffic management include but are not limited to:
- proposed temporary construction access locations (including junctions);
 - in proximity to TCCs and the onshore substation site; and
 - roads being used for the delivery of construction materials to the temporary construction work areas.
- 8.3.2 The type of temporary construction traffic management deployed will vary and could include temporary traffic signals, manned stop /go boards, road narrowing / widening and temporary speed restrictions.
- 8.3.3 All temporary construction traffic management implementation plans will need to be approved by National Highways or WSCC (location dependant) and will be applied in accordance with guidance and procedures as defined within the Act (Section 14 of the Road Traffic Regulation Act 1984). There may also be a need for directional signage on the SRN network to assist with diversions, HGV routing or highlight traffic management.
- 8.3.4 Temporary construction traffic management arrangements will be included as part of the design submission for each of the temporary construction sites and TCCs.

8.4 General construction traffic management/mitigation

Traffic signage overview

- 8.4.1 Where temporary traffic management measures are required, these will be agreed in advance with the NH for the SRN and WSCC for the local highways network. Any temporary road closures / diversions will be advertised in advance and alternative routes indicated through signage.

Construction access route and point signage

- 8.4.2 Temporary signage will be erected along construction traffic routes on the WSCC local highway network to provide directional routing information for construction vehicles, to ease navigation between the SRN and the temporary construction sites and TCCs.
- 8.4.3 Temporary signage warning other road users of the likely presence of construction vehicles will also be provided in the vicinity of each temporary construction access location. Where necessary warning signs at 'short cuts' and 'rat runs' will be erected to remind construction HGV drivers to utilise the prescribed construction traffic routes. This signage will be in accordance with TSRGD (DfT, 2016) [and in agreement with NH for the SRN and WSCC for the local highway network.](#)

Onsite access road/haul road signage

- 8.4.4 In addition to the above, temporary road signage will be erected along the proposed onsite construction access roads where necessary. The temporary signage will provide construction vehicle drivers with information on the distances to construction sites (destinations) and warning (hazard) information related to potential vehicle conflict or pedestrian conflict areas. Further information on the strategy for signage of pedestrian crossing areas is contained within the **Outline Public Rights of Way Management Plan** (Document Reference: 7.8). This signage will be in accordance with TSRGD (DfT, 2016).

Other signage

- 8.4.5 All other signage will be provided in accordance with TSRGD (DfT, 2016). Other signage to be erected includes:
- traffic warning signs for road closures;
 - traffic warning signs with contact details of the relevant contractors so the public can request information / updates; and
 - advanced warning signs of road closures.

Principles of Management of Conflicts with Pedestrians, Cyclists and Equestrians

- 8.4.6 Construction vehicles associated with the Proposed Development will be required to use routes which may be used by pedestrians, cyclists or equestrians, particularly where construction traffic routes use rural single track roads or those which connect with Public Rights of Way. As part of stage specific detailed CTMPs the following information should be provided to all construction workers:
- Measures included within the **Outline Public Rights of Way Management Plan [REP3-033]** such as requirements for signage, the 5mph speed limit on routes shared with PRow and the need for construction traffic to give-way to PRow users where it is safe to do so;
 - Details of existing pedestrian, cyclists and equestrian routes on construction traffic routes or where they connect into them; and
 - Details of any other known locations where conflicts may arise with pedestrians, cyclists or equestrians.
- 8.4.7 In all cases where construction traffic uses single track roads priority must be given to pedestrians, cyclists or equestrians by stopping where it is safe to do so and allowing users to pass.
- 8.4.8 The British Horse Society has prepared guidance on how to manage construction activity in the vicinity of public rights of way used by horses (ridden or driven). 'Advice on Construction Sites', published November 2022, highlights the aspects of construction activity which have a tendency to trigger horses when they are nearby, and suggests several mechanisms to minimise conflict, including:
- Brief all staff on the nearby equestrian routes, including banksmen;

- Display warning notices in advance of the area of the construction activity describing the hazards to expect;
- Sudden movement should be avoided when horses are within range; and
- Construction activity should stop when a horse approaches and not resume until the horse is 20m past. If the horse appears distressed activity should not resume unless the equestrian indicates that it is safe to do so or is out of sight or more than fifty metres away.

8.4.9 This guidance will be adhered to during the construction period as far as is practicable. For example, construction traffic will be required to give priority to equestrian users where it is safe to do and should turn off engines until horses are at least 20m past.

Core working hours

- 8.4.10 Construction work will take place in accordance with set 'core working hours' which will be secured within the **Code of Construction Practice (COCP)** (Document Reference: 7.2).
- 8.4.11 The core working hours for construction of the onshore components will be 08:00 to 18:00 Monday to Friday, and 08:00 to 13:00 on Saturdays, unless otherwise approved by WSCC/NH/SDNP and other key local authorities (as set out in **paragraph 3.6.3**).
- 8.4.12 Prior to and following the core working hours Monday to Friday, a 'shoulder hour' for mobilisation and shut down will be applied (07:00 to 08:00 and 18:00 to 19:00). The activities permitted during the shoulder hours include staff arrivals and departures, briefings and toolbox talks, deliveries to site and unloading, and activities including site and safety inspections and plant maintenance. Such activities shall not include use of heavy plant or activity resulting in impacts, ground breaking or earthworks.
- 8.4.13 It is not proposed there will be construction activity outside of these indicative hours, including on Sundays, public holidays or bank holidays, other than in exceptional circumstances that will be agreed with WSCC/NH/SDNP and other key local authorities (as set out in **paragraph 3.6.3**).
- 8.4.14 Except in the case of emergency, any construction work required to be undertaken outside of the core working hours (not including repairs or maintenance) will be agreed with the WSCC and/or National Highways (where relevant) prior to undertaking the works so that traffic management can be considered.

HGV and LGV construction vehicle records

- 8.4.15 All construction HGV and LGV movements associated with the onshore elements of the Proposed Development will be recorded and timed as vehicles enter and leave all TCCs and sites as part of a delivery management system (DMS). DMS records will be compiled and stored centrally so that any complaints received concerning driver / vehicle conduct can be first referenced against the DMS to confirm whether the vehicle in question is associated with Rampion 2. Poor

conduct / management by the contractor will be addressed by the Transport Coordination Officer (TCO) as per **Section 9.2**.

HGV emissions

- 8.4.16 All road based vehicles used in the construction of the onshore elements of the Proposed Development will be to a EURO standard VI class or better wherever possible.

Banksmen or presence of qualified personnel at access

- 8.4.17 Qualified personnel (banksmen) will be placed at access locations when necessary, during the construction of the onshore elements of the Proposed Development. These locations are likely to include temporary construction accesses and at the PROW crossing points during busy periods particularly related to the crossings of the South Downs Way. Qualified personnel can also be provided at other sensitive locations where conflict with the construction vehicles may arise.

Timing of HGV movements

- 8.4.18 Construction HGV movements associated with the onshore elements of the Proposed Development will normally take place during the core working hours, and for the hour before and after these core working hours, as defined in paragraphs 8.4.10 and 8.4.11 and 8.4.12.
- 8.4.19 A booking system (included in the DMS) will be used so that construction deliveries to the construction sites are spread across the working day (where feasible). This will minimise the impact of construction HGV traffic during the peak periods. The booking schedule will also form part of and inform the monitoring processes of the CTMP.
- 8.4.20 If delivery vehicles are associated with the 24 hour HDD working they will work outside the core hours. All other deliveries will be restricted to core working hours.
- 8.4.21 As noted in paragraph 4.10.5 the movement of abnormal loads will be restricted to outside of traffic peak hours.
- 8.4.22 The stage specific CTMP will provide further details regarding the management of deliveries in such a way as to minimise the impact from vehicles queuing or travelling at unsociable times, noting the location specific restrictions described below which will be applied.

Location Specific HGV Restrictions}

- 8.4.23 In order to avoid the traffic sensitive areas during the network peak hours, HGVs travelling to / from access A-56 and A-57 through Cowfold will be subject to the following limits:
- During the weekday morning peak hour / school opening period (08:00 to 09:00), school closing period (15:00 to 16:00) and evening peak hour (17:00 to 18:00) HGV deliveries to:

- ▶ A-56 will be limited to 1 HGV delivery; and
- ▶ A-57 will be limited to 2 HGV deliveries;

8.4.24 These peak hour limits will be applied to all HGV movements (including waste) from the wider highway network arriving at/departing from the sites and will be monitored via the Delivery Management System (DMS) as set out in Paragraphs 8.4.35 to 8.4.41. The DMS will control bookings of HGV deliveries to / from sites accessed via A-33, A-35, A-56 and A-57 as well as track HGVs to monitor compliance with the HGV routes to/from the sites. Peak hour HGV movements to these locations will be controlled by the provision of limited HGV delivery slots within the DMS.

8.4.25 In addition to the timing restrictions noted above, all construction traffic movements to Access A-37 ~~in Washington~~ will be restricted to avoid school start and end time ~~at access A-37~~ in Washington.

Exceptional circumstances

8.4.26 There may be exceptional circumstances when construction traffic routes on the SRN or the local road network are impacted by local traffic conditions such as accidents or temporary road closures which will impact on construction vehicles not being able to use these routes. A non-exhaustive list of exceptional circumstances is defined as one or more of the following:

- where continuous periods of construction work are required, such as concrete pouring or HDD, and WSCC and the SDNPA (for any works within the South Downs National Park) has been notified prior to such works 72 hours in advance;
- for the delivery of AILs to the connection works, where the relevant highway authority has been notified prior to such works 72 hours in advance;
- as otherwise agreed in writing with WSCC and the SDNPA within the South Downs National Park;
- where a road traffic collision or other similar incident on the highway network that disrupts the normal operation of the highway network or results in a highway closure;
- where a breakdown of a construction LGV / HGV en-route to a temporary construction site or temporary construction compound occurs and then arrives later due to time critical reasons;
- where work is requested to be completed out of hours by WSCC, National Highways and / or Network Rail;
- where there is a need for emergency health and safety requirements (incident); and
- where there is a need to implement urgent mitigation activities such as emergency flood prevention works.

- 8.4.27 In the event of an exceptional circumstance, the following impacts need to be considered and acted upon with regards to highways and construction safety of the onshore elements of the Proposed Development:
- incidents on the highway network could result in stoppage (at previously agreed locations) or rescheduling of deliveries;
 - incidents on the highway network causing delays, resulting in construction vehicles travelling outside of approved movement hours; and
 - impacts of deliveries not being made, which could have impacts on health and safety due to a lack of equipment or materials or require a stop to construction works leading to delays to construction programme.

Abnormal Indivisible Loads

- 8.4.28 For the construction of the onshore substation, abnormal loads are required to deliver larger components such as transformers. **Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.3) has been prepared to support **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23). **Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.3) sets out the specific routes required for AILs associated with the onshore substation and the mitigation required including Swept Path Assessments (SPAs) at identified pinch points assuming use of Shoreham Port.
- 8.4.29 It is noted however that it is not possible to fully commit to Shoreham Port at this point, as the final specification of the electrical equipment will be undertaken during the detailed design process and in cooperation with equipment manufacturers and contractors. Port suitability in terms of lifting capacity and access restrictions along the transport route will need to be reviewed in detail once the equipment specifications are defined. Alternative ports in proximity to the Proposed Development are considered well connected to the major and strategic road networks which are suitable for the transport of AILs.
- 8.4.30 Regardless of the final AIL route selected, the contractor responsible for completion of AIL deliveries will be required to comply with the statutory regulations in terms of consulting with the highway authority and police prior to undertaking the works. The notification requirements and process are provided in the Road Vehicles (Authorisation of Special Types) (General) Order 2003.

Cleaning of vehicles

- 8.4.31 All vehicles exiting from a construction access bell mouth will be checked and cleaned manually (or if it is deemed necessary, will pass through the wheel cleaning facility) prior to using the public highway to prevent the debris from being transferred off the site onto the road network. If required, a road sweeper will be utilised to further demonstrate that the WSCC road network remains safe and clear of debris. It is assumed at this stage, that this would only ever be required at the larger temporary construction sites such as the onshore substation, landfall, HDD, and temporary construction compound sites.

Highway condition surveys

- 8.4.32 Highway condition surveys would be undertaken prior to the commencement of construction and after completion of construction works. The surveys may include all local access routes, access junctions and verges used by construction traffic but the scope, extent and requirement of any survey may vary from location to location and will be agreed with WSCC / NH as applicable.
- 8.4.33 In addition to undertaking surveys prior to, and on completion of the construction works, the contractor would also undertake regular inspections of the highway network to identify any emerging issues (such as damage to verges or potholes forming). Where emerging issues are identified as a result of the Proposed Development, the contractor would notify WSCC / NH and either repair the issue or ask WSCC / NH to undertake the repairs (with costs being recharged to the contractor).
- 8.4.34 Any works within the highway limits will be reinstated to a standard commensurate to that prior to the commencement of the construction works and agreed with the relevant highways' authority (NH / WSCC), as per commitment C-160 ([Commitments Register](#) (Document Reference: 7.22)) which covers both the condition surveys and subsequent repairs.

Delivery management systems (DMS)

- 8.4.35 A DMS is a system used on construction projects for tracking all construction movements into and out of construction sites. It can also track personnel located at temporary construction access locations. The DMS will enable the management of construction deliveries and allow the number of vehicles accessing/egressing to be recorded.
- 8.4.36 This information will be collated by the contractor and retained for reference. The objectives of the DMS are:
- to control the delivery of materials and equipment in line with the construction programme;
 - to minimise the number of construction vehicles on the road;
 - to ensure that construction vehicles do not exceed any agreed restrictions, for example peak period traveling through certain towns / villages / junctions; and
 - effectively plan all HGV movements to/from the construction sites in accordance with the construction programme to maximise construction and site efficiency.
- 8.4.37 Contractors will be required to pre-book all HGV deliveries to the construction sites through the DMS by providing details of the planned delivery. Bookings will be able to be made by contractors up to a predefined period in advance of the delivery day.
- 8.4.38 The details of the planned delivery to be recorded in the DMS will include:
- Delivery date and time;
 - Driver details (e.g. name, driving licence number, expiry date and country);

- Vehicle details (e.g. vehicle classification, vehicle registration, haulage company, vehicle emission standards); and
 - Movement details (e.g. origin, destination, HGV route).
- 8.4.39 Bookings will require approval by the Transport Coordination Officer and contractors will be issued with confirmation and a unique reference code for their booking. The specifics of the DMS will include:
- -mandatory advance booking (i.e. no booking, no admittance to the main development site);
 - confirmed booking to relate to a specific vehicle (i.e. vehicle registration number); and
 - capability to amend bookings in advance of the delivery (up to a predefined period in advance of the delivery day).
- 8.4.40 The DMS will provide the delivery team with a daily schedule of the expected HGV deliveries to the main temporary construction compounds on a specified day.
- 8.4.41 All delivery slots will include a 'reserve capacity' to cater for vehicles which are running behind schedule.
- 8.4.42 The DMS will record the planned and actual arrival time HGV deliveries as well as the actual departure time.

Information packs and communication

- 8.4.43 Information packs will be provided to all contractors which will form part of the contractual agreement between the contractors and RED. The information pack will contain the following means of information and communication which can be included in the stage specific CTMP to be worked up by the contractor(s) prior to commencement:
- proposed HGV Access Strategy;
 - proposed LGV Access Strategy;
 - non-compliance guidance;
 - complaints procedure;
 - the CTMP protocols and indications required for all contractors including a code of good practice;
 - guidance on standard communication procedures between contractors; and
 - CTMP contacts (emergency and non-emergency).
- 8.4.44 Information packs and communications details will be shared with the highway authorities (WSCC and NH) ahead of any construction works.

HGV Layover on the Strategic Road Network

- 8.4.45 The movement of HGVs across the local and strategic highway network will be controlled through the DMS described in paragraphs 8.4.35 to 8.4.41. This will

allow HGV deliveries to be spread across the core working hours and construction programme to ensure that multiple deliveries do not take place at the same time and in turn reduce the potential for HGV platoons to form on the highway network.

8.4.46 In addition to this it will be necessary to consider the origin / destination of HGV deliveries and potential need for HGV layovers to occur, either as a result of journey length, traffic congestion on route or other unforeseen circumstances. To ensure safe vehicle layovers and to avoid HGVs associated with the Proposed Development using all available capacity of laybys on the SRN HGV delivery companies will be made aware of local service stations (via contractor information packs), including:

- Pease Pottage on the A23 (20 minutes travel time north of Oakendene TCC);
- Pycombe on the A23 (14 minutes travel time south of Oakendene TCC); and
- Crossbush on the A27 (20 minutes travel time from Washington TCC and 15 minutes from Climping TCC).

8.4.47 Contractors will be encouraged to use these services stations over laybys on the SRN, noting that this cannot be completely avoided given regulations around driver hours etc. Where HGV deliveries are running late and anticipated to miss their booked delivery slot, drivers will be required to stop at identified service stations and contact the Transport Coordination Officer to agree a revised delivery time.

Communication Strategy

8.4.48 A targeted strategy will be developed outlining the methodology for informing key stakeholders of upcoming works. Information could include:

- Duration of works;
- Timing of the works;
- Traffic management including road closures

8.4.49 The objective of this strategy will be to ensure road users are notified of any proposed road closures, diversions, and/or alternative access arrangements at least one month prior to commencement.

8.4.50 Stakeholders identified include directly affected Local Planning Authorities and Parish Councils and bodies identified as Statutory Consultees (e.g. National Highways and Royal Mail).

Interaction with other construction projects

8.4.51 The Contractor will be required to consider other construction projects taking place within the vicinity of the Proposed Development Details of how the management of construction traffic will be coordinated between projects should be included within stage specific construction traffic management plans.

9. Management of the CTMP and enforcement

9.1 Introduction

- 9.1.1 This Section reviews the management structure that will oversee the finalised CTMP. It is important that a strong management structure is in place so that the objectives outlined in the Outline CTMP are met, and that the objectives are continually monitored and reviewed.
- 9.1.2 A Transport Coordination Officer (TCO) will be appointed by the contractors to implement the CTMP (approved by NH as the strategic highways authority and WSCC as the local highway authority). While it is likely that several contractors will be appointed to undertake the varying construction works, it is unknown whether one TCO will be required for Proposed Development, or each contractor will appoint an individual TCO. This will be agreed as part of the CTMP process and it is likely that a single TCO will be expected to co-ordinate and oversee all TCOs. The TCO would be employed by RED, and they would be responsible for liaison with stakeholders and the contractor(s).
- 9.1.3 The TCO will be employed prior to commencement of the works and will have the following transport related responsibilities:
- monitor contractor obligations with regards the CTMP;
 - liaise with and report to the local highway authorities (WSCC) and NH about mitigation and remedial measures as required;
 - update the CTMP as required; and
 - resolve issues and problems through the liaison with relevant stakeholders.

9.2 Monitoring and review

Monitoring strategy

- 9.2.1 The TCO and/or TCOs appointed by the contractors will undertake monitoring as necessary to comply with the requirements of the CTMP and this will include the maintenance of records and construction traffic management measures.
- 9.2.2 The contractor will employ a suitable, qualified, member of staff is employed to conduct surveys and monitor construction vehicle activity at specific locations along the construction route network to adhere to the CTMP. This will include the monitoring of construction vehicles on the local road network and speed enforcement monitoring.

Review

- 9.2.3 The TCO will monitor and review the CTMP. These reviews are required so that the CTMP delivers on the commitments and achieves the agreed goals as set out in this document.

Compliance

- 9.2.4 As part of the CTMP, a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within the CTMP are not achieved. It is anticipated that these mechanisms will be determined prior to construction and will include:
- Risk Assessment Method Statement (RAMS) procedures – The contractor, through the TCO, will implement the CTMP, adhere to the requirements and meet the goals through management practices. This will include site inductions for contractors, briefing on the obligations of the RED Construction Contractor standards, induction, and adherence to RAMS procedures, DMS briefing, driver inductions and compliance guidance;
 - Contractual conditions – To be employed as part of the CTMP compliance methodology and will be built into the contractor's contract, this will be subject to a performance review by RED; and
 - Actions – To be employed if the commitments of the CTMP are breached.

Enforcement and corrective measures

- 9.2.5 RED will ensure that appropriate measures are taken to monitor contractor behaviour and performance and where appropriate corrective measures are taken to resolve, redress and enhance service performance, which is in breach of the standard within the Outline CTMP.
- 9.2.6 RED will require that the appointed contractor's disciplinary procedures incorporate the Proposed Development commitments ([Commitments Register](#), Document Reference: 7.22), including this Outline CTMP, and these items are reflected in the contract between RED and the relevant contractor. RED will have the power to remove person(s) should it be required and deemed appropriate.

10. Glossary of terms and abbreviations

Table 10-1 Glossary of terms and abbreviations

Term	Definition
AIL	Abnormal Indivisible Load
ATV	All-Terrain Vehicles
COCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DfT	Department for Transport
DMS	Delivery Management Systems
DRMB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
EPP	Evidence Plan Process
ETG	Expert Topic Group
HDD	Horizontal Directional Drill
HGV	Heavy Goods Vehicle
kph	Kilometres per hour
Light Construction Accesses	Construction access only used by small LGVs when minor construction works are required
LGV	Light Goods Vehicles
mph	Miles per hour
NH	National Highways
OS	Ordnance Survey
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
PRoWMP	Public Rights of Way Management Plan

Term	Definition
RAMS	Risk Assessment and Method Statement
RED	Rampion Extension Development Limited
SDNPA	South Downs National Park Authority
SoS	Secretary of State
SPA	Swept Path Analysis
SRN	Strategic Road Network
TCO	Transport Coordination Officer
TSRGD	Traffic Signs Regulation and General Directions
WSCC	West Sussex County Council

11. References

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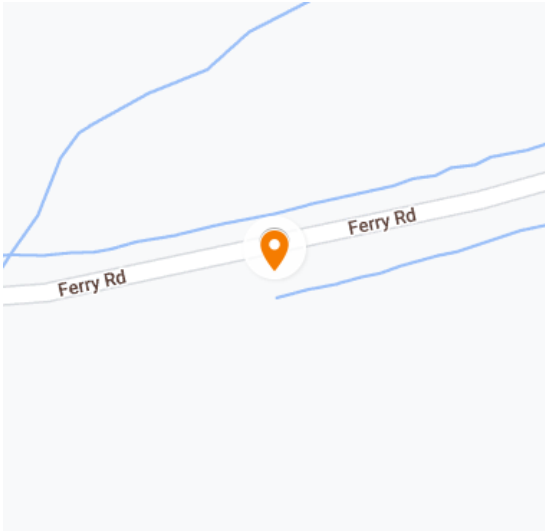

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Appendix A




Access Proposals


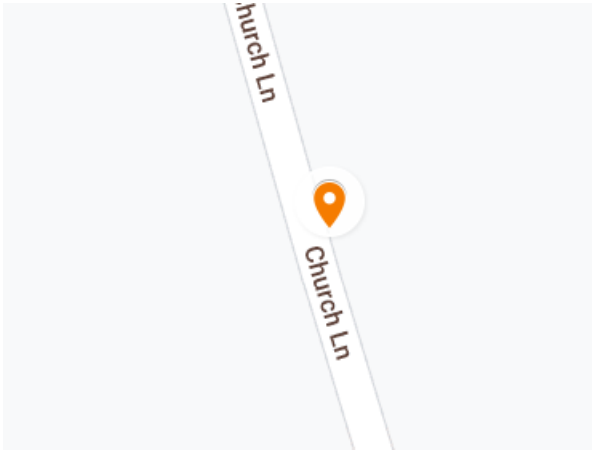

Access Strategy


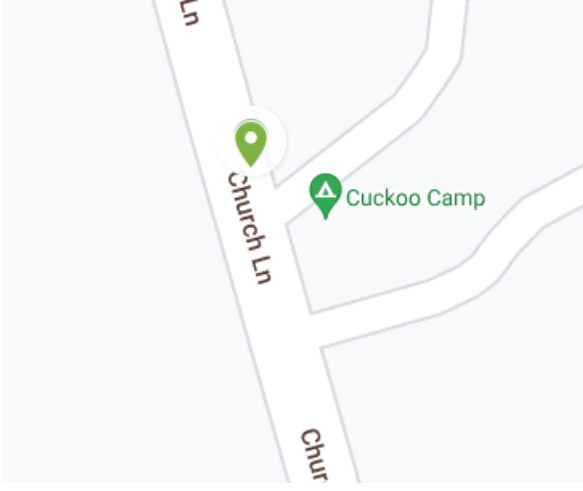

Access 1 Grid Reference: 50.80732, -0.56318	
Location Plan	Location Photograph
	
<p>Type of Access – Construction and Operational</p> <p>Road Accessed – Ferry Road</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 2 Grid Reference: 50.80788, -0.5603</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light Construction Road Accessed – Ferry Road Width of Access Road – N/A Width of Main Carriageway – 6m</p>	


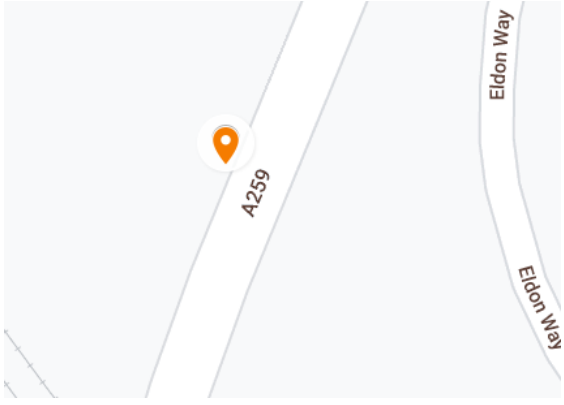

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 3 Grid Reference: 50.80804, -0.56773</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light Construction</p> <p>Road Accessed – Ferry Road</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6m</p>	


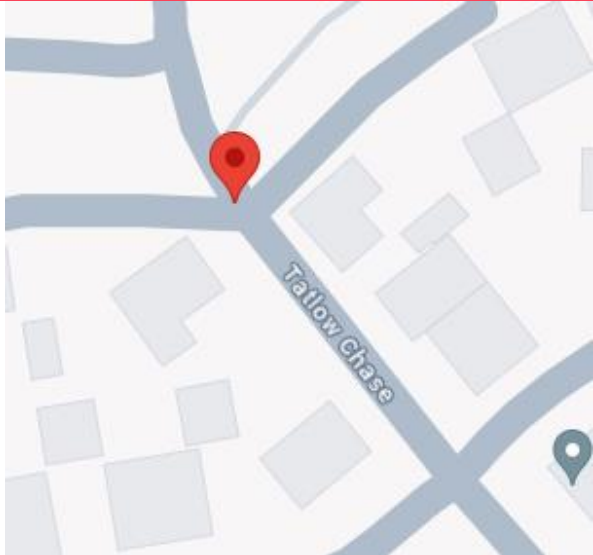

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 4 Grid Reference: 50.80684, -0.57485</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – Crookthorn Lane Width of Access Road – N/A Width of Main Carriageway – 6m</p>	


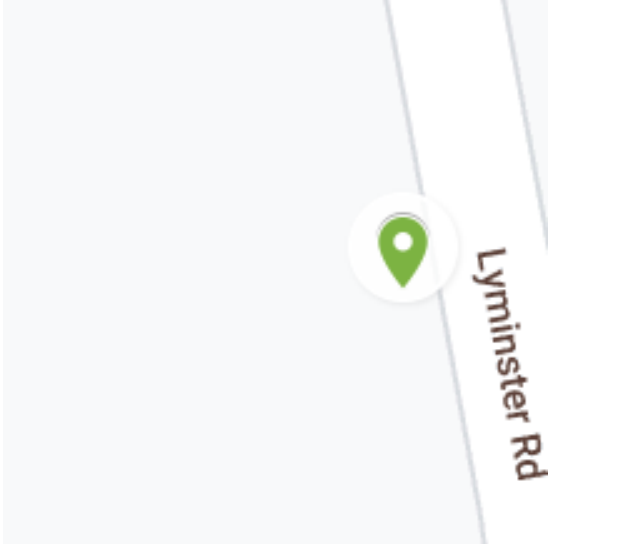

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 5 Grid Reference: 50.81069, -0.57675</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and operational Road Accessed – Church Lane Width of Access Road – N/A Width of Main Carriageway – 7.5m</p>	


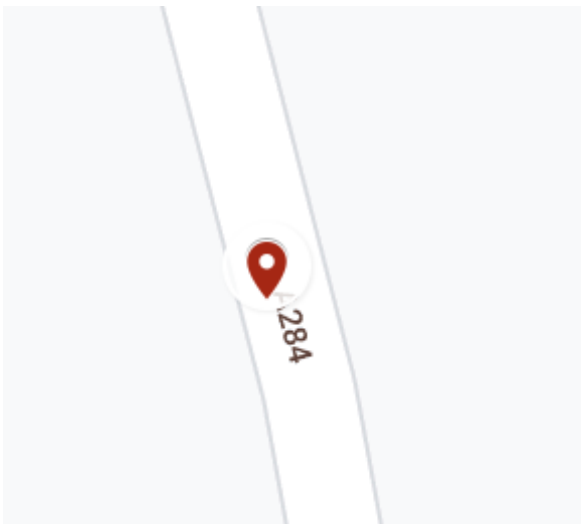

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required.</p> <p>HGVs will be permitted to enter / exit from the south only.</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 6 Grid Reference: 50.81141, -0.57712</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational</p> <p>Road Accessed – Church Lane</p> <p>Width of Access Road – 5m</p> <p>Width of Main Carriageway – 7.5m</p>	


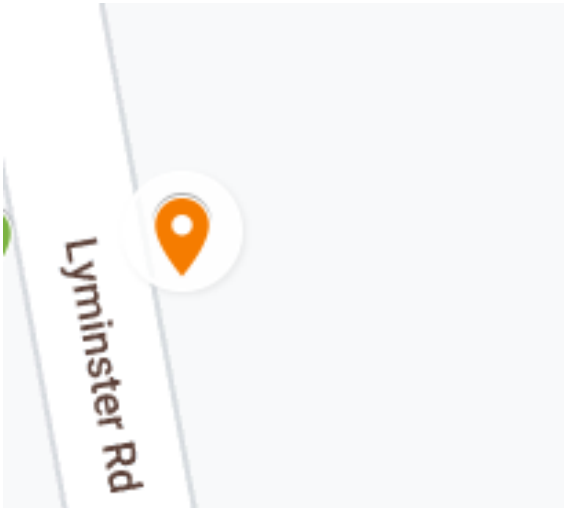

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.7</p>	
<p>Access 8 Grid Reference: 50.8178, -0.55939</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light Construction</p> <p>Road Accessed – A259</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 23.4m</p>	


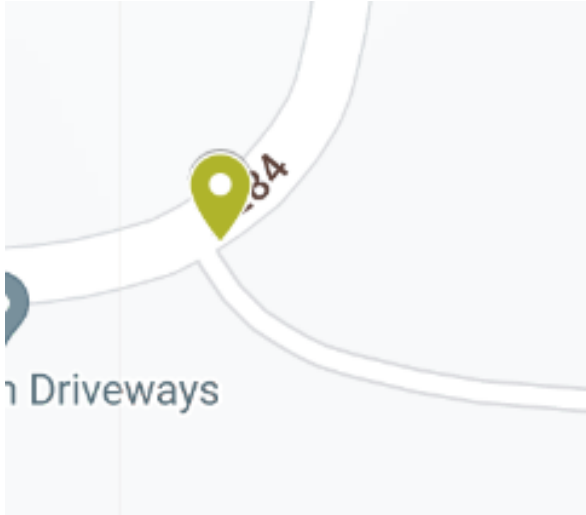

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 9 Grid Reference: 50.81842, -0.55905</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and Operational</p> <p>Road Accessed – A259</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 23.4m</p>	


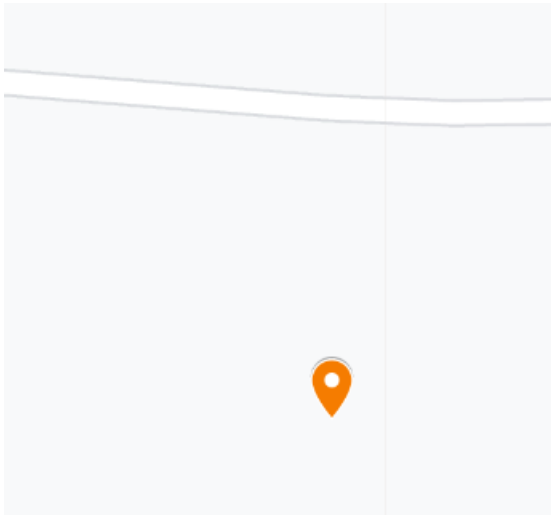
<p>Accommodation Works</p> <p>Existing access but some accommodation works likely to be required to facilitate access by HGVs.</p> <p>Articulated HGVs and low loaders will be permitted to enter and exit from the East only.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 10 Grid Reference: 50.82006, -0.55775</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Operational</p> <p>Road Accessed – A259</p> <p>Width of Access Road – 11m</p> <p>Width of Main Carriageway – 23.4m</p>	

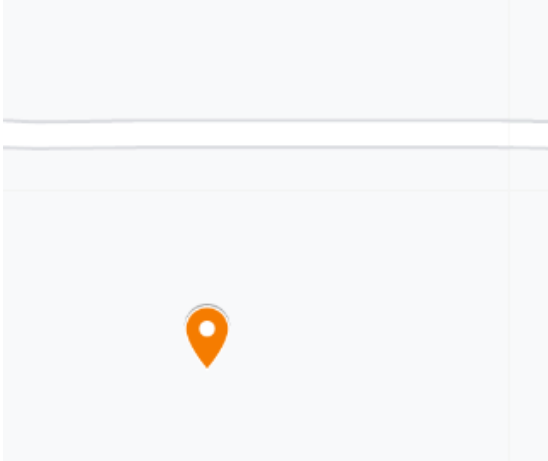
<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 11 Grid Reference: 50.83099, -0.54532</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational</p> <p>Road Accessed – A284</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6m</p>	

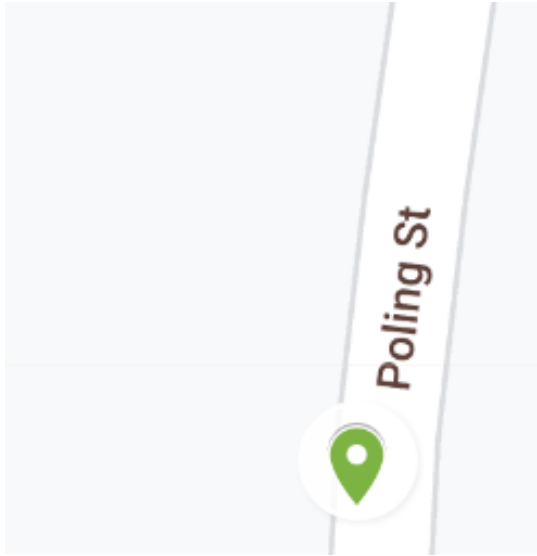

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 12 Grid Reference: 50.83135, -0.54536</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction</p> <p>Road Accessed – A284</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6m</p>	


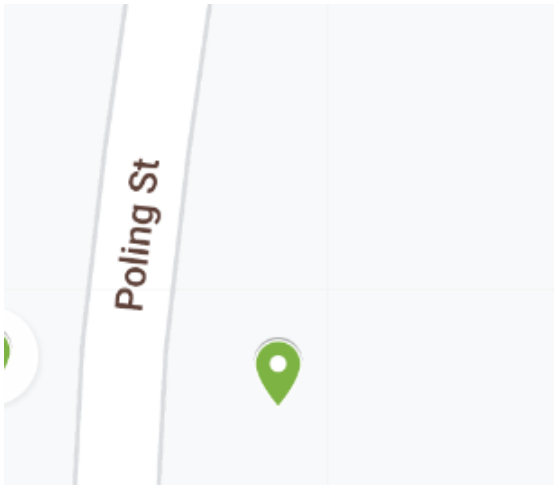

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 13 Grid Reference: 50.83099, -0.54513</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and operational</p> <p>Road Accessed – A284</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6m</p>	


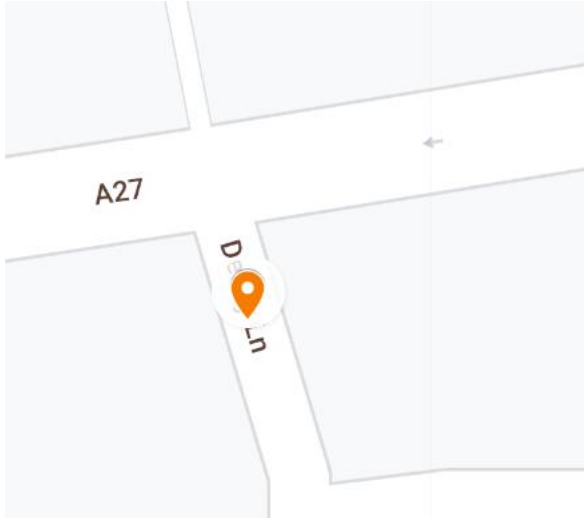

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 14 Grid Reference: 50.83332, -0.54073</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light construction and operational</p> <p>Road Accessed – A284</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6m</p>	


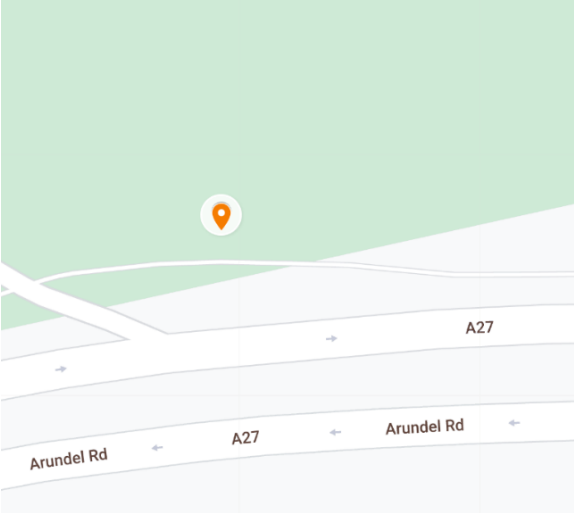

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 15 Grid Reference: 50.83239, -0.53848</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	<p>N/A</p>
<p>Type of Access – Construction and operational</p> <p>Road Accessed – A284</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6m</p>	


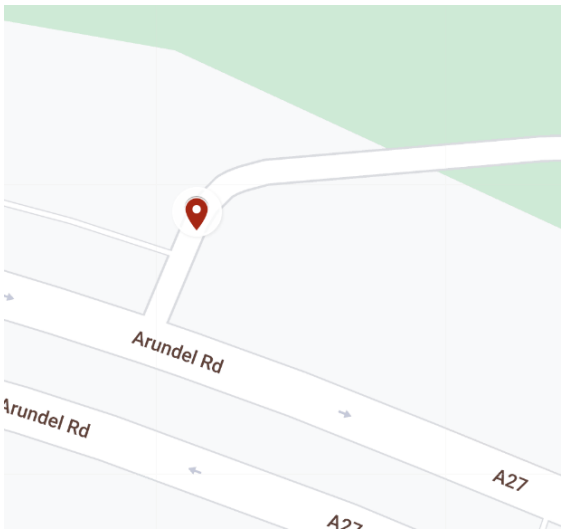

Accommodation Works	Road at site location
Access to be taken from Lyminster Bypass. Accommodation works to be confirmed once highway scheme has been completed.	N/A
Access Visibility Requirements To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.	
Access 16 Grid Reference: 50.83254, -0.53772	
Location Plan	Location Photograph
	N/A
Type of Access – Construction and operational Road Accessed – A284 Width of Access Road – 3m Width of Main Carriageway – 6m	


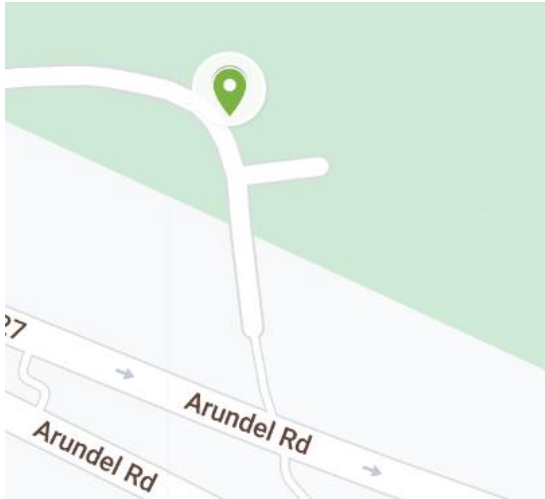

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>Access to be taken from Lyminster Bypass. Accommodation works to be confirmed once highway scheme has been completed.</p>	<p>N/A</p>
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 17 Grid Reference: 50.8382, -0.51546</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
 <p>A map snippet showing a road labeled 'Poling St' with a green location pin icon at the bottom.</p>	 <p>A photograph of a large, open field with tall grass and some trees in the distance under a cloudy sky.</p>
<p>Type of Access – Operational Road Accessed – Poling Street Width of Access Road – N/A Width of Main Carriageway – 3m</p>	


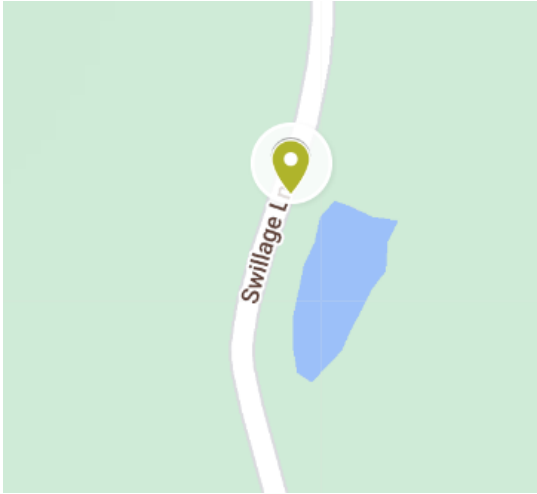

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 18 Grid Reference: 50.8382, -0.51535</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – Poling Street Width of Access Road – 3m Width of Main Carriageway – 3m</p>	


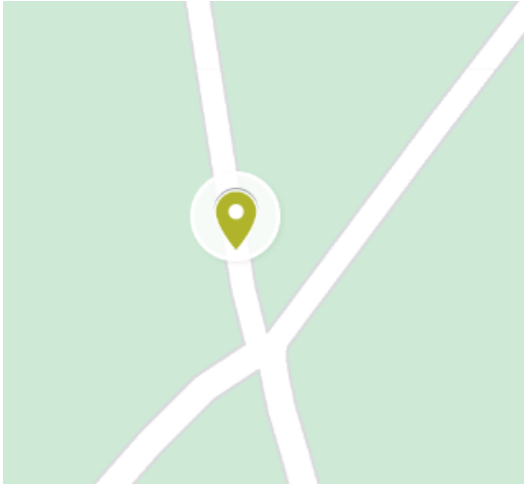

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary Construction bellmouth required</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 20 Grid Reference: 50.84103, -0.49522</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light construction and operational</p> <p>Road Accessed – A27</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 29m</p>	


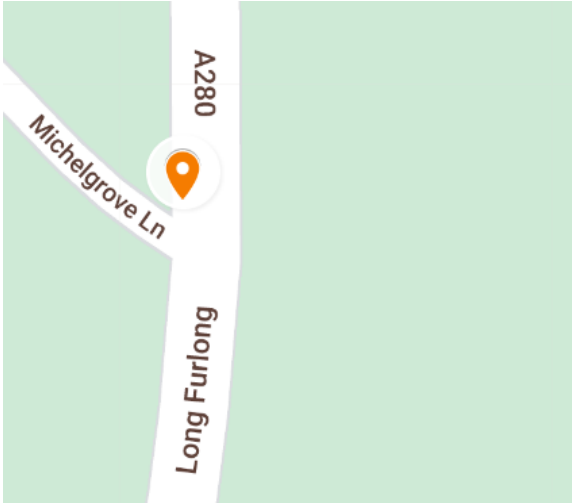

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 21 Grid Reference: 50.84179, -0.49237</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction</p> <p>Road Accessed – A27</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 29m</p>	


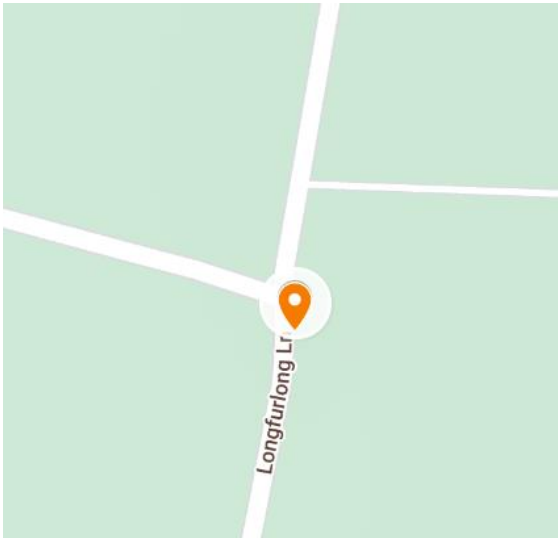

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 22 Grid Reference: 50.84143, -0.48742</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction Road Accessed – A27 Width of Access Road – 6m Width of Main Carriageway – 29m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 23 Grid Reference: 50.84147, -0.48595</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – A27 Width of Access Road – 5m Width of Main Carriageway – 29m</p>	

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 24 Grid Reference: 50.84343, -0.47936</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access –Operational Road Accessed – Swillage Lane Width of Access Road – N/A Width of Main Carriageway – 3m</p>	



<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 25 Grid Reference: 50.85594, -0.51543</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light Construction and Operational</p> <p>Road Accessed – Blakehurst Lane</p> <p>Width of Access Road – 5m</p> <p>Width of Main Carriageway – 5m</p>	


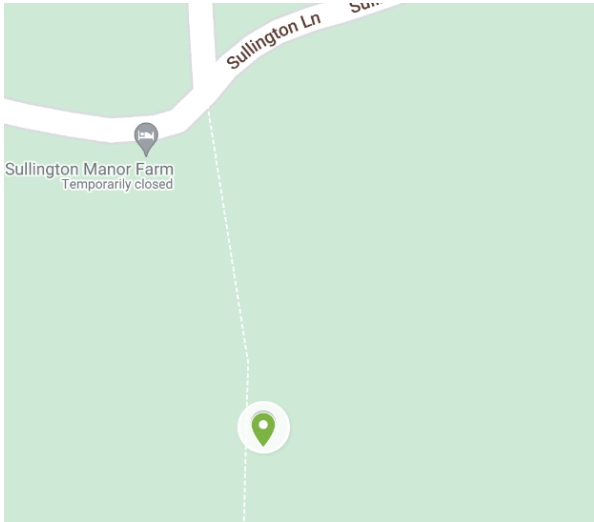

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 26 Grid Reference: 50.85482, -0.44965</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and operational</p> <p>Road Accessed – A280</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 8m</p>	


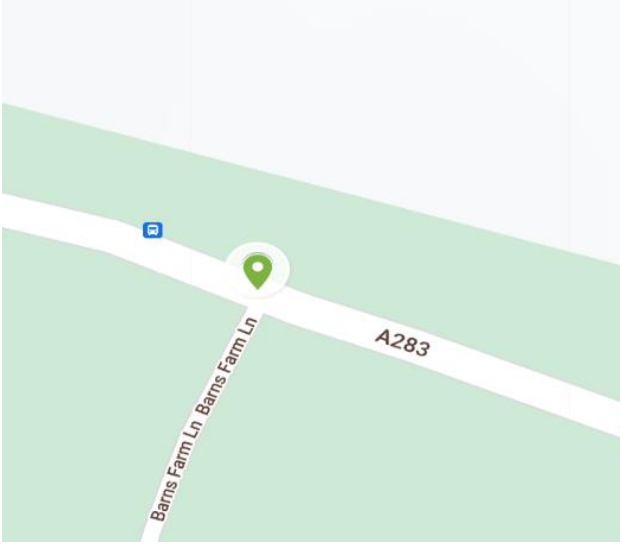

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>Please refer to Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies included in Appendix D of this Outline CTMP</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 27 Grid Reference: 50.863192410449884, -0.4478784667599155</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – Long Furlong Lane Width of Access Road – 4m Width of Main Carriageway – 4m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 28 Grid Reference: 50.86838, -0.42352</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction Road Accessed – Long Furlong Width of Access Road – 6m Width of Main Carriageway – 7m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>Please refer to Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies included in Appendix D of this Outline CTMP</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 29 Grid Reference: 50.87716, -0.41031</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational</p> <p>Road Accessed – A24</p> <p>Width of Access Road – 4m</p> <p>Width of Main Carriageway – 17m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 30 Grid Reference: 50.90498, -0.44822</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – Chantry Lane Width of Access Road – 5m Width of Main Carriageway – 5m</p>	


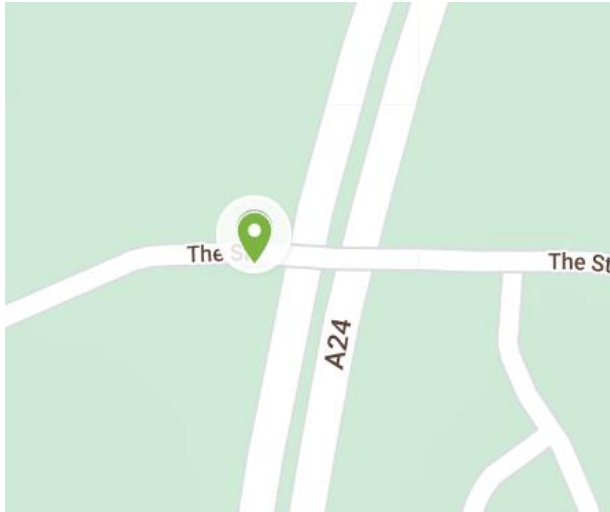

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 31 Grid Reference: 50.90631, -0.4387</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – Sullington Lane Width of Access Road – 3m Width of Main Carriageway – 3m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 32 Grid Reference: 50.9126, -0.42823</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational</p> <p>Road Accessed – A283</p> <p>Width of Access Road – 4m</p> <p>Width of Main Carriageway – 6.5m</p>	


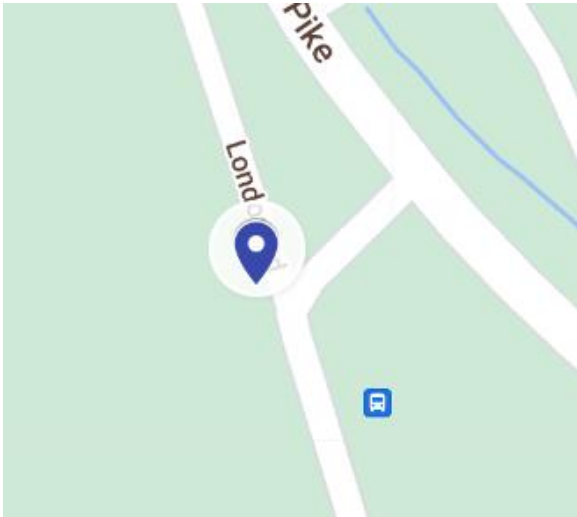

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 33 OS Grid Reference - 50.911949, -0.425077</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction</p> <p>Road Accessed – A283</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6.5m</p>	




<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>Construction access to be designed to accommodate HGV movements to / from the east only.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 34 Grid Reference: 50.91046, -0.41773</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Operational</p> <p>Road Accessed – A283</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6.5m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 35 Grid Reference: 50.91036, -0.41521</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction Road Accessed – A283 Width of Access Road – N/A Width of Main Carriageway – 6.5m</p>	




<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>Construction access to be designed to accommodate HGV movements to / from the east only.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 36 Grid Reference: 50.90445, -0.4125</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Operational</p> <p>Road Accessed – A24</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 17m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 37 Grid Reference: 50.90577, -0.40732</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light Construction</p> <p>Road Accessed – School Lane</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 5m</p>	


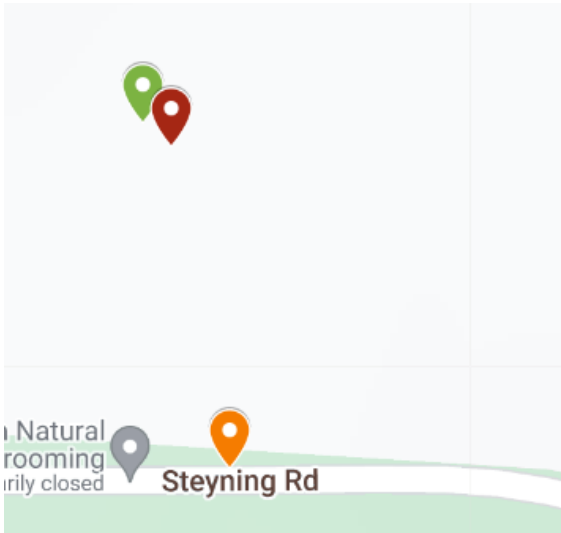

<p>Accommodation Works</p> <p>No accommodation works required – existing access</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 38 Grid Reference: 50.90673, -0.40546</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Light Construction</p> <p>Road Accessed – London Road</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 4m</p>	


<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 39 Grid Reference: 50.90613, -0.40214</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and operational</p> <p>Road Accessed – A283</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6.5m</p>	

<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>Temporary 40mph speed limit to be applied whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p> <p>Banksman may be required to support specific turning movements.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 40 Grid Reference: 50.90673, -0.39651</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction and Operational</p> <p>Road Accessed – A283</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6.5m</p>	

<p>Accommodation Works</p> <p>Existing access but some accommodation works likely to be required to facilitate access by HGVs.</p> <p>Construction access to be designed to accommodate HGV movements to / from the West only.</p> <p>Temporary 40mph speed limit to be applied whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p> <p>Banksman may be required to support specific turning movements.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 41 Grid Reference: 50.909, -0.38736</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction and Operational</p> <p>Road Accessed – A283</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6.5m</p>	

<p>Accommodation Works</p> <p>Existing access but some accommodation works likely to be required to facilitate access by HGVs.</p> <p>Low loader and articulated HGVs will be permitted to enter and exit from the West only.</p> <p>Temporary 40mph speed limit to be applied whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p> <p>Banksman may be required to support specific turning movements.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 42 Grid Reference: 50.90971, -0.37919</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction and Operational</p> <p>Road Accessed – A283</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 6.5</p>	

<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>Construction access to be designed to accommodate HGV movements to / from the West only.</p> <p>Temporary 40mph speed limit to be applied whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p> <p>Banksman may be required to support specific turning movements.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 43, 43a & 43b Grid Reference:</p> <p style="text-align: center;">50.90961, -0.36387, 50.91072, -0.36418, 50.91079, -0.36433</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction and operational</p> <p>Road Accessed – A283</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6.5m</p>	

Accommodation Works	Road at site location
<p>Existing access but some accommodation works likely to be required to facilitate access by HGVs.</p> <p>Construction access to be designed to accommodate HGV movements to / from the East only.</p> <p>The access tracks leading from the A283 are narrow. Passing places should be considered on the access tracks to enable two vehicles to pass. Alternately traffic management measures may be required to avoid conflicting movements.</p> <p>Temporary 40mph speed limit to be applied whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p> <p>Banksman may be required to support specific turning movements.</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	

Access 44 Grid Reference: 50.92003, -0.35335

Location Plan



Location Photograph



Type of Access – Operational
 Road Accessed – Spithandle Lane
 Width of Access Road – 3m
 Width of Main Carriageway – 5m

Accommodation Works

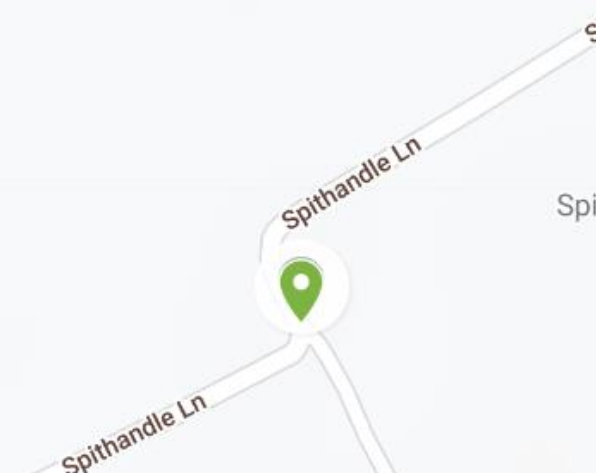


No accommodation works required – existing access

Road at site location





Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 45 Grid Reference: 50.92166, -0.34693	
Location Plan	Location Photograph
	
<p>Type of Access – Operational Road Accessed – Spithandle Lane Width of Access Road – 3m Width of Main Carriageway – 5m</p>	
Accommodation Works	Road at site location
<p>No accommodation works required – existing access</p>	
Access Visibility Requirements	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	

Access 46 Grid Reference: 50.92419, -0.33472

Location Plan	Location Photograph
	

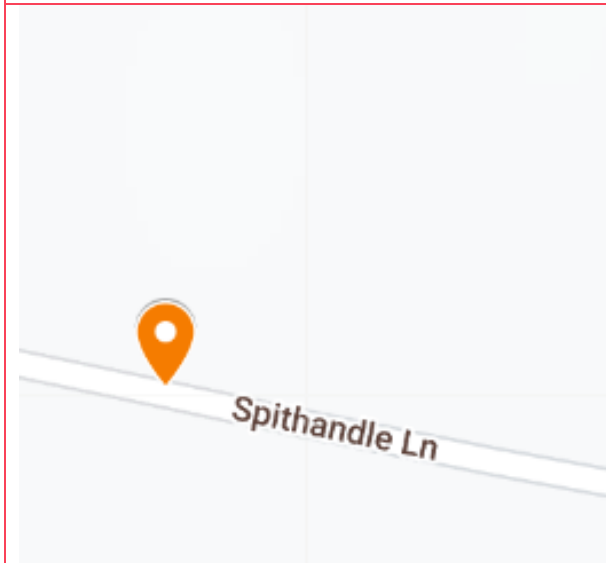
Type of Access – Light Construction and Operational
 Road Accessed – Spithandle Lane
 Width of Access Road – 3m
 Width of Main Carriageway – 5m

Accommodation Works	Road at site location
<p>No accommodation works required – existing access</p>	

Access Visibility Requirements
 To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 47 Grid Reference: 50.9221, -0.32463

Location Plan



Location Photograph



Type of Access – Construction and operational

Road Accessed – Spithandle Lane

Width of Access Road – N/A

Width of Main Carriageway – 5m

Accommodation Works

New temporary construction bellmouth required.

Construction access to be designed to accommodate HGV movements to / from the East only.

Appropriate signage will be put in place to warn drivers of construction traffic.

Temporary 40mph speed limit to be applied whilst construction access is in use.

Road at site location

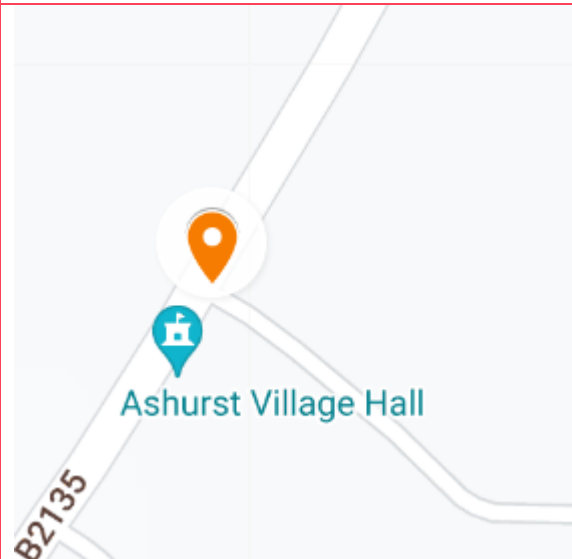


Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 48 Grid Reference: 50.9336, -0.32152

Location Plan



Location Photograph



Type of Access – Construction and operational

Road Accessed – B2135

Width of Access Road – 3m

Width of Main Carriageway – 6m

Accommodation Works

No accommodation works required – existing access

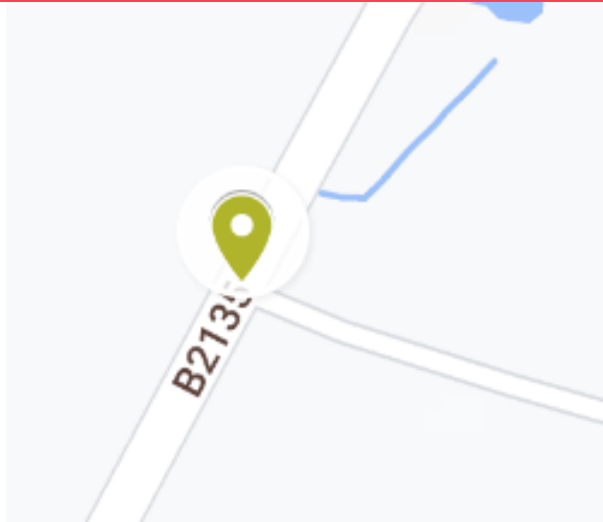


Road at site location



Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

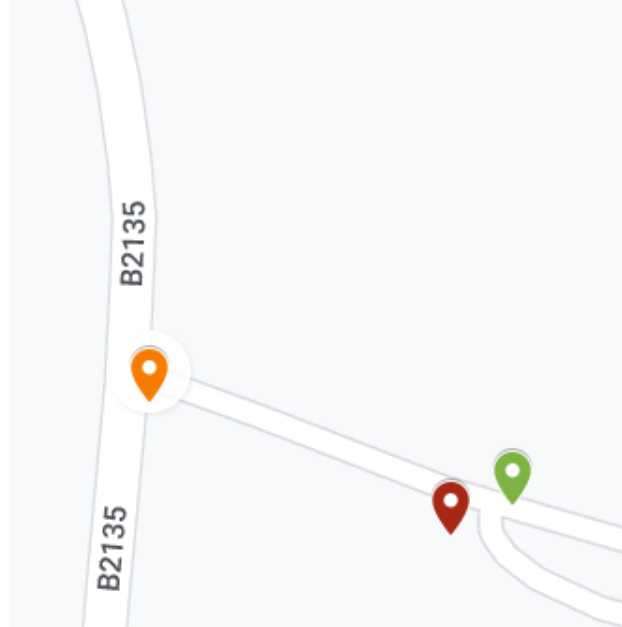
Access 49 Grid Reference: 50.94145, -0.31486

<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light Construction and Operational Road Accessed – B2135 Width of Access Road – 3m Width of Main Carriageway – 6m</p>	
<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	

Access 50, 50a & 50b Grid Reference:

50.94791, -0.3065, 50.94767, -0.30563, 50.94772, -0.30546

Location Plan



Location Photograph


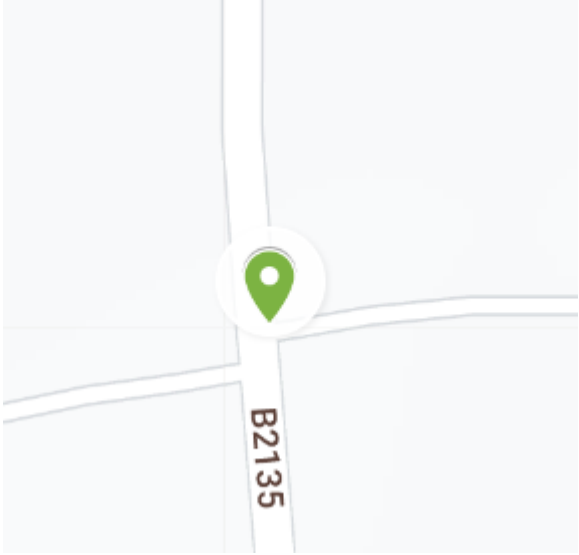






Type of Access – Construction and Operational


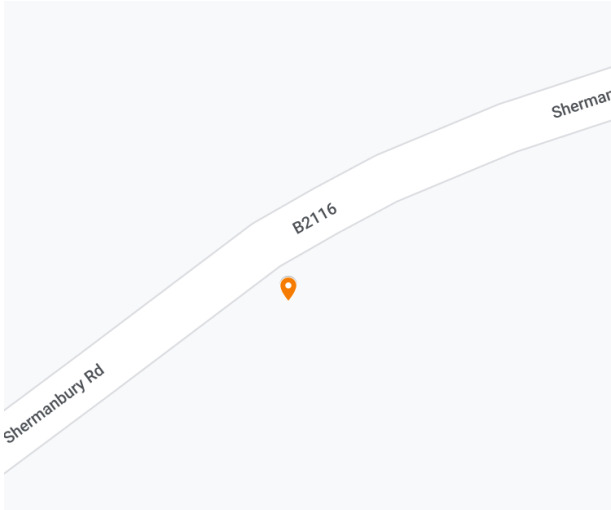

Road Accessed – B2135

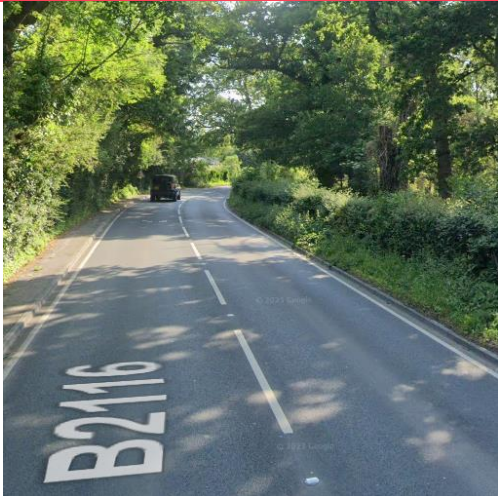

Width of Access Road – 4m




Width of Main Carriageway – 6m


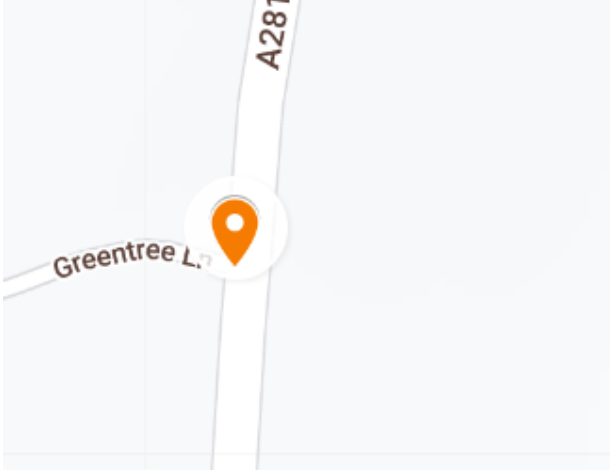

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 51 Grid Reference: 50.95324, -0.30743</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational</p> <p>Road Accessed – B2135</p> <p>Width of Access Road – 5m</p> <p>Width of Main Carriageway – 6m</p>	


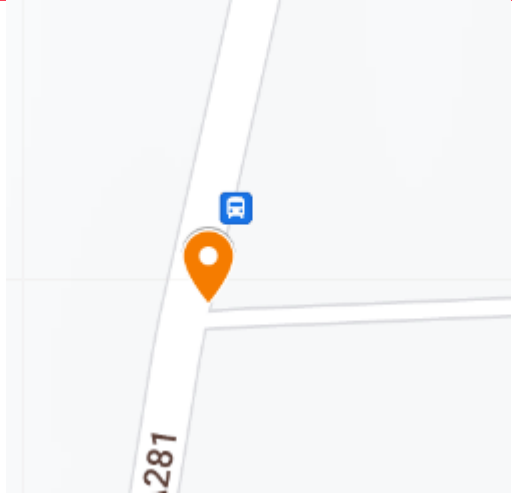

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 52 Grid Reference: 50.95594, -0.28367</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and operational Road Accessed – A281 Width of Access Road – 4m Width of Main Carriageway – 6.3m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access.</p> <p>HGVs will be permitted to enter / exit from the South only.</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 53 Grid Reference: 50.96157, -0.29701</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction</p> <p>Road Accessed – B2116</p> <p>Width of Access Road – 5m</p> <p>Width of Main Carriageway – 6m</p>	


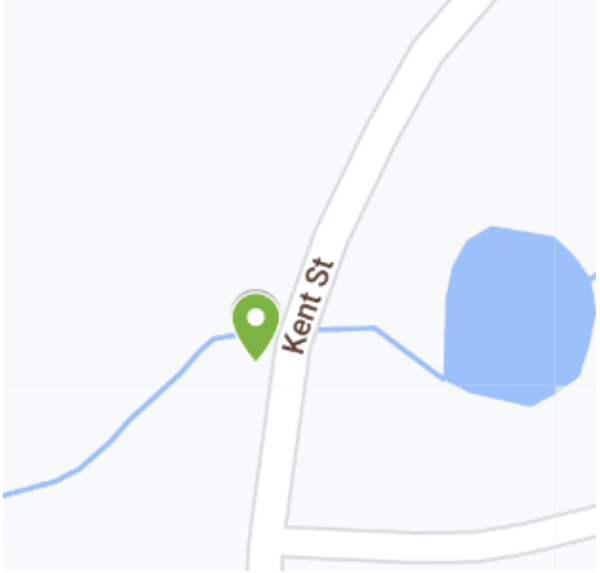

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required.</p> <p>Construction access to be designed to accommodate HGV movements to / from the East only.</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 54 Grid Reference: 50.96072, -0.29179</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational</p> <p>Road Accessed – B2116</p> <p>Width of Access Road – 5m</p> <p>Width of Main Carriageway – 8m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 55 Grid Reference: 50.96056, -0.28852</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational</p> <p>Road Accessed – B2116</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 8m</p>	


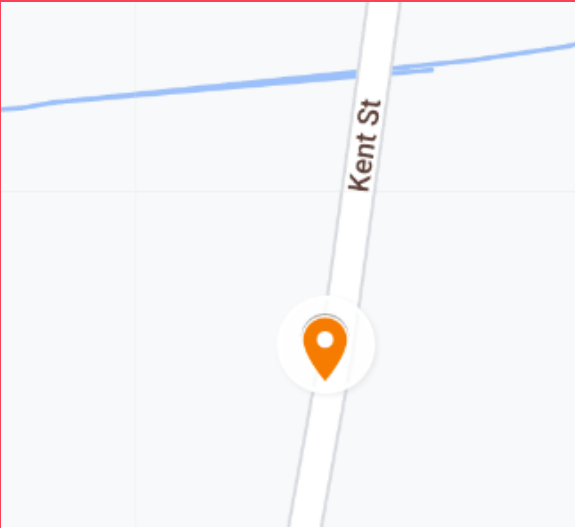

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 56 Grid Reference: 50.96761, -0.27975</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Constructional and operational</p> <p>Road Accessed – A281</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6.3m</p>	


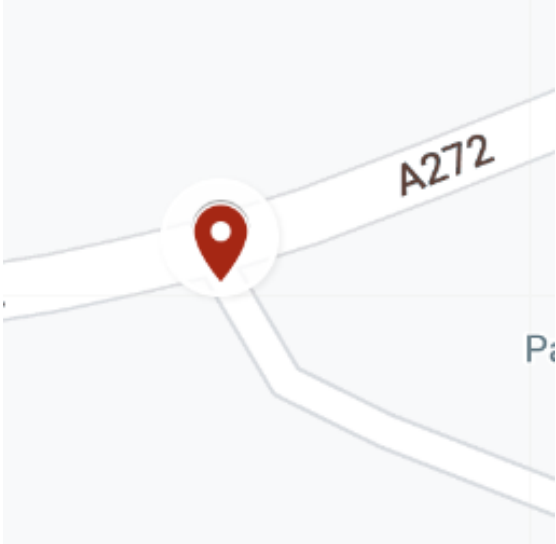

<p>Accommodation Works</p> <p>Existing access but some accommodation works likely to be required to facilitate access by HGVs.</p> <p>The access tracks leading from the B2135 at are narrow. Passing places should be considered on the access tracks to enable two vehicles to pass. Alternately traffic management measures may be required to avoid conflicting movements.</p> <p>Temporary 40mph speed limit to be applied whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 57 Grid Reference: 50.96873, -0.27936</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction and operational</p> <p>Road Accessed – A281</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 6.3m</p>	


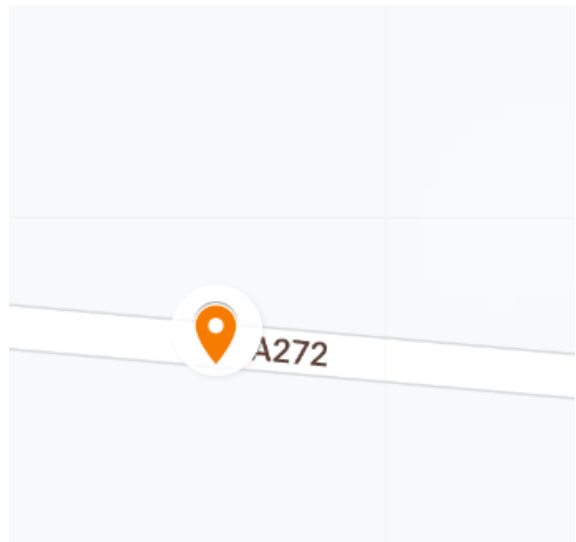

<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>Low loaders will be required to enter / exit from the south only.</p> <p>The access tracks leading from the B2135 at are narrow. Passing places should be considered on the access tracks to enable two vehicles to pass. Alternately traffic management measures may be required to avoid conflicting movements.</p> <p>Temporary 40mph speed limit to be applied whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 58 Grid Reference: 50.97862, -0.27852</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Operational</p> <p>Road Accessed – A281</p> <p>Width of Access Road – 5m</p> <p>Width of Main Carriageway – 6.3m</p>	


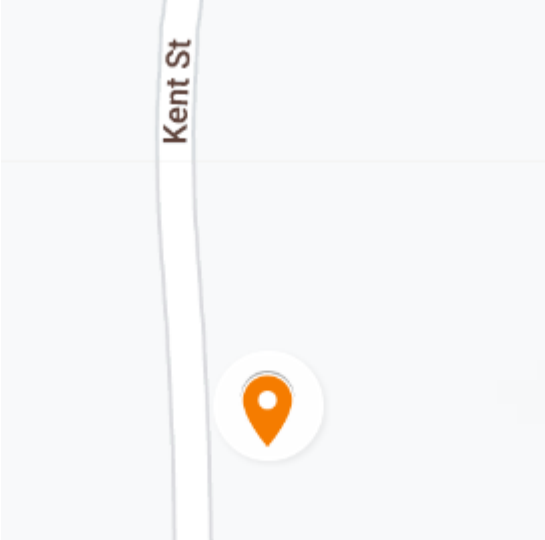

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 59 Grid Reference: 50.98008, -0.25061</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – Kent Street Width of Access Road – N/A Width of Main Carriageway – 3m</p>	


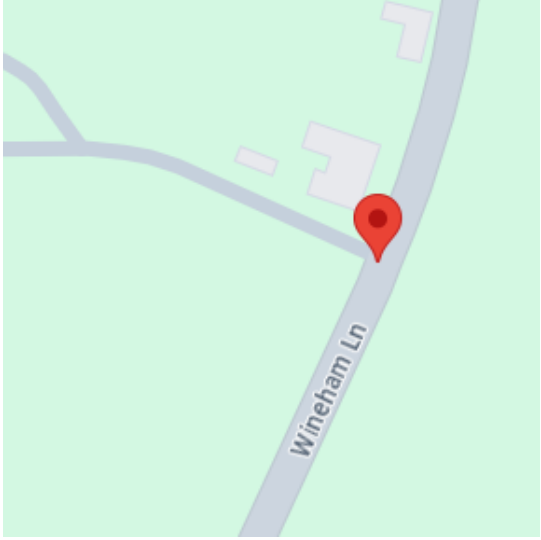

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 60 Grid Reference: 50.98064, -0.25009</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Operational Road Accessed – Kent Street Width of Access Road – 3m Width of Main Carriageway – 3m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>No accommodation works required – existing access</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 61 Grid Reference: 50.98494, -0.24674</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and operational</p> <p>Road Accessed – Kent Street</p> <p>Width of Access Road – 3m</p> <p>Width of Main Carriageway – 3m</p>	




<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required.</p> <p>Please refer to Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies included in Appendix D of this Outline CTMP</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 62 Grid Reference: 50.98957, -0.25742</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction</p> <p>Road Accessed – A272</p> <p>Width of Access Road – 6m</p> <p>Width of Main Carriageway – 8m</p>	


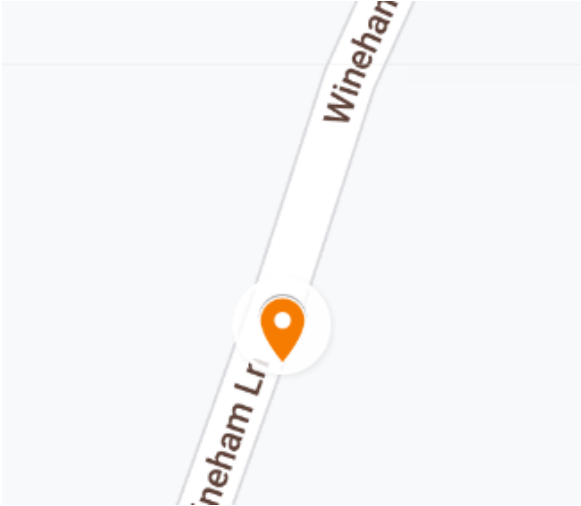

<p>Accommodation Works</p> <p>Existing access but some accommodation works likely to be required to facilitate access by HGVs.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 63 Grid Reference: 50.99104, -0.24763</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction and operational</p> <p>Road Accessed – A272</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 8m</p>	


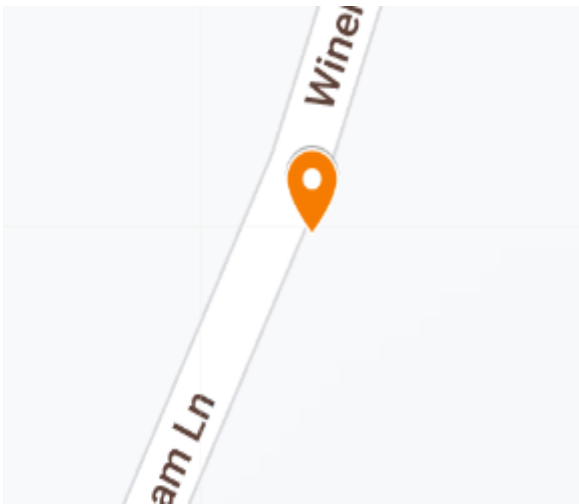

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p>	
<p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 64 Grid Reference: 50.98917, -0.24653</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Construction and operational Road Accessed – Kent Street Width of Access Road – 4m Width of Main Carriageway – 3m</p>	

<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>Please refer to Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies included in Appendix D of this Outline CTMP</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 65 Grid Reference: 50.982268, -0.233537</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Operational</p> <p>Road Accessed – Wineham Lane</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 5.5m</p>	

<p>Accommodation Works</p>	<p>Road at site location</p>
<p>New temporary construction bellmouth required</p>	
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p>Access 66 Grid Reference: 50.980650, -0.234921</p>	
<p>Location Plan</p>	<p>Location Photograph</p>
	
<p>Type of Access – Light Construction and Operational</p> <p>Road Accessed – Wineham Lane</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 5.5m</p>	

<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>Temporary 40mph speed limit to be applied on Wineham Lane whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 67 Grid Reference: 50.98023, -0.23523</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction and operational</p> <p>Road Accessed – Wineham Lane</p> <p>Width of Access Road – N/A</p> <p>Width of Main Carriageway – 5.5m</p>	

<p>Accommodation Works</p> <p>New temporary construction bellmouth required.</p> <p>HGVs will be permitted to enter / exit from the north only.</p> <p>Temporary 40mph speed limit to be applied on Wineham Lane whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 68 Grid Reference: 50.97613, -0.23849</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Construction</p> <p>Road Accessed – Wineham Lane</p> <p>Width of Access Road – 6m</p> <p>Width of Main Carriageway – 5.5m</p>	

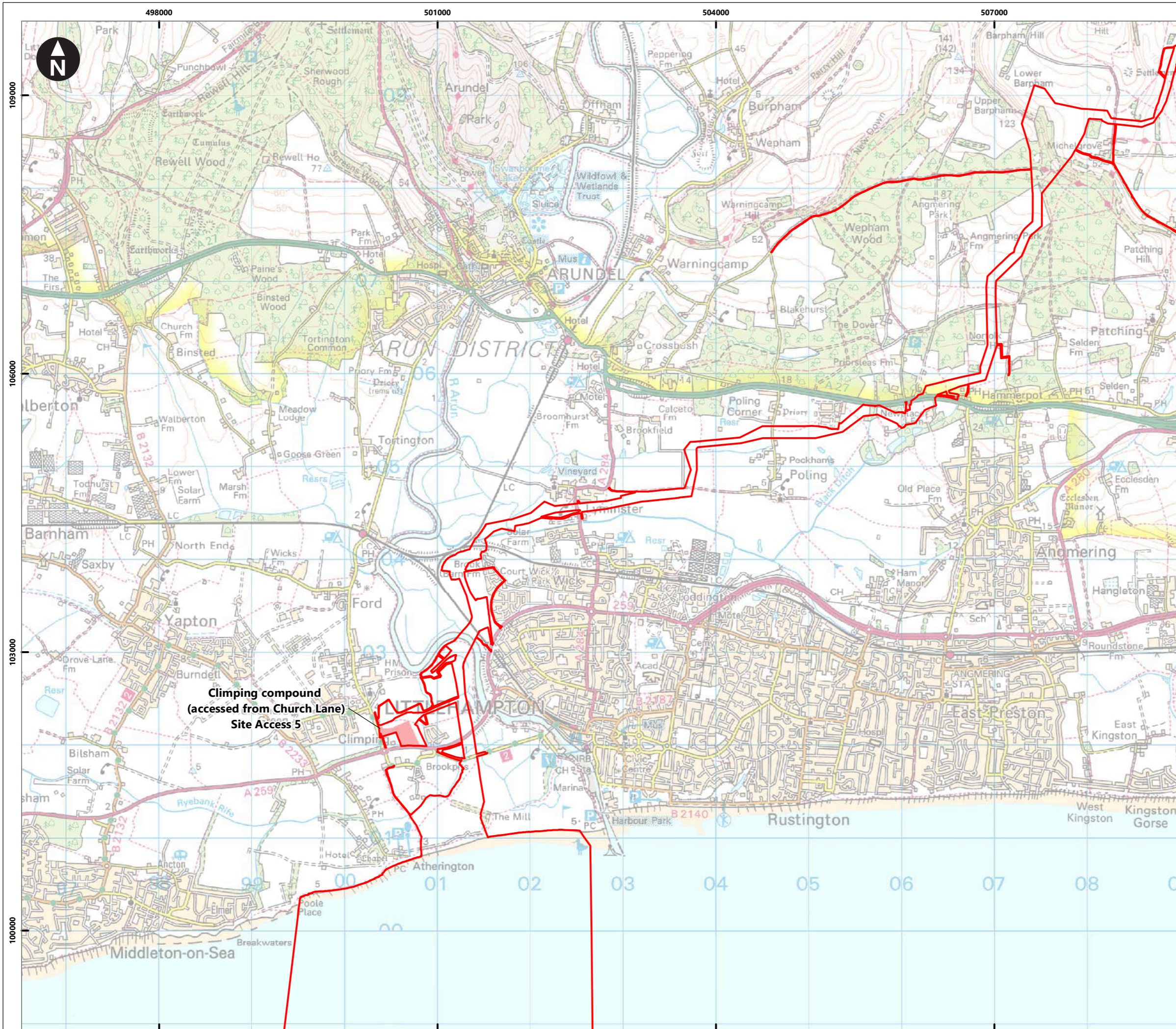
<p>Accommodation Works</p> <p>No accommodation works required – existing access.</p> <p>HGVs will be permitted to enter / exit from the north only.</p> <p>Temporary 40mph speed limit to be applied on Wineham Lane whilst construction access is in use.</p> <p>Appropriate signage will be put in place to warn drivers of construction traffic.</p>	<p>Road at site location</p> 
<p>Access Visibility Requirements</p> <p>To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.</p>	
<p style="text-align: center;">Access 69 Grid Reference: 50.97571, -0.23872</p>	
<p>Location Plan</p> 	<p>Location Photograph</p> 
<p>Type of Access – Operational</p> <p>Road Accessed – Wineham Lane</p> <p>Width of Access Road – 5m</p> <p>Width of Main Carriageway – 5.5m</p>	

Accommodation Works	Road at site location
No accommodation works required – existing access	
Access Visibility Requirements To be provided as per the draft Development Consent Order (DCO) (Document Reference: 3.1) requirement.	

Appendix B

Figures

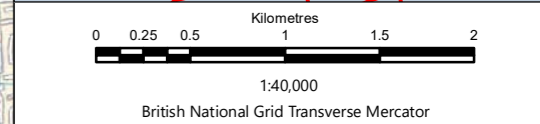
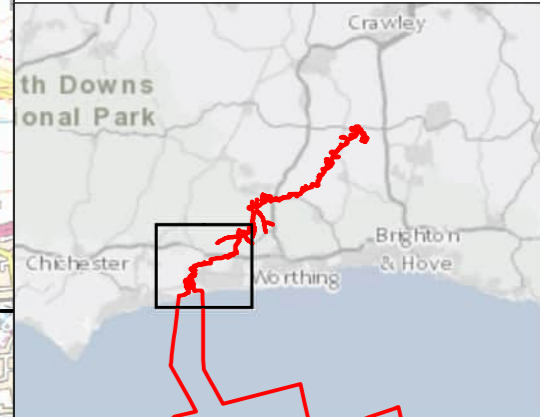
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Key

- Proposed DCO Order Limits
- Temporary construction compounds



Rampion Extension Development

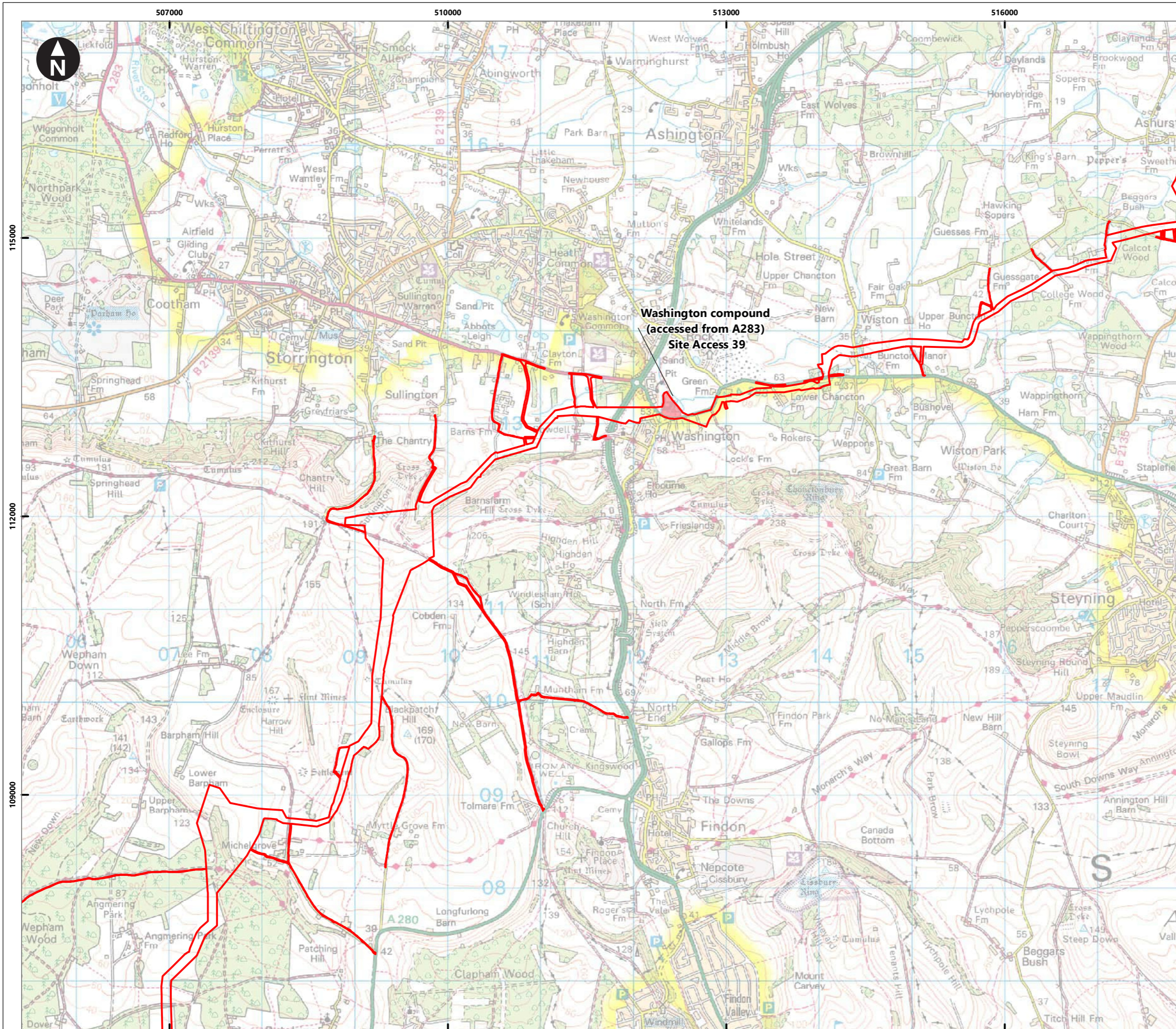


Rampion 2 Offshore Wind Farm

Figure 7.6.1a Onshore part of the proposed DCO Order Limits

Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-9800				Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 21/02/2024	Status: Final



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Key

- Proposed DCO Order Limits
- Temporary construction compounds

0 0.25 0.5 1 1.5 2
 Kilometres
 1:40,000
 British National Grid Transverse Mercator

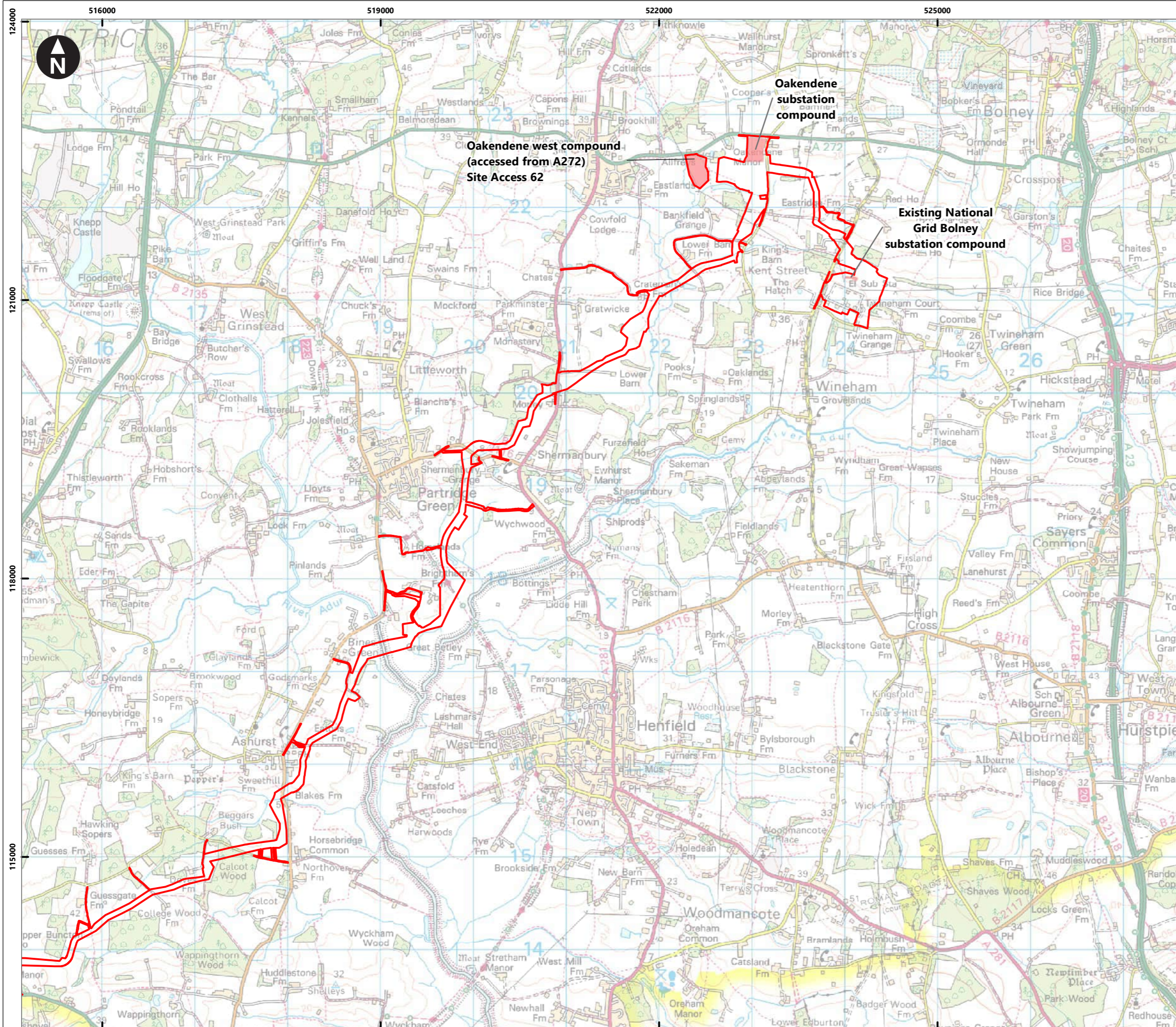
Rampion Extension Development

Rampion 2 Offshore Wind Farm

Figure 7.6.1b Onshore part of the proposed DCO Order Limits

Outline Construction Traffic Management Plan

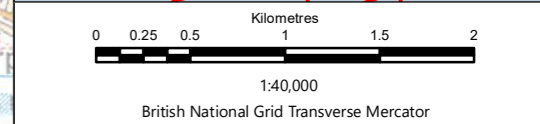
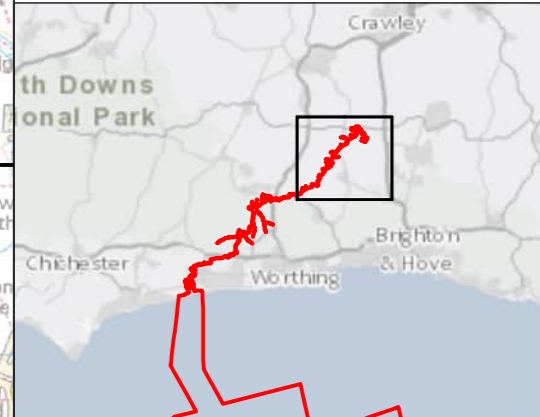
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET
Drawn Date: 21/02/2024	Status: Final	



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Key

- Proposed DCO Order Limits
- Temporary construction compounds



Rampion Extension Development



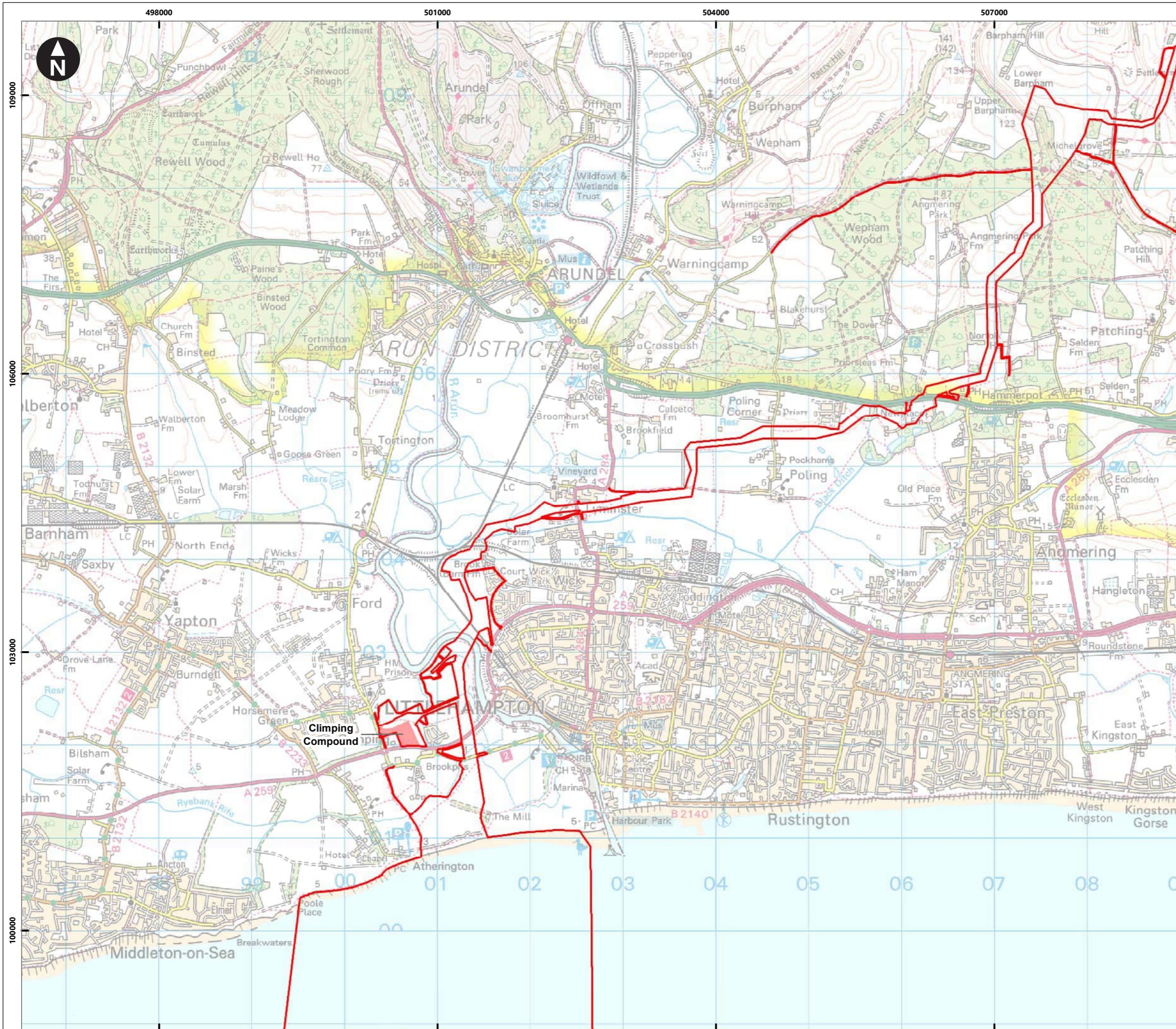
Rampion 2 Offshore Wind Farm

Figure 7.6.1c Onshore part of the proposed DCO Order Limits

Outline Construction Traffic Management Plan

System Identifier:	Version:
42285-WSP-EX-ON-FG-OT-9800	1.0

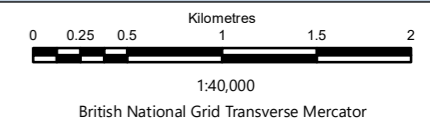
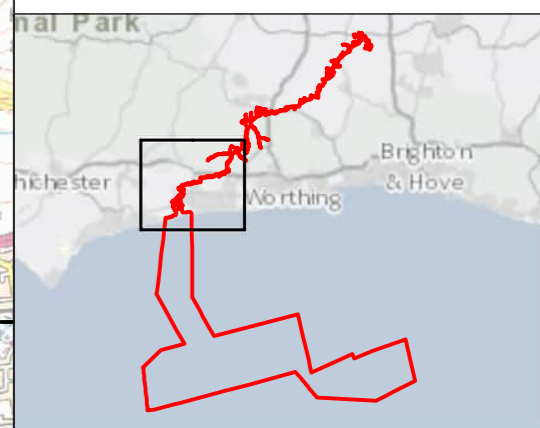
Company:	Drawn By:	Chk/Prvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	21/02/2024	Final



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Key

- Proposed DCO Order Limits
- Temporary construction compounds



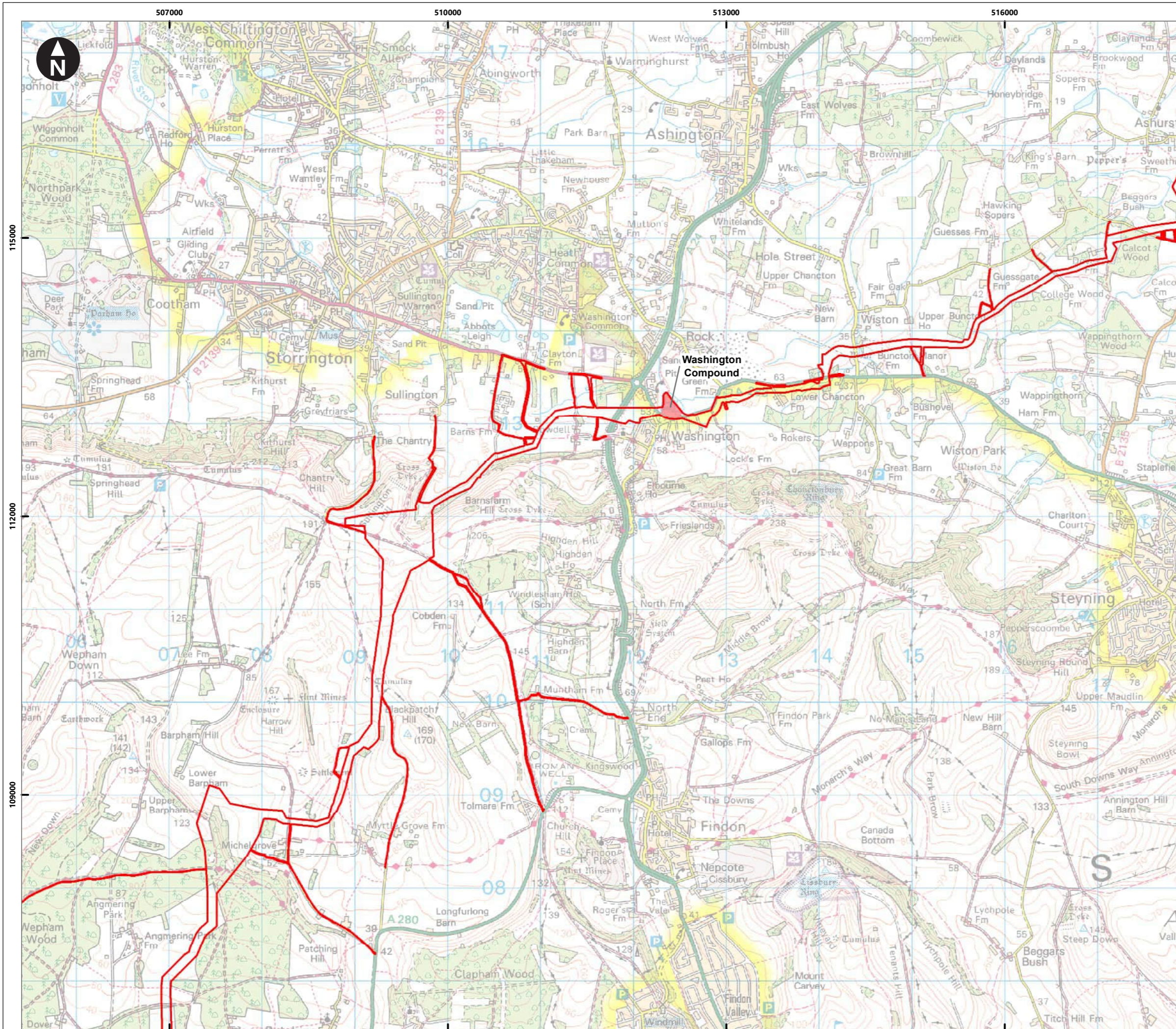
Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.2a Temporary construction compound locations

Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-9274	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 21/02/2024	Status: Final
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Key

- Proposed DCO Order Limits
- Temporary construction compounds

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 Kilometres
 1:40,000
 British National Grid Transverse Mercator

Rampion Extension Development

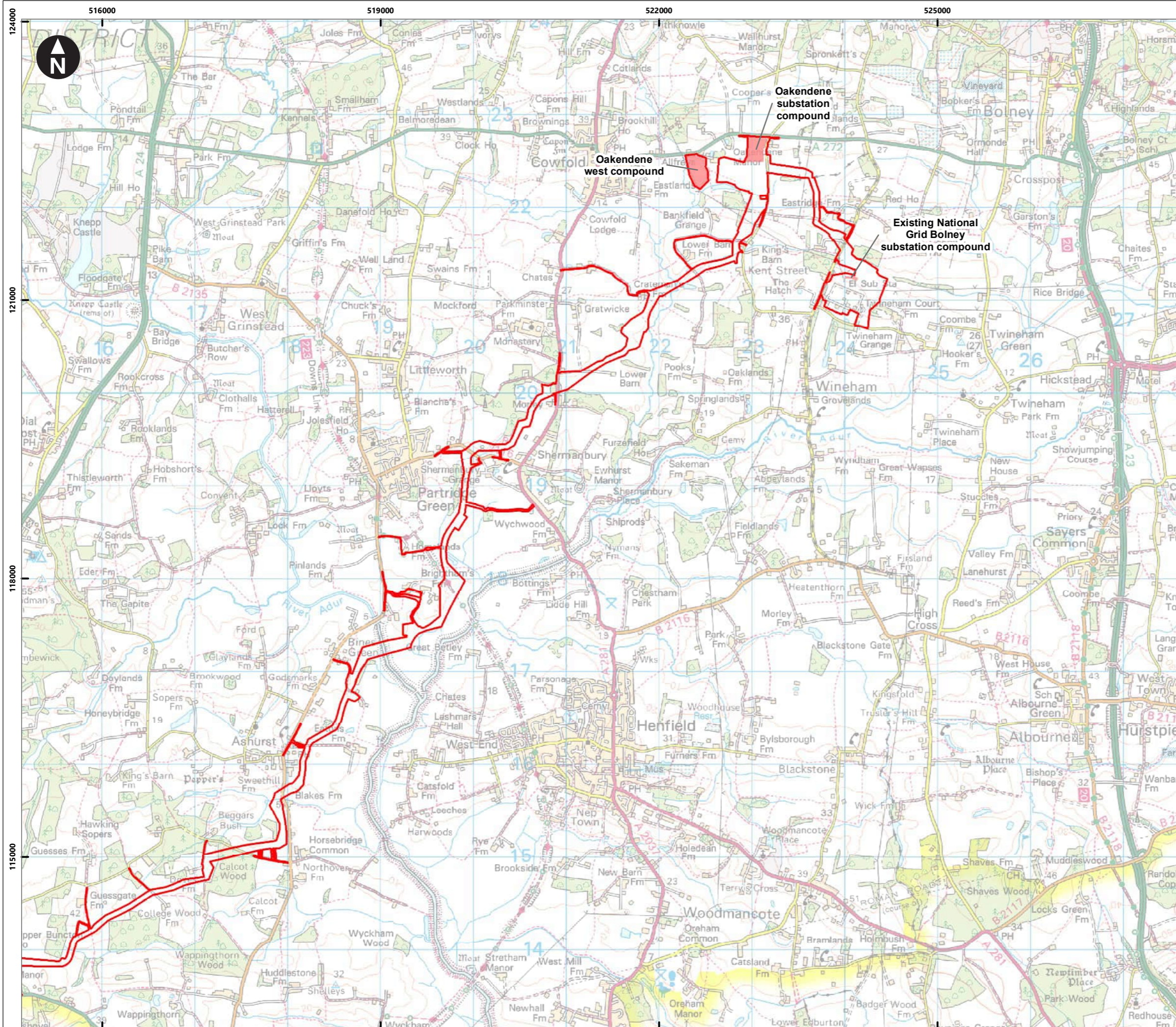
Rampion 2 Offshore Wind Farm

Figure 7.6.2b Temporary construction compound locations

Outline Construction Traffic Management Plan

System Identifier: 42285-WSP-EX-ON-FG-OT-9274 Version: 1.0

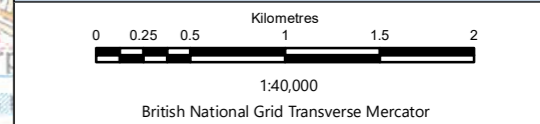
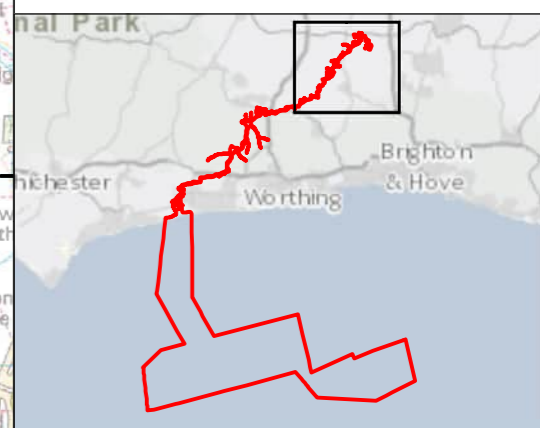
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Key

- Proposed DCO Order Limits
- Temporary construction compounds



Rampion Extension Development

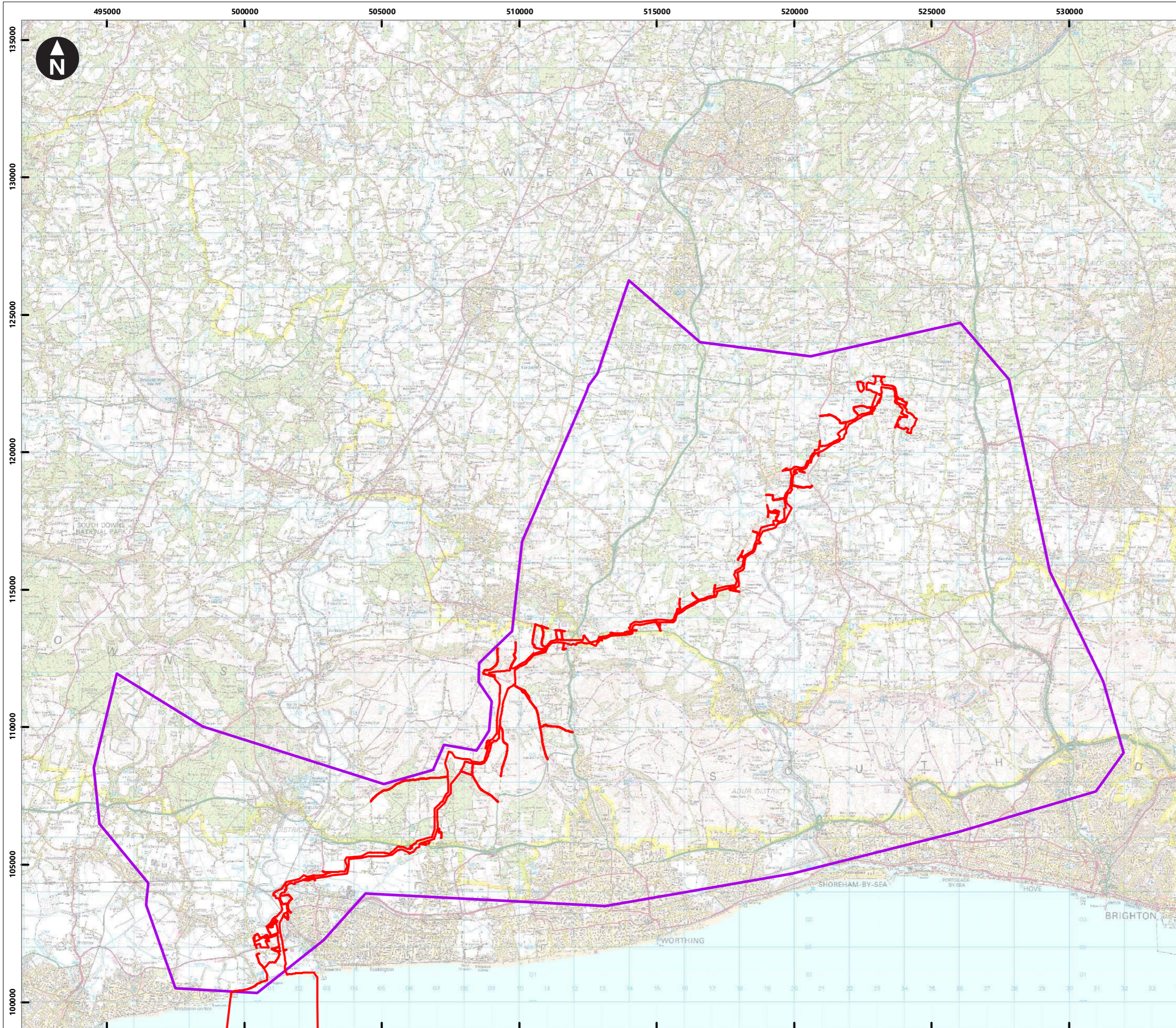


Rampion 2 Offshore Wind Farm
 Figure 7.6.2c Temporary construction compound locations

Outline Construction Traffic Management Plan

System Identifier: 42285-WSP-EX-ON-FG-OT-9274	Version: 1.0
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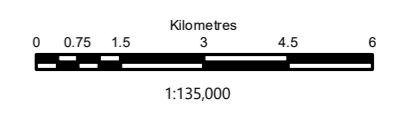
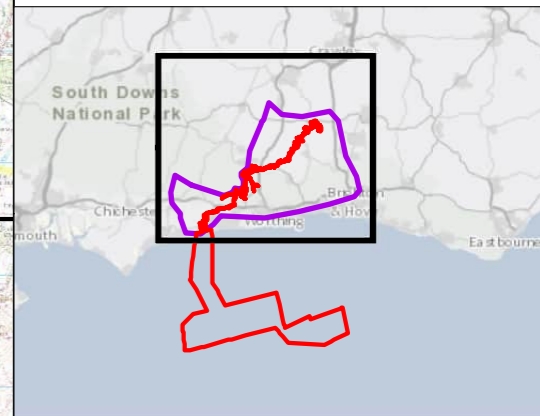
Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 21/02/2024	Status: Final
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Key

- Proposed DCO Order Limits
- Construction Traffic Management Plan Study Area (CTMP)



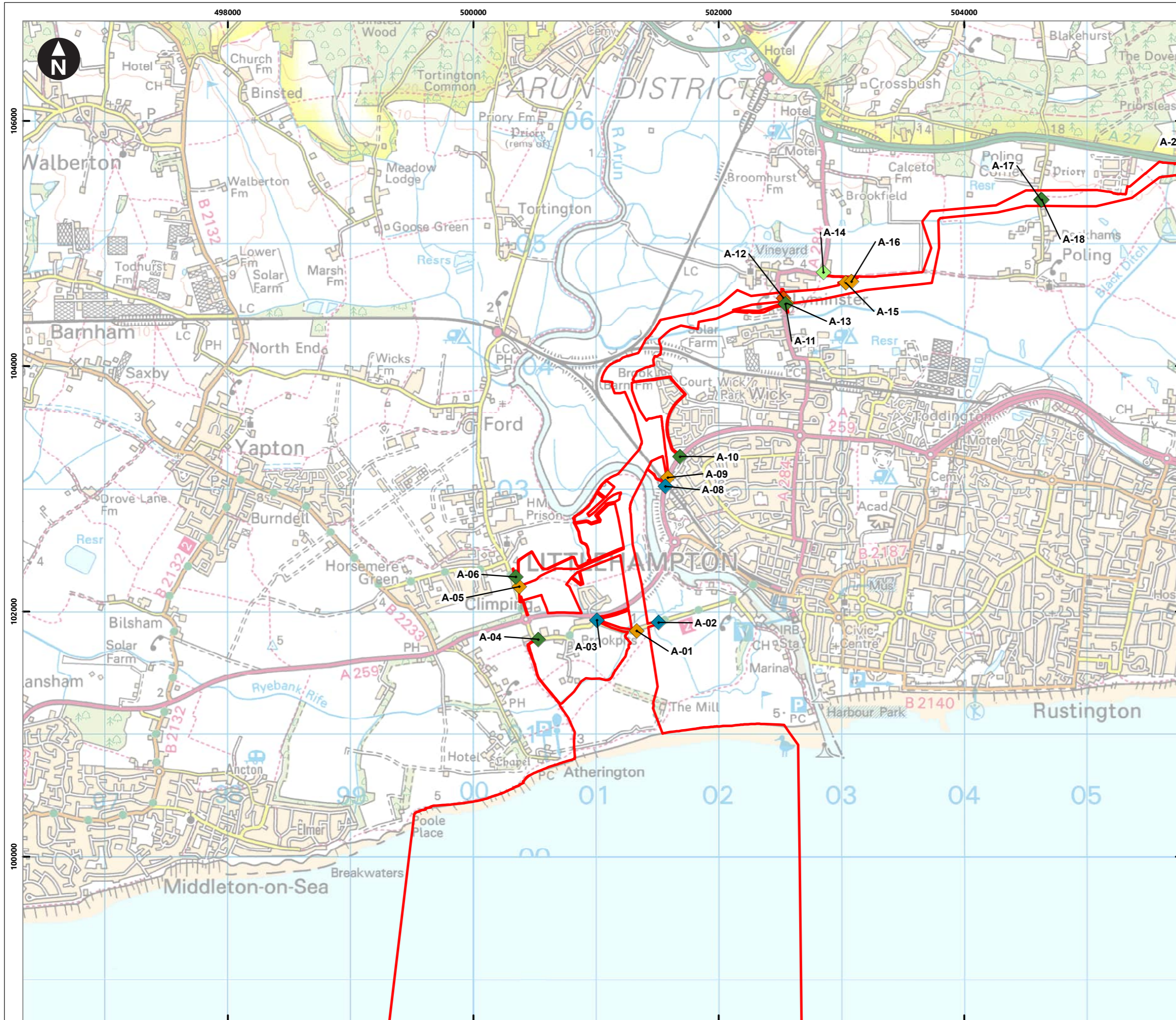
Rampion Extension Development



Rampion 2 Offshore Wind Farm
 Figure 7.6.3 CTMP Study Area
 Outline Construction Traffic Management Plan
 Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-5167	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 01/08/2023	Status: FINAL
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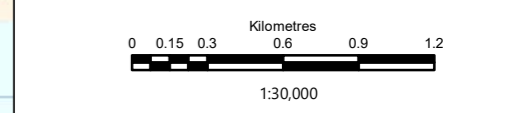
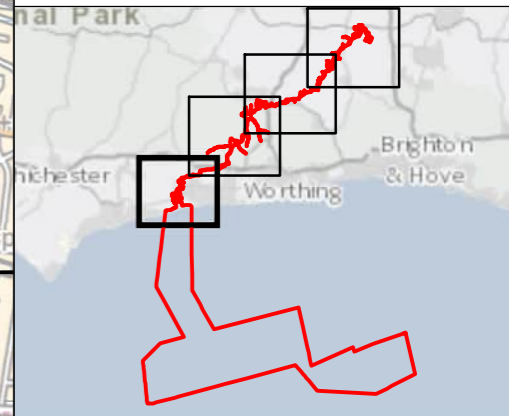
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Key

Proposed DCO Order Limits

Access from public highway

- ◆ Construction
- ◆ Construction & operational
- ◆ Light construction
- ◆ Light construction & operational
- ◆ Operational



Rampion Extension Development

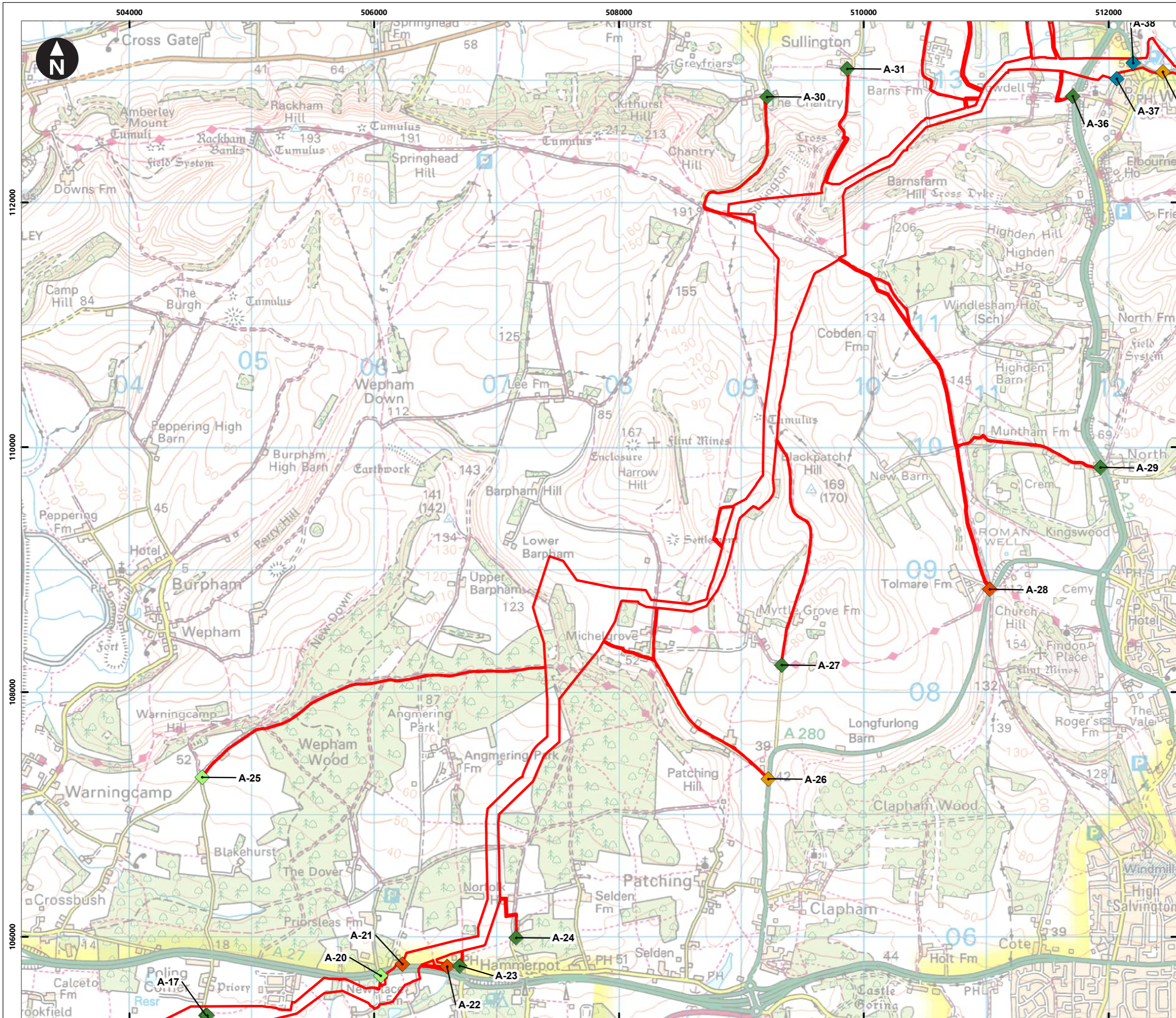
Rampion 2 Offshore Wind Farm

Figure 7.6.4a Temporary construction and operational accesses

Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-2952	Version: 3.0
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Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 03/06/2024	Status: FINAL
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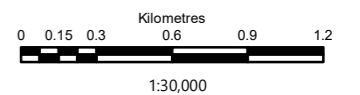
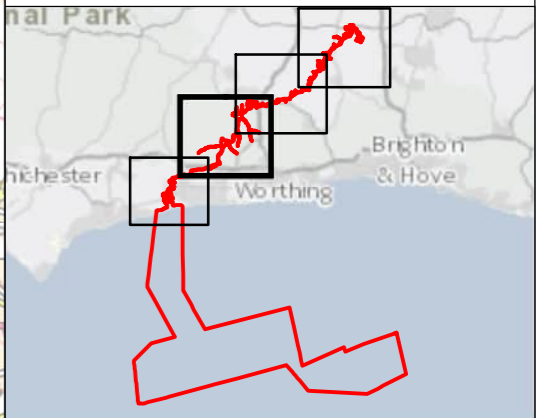
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Key

Proposed DCO Order Limits

Access from public highway

- ◆ Construction
- ◆ Construction & operational
- ◆ Light construction
- ◆ Light construction & operational
- ◆ Operational



Rampion Extension Development



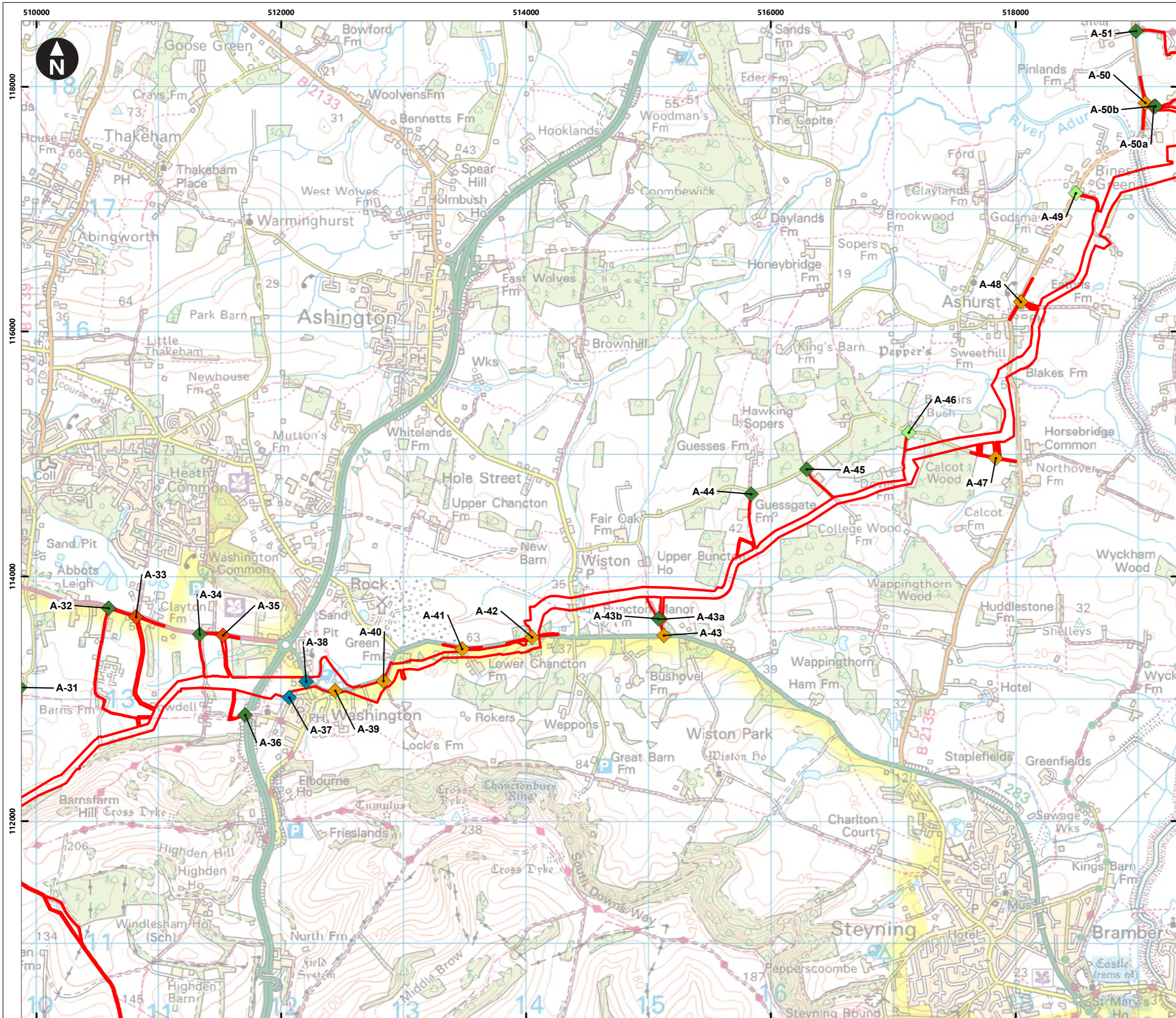
Rampion 2 Offshore Wind Farm

Figure 7.6.4b Temporary construction and operational accesses

Outline Construction Traffic Management Plan

System Identifier:	Version:
42285-WSP-EX-ON-FG-OT-2952	3.0

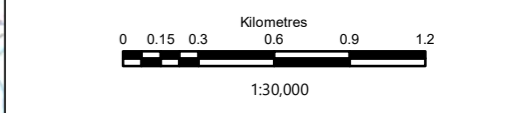
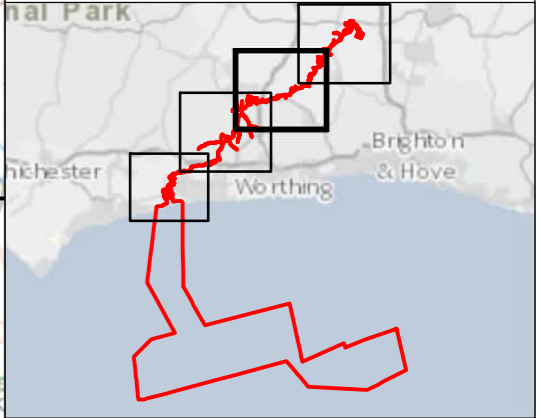
Company:	Drawn By:	Chk/Prvrd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	03/06/2024	FINAL



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Key

- Proposed DCO Order Limits
- Access from public highway**
- ◆ Construction
- ◆ Construction & operational
- ◆ Light construction
- ◆ Light construction & operational
- ◆ Operational



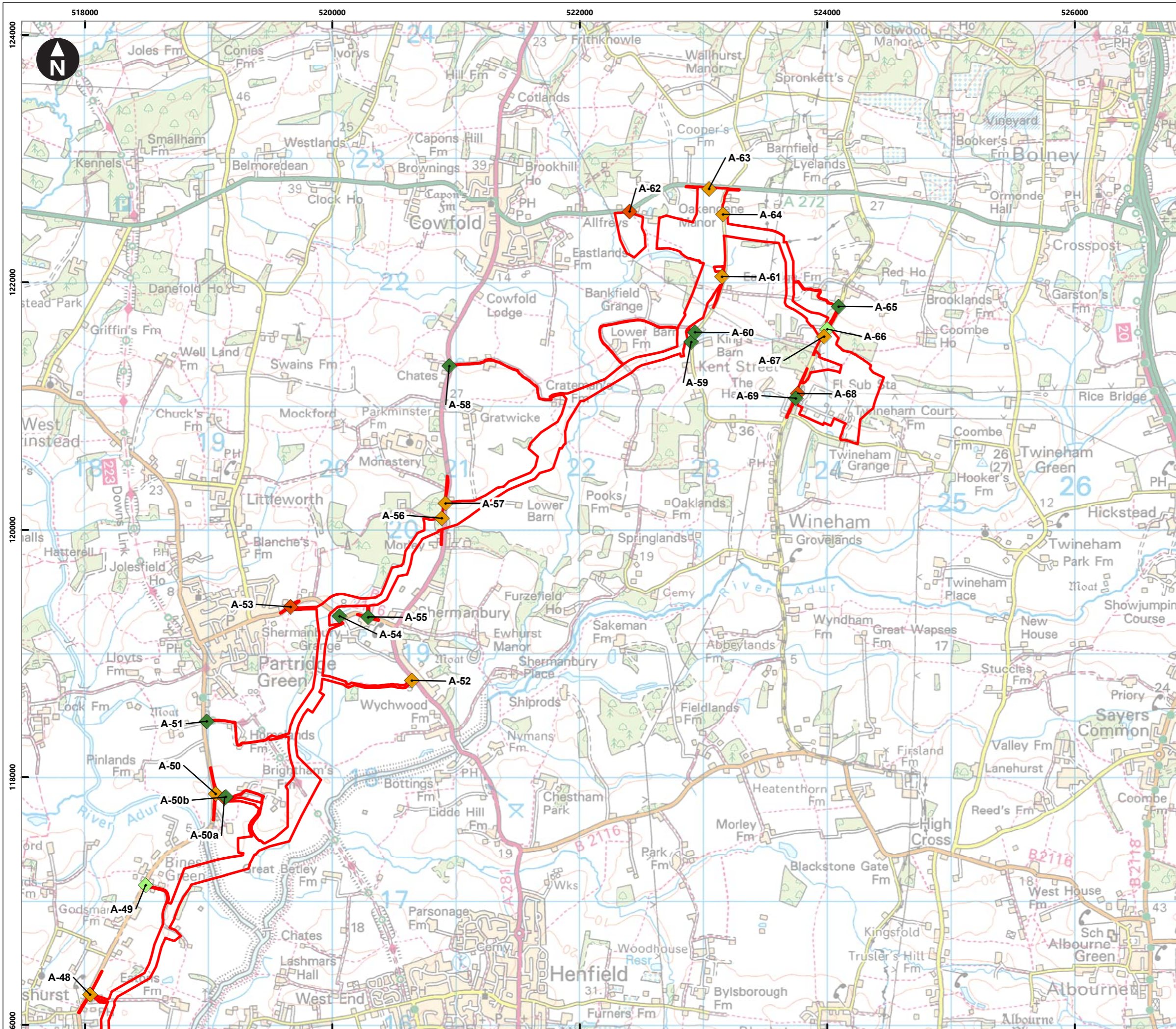
Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.4c Temporary construction and operational accesses

Outline Construction Traffic Management Plan

System Identifier: 42285-WSP-EX-ON-FG-OT-2952	Version: 3.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 03/06/2024	Status: FINAL
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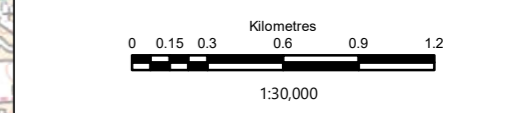
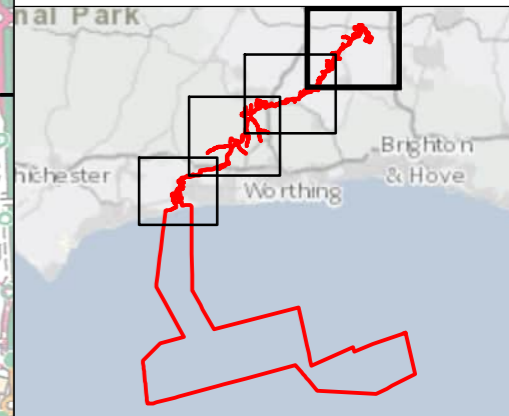
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Key

Proposed DCO Order Limits

Access from public highway

- ◆ Construction
- ◆ Construction & operational
- ◆ Light construction
- ◆ Light construction & operational
- ◆ Operational



Rampion Extension Development



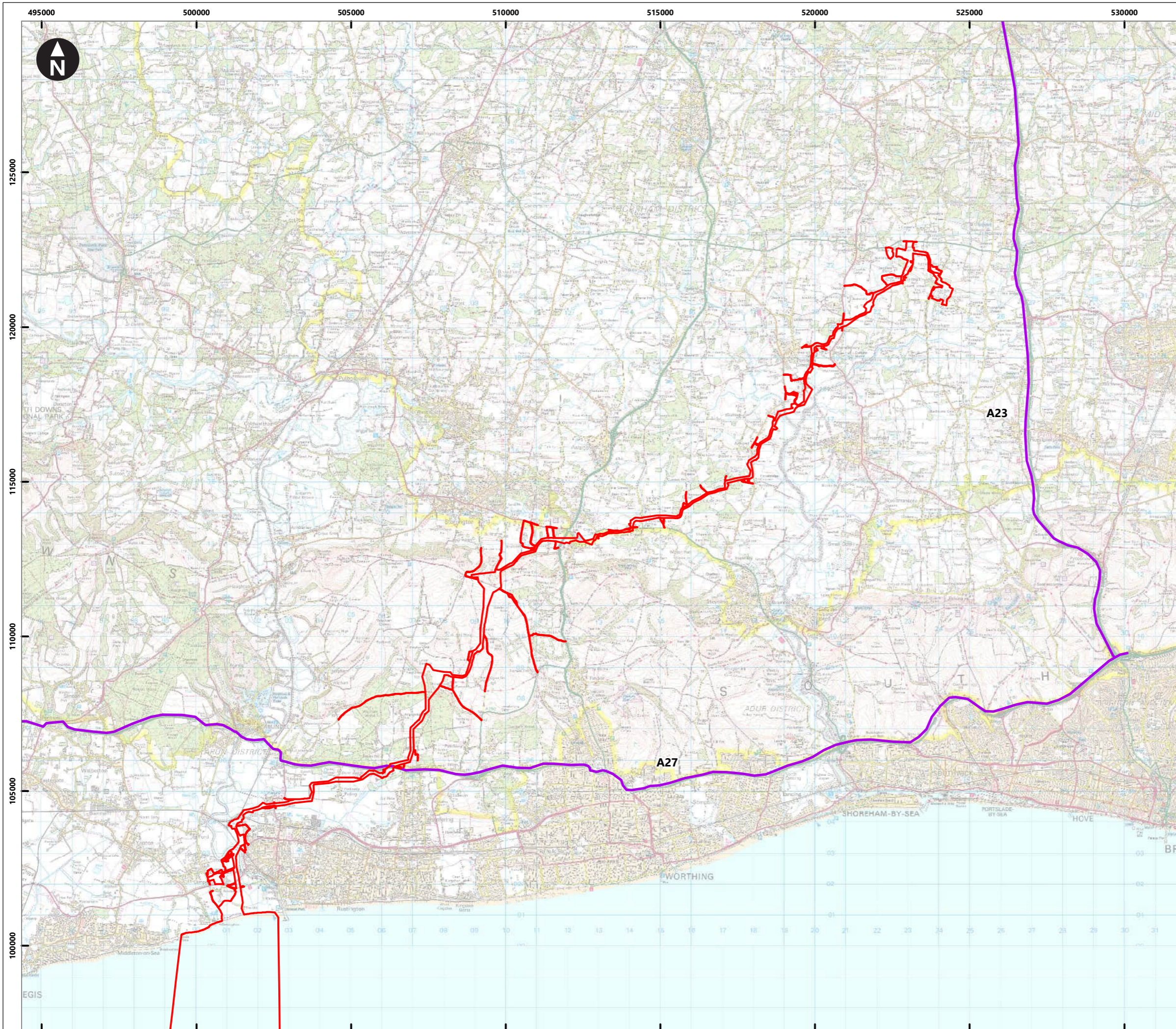
Rampion 2 Offshore Wind Farm

Figure 7.6.4d Temporary construction and operational accesses

Outline Construction Traffic Management Plan

System Identifier: 42285-WSP-EX-ON-FG-OT-2952	Version: 3.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 03/06/2024	Status: FINAL
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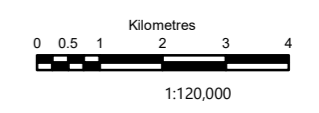
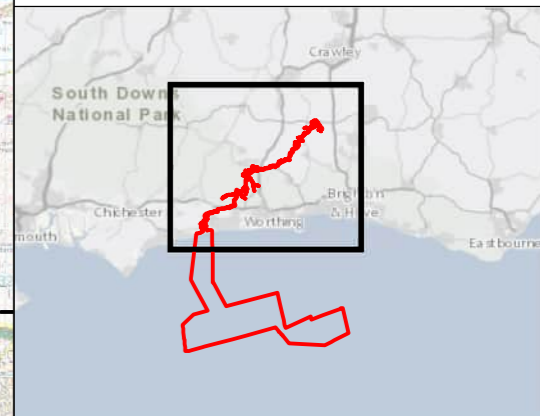


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Key

- Proposed DCO Order Limits
- Strategic Access Routes



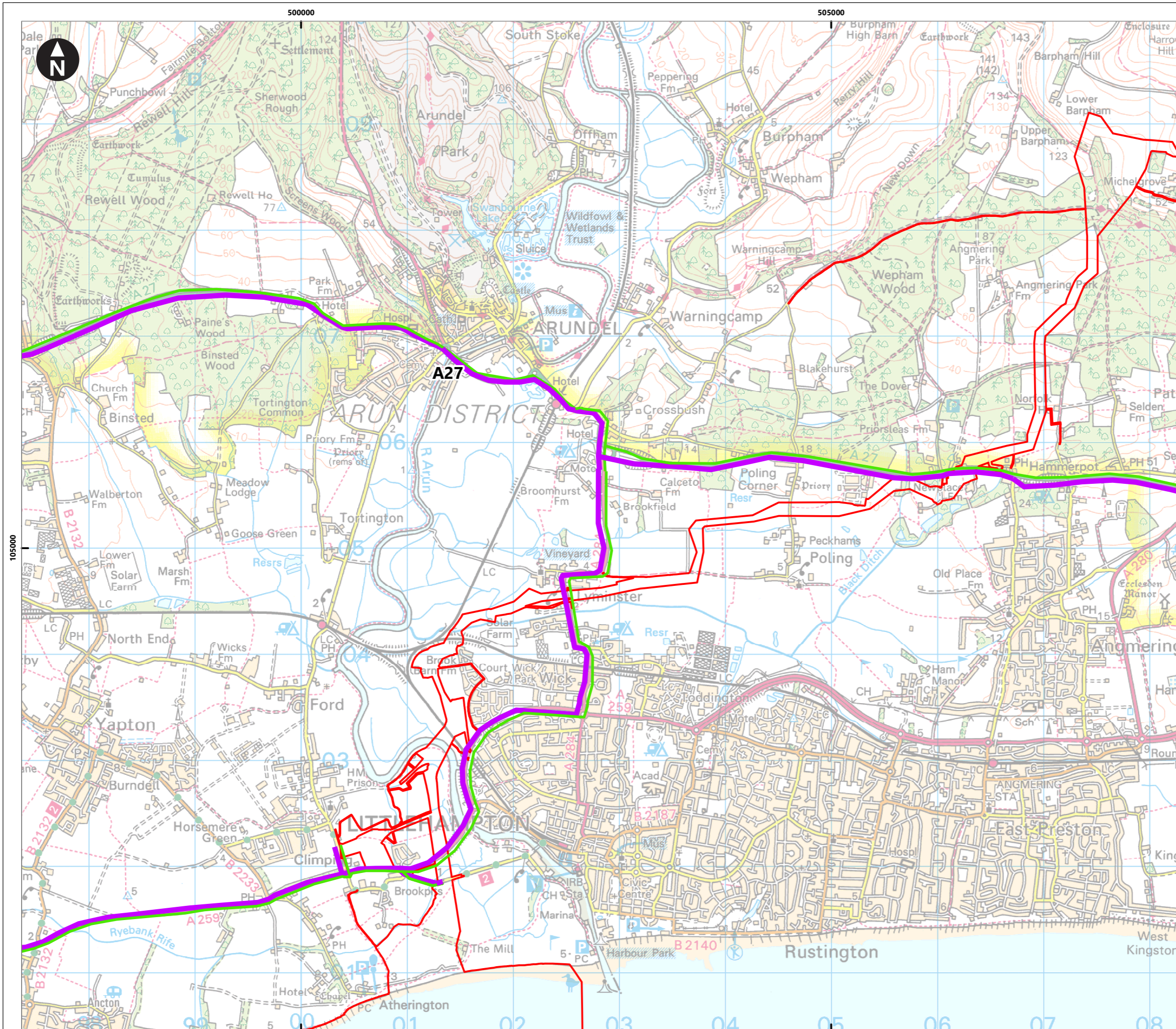
Rampion Extension Development



Rampion 2 Offshore Wind Farm
 Figure 7.6.5 Strategic Access Routes
 Outline Construction Traffic Management Plan

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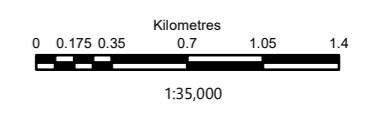
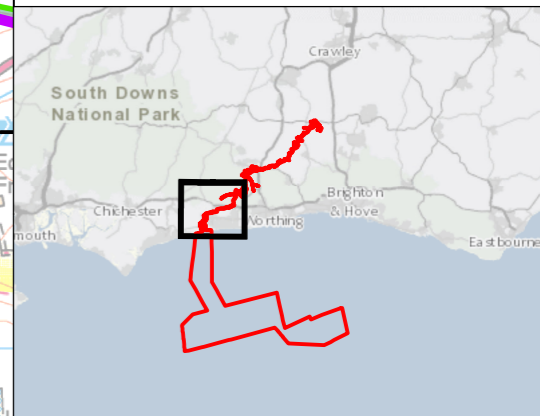
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Key

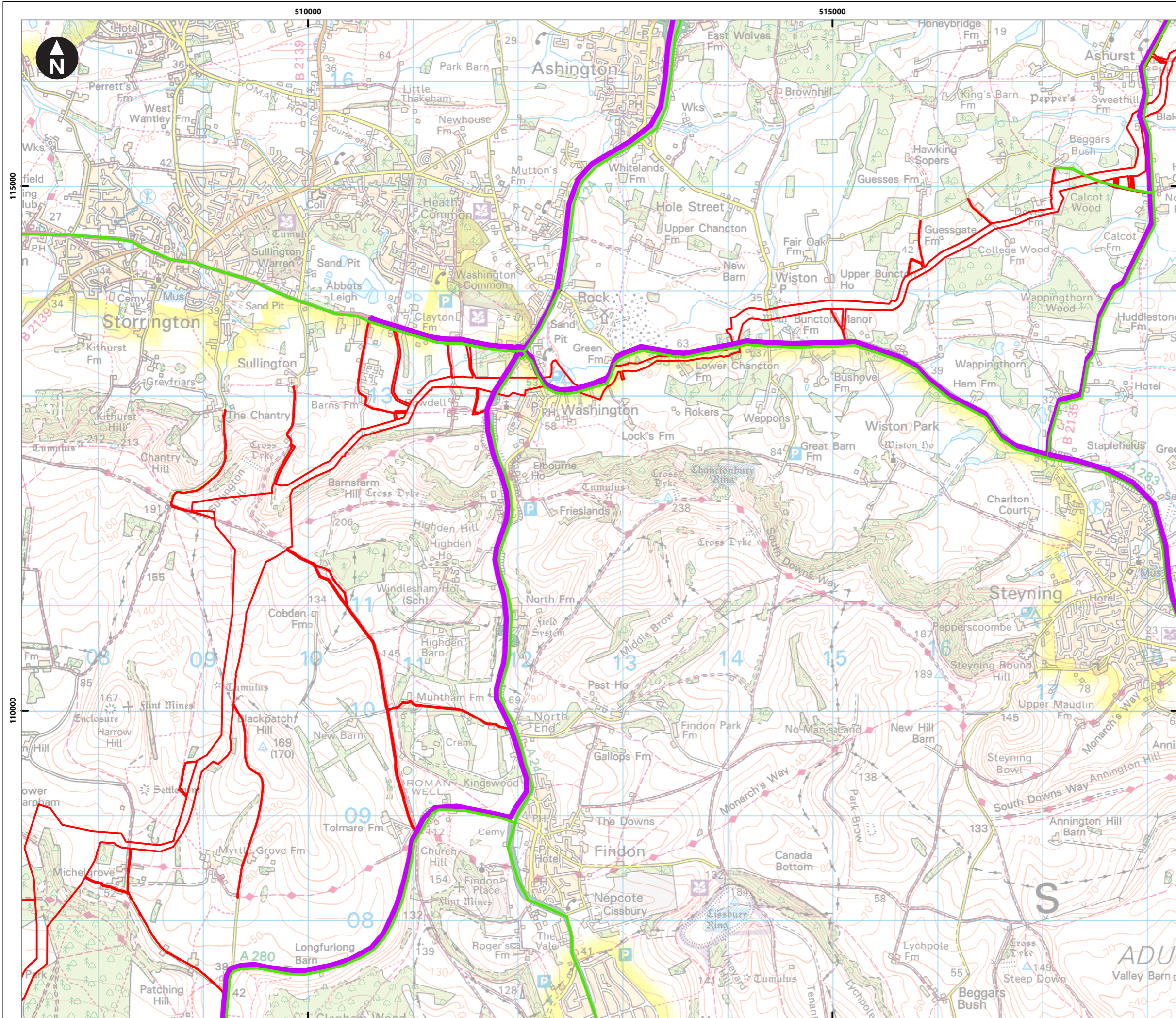
- Proposed DCO Order Limits
- Proposed HGV routes
- Potential LGV routes



Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.6a Local Access Routes
 Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-6243		Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET
Drawn Date: 01/07/2024	Status: FINAL	



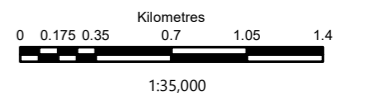
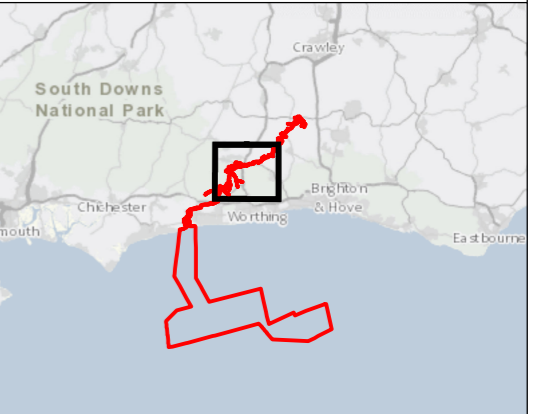
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Key

- Proposed DCO Order Limits
- Proposed HGV routes
- Potential LGV routes

Routes from Compounds to Sites



Rampion Extension Development



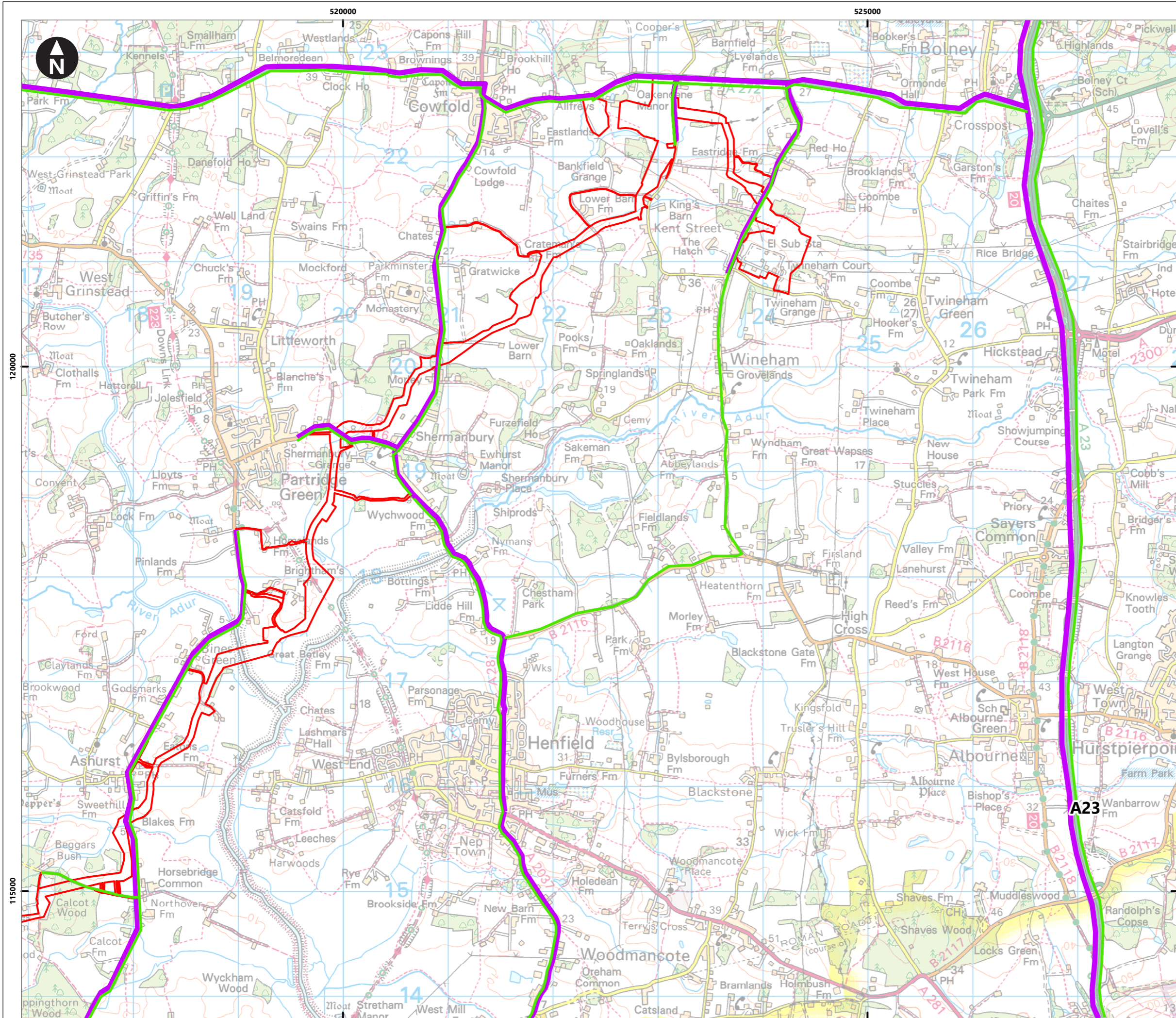
Rampion 2 Offshore Wind Farm

Figure 7.6.6b Local Access Routes

Outline Construction Traffic Management Plan

System Identifier:	Version:
42285-WSPE-EX-ON-FG-OT-6243	1.0

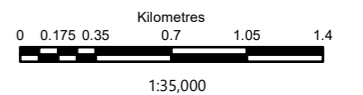
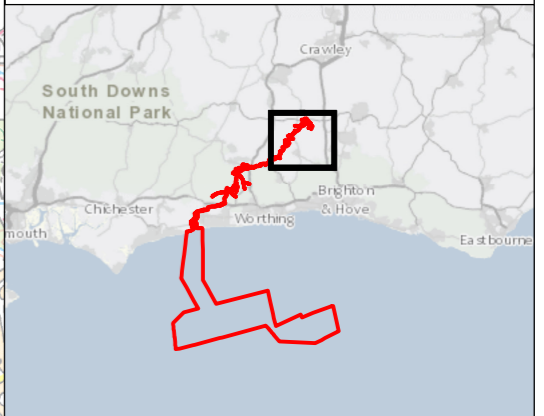
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WSP	SHEPS	SUTET	01/07/2024	FINAL



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- Key**
- Proposed DCO Order Limits
 - Routes from Compounds to Sites**
 - Proposed HGV routes
 - Potential LGV routes



Rampion Extension Development



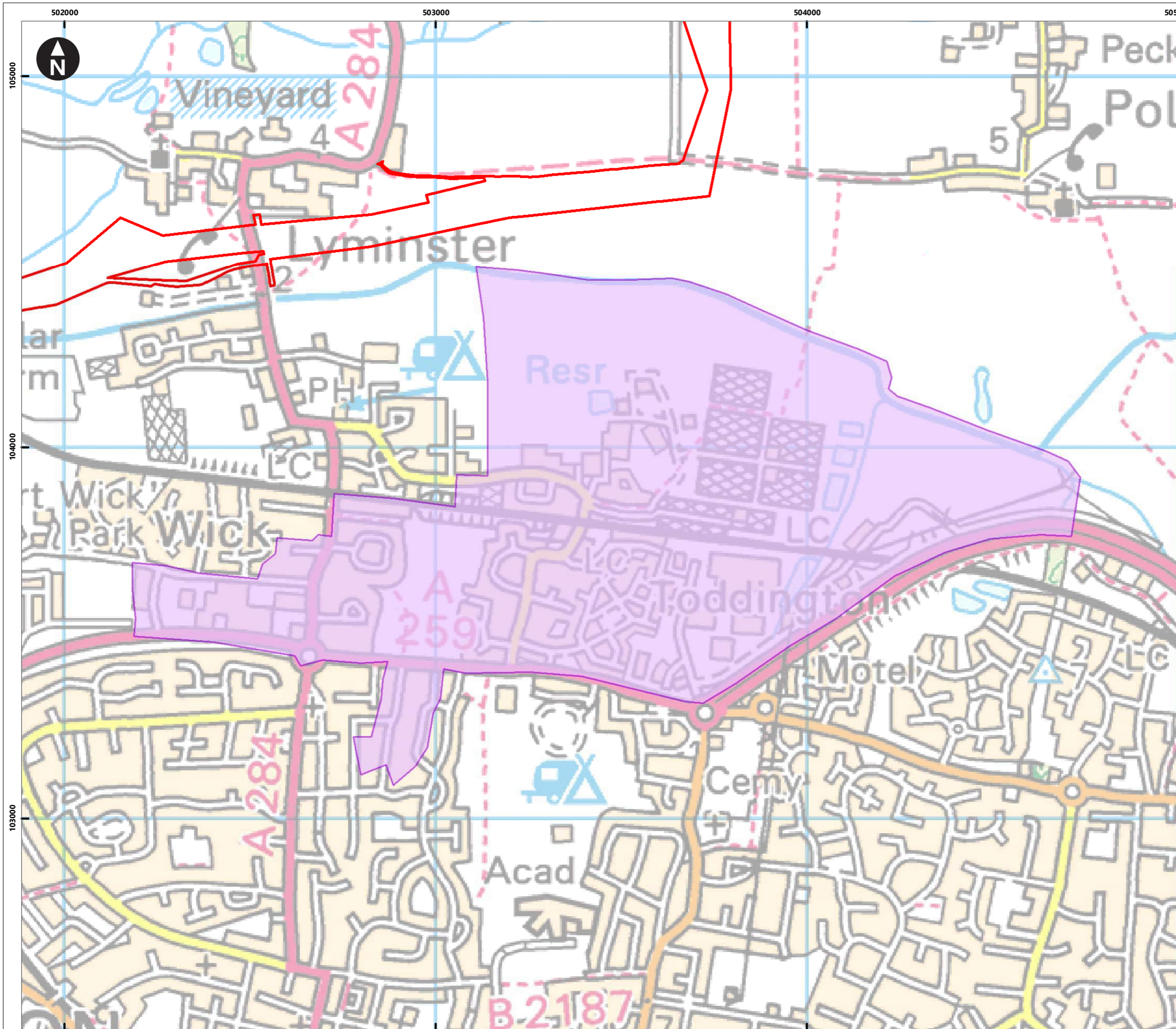
Rampion 2 Offshore Wind Farm

Figure 7.6.6c Local Access Routes

Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-6243	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 01/07/2024	Status: FINAL
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Key

- Proposed DCO Order Limits
- Onshore substation site
- Super output area

0 0.05 0.1 0.2 0.3 0.4
 Kilometres
 1:10,000
 British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 Offshore Wind Farm

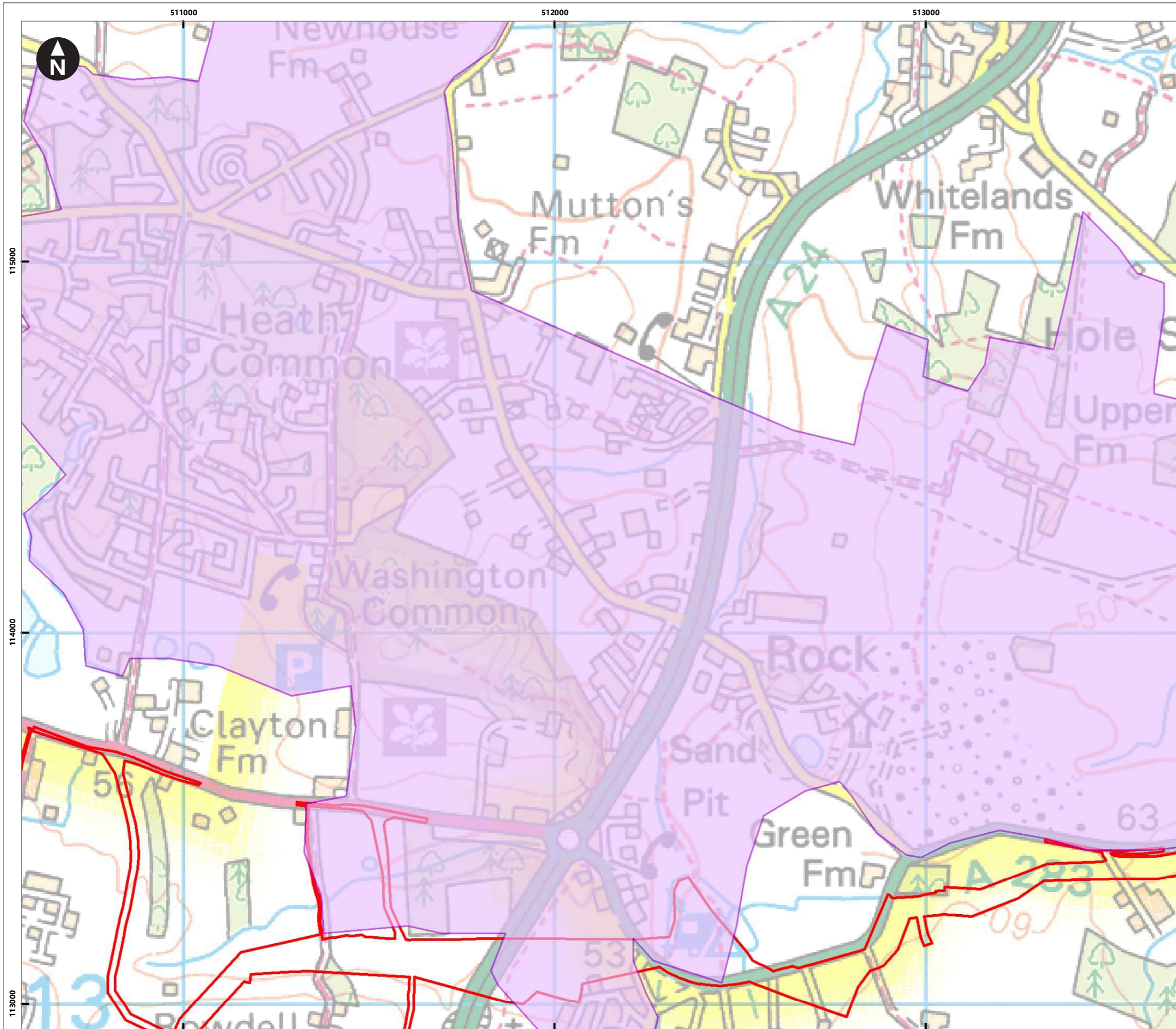
Figure 7.6.7a Staff Distribution

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-6821		Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET
Drawn Date: 04/08/2023	Status: FINAL	

a



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Key

- Proposed DCO Order Limits
- Onshore substation site
- Super output area

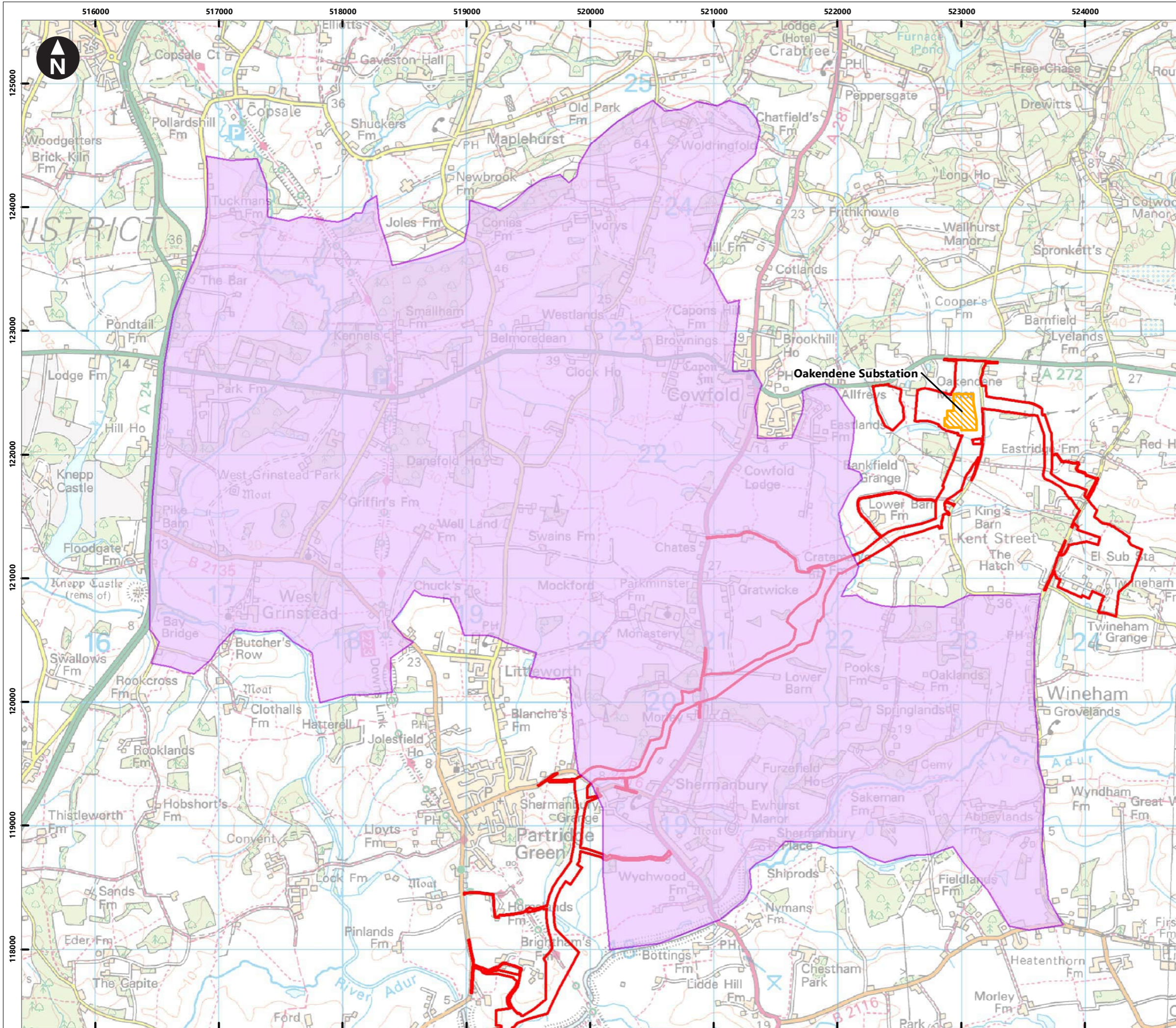
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 Kilometres
 1:10,000
 British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.7b Staff Distribution
 Outline Construction Traffic Management Plan
 Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-6821		Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET
Drawn Date: 04/08/2023	Status: FINAL	

b



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Key

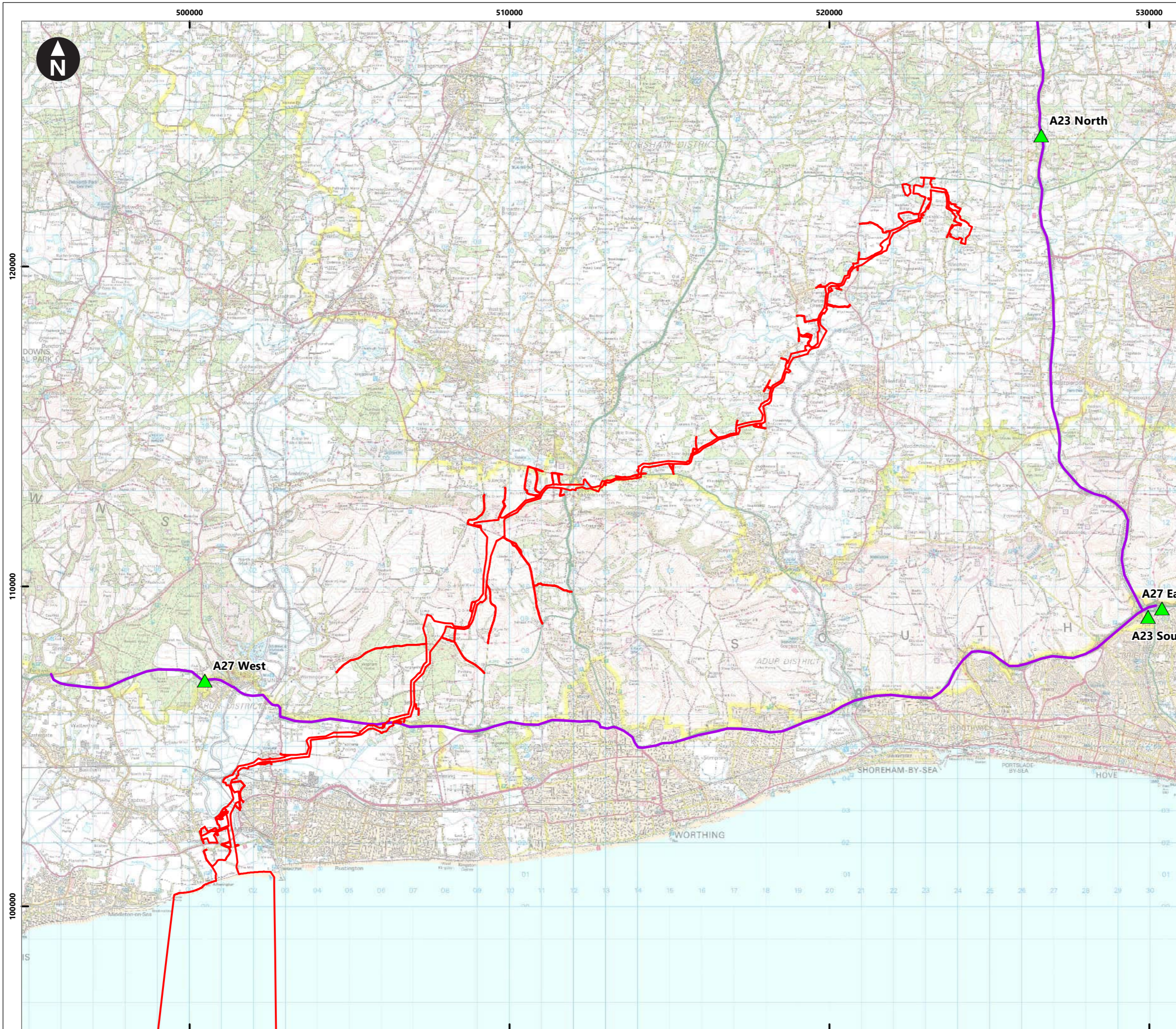
- Proposed DCO Order Limits
- Onshore substation site
- Super output area

0 0.15 0.3 0.6 0.9 1.2
 Kilometres
 1:30,000
 British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.7c Staff Distribution
 Outline Construction Traffic Management Plan
 Environmental Statement

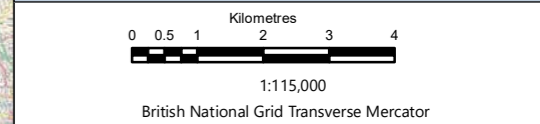
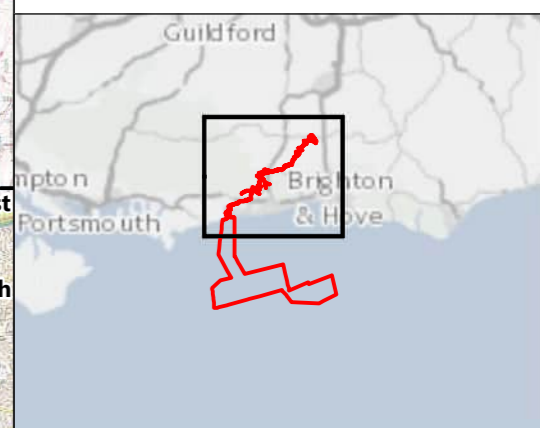
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET
Drawn Date: 04/08/2023	Status: FINAL	



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Key

- Proposed DCO Order Limits
- ▲ Exit Points
- Strategic Road Network



Rampion Extension Development

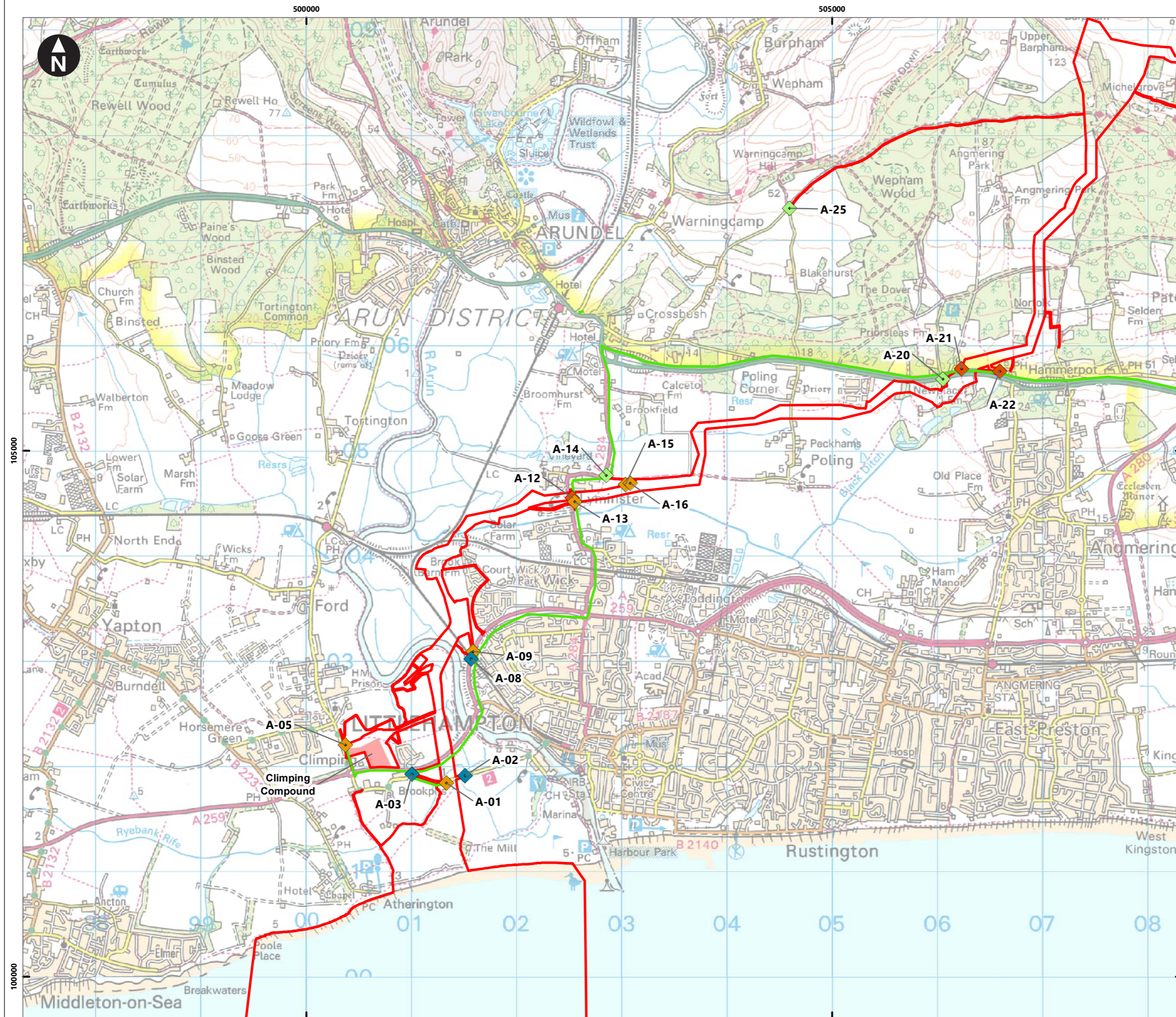


Rampion 2 Offshore Wind Farm

Figure 7.6.8 Exit points from the Transport Study Area

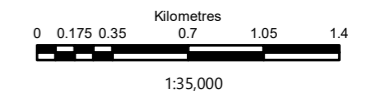
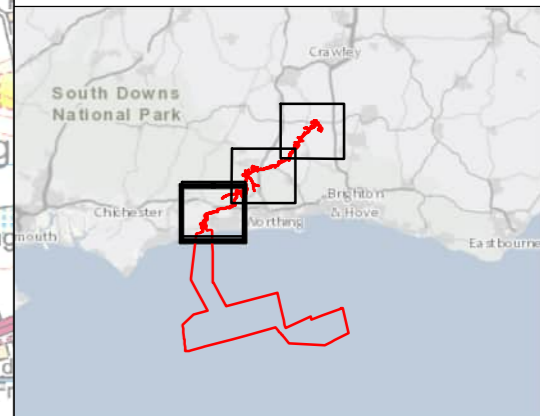
Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-6981				Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 26/02/2024	Status: Final



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- Key**
- Proposed DCO Order Limits
 - Temporary construction compound
- Routes from Compounds to Sites**
- Proposed LV routes from Compound to Site
- Access from public highway**
- ◆ Construction
 - ◇ Construction & operational
 - ◆ Light construction
 - ◇ Light construction & operational



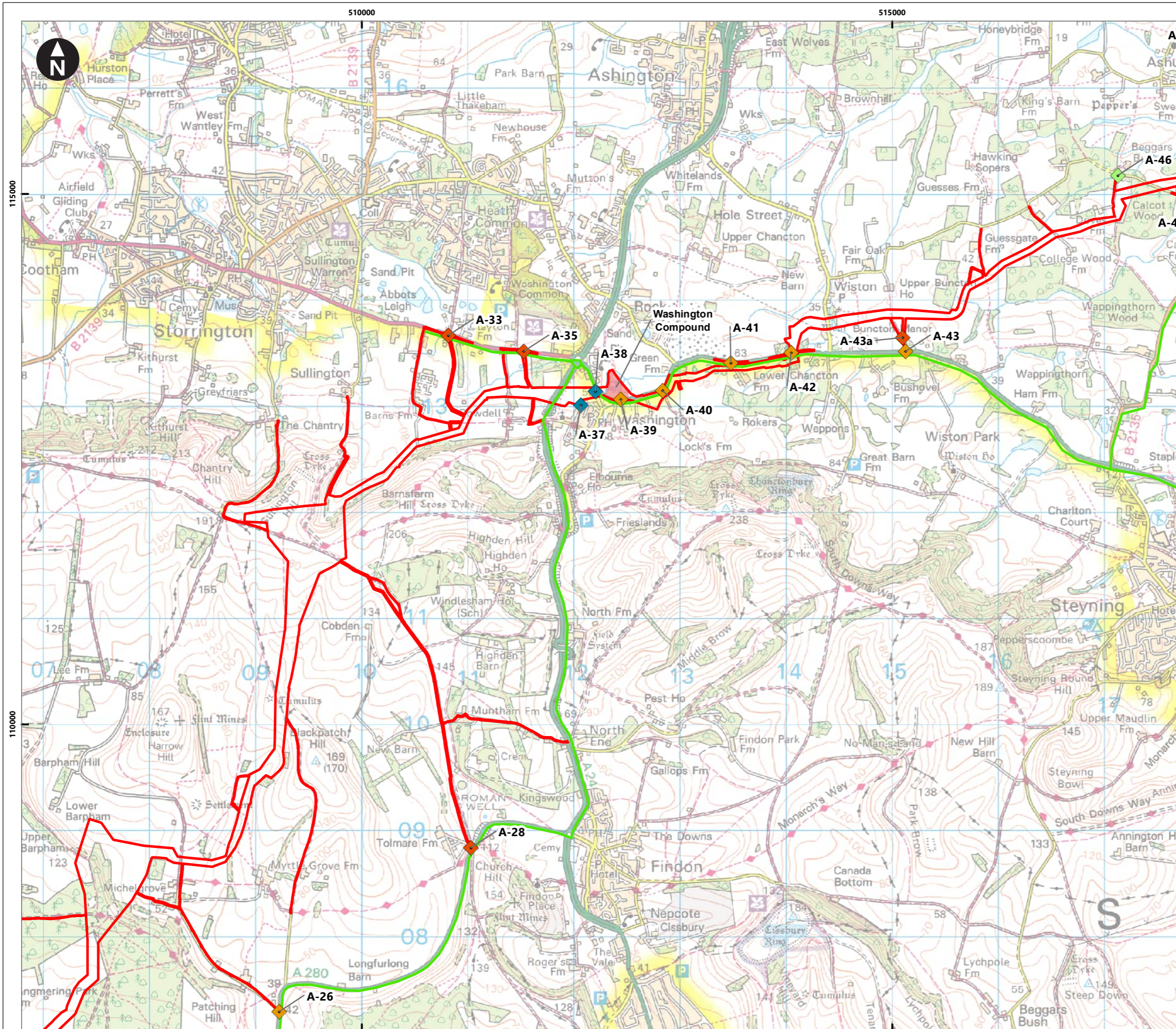
Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.9a Routes from Compounds to Sites

Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-9074	Version: 5.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: MORGS	Drawn Date: 03/06/2024	Status: FINAL
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Key

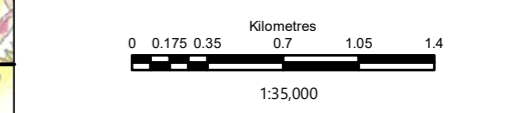
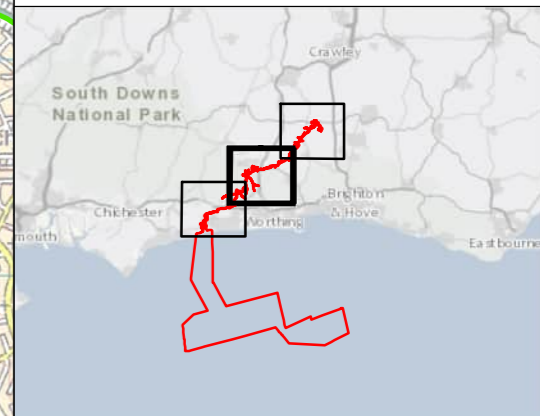
- Proposed DCO Order Limits
- Temporary construction compound

Routes from Compounds to Sites

- Proposed LV routes from Compound to Site

Access from public highway

- ◆ Construction
- ◇ Construction & operational
- ◆ Light construction
- ◇ Light construction & operational



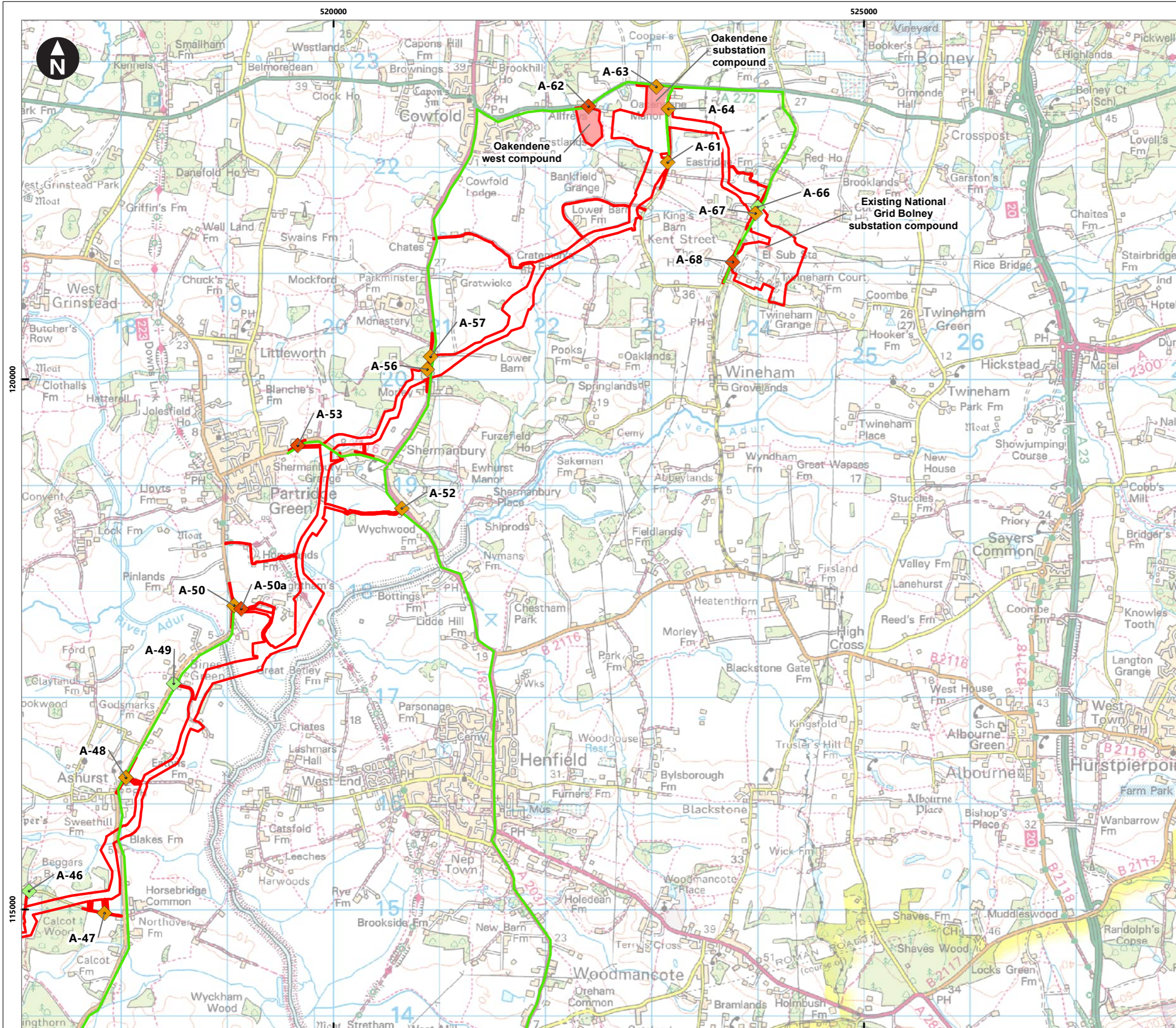
Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.9b Routes from Compounds to Sites

Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-9074	Version: 5.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: MORGS	Drawn Date: 03/06/2024	Status: FINAL
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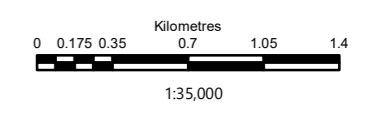
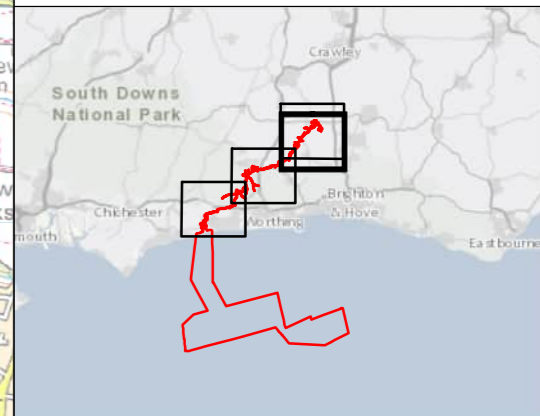


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Key

- Proposed DCO Order Limits
- Temporary construction compound
- Proposed LV routes from Compound to Site
- Access from public highway**
- ◆ Construction
- ◆ Construction & operational
- ◆ Light construction
- ◆ Light construction & operational



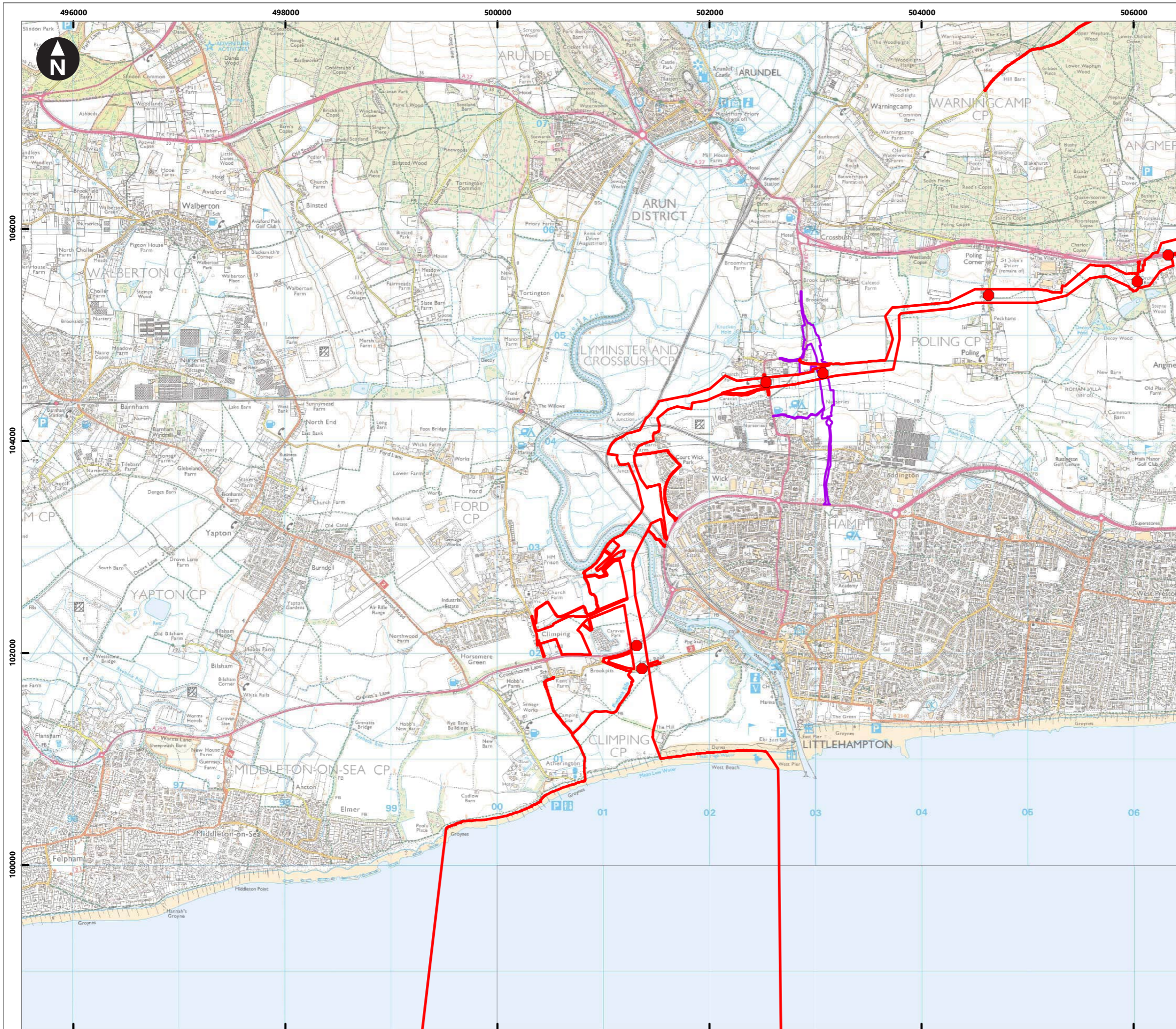
Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.9c Routes from Compounds to Sites

Outline Construction Traffic Management Plan

System Identifier:	Version:
42285-WSP-EX-ON-FG-OT-9074	5.0

Company:	Drawn By:	Chk/Prvd:	Drawn Date:	Status:
WSP	SHEPS	MORGS	03/06/2024	FINAL



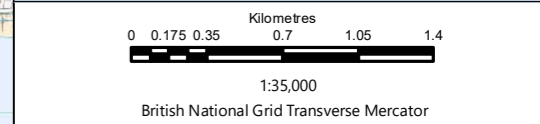
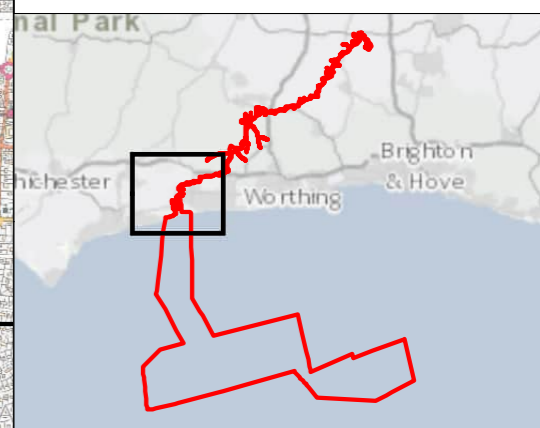
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Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- ▲ Open cut crossing
- Trenchless crossing



Rampion Extension Development



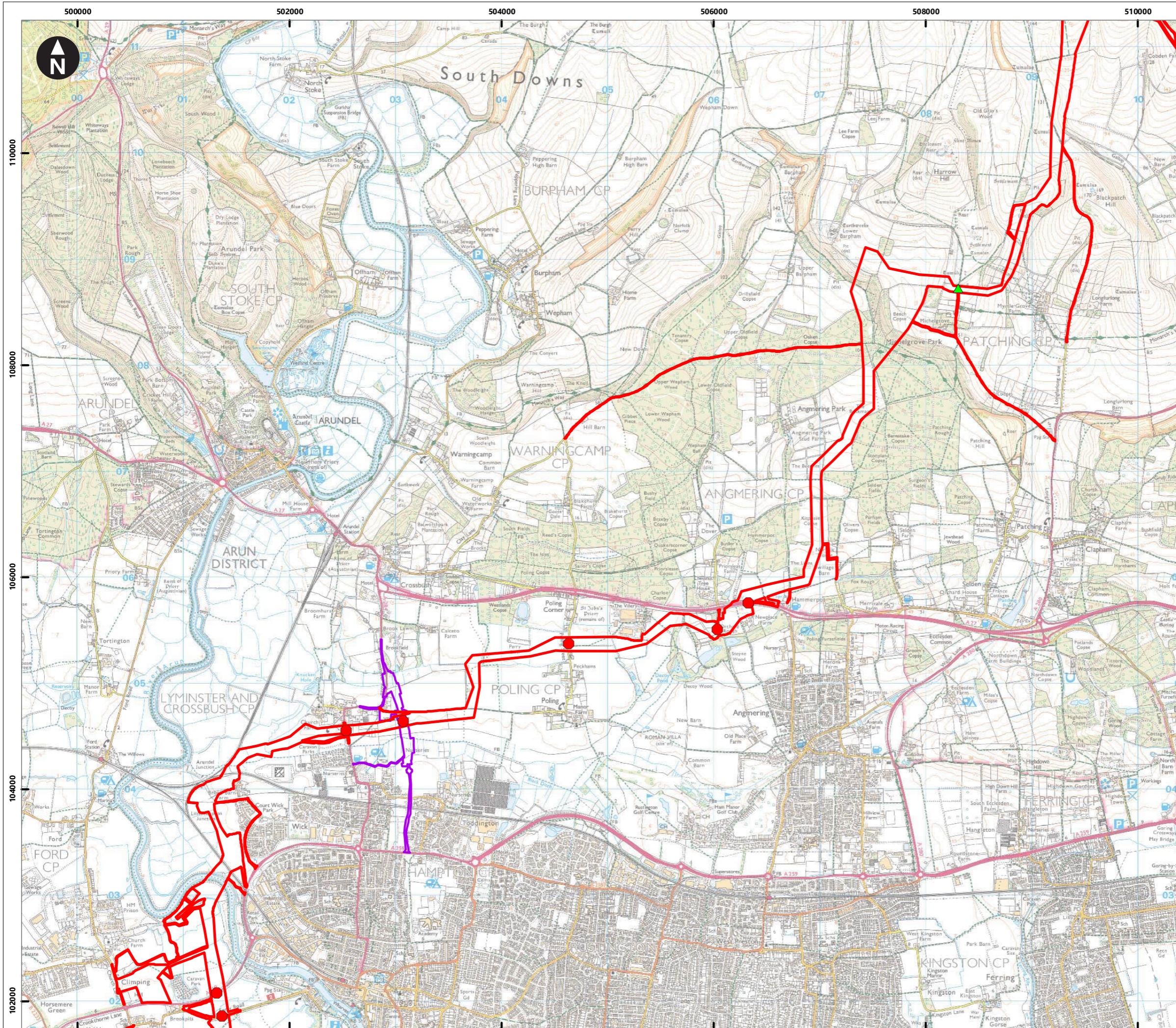
Rampion 2 Offshore Wind Farm

Figure 7.6.10a Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-2125				Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 08/08/2023	Status: FINAL



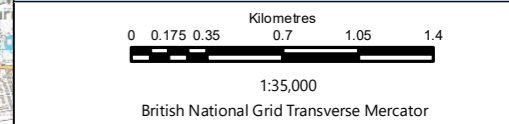
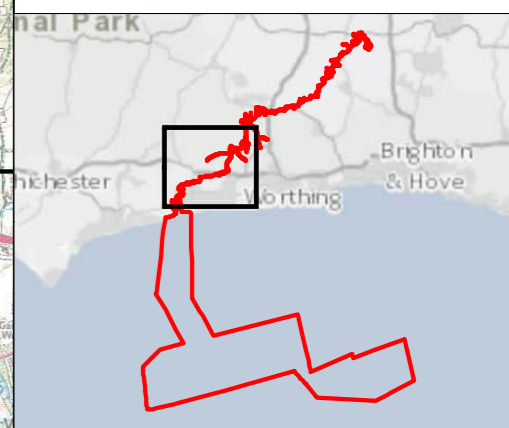
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Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- ▲ Open cut crossing
- Trenchless crossing



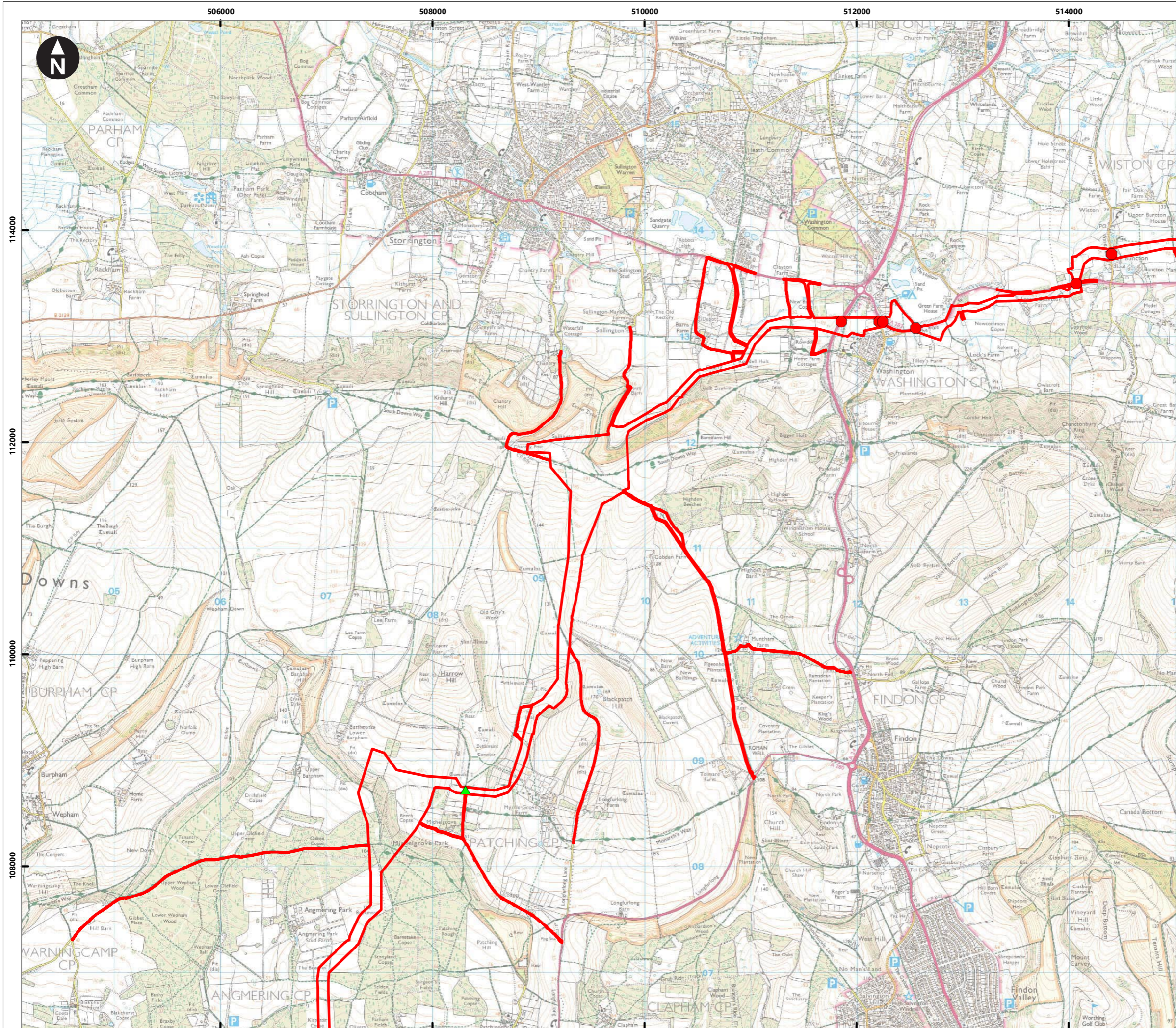
Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.10b Onshore cable corridor
 highway crossings

Outline Construction Traffic Management Plan
 Environmental Statement

System Identifier: 42285-WSP-ES-ON-FG-OT-2125
 Version: 1.0

Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 08/08/2023	Status: FINAL
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Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- ▲ Open cut crossing
- Trenchless crossing

0 0.175 0.35 0.7 1.05 1.4
 Kilometres

1:35,000
 British National Grid Transverse Mercator

Rampion Extension Development

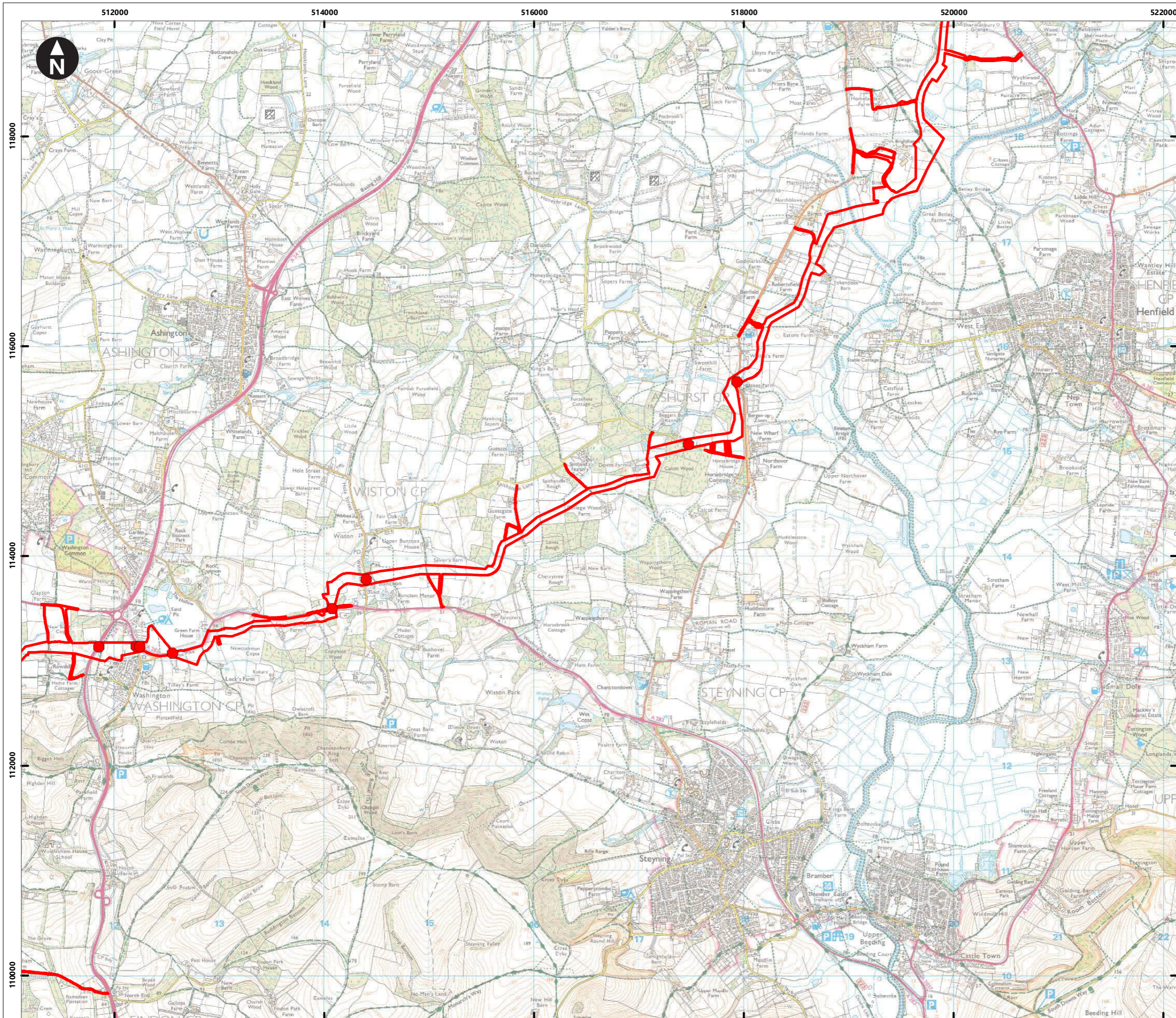
Rampion 2 Offshore Wind Farm

Figure 7.6.10c Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement




System Identifier: 42285-WSP-ES-ON-FG-OT-2125		Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET
Drawn Date: 08/08/2023	Status: FINAL	





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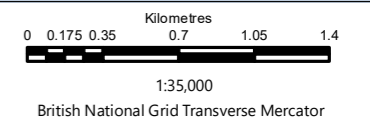
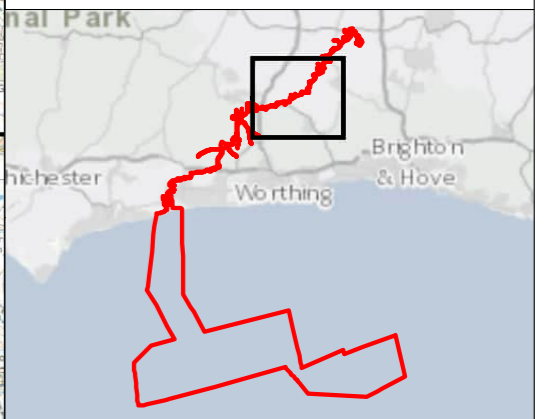
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Key

-  Proposed DCO Order Limits
-  Onshore substation site
-  Lyminster Bypass

Highway crossings

-  Open cut crossing
-  Trenchless crossing



Rampion Extension Development



Rampion 2 Offshore Wind Farm

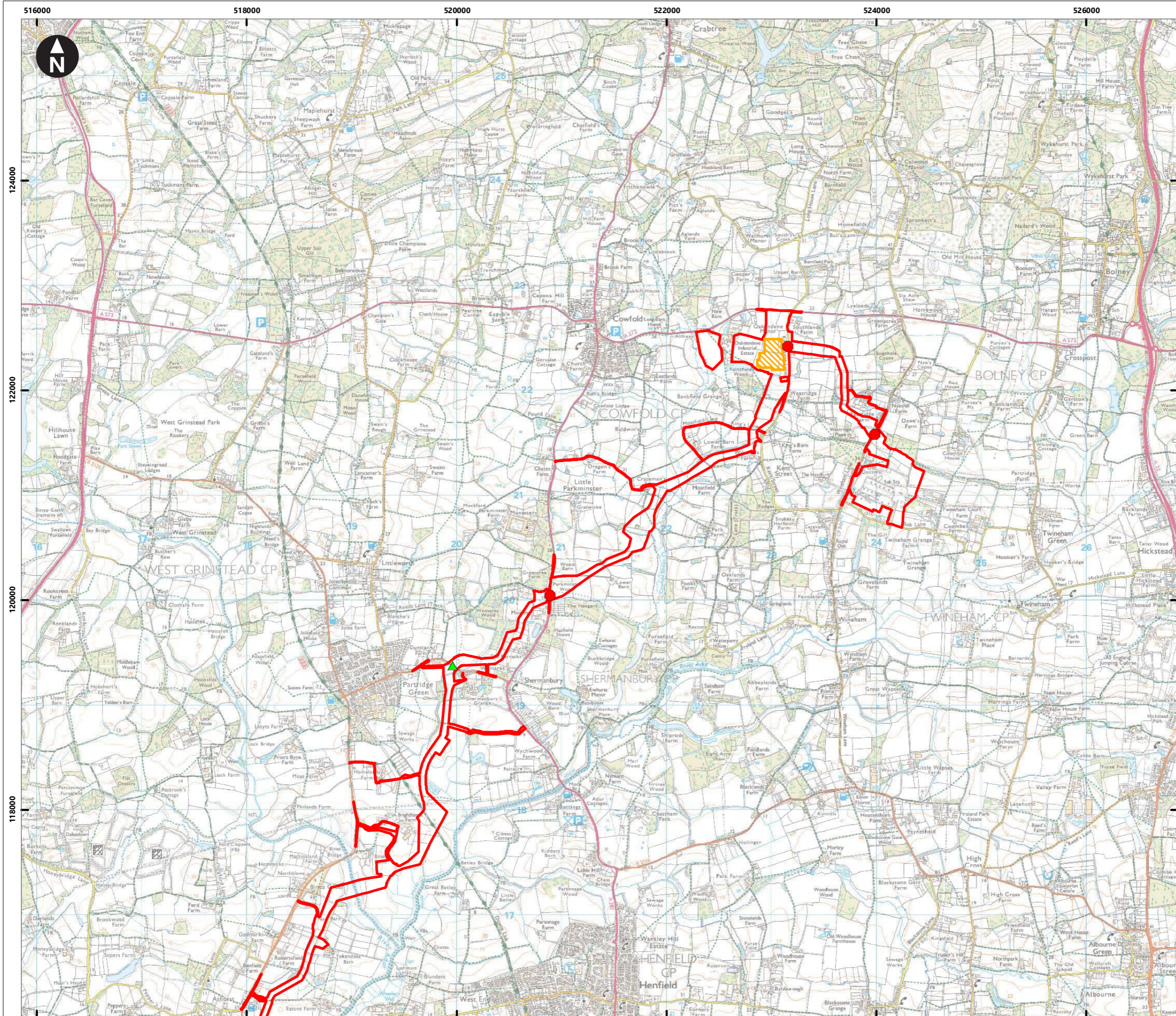
Figure 7.6.10d Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSP-ES-ON-FG-OT-2125	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 08/08/2023	Status: FINAL
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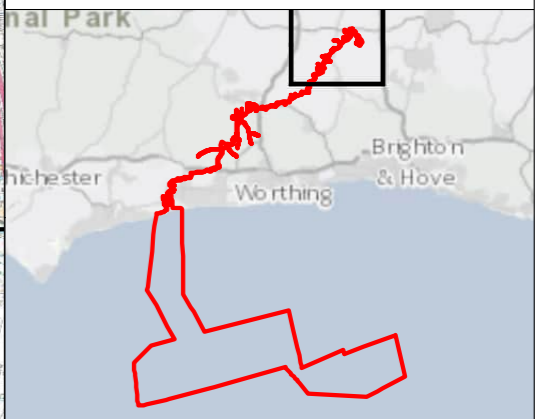
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Key

-  Proposed DCO Order Limits
-  Onshore substation site
-  Lyminster Bypass

Highway crossings

-  Open cut crossing
-  Trenchless crossing



0 0.175 0.35 0.7 1.05 1.4
Kilometres
1:35,000
British National Grid Transverse Mercator

Rampion Extension Development



Rampion 2 Offshore Wind Farm

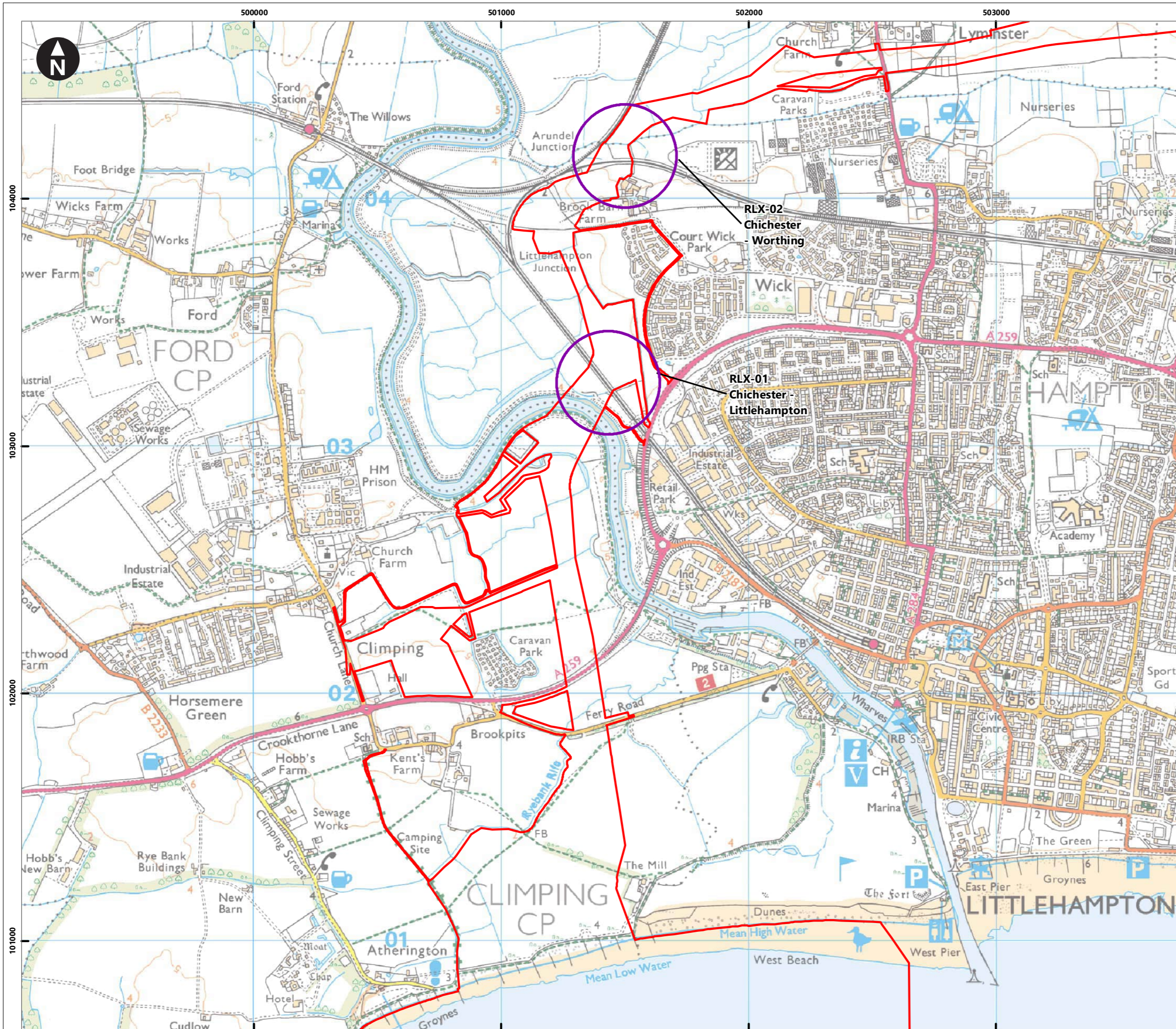
Figure 7.6.10e Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSP-ES-ON-FG-OT-2125 Version: 1.0

Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 08/08/2023	Status: FINAL
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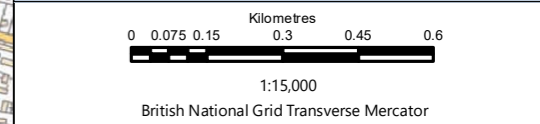
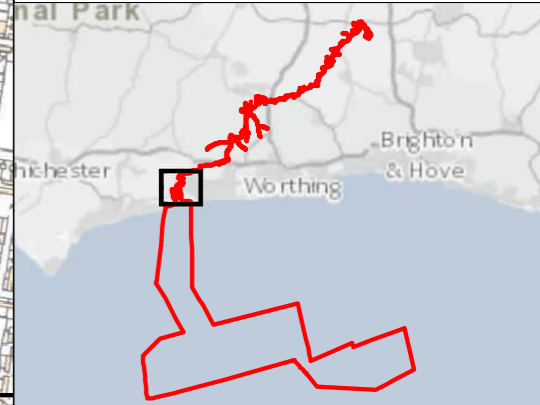


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Key

- Proposed DCO Order Limits
- Location where the onshore cable corridor crosses railways*

*Note: These are trenchless crossings

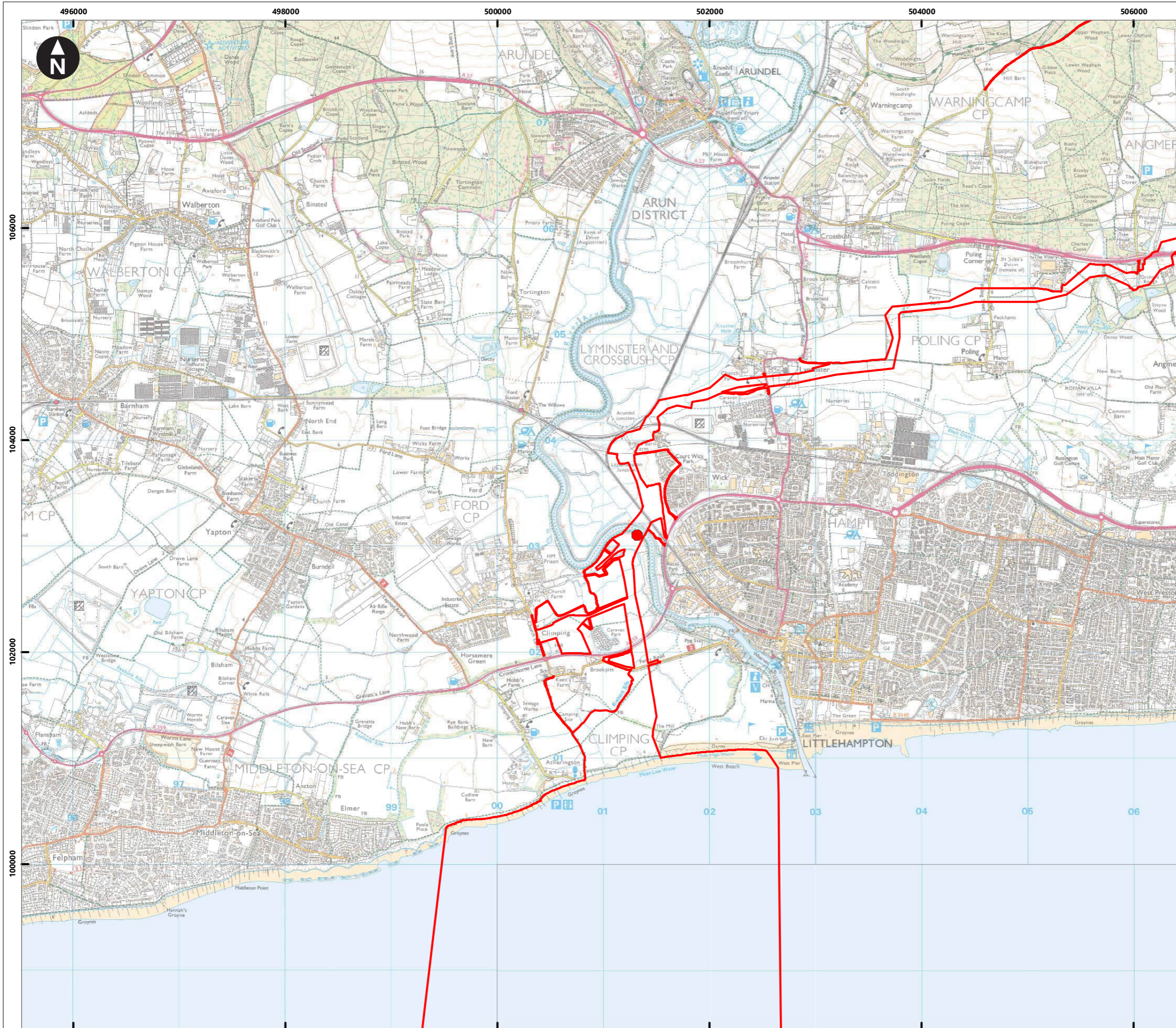


Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.6.11 Onshore cable corridor rail crossings
 Outline Construction Traffic Management Plan
 Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-1424	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 08/08/2023	Status: FINAL
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Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- ▲ Open cut crossing
- Trenchless crossing

0 0.175 0.35 0.7 1.05 1.4
 Kilometres
 1:35,000
 British National Grid Transverse Mercator

Rampion Extension Development

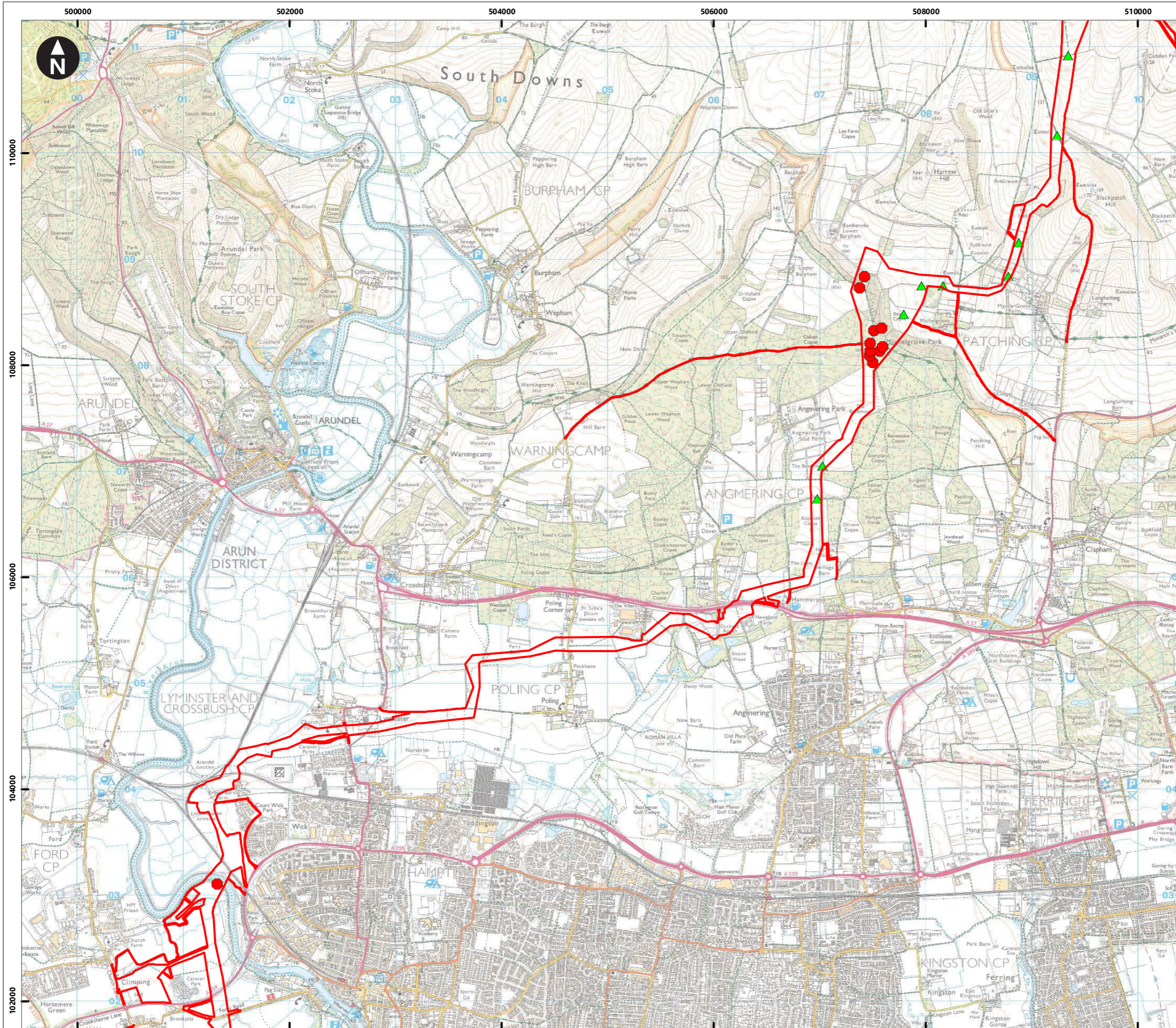
Rampion 2 Offshore Wind Farm

Figure 7.6.12a Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-3931		Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET
Drawn Date: 08/08/2023	Status: FINAL	



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Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- ▲ Open cut crossing
- Trenchless crossing

0 0.175 0.35 0.7 1.05 1.4
 Kilometres

1:35,000
 British National Grid Transverse Mercator

Rampion Extension Development

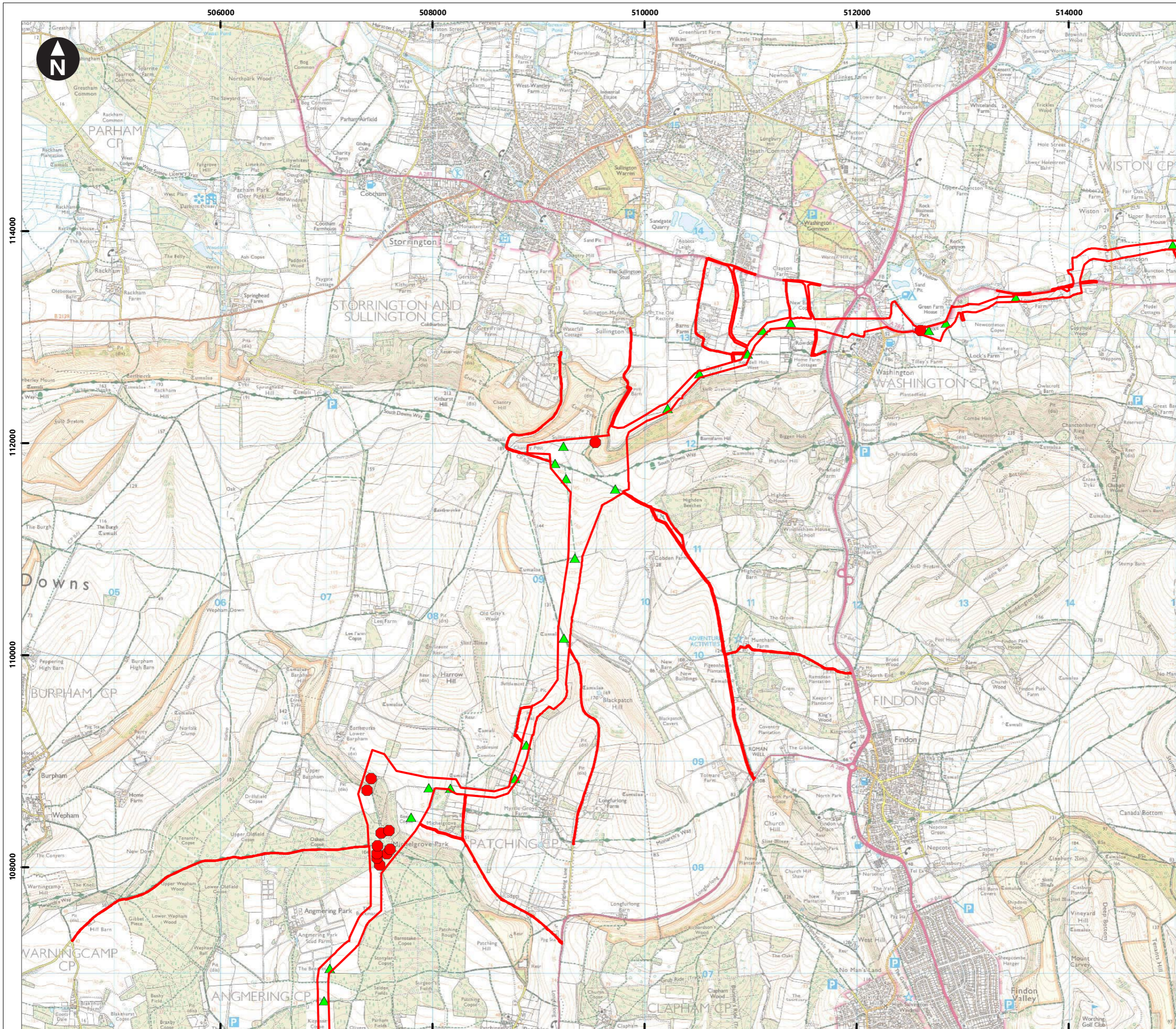
Rampion 2 Offshore Wind Farm

Figure 7.6.12b Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSP-ES-ON-FG-OT-3931		Version: 1.0
Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET
Drawn Date: 08/08/2023	Status: FINAL	



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Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- ▲ Open cut crossing
- Trenchless crossing

Private track crossings

▲ Open cut crossing

● Trenchless crossing

0 0.175 0.35 0.7 1.05 1.4
 Kilometres
 1:35,000
 British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 Offshore Wind Farm

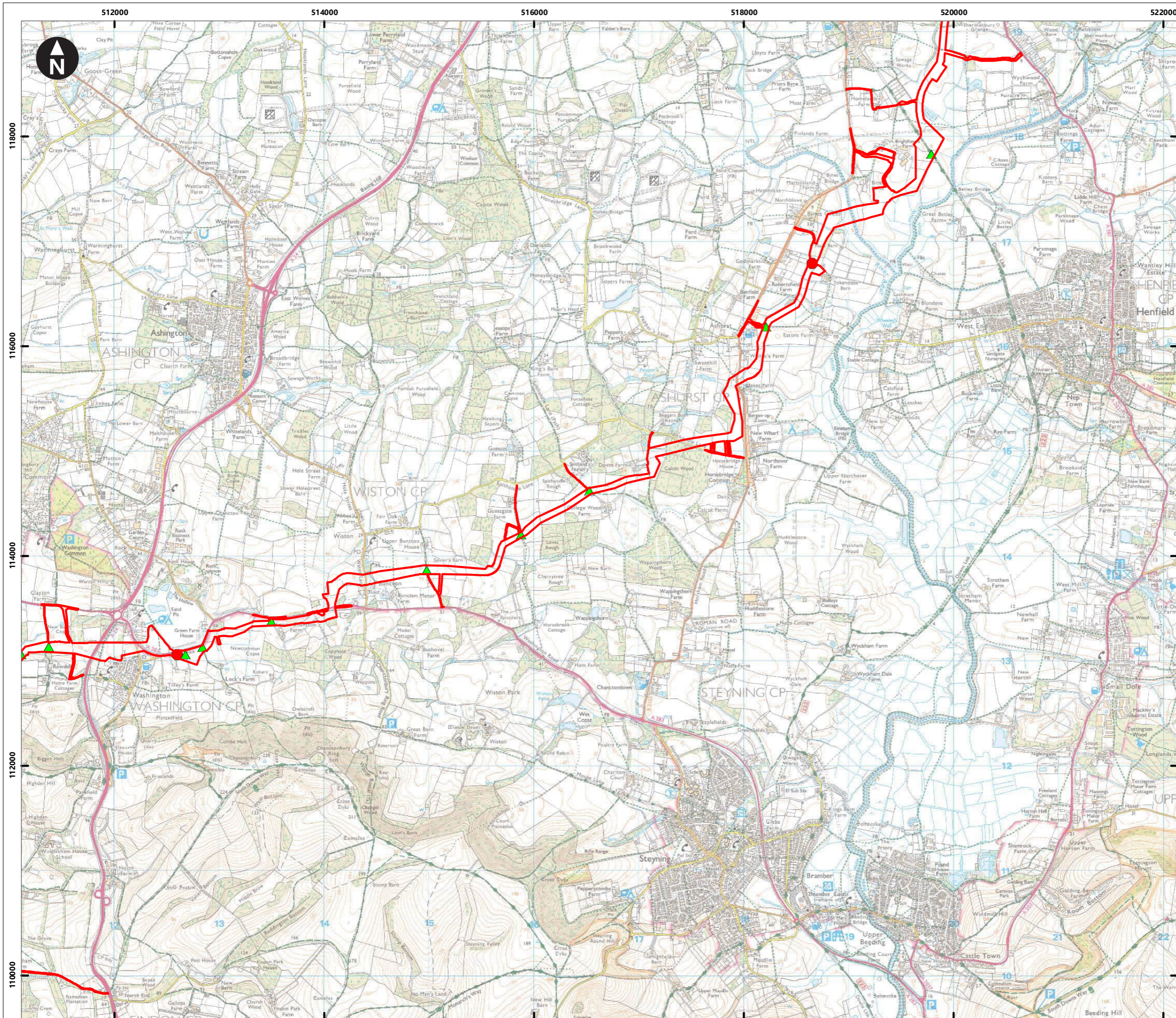
Figure 7.6.12c Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSP-ES-ON-FG-OT-3931 Version: 1.0

Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 08/08/2023	Status: FINAL
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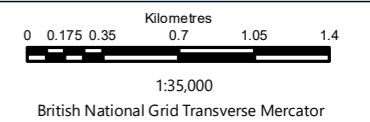
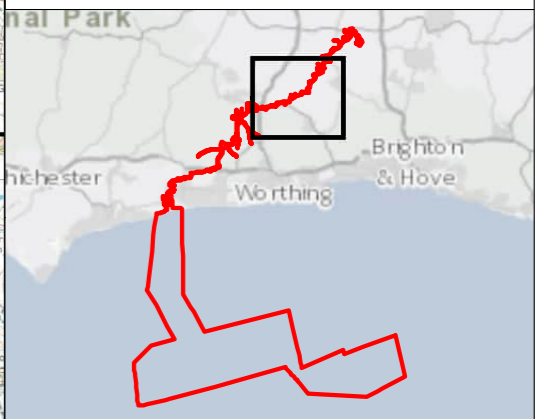
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- Key**
- Proposed DCO Order Limits
 - Bolney Substation extension (AIS)
 - Bolney Substation extension (GIS)
 - Existing National Grid Substation
 - Oakendene substation site

Private track crossings

- ▲ Open cut crossing
- Trenchless crossing



Rampion Extension Development



Rampion 2 Offshore Wind Farm

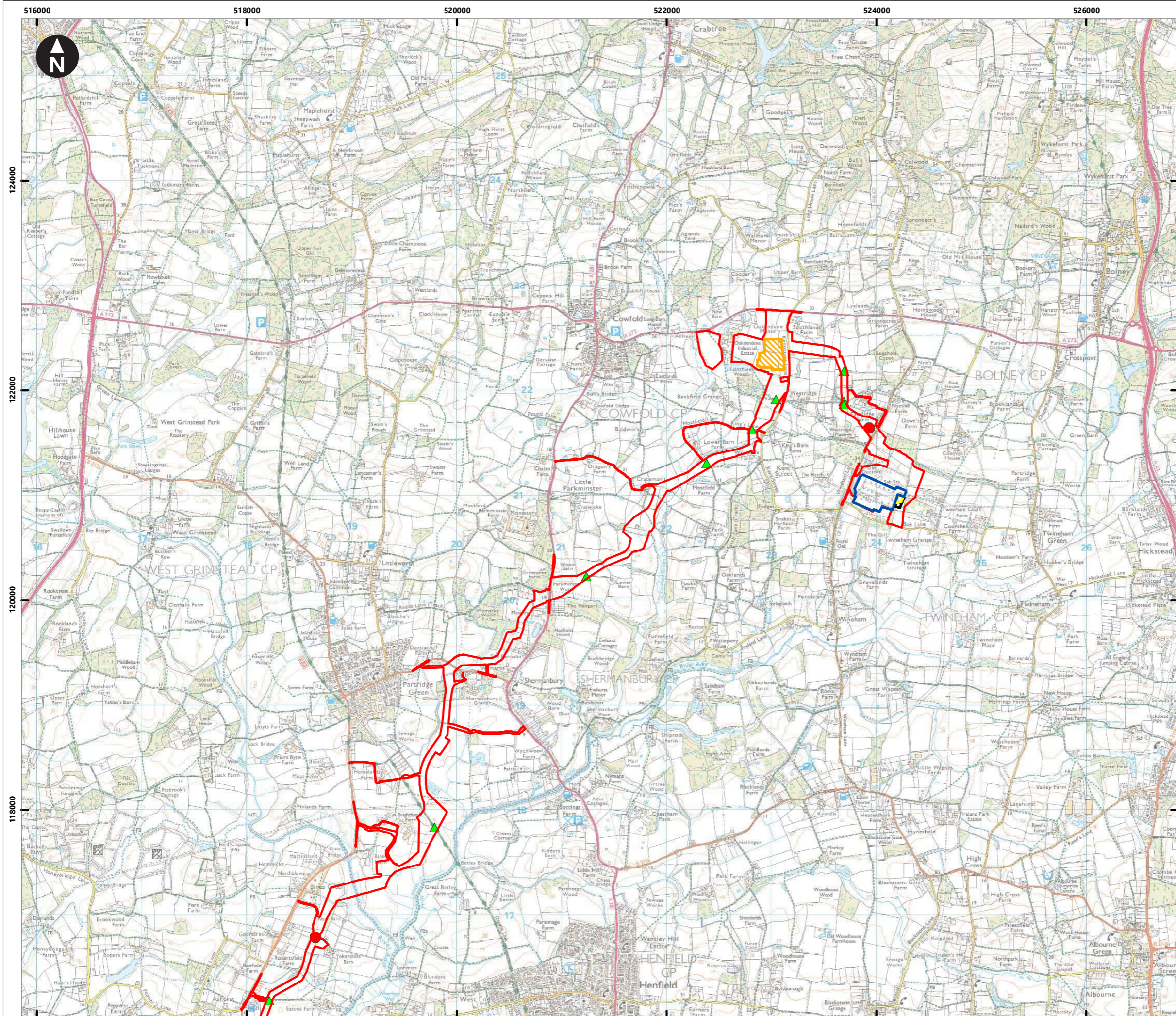
Figure 7.6.12d Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier: 42285-WSP-ES-ON-FG-OT-3931	Version: 1.0
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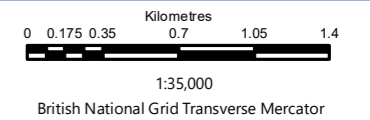
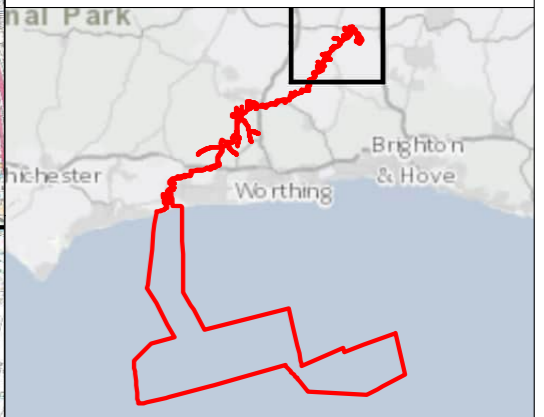
Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 08/08/2023	Status: FINAL
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- Key**
- Proposed DCO Order Limits
 - Bolney Substation extension (AIS)
 - Bolney Substation extension (GIS)
 - Existing National Grid Substation
 - Oakdene substation site
- Private track crossings**
- ▲ Open cut crossing
 - Trenchless crossing



Rampion Extension Development



Rampion 2 Offshore Wind Farm

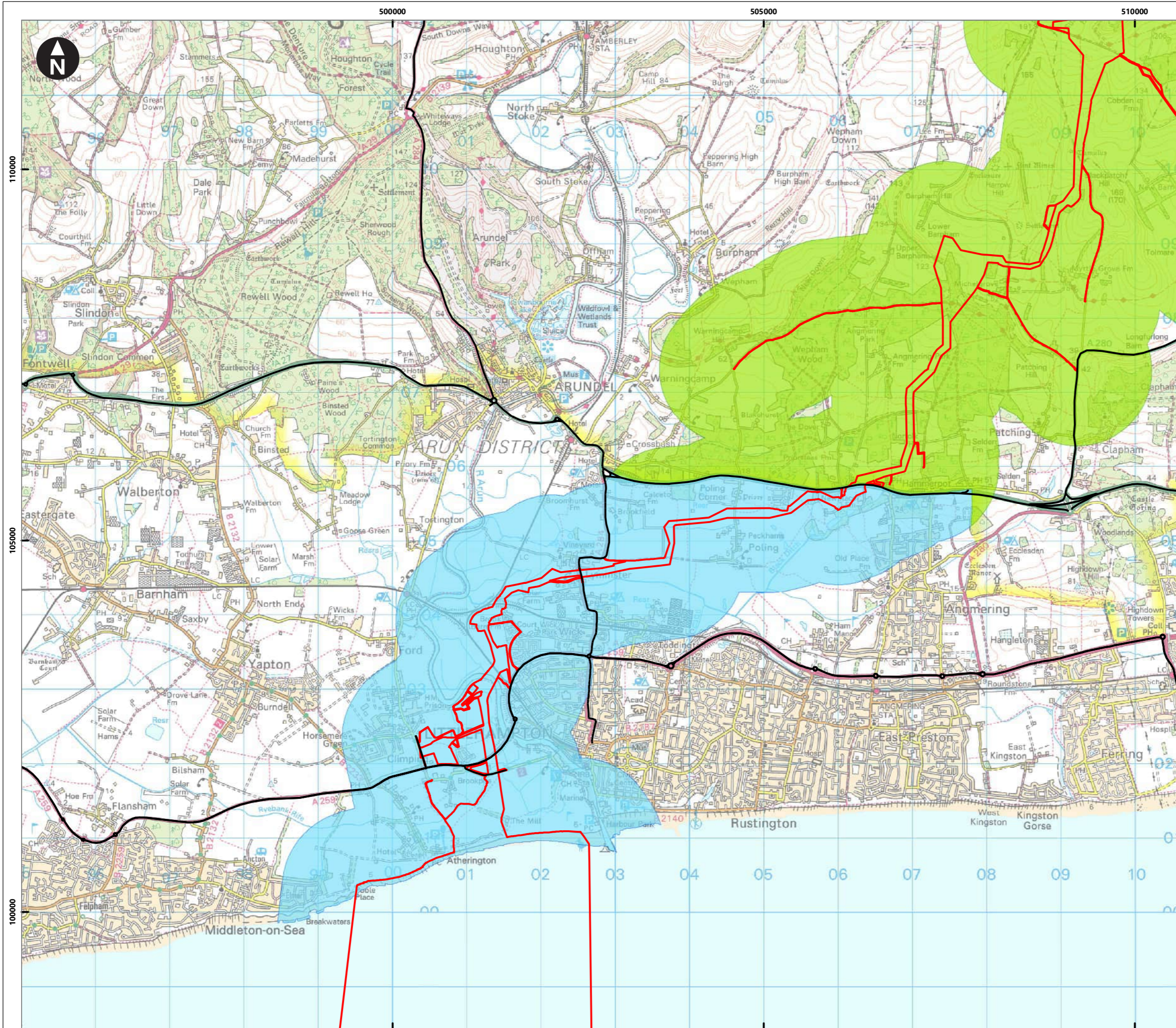
Figure 7.6.12e Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

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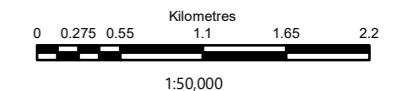
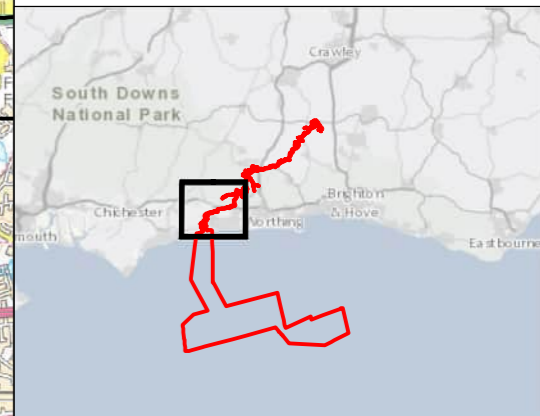
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- Key**
- Proposed DCO Order Limits
 - Site Access 5, serving Section 1
 - Site Access 39, serving Section 2
 - Site Access 63, serving Section 3
 - Construction Traffic Routes



Rampion Extension Development

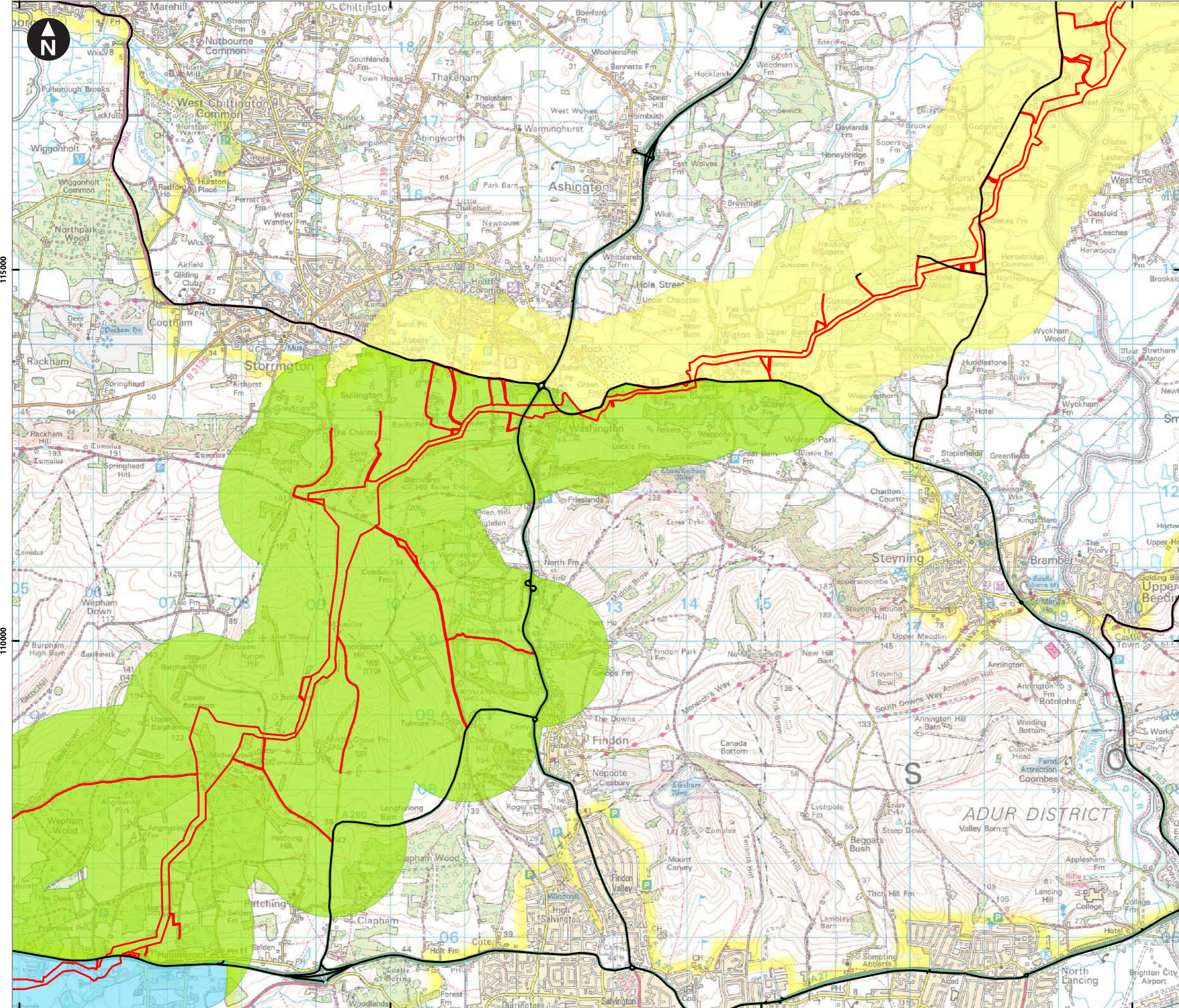


Rampion 2 Offshore Wind Farm
 Figure 7.6.13a LGV Construction traffic routes
 Outline Construction Traffic Management Plan

System Identifier: 42285-WSPE-EX-ON-FG-OT-4243	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 28/02/2024	Status: FINAL
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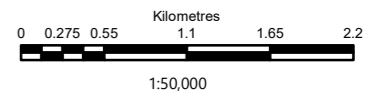
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- Key**
- Proposed DCO Order Limits
 - Site Access 5, serving Section 1
 - Site Access 39, serving Section 2
 - Site Access 63, serving Section 3
 - Construction Traffic Routes



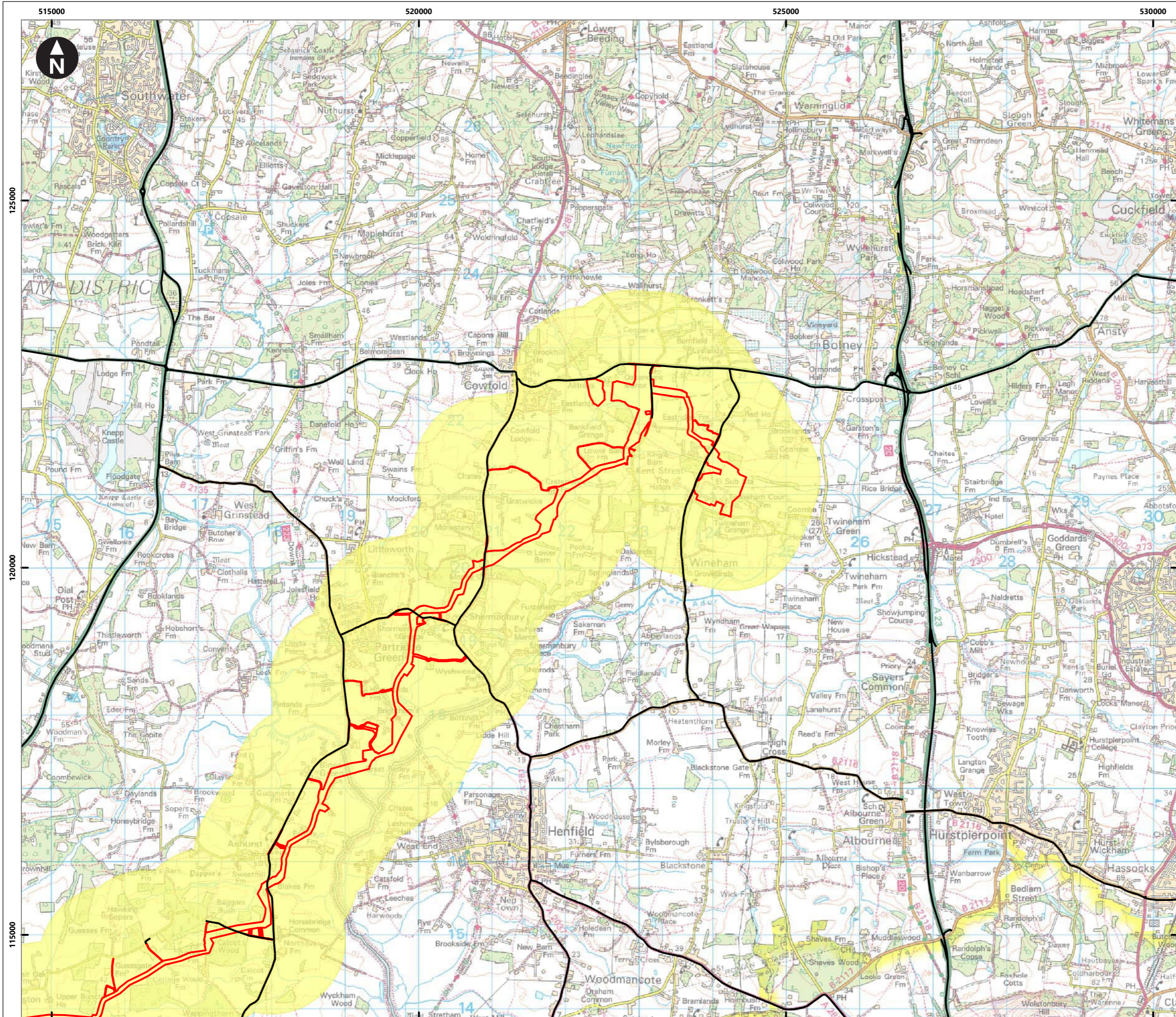
Rampion Extension Development



Rampion 2 Offshore Wind Farm
 Figure 7.6.13b LGV Construction traffic routes
 Outline Construction Traffic Management Plan

System Identifier: 42285-WSP-EX-ON-FG-OT-4243	Version: 1.0
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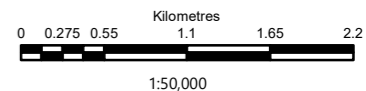
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- Key**
- Proposed DCO Order Limits
 - Site Access 5, serving Section 1
 - Site Access 39, serving Section 2
 - Site Access 63, serving Section 3
 - Construction Traffic Routes



Rampion Extension Development



Rampion 2 Offshore Wind Farm
 Figure 7.6.13c LGV Construction traffic routes
 Outline Construction Traffic Management Plan

System Identifier: 42285-WSP-EX-ON-FG-OT-4243	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Prvd: SUTET	Drawn Date: 28/02/2024	Status: FINAL
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Appendix C

RSA Requirements

Access Reference	RSA Required	Reason	Trigger
A05, A39, A62, A63, A64	Yes	Permanent access and/or temporary construction access into a fundamental element of the proposals (i.e. a site compound or substation)	Prior to the conclusion of the DCO examination.
A01, A09, A12, A13, A15, A16, A28, A33, A35, A40, A41, A42, A43, A47, A48, A50, A53, A56, A57, A67, A68	Yes	<p>These all involve temporary construction access onto classified roads, some of which are rural in nature and high speed.</p> <p>It may be possible to reduce this list as designs are agreed through subsequent stage specific construction management plans.</p>	As part of the detailed design for the accesses and as part of the stage specific construction management plans.
A37, A38, A43A, A61, A64	No	<p>These all involve temporary construction access onto unclassified roads or roads subject to a 30mph speed limit. It is generally considered that any safety related aspects can be resolved through the detailed design and stage specific construction management plans.</p> <p>Should site specific issues arise through the detailed design, WSCC reserves the right to request an RSA if appropriate.</p>	N/A

Access Reference	RSA Required	Reason	Trigger
A02, A03, A04, A06, A08, A10, A11, A14, A17, A18, A20, A23, A24, A25, A27, A29, A30, A31, A32, A34, A36, A37, A38, A43b, A44, A45, A46, A49, A50a, A50b, A51, A53, A54, A55, A58, A59, A60, A65, A66, A69	No	All of these accesses are indicated as light construction, operational, or a combination of both light construction and operational. These accesses are indicated to be very lightly trafficked. The design of these accesses would mitigate their impact on the local highway.	N/A
A20, A21, A22, A23	TBD	These accesses use side roads onto the strategic road network. The need for an RSA should be determined by National Highways.	N/A

Appendix D

Technical Note – Construction Accesses

A-26, A-28, A-61 and A-64 Traffic

Management Strategies

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Rampion 2 Wind Farm

Category 7: Other Documents

Technical Note – Construction

Accesses A-26, A-28, A-61 and A-64

Traffic Management Strategies (tracked)

Date: August 2024

Revision D

Document Reference: 7.6

Pursuant to: APFP Regulation 5 (2) (q)

Ecodoc number: 004866600-04



Document revisions

Revision	Date	Status/reason for issue	Author	Checked by	Approved by
A	25/04/2024	Deadline 3 submission	WSP	RED	RED
B	03/06/2024	Deadline 4 submission	WSP	RED	RED
C	09/07/2024	Update at Deadline 5 to include new traffic survey data on Michelgrove Lane and Kent Street and implementation of temporary 30mph speed limit on Kent Street whilst in use by construction traffic.	WSP	RED	RED
D	01/08/2024	Deadline 6	WSP	RED	RED

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1. Introduction

1.1 Background

- 1.1.1 This technical note details the proposed Traffic Management Strategies which will be employed to facilitate construction access along the A280 Long Furlong and Kent Street as part the Rampion 2 Offshore Wind Farm ('the Proposed Development'). This has been provided in response to Action Points (APs) 11 and 15 of **Action Points arising from Issue Specific Hearing 1 (ISH1) [EV3-020]**.
- 1.1.2 The purpose of this technical note is to set out interventions for the proposed construction access junctions where existing constraints have been identified that limit the ability to provide construction traffic access. These junctions are as follows:
- A280 Long Furlong / Michelgrove Lane – Access A-26;
 - A280 Long Furlong / Tolmare Farm – Access A-28; and
 - Kent Street – Accesses A-61 and A-64.
- 1.1.3 For the purposes of this technical note, Accesses A-26 and A-28 will be considered as part of a single traffic management strategy on the basis that they are both accessed via the A280 Long Furlong.
- 1.1.4 This document forms part of the **Outline Construction Traffic Management Plan [REP3-029]** for the Proposed Development. Subject to confirmation of the access strategies being proved feasible through the detailed design process, the contents of this document will form part of stage specific Construction Traffic Management Plans which are required to be submitted in accordance with Requirement 24 of the **Draft Development Consent Order [REP3-003]**. These will be produced by the appointed Contractor(s) following the grant of the Development Consent Order (DCO) and prior to the relevant stage of construction.
- 1.1.5 Noting this above, all construction traffic routing assumptions contained within this technical note are based upon those controls detailed within the **Outline Construction Traffic Management Plan [REP3-029]** such as those related to construction traffic routing.
- 1.1.6 Construction traffic estimates included within this technical note are derived from in **Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the Environmental Statement (ES) **[REP3-021]**.

2. A280 Long Furlong / Michelgrove Lane (A-26) and A280 Long Furlong / Tolmare Farm (A-28)

2.1 Introduction

2.1.1 This section provides a review of the existing conditions along the A280 Long Furlong, Michelgrove Lane and the Tolmare Farm access junctions before presenting the traffic management strategy for accesses A-26 and A-28.

2.2 Existing conditions

2.2.1 The A280 Long Furlong provides a connection between the A24 at Findon and the A27 south of the village of Clapham. The A280 Long Furlong is a single carriageway road which is predominantly subject to the national speed limit and routes through a rural setting.

2.2.2 It should be noted that West Sussex County Council have proposals in place to install a permanent 40mph speed limit on the A280 Long Furlong from 50m west of the Tolmare Farm access to the junction with A24. This reduction from the current national speed limit will be in place prior to the start of the construction phase for the Proposed Development.

2.2.3 Traffic data collected by Streetwise for A280 Long Furlong between 07 May 2022 and 20 May 2022 (weekdays only) is shown in **Table 2-1** below. This was collected via Automatic Traffic Count (ATC) survey located south of The Street in Clapham, which is approximately 1km south of the junction of Michelgrove Lane and is subject to a 40mph speed limit. AM and PM peak hours summarised in **Table 2-1** show the busiest recorded hour between 7-8am and 4-5pm.

Table 2-1 A280 Long Furlong traffic data summary (Weekday flows)

	AM Peak (7-8am)	PM Peak (4-5pm)	12hr (7am-7pm)	24hr	Average Speed (mph)
Northbound	932	605	6972	9043	36
Southbound	448	944	7507	9391	31
Two-Way	1380	1550	14479	18434	33

2.2.4 Traffic data collected by Tracsis on Michelgrove Lane between 08 May 2024 and 14 May 2024 is shown in **Table 2-2** below. This was collected via Automatic Traffic Count (ATC) survey approximately 50 from the junction with the A280.

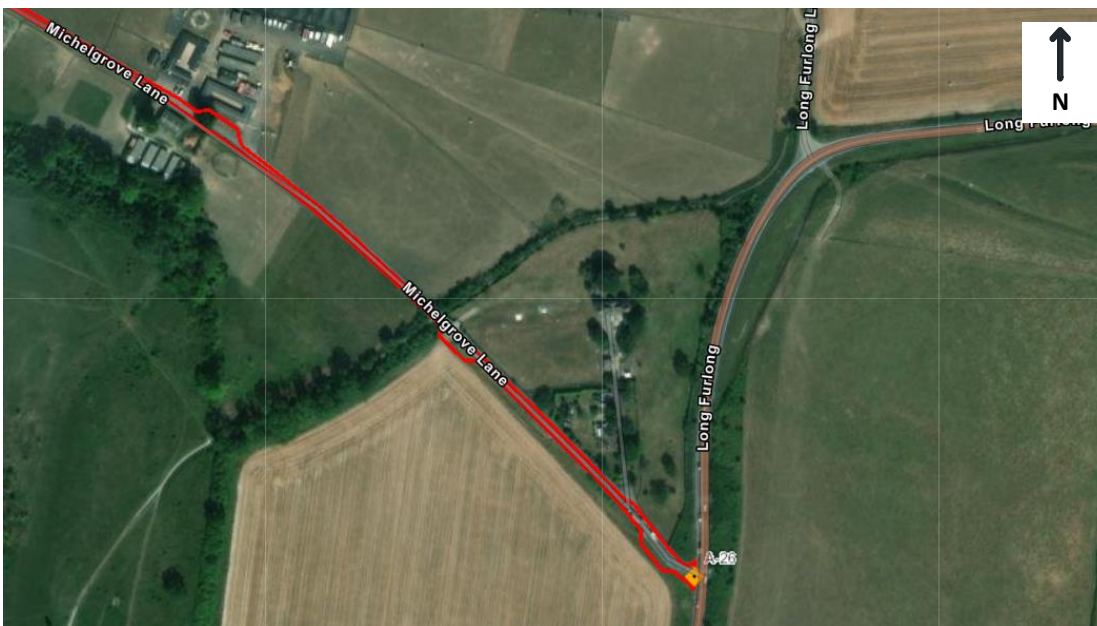
Table 2-2 Michelgrove Lane traffic data summary (Weekday flows)

	AM Peak (8-9am)	PM Peak (4-5pm)	12hr (7am-7pm)	24hr	Average Speed (mph)
Northbound	17	19	196	221 <u>220</u>	16
Southbound	11	14	144	160 <u>158</u>	10
Two-Way	26	33	339	381 <u>377</u>	13

A280 Long Furlong / Michelgrove Lane

2.2.5 **Graphic 2-1** presents access A-26 which is located at the A280 Long Furlong / Michelgrove Lane junction. The onshore cable corridor is located approximately 1.8km north of the A280 Long Furlong / Michelgrove Lane access.

Graphic 2-1 Michelgrove Lane junction with Long Furlong – Access A-26



Screenshot capture taken from Rampion 2 WSP WebGIS platform Aerial imagery source: Esri, Maxar, Earthstar Geographics, and the GIS User Community 2024.

2.2.6 The junction is located on an incline reducing in gradient towards the north along the A280 Long Furlong, with Michelgrove Lane also reaching an incline towards the junction. Michelgrove Lane is a single track road with passing places proposed at regular intervals. There is both horizontal and vertical curvature of the A280 Long Furlong carriageway north of the junction, limiting the visibility in this direction. **Graphic 2-2** provides an indication of the existing junction form.

Graphic 2-2 View to the north along A280 Long Furlong – Access A-26

© 2024 Google

- 2.2.7 Visibility splay assessments for the junction has shown that 2.4m by 120m is achievable to the north and 2.4m by 215m is available to the south as shown on **Drawing 62280651-WSP-XX-XX-DR-TP-0100-004** included in **Appendix A**. The achievable visibility splay to the north does not correspond to the desirable minimum stopping sight distance for the 60mph speed limit (100kph) defined in Standards for Highways Design Manual for Roads and Bridges (DMRB), CD109 (Highway link design) (2020). It has not been possible to complete speed surveys at this junction to verify existing traffic speed on the A280 Long Furlong due to there not being an appropriate location for the survey equipment.
- 2.2.8 Swept path analysis has also been completed for the junction using vehicles that would be expected to support construction of the onshore cable route. The outcome of this swept path analysis is summarised in **Table 2-3** with associated drawings provided in **Appendix A**.
- 2.2.9 For all swept path analysis completed within this document it should be noted that the low loader used provides a worst-case scenario for assessment purposes based upon a 26m long Broshius SL2 4-axle vehicle. The vehicle type used for the transportation of cable drums will be confirmed during detailed design and a smaller vehicle may be used, such as the Hammar 155 drum loader, which is approximately 16m long.

Table 2-3 Summary of HGV entry and exit of A280 Long Furlong / Michelgrove Lane

Vehicle	Drawing	A280 Long Furlong to Michelgrove Lane	Michelgrove Lane to A280 Long Furlong
HGV – Tipper	62280651-WSP-XX-XX-DR-TP-0100-003	Left and right turn in are feasible	Left turn requires use of full A280 Long Furlong carriageway to avoid overrunning kerb / verge
HGV – Articulated Vehicle	62280651-WSP-XX-XX-DR-TP-0100-002	Left and right turn in are feasible but right turn may require support by banksman	Requires use of full A280 Long Furlong carriageway to avoid overrunning kerb / verge. Likely to require support by banksman
HGV – Cable Drum Low Loader	62280651-WSP-XX-XX-DR-TP-0100-001	Only possible from the south but requires use of full A280 Long Furlong carriageway. May require support by banksman	Not possible in either direction within existing junction geometry without overrunning of kerb / verge

2.2.10 **Table 2-3** shows that HGV tipper trucks can complete manoeuvres in all directions. Articulated HGVs can egress to the north and south but with banksman support whilst low loaders can only turn into Michelgrove Lane from the south. It is not possible for low loaders to exit Michelgrove Lane onto the A280 Long Furlong within existing junction geometry without overrunning existing kerbs / verges.

Michelgrove Lane

2.2.11 Michelgrove Lane is a single-track lane without footways and is subject to a national speed limit (60mph). It serves a limited number of residential properties, Spearfield Stud and Livery and the Angmering Park Estate and currently has a number of informal passing places. The single-track nature of Michelgrove Lane is shown on **Graphic 2-3** and **Graphic 2-4** below.

Graphic 2-3 View along Michelgrove Lane (Northbound)



Graphic 2-4 View along Michelgrove Lane (Southbound)



- 2.2.12 In addition to the existing residential and commercial properties, it is noted that Bridleway 2174 and Footpath 2263 cross Michelgrove Lane whilst Bridleway 2208 (part of Monarch's Way) uses Michelgrove Lane for approximately 300m towards the northern end of the route.

A280 Long Furlong / Tolmare Farm – Access A-28

- 2.2.13 Access junction A-28 is located approximately 3km north-east of the Michelgrove Lane junction along the A280 Long Furlong. The junction currently serves Tolmare Farm and is gated to avoid public access. **Graphic 2-5** presents the location access A-28, running to the north of the A280 Long Furlong. The onshore cable corridor is located approximately 3km north of access A-28.
- 2.2.14 Restricted byway 2092 follows Tolmare Farm access northwards and continues south on the opposite side of the A280 Long Furlong. To the north this also restricted byway 2092 connects into a number of other Public Rights of Way, including bridleway 2103, 2107, 2108 and 2109.

Graphic 2-5 Tolmare Farm junction with Long Furlong – Access A-28



*Screenshot capture taken from Rampion 2 WSP WebGIS platform
Aerial imagery source: Esri, Maxar, Earthstar Geographics, and the
GIS User Community 2024.*

- 2.2.15 The junction is located on the brow of a hill, with horizontal curvature of the A280 Long Furlong approximately 200m north and 100m south of the junction. This presents particular challenges in achieving visibility requirements in line with Standards for Highways DMRB CD109 (Highway link design) (2020) guidance. **Graphic 2-6** provides an indication of the existing junction form.

Graphic 2-6 View to the north along A280 Long Furlong – Access A-28



© 2024 Google

- 2.2.16 Visibility splay assessments for the junction have shown that less than 2.4m by 120m is achievable to the south and 2.4m by 215m is available to the north as

shown on **Drawing 62280651-WSP-XX-XX-DR-TP-0100-008**, included in **Appendix B**. This achievable visibility splay to the south does not correspond to the desirable minimum stopping sight distance for the 60mph speed limit (100kph) defined in Standards for Highways DMRB CD109 (Highway link design) (2020) to the north or 40mph to the south.

- 2.2.17 Further to this, manual speed surveys were completed by Advanced Transport Research on 26 and 27 March 2024 at the A280 Long Furlong / Tolmare Farm access junction. These surveys demonstrated 85th percentile speeds of 40mph in the eastbound direction and 42.5mph in the westbound direction on the A272. As noted in **paragraph 2.2.16**, according to DMRB CD109, these speeds each correspond to sight stopping distances of 120m. Therefore, these recorded speeds indicate that the achievable visibility splays are not appropriate for existing vehicular speeds in each direction of the A280 Long Furlong in the northbound direction and therefore traffic management will need to be considered to facilitate use by construction traffic.
- 2.2.18 Swept path analysis has also been completed for the junction using vehicles that would be expected to support construction of the onshore cable route. The outcome of this swept path analysis is summarised in **Table 2-4** with associated drawings provided in **Appendix B**.

Table 2-4 Summary of HGV entry and exit of A280 Long Furlong / Tolmare Farm Access

Vehicle	Drawing	A280 Long Furlong to Tolmare Farm Access	Tolmare Farm Access to A280 Long Furlong
HGV – Tipper	62280651-WSP-XX-XX-DR-TP-0100-007	Requires use of full Tolmare Farm access when turning in from north	Requires use of full A280 Long Furlong carriageway to avoid overrunning kerb / verge
HGV – Articulated Vehicle	62280651-WSP-XX-XX-DR-TP-0100-006	Left and right turn in are feasible but likely to require support by banksman	Left and right turn in are feasible but likely to require support by banksman
HGV – Cable Drum Low Loader	62280651-WSP-XX-XX-DR-TP-0100-005	Left turn in is feasible but requires use of full A280 carriageway and Tolmare access. Right turn in is not possible.	Only possible to the south but requires use of full A280 Long Furlong carriageway. Likely to require support by banksman

- 2.2.19 **Table 2-4** shows that HGV tipper trucks can complete manoeuvres in all directions. Articulated HGVs can enter and exit the junction from both directions but low loaders would only be able to enter and exit the junction from/to the south along A280 Long Furlong.

2.3 Construction traffic estimates

2.3.1 **Table 2-5** presents the breakdown of different construction vehicles anticipated to use accesses A-26/A-28 over the full construction phase. The figures are for all vehicles using either access A-26 or access A-28, or a combination of both.

Table 2-5 Accesses A-26 / A-28 construction traffic vehicle numbers

Vehicle Type	Assumed use	Number*
LGV	Ancillary materials, staff vehicles	2,238
HGVs	Stone, Cement Bound Sand (CBS), ducts, plant and cable transport	4,892

* Totals represent vehicle movements. A vehicle using the access in and then out equals two.

2.3.2 This equates to approximately 3,500 construction vehicles using accesses A-26/A-28 in each direction over the course of the construction phase.

Peak week construction traffic flows

2.3.3 In addition to the overall construction traffic flows, it is important to consider the duration of peak construction activity to ensure that the proposed traffic management strategy is appropriate. These peak week values are presented in Table 6-8 of [Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) of the Environmental Statement (ES) [REP3-021] and are replicated in **Table 2-6**.

Table 2-6 Accesses A-26 / A-28 peak construction traffic flows

Vehicle Type	Two-Way Vehicle Movements per Week	Two-Way Vehicle Movements per Day
Peak total construction traffic (Week 70-73)		
LGVs	108	22
HGVs	202	40
TOTAL	310	62
Peak total for HGV traffic (Week 161-166)		
LGVs	12	2
HGVs	244	49
TOTAL	256	51

* Totals represent vehicle movements. A vehicle using the access in and then out equals two movements.

- 2.3.4 The peak of construction activity for accesses A-26 / A-28 is during week 70-73 where the forecast weekly total construction traffic flows is 310 vehicles or 62 vehicles per day. For HGVs, the peak of construction activity occurs during weeks 161-166 of the construction phase where the forecast HGV traffic flow 244 vehicles (256 vehicles in total) or 49 HGVs per day (51 total vehicles per day).
- 2.3.5 Across the construction phase, there are two anticipated periods of construction traffic activity; the first peak is associated with the haul road, construction, cable trenching, duct laying, backfilling and trenchless crossing activities and the second peak is associated with cable pulling and haul road reinstatement. The first peak will result in approximately 40 HGVs per day using Michelgrove Lane or 3-4 per hour and this first peak will last for approximately four weeks. Overall, the average HGV flow on Michelgrove Lane will be 1-2 vehicles per hour during this phase of activity which will last approximately 30 weeks.
- 2.3.6 During the second period of construction activities, there will be a peak of approximately 244 HGVs using Michelgrove Lane per week, equivalent to approximately 50 per day or 4-5 per hour, for a period of approximately 6 weeks. Overall, the average HGV flow on Michelgrove Lane will be 2-3 vehicles per hour during this second phase of activity which will last approximately 10 weeks.
- 2.3.7 Construction traffic will use Michelgrove Lane for approximately 45 weeks of the construction programme albeit this is not continuous, with the current programme estimating an approximate 12 month gap between the first and second construction periods described in **paragraphs 2.3.5 and 2.3.6**. Across the entire period when HGV access will be required at A-26 and A-28, there will be an average of one HGV movement in each direction per hour.

2.4 Traffic management strategy for Accesses A-26 and A-28

Introduction

- 2.4.1 Based upon the review of existing conditions and anticipated construction traffic flows in **Sections 2.2 to 2.3**, this section details the proposed traffic management strategy for accesses A-26 and A-28.

Traffic management strategy principles

- 2.4.2 The traffic management strategy for accesses A-26 and A-28 is based upon the following principles.
- 2.4.3 During enabling / reinstatement works:
- Access for construction HGV traffic from the A280 Long Furlong will be taken as a left-turn into access A-26 Michelgrove Lane or A-28 Tolmare Farm. HGVs arriving from the north will therefore be required to travel south to the Clapham Roundabout to complete a U-turn;
 - Exit for HGV construction traffic out onto the A280 Long Furlong will be taken from access A-28 Tolmare Farm where possible, noting that it will be necessary for tipper HGVs to use access A-26 for enabling and reinstatement works (e.g. haul road construction and removal respectively);

- Access A-28 junction will be controlled by temporary traffic signals to facilitate the safe movement of vehicles out of the junction;
- LGV access will be via A-26 Michelgrove Lane where possible, with entry and exit at the A280 / Michelgrove Lane access junction permitted from both directions; and
- Where required LGVs will be permitted to enter A-28 Tolmare Farm from the south but exit both directions (under traffic signal control).

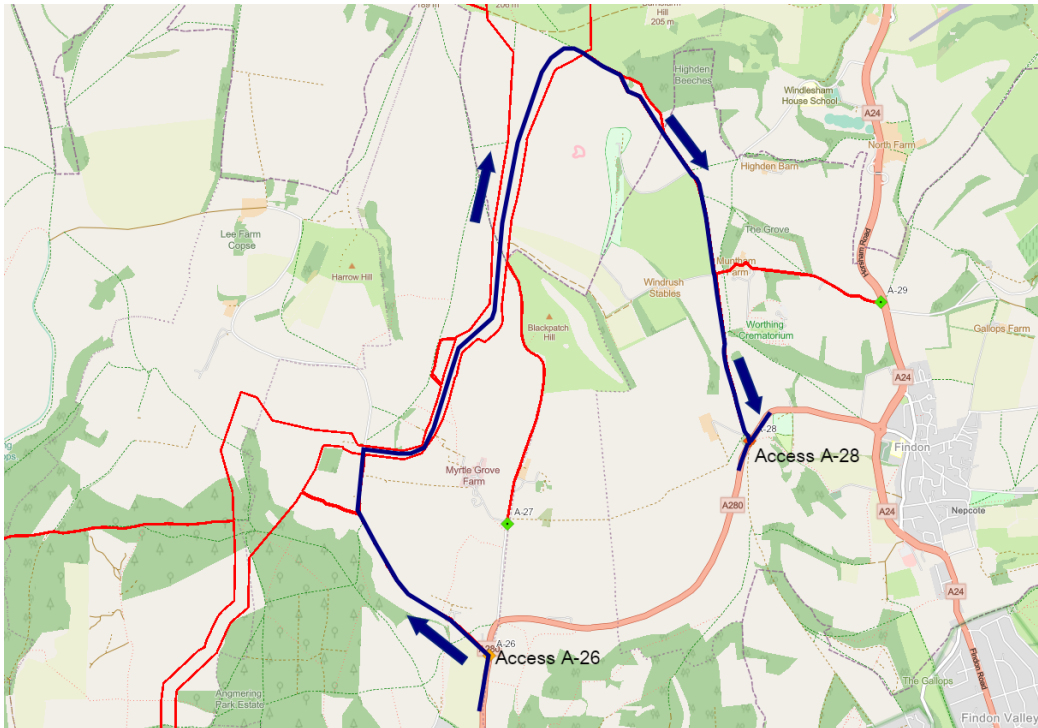
2.4.4 During cable installation construction works:

- Access for construction HGV traffic from the A280 Long Furlong will be taken as a left-turn into access A-26 Michelgrove Lane or A-28 Tolmare Farm. HGVs arriving from the north will therefore be required to travel south to the Clapham Roundabout to complete a U-turn;
- Exit for HGV construction traffic out onto the A280 Long Furlong will be taken solely from access A-28 Tolmare Farm. Exiting tipper HGVs and articulated HGVs will be permitted to turn in both directions but low loaders will be required to turn right (south) towards the A27);
- Access A-28 junction will be controlled by temporary traffic signals to facilitate the safe movement of vehicles out of the junction;
- LGV access will be permitted to enter and exit Michelgrove Lane access junction from both directions; and
- Limited LGV entry and exit will be permitted via A-28 Tolmare Farm. Entry will be permitted only from the south (left-in) and exit will be controlled by traffic signals.

2.4.5 The following traffic management measures will also be applied for the entirety of the construction programme:

- A temporary 40mph speed limit will be applied to A280 Long Furlong as a reduction to the existing national speed limit (taking account of WSCC's proposed 40mph speed limit referenced in **paragraph 2.2.2**), forming an approximate 3.6km extension of the existing 40mph speed limit at the southern end of A280 Long Furlong; and
- To facilitate access along Michelgrove Lane by construction traffic up to eight passing places will be installed to provide adequate highway width for two-way traffic.

Graphic 2-7 Approximate HGV routing strategy for accesses A-26 and A-28 during cable installation construction works

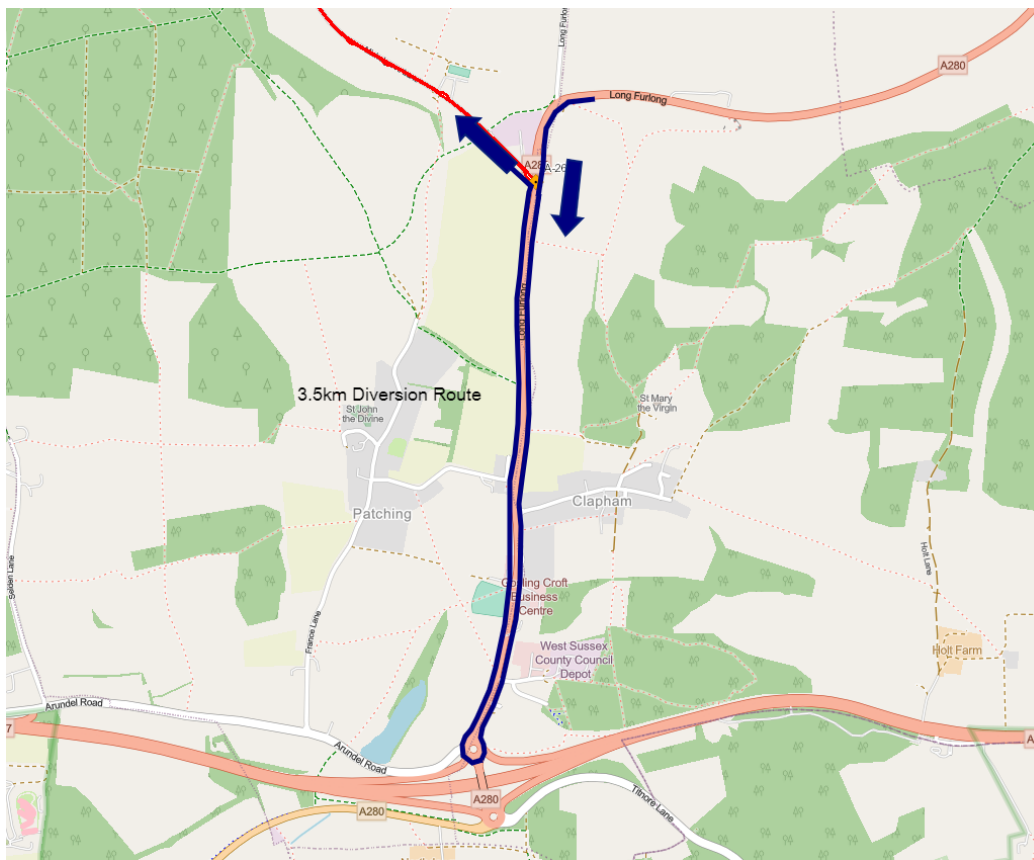


- 2.4.6 This strategy will be required for the approximate 45 week period that construction traffic is required to use access A-26 and A-28, and is discussed in more detail in the remainder of **Section 2.4**.

Access A-26

- 2.4.7 As noted in **Section 2.4** above, it is proposed to restrict HGV movements into access A-26 Michelgrove Lane from the A280 Long Furlong so that it is only permitted as a left turn from the south. This will require HGVs routing from the north to travel southbound to Clapham roundabout and complete a U-turn to head northbound along the A280 Long Furlong. This diversion, shown graphically in **Graphic 2-8**, is approximately 3.5km in length and will take approximately five minutes assuming an average speed of 40mph.
- 2.4.8 Exit onto the A280 Long Furlong from Michelgrove Lane will be prohibited except for Tipper HGVs where this is necessary to facilitate enabling works and reinstatement. Where this is required, Tipper HGVs will be required to turn right and exit Michelgrove Lane to the south towards the A27.

Graphic 2-8 HGV construction access route to Access A-26 from north



- 2.4.9 Implementing this access strategy allows all HGV manoeuvres at access A-26 to be completed without banksman support with the exception of the cable drum low loaders, which are limited in number and may require banksman support. Should access for articulated HGVs and low loaders be deemed as unfeasible during detailed design it will be necessary for these vehicles to exit the A280 Long Furlong via A-28. Should this be required these movements would be completed from the south only (left-in) with entry from the north not permitted. These deliveries would be managed to prevent conflicts with opposing HGV traffic on the haul road if required.
- 2.4.10 LGV access will be permitted to/from all directions. This is on the basis that the provision of a temporary 40mph speed limit ensures visibility splays are appropriate for traffic speed on the A280 Long Furlong, in terms of junction visibility from Michelgrove Lane and forward visibility along the A280 (to vehicles waiting to turn right into vehicles Michelgrove Lane). This strategy will also limit delays to traffic on the A280 Long Furlong by reducing construction traffic exiting access A-28 traffic signals and will also be supported by the provision of passing places on Michelgrove Lane.

Michelgrove Lane

- 2.4.11 As shown on sheet 12 of the [Onshore Works Plans \[APP-009\]](#) provision has been made to install up to eight passing places on Michelgrove Lane to ensure there is adequate highway width for two vehicles to pass each other. These

passing places will be located between 100m and 250m apart at locations shown within the proposed DCO Order Limits. This is secured by commitment C-251 of the **Commitment Register [REP1-015]**, itself secured through submission of the stage specific Code of Construction Practice in accordance with Requirement 22 of Part 3 of Schedule 1 of the **Draft Development Consent Order [REP2-002]**.

- 2.4.12 Conflicts with pedestrians, cyclists and equestrians using Michelgrove Lane will be managed in accordance with the requirements set-out in Section 8 of the **Outline Construction Traffic Management Plan [REP3-029]** (updated at Deadline 4) and **Outline Public Rights of Way Management Plan [REP3-033]**. Specifically in relation to Michelgrove Lane this will require construction traffic vehicles to:
- reduce vehicle speeds to 30mph on approach to where Public Right of Way (PRoW) 2174, 2263 and 2208 meet Michelgrove Lane;
 - pull into passing bays and wait for pedestrians, cyclists or equestrians to pass before continuing along their journey;
 - where waiting is required for equestrians, HGV drivers will also be required to turn off their engines until the equestrians are at least 20m away to avoid startling the horse(s); and
 - as detailed in the **Outline Public Rights of Way Management Plan [REP3-033]** construction traffic speed limits of 5mph and construction worker patrols will be used on all shared routes where there is potential for construction traffic to conflict with PRoW users;
- 2.4.13 Signage will be placed on Michelgrove Lane to warn construction traffic drivers on approach to PRoW. Signage will also be provided on the PRoW themselves in accordance with the **Outline Public Rights of Way Management Plan [REP3-033]**.

Access A-28

- 2.4.14 Exit for construction traffic HGVs from the Tolmare Farm access (A-28) will be controlled by temporary traffic signals. Limiting construction traffic movements exiting this junction to only HGVs and a limited number of LGVs during the cable installation construction ensures that delays to general traffic travelling on the A280 Long Furlong is kept to a minimum as mainline flow will not be interrupted unless farm or construction vehicles are seeking to exit the Tolmare Farm access (A-28). LGV access from the A280 will only be permitted only from the south.
- 2.4.15 The temporary traffic signals will be located on the A280 Long Furlong since appropriate forward visibility splays cannot be fully achieved to the south due to the brow of a hill (based upon the proposed 40mph speed limit). Temporary signals will ensure construction traffic has adequate time and space to complete turning manoeuvres. These will allow tipper and articulated HGVs to turn left and right out onto the A280 Long Furlong and low loaders to turn right onto the A280 Long Furlong as noted achievable in **Table 2-3**. The temporary traffic signals on the Tolmare Farm access will also be located to ensure that farm vehicles can safely gain access from the A280 Long Furlong. An indicative layout for the temporary traffic signals is shown on **Drawing 62280651-WSP-XX-XX-DR-TP-0100-009** included in **Appendix B**.

- 2.4.16 The Tolmare Farm access A-28 approach for the temporary traffic signals would operate as full time signals using infrared sensors to ensure this stage is only called when required, also allowing for existing farm traffic to also be accommodated by this temporary change. Based upon the peak construction two-way movements for accesses A-26 and A-28 shown in **Table 2-6**, it is anticipated that an average of two HGVs per hour will exit the junction (one every 30 minutes). Furthermore, as noted in **paragraph 2.3.7**, on average there will be only one HGV exiting A-28 per hour across the construction period, meaning that the traffic signals would typically only be called once every 60 minutes.
- 2.4.17 A LinSig assessment has been completed of the proposed temporary traffic signals as provided in **Appendix C**. To provide robust assessment of potential impacts of the traffic signal junction, the LinSig assessment has assumed that the Tolmare Farm access A-28 approach will receive a green signal once every five minutes (12 times per hour). The LinSig assessments have shown that the proposed temporary traffic signals will have a minimal delay to general traffic on the A280 Long Furlong, even when assessed for the peak traffic hour and flows which are higher than predicted peak week of construction traffic. It is therefore not considered necessary to implement peak hour restrictions on construction traffic movements for Access A-28.
- 2.4.18 These temporary traffic signals would remain in place whilst HGV construction traffic access is required to / from accesses A-26 and A-28. Based on current construction phase estimates, these traffic signals would be required for approximately 45 weeks.
- 2.4.19 Where HGVs are required to exit the A280 Long Furlong via access A-28 these will only be permitted from the south. Entry by low loaders may require banksman support, although it is noted that the existing access junction already accommodates movements of large HGVs related to Tolmare Farm.
- 2.4.20 Conflicts with pedestrians, cyclists and equestrians using A-28 and connected PRoW will be managed in accordance with the requirements set-out in Section 8 of the **Outline Construction Traffic Management Plan [REP3-029]** (updated at Deadline 4), **Outline Public Rights of Way Management Plan [REP3-033]** and application of similar controls to those set-out **paragraph 2.4.12** for Michelgrove Lane.

A280 Long Furlong

- 2.4.21 To facilitate safe movement of construction traffic it is proposed to implement a temporary 40mph speed limit on the A280 Long Furlong on approach to and between access A-26 and A-28. From the south, it is proposed that this speed limit forms an extension of the existing 40mph speed limit through Clapham. From the north-east, it is proposed that this speed limit would start west access A-28, noting WSCC's proposed speed limit alterations referenced in **paragraph 2.2.2**.
- 2.4.22 This temporary speed limit will cover a length of approximately 3.6km. Given that vehicles are already recorded (based on data collected in May 2022 outlined in **paragraph 2.2.3**) to travel at 85th percentile speeds in the region of 40mph and 42.5mph in the eastbound and westbound directions respectively, it is anticipated

that this temporary speed limit reduction will have minimal impact upon existing journey times.

- 2.4.23 In the vicinity of accesses A-26 and A-28, additional signage is proposed to be implemented to highlight the presence of construction traffic movements during the construction period. This is recommended to include the signs depicted in **Graphic 2-9**.

Graphic 2-9 Proposed signage in vicinity of accesses A-26 and A-28



3. A272 / Kent Street – Accesses A61 and A64

3.1 Introduction

3.1.1 This section provides a review of the existing conditions along Kent Street and A272 before presenting the traffic management strategy for these accesses. Kent Street will provide a route to access construction access A-61, located 700m south of the A272 on the western side of the carriageway, and access A-64 located 200m south of the A272 on the eastern side of the carriageway.

3.2 Existing conditions

3.2.1 The A272 routes east/west between the A24 and the A23 and is predominantly a single carriageway rural road with varying speed limit between national speed limit and 50mph depending on local constraints. A section of the A272 through Cowfold is subject to a 30mph speed limit as the road routes through a village setting. Kent Street intersects the A272 via a staggered crossroads located approximately 2km east of Cowfold.

3.2.2 Kent Street itself is a single track lane with occasional informal passing places and is subject to the national speed limit. There are no footways, which means pedestrians generally walk on the carriageway and move onto grass verges to allow traffic to pass. Kent Street serves approximately 25 residential properties and agricultural uses in addition to Kings Lane / Moatfield Lane. **Graphic 3-1** and **Graphic 3-2** show images of existing conditions on Kent Street.

Graphic 3-1 View along Kent Street (Northbound)



Graphic 3-2 View along Kent Street (Southbound)



3.2.3 Kent Street also provides access to a number of PRow, albeit to the south of the proposed construction access locations. This includes footpaths 1787, 1789, 1790,

1791, 2380 and 2382 and bridleway 1785 (Kings Lane) which provide a number of circular routes east and west of Kent Street.

- 3.2.4 Traffic data collected by Tracsis on Kent Street between 08 and 14 May 2024 is shown in **Table 3-1** below. This was collected via ATC survey located approximately 850m south on Kent Street from the A272 junction. AM and PM peak hours summarised in **Table 3-1** show the busiest recorded hour between 8-9am and 3-4pm.

Table 3-1 Kent Street Traffic Data Summary (Average Weekday flows)

	AM Peak (8-9am)	PM Peak (4-5pm)	12hr (7am-7pm)	24hr	Average Speed (mph)
Northbound	16	14	161	190	27
Southbound	12	12	153	182	20
Two-Way	29	26	314	371	28

- 3.2.5 **Table 3-1** outlines that average weekday flows along Kent Street are approximately 30 vehicles per hour in the peak periods and 15 vehicles per hour when considered across the 7am to 7pm period. This equates to approximately one vehicle using Kent Street every 2-3 minutes.

A272 / Kent Street Junction

- 3.2.6 Traffic flows along the A272, as reported for 'Highways Link C' within **Chapter 32: ES Addendum, Volume 2** of the Environmental Statement [**REP1-006**] are in the region of 16,904 Average Annual Daily Flow (AADF) including 745 HGVs, recorded in 2019. These flows, respectively, are anticipated to rise to 18,933 and 820 in the future year baseline (2026/27).
- 3.2.7 Visibility splay assessments for the junction has shown that 2.4m by 120m is achievable to the west and 2.4m by 120m is available to the east as shown on **Drawing 62280651-WSP-XX-XX-DR-TP-0100-014**, included in **Appendix D**.
- 3.2.8 The existing 60mph speed limit corresponds to desirable minimum stopping sight distances of 215m as defined in Standards for Highways DMRB CD109 (Highway link design) (2020), whereas the achieved 120m in either direction would suffice for vehicular speeds of 40mph.
- 3.2.9 Swept path analysis has also been completed for the junction using vehicles that would be required to support construction of the onshore cable route. The outcome of this swept path analysis is summarised below with associated drawings provided in **Appendix A**.

Table 3-2 Summary of HGV entry and exit of A272 / Kent Street junction

Vehicle	Drawing	A272 to Kent Street	Kent Street to A272
HGV – Tipper	62280651-WSP-XX-XX-DR-TP-0100-012	Left and right turn in are feasible	Left and right turn out are feasible
HGV – Articulated Vehicle	62280651-WSP-XX-XX-DR-TP-0100-011	Left and right turn in are feasible but likely to require support by banksman	Left and right turn out are feasible but left turn requires use of full A272 carriageway. Likely to require support by banksman
HGV – Cable Drum Low Loader	62280651-WSP-XX-XX-DR-TP-0100-010	Left and right turn in are feasible but will require use of full A272 carriageway. Will require support by banksmen	Left and right turn out are feasible but left turn requires use of full A272 carriageway. Will require support by banksmen

3.2.10 **Table 3-2** shows that all construction vehicles can complete all manoeuvres in all directions. Both Articulated HGVs and Low Loaders would require the use of banksmen, particularly in performing the left turn out of Kent Street onto the A272.

3.3 Construction traffic estimates

3.3.1 **Table 3-3** presents the breakdown of different construction vehicles anticipated to use this access A-61 / A-64 over the full construction phase.

Table 3-3 Accesses A-61 / A-64 construction traffic vehicle numbers

Vehicle Type	Assumed use	A-61 Number*	A-64 Number*
LGV	Ancillary materials, staff vehicles	828	468
HGV	Stone, CBS, ducts, plant and cable transport.	1,320	892

*Total represents vehicles movements. A vehicle using the access in and out equals two movements.

3.3.2 This equates to approximately 1,750 construction vehicles using Kent Street in each direction over the course of the construction phase.

Peak week construction traffic flows

- 3.3.3 In addition to the overall construction traffic flows, it is important to consider the duration of peak construction activity to ensure that the proposed traffic management strategy is appropriate. These peak week values are presented in Table 6-8 of the [Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) of the ES [REP3-021] updated at Deadline 3 and are replicated in [Table 3-4](#) and [Table 3-5](#) below.

Table 3-4 Access A-61 peak construction traffic flows

Vehicle Type	Two-Way Vehicle Movements per Week	Two-Way Vehicle Movements per Day
Peak total construction traffic (Week 146-147)		
LGVs	12	2-3
HGVs	142	28
TOTAL	154	31
Peak total for HGV traffic (Week 146-147)		
LGVs	12	2
HGVs	142	28
TOTAL	154	31

Table 3-5 Access A-64 peak construction traffic flows

Vehicle Type	Two-Way Vehicle Movements per Week	Two-Way Vehicle Movements per Day
Peak total construction traffic (Week 162)		
LGVs	12	2-3
HGVs	274	55
TOTAL	286	58
Peak total for HGV traffic (Week 161-166)		
LGVs	12	2-3
HGVs	274	55
TOTAL	286	58

- 3.3.4 As set out in **Table 3-4** and **Table 3-5**, the peak in construction traffic on Kent Street occurs for a one week period (week 162) and is associated with access A-64. During week 162, approximately 60 construction traffic vehicles will use Kent Street per day (30 in each direction). Access A-64 is located approximately 200m south of the junction with the A272. The peak construction traffic flow associated with access A-61, located 700m south of the A272, however is much lower than access A-64 with a total construction traffic peak of approximately 31 vehicles per day and an HGV peak of 28 vehicles per day (14 in each direction). Importantly, due to the proposed construction programme, the use of accesses A-61 and A-64 will not overlap so the construction traffic flows on Kent Street will only be associated with one access at a time.
- 3.3.5 Construction traffic will need to use Kent Street for approximately 38 weeks of the construction phase although it is noted that this will not be continuous. There are multiple peaks in construction traffic for accesses A-61 and A-64, associated with different construction activities that include haul road construction, cable trenching, duct laying, backfilling, trenchless crossing activities, cable pulling and haul road reinstatement.
- 3.3.6 The peak in construction traffic is anticipated to last approximately two weeks only, during which time 3-5 HGVs per hour will use Kent Street. In between peaks, the construction traffic flows will be minimal per day. For example, outside of these peak periods, it is predicted HGV flows will be no more than 10 vehicles per day (one per hour in either direction) for only 13 weeks of the construction phase.
- 3.3.7 Outside of the single peak construction week at accesses A-61 and A-64, Kent Street will serve approximately 10 HGV two-way movements per day, or five vehicles entering and exiting either construction access over the course of the 12-hour working day.

3.4 Traffic management strategy for Accesses A-61 and A-64

Introduction

- 3.4.1 Based upon the review of existing conditions and anticipated construction traffic flows outlined in **Sections 2.2 to 2.3**, this section details the proposed traffic management strategy for accesses A-61 and A-64.

Traffic management strategy principles

- 3.4.2 The traffic management strategy for accesses A-61 and A-64 is based upon the following principles:
- To facilitate access along Kent Street by construction traffic up to four temporary passing places will be installed to provide adequate highway width for two-way traffic, including HGVs;
 - HGV entry will be controlled via the Oakendene temporary construction compound at access A-62;
 - HGV and LGV exit will be coordinated to ensure that they do not occur at the same time as HGVs entering Kent Street;

- HGV entry and exit will be controlled by banksman along Kent Street, up to and including accesses A-61 and A-64;
- General traffic will also be controlled by banksman whilst HGVs are entering or exiting access A-61 or A-64;
- A temporary 30mph speed limit will be implemented on Kent Street whilst it is being used by construction traffic; and
- A temporary speed limit reduction from the current national speed limit to 40mph along the A272, between east of Cowfold to east of the A272 Cowfold Road / Wineham Lane / Spronkett's Lane crossroads, a distance of approximately 2.7km.

3.4.3 A preliminary design for the Oakendene temporary construction compound (Access A-62) has been prepared by the Applicant which will be subject to an independent Road Safety Audit separately of this traffic management strategy. This access junction will be designed to ensure that construction HGVs can safely enter, wait at the temporary construction compound and exit onto the A272 as required. The preliminary design for access A-62 will be agreed with West Sussex County Council.

3.4.4 Concept designs for Access A-61 and A-64 are provided as part of this traffic management strategy as shown on **Drawing 62280651-WSP-XX-XX-DR-TP-0100-0139015 to 019**. Detailed designs for Access A-61 and A-64 will be completed as part of the post consent detailed design process and stage specific Construction Traffic Management Plans as agreed with West Sussex County Council and referenced in Appendix C of the **Outline Construction Traffic Management Plan [REP3-029]** submitted at Deadline 4.

3.4.5 This strategy is discussed in more detail in the remainder of this section.

Kent Street passing places

3.4.6 Up to four temporary passing places are proposed along Kent Street between the A272 junction and access A-61. These passing places are located within the West Sussex County Council highway boundary and fall under Work No.13 (Temporary construction access) on the **Onshore Works Plans [PEPD-005]** which is defined with the **Draft Development Consent Order [REP3-003]** as 'temporary construction access including creation of visibility splays and vegetation clearance'.

3.4.7 The proposed temporary passing places are located within the proposed DCO Order Limits. These would result in opportunities to pass another vehicle approximately every 100-150m, with forward visibility between each facility. The two southern most passing places are located directly opposite existing informal passing places, meaning these can still be used by non-construction traffic for informal parking if required.

3.4.8 Provision of these passing bays along Kent Street will facilitate the passing of cars, LGVs and HGVs during the construction phase whilst also providing for emergency vehicles or other unforeseen circumstances. Whilst construction HGVs should not need to make use of these passing places since their movements will be controlled such that entry and exit vehicles do not need to pass at the same

time, the passing places have been designed to accommodate HGVs passing as an additional safeguard.

- 3.4.9 **Drawing 62280651-WSP-XX-XX-DR-TP-0100-013** included in **Appendix D** presents the indicative layout and locations of proposed temporary passing places along Kent Street. The two northernmost bays are located on the east side of Kent Street, whilst the remaining two bays are located on the western side of Kent Street.
- 3.4.10 The construction details of these temporary passing places will be agreed with West Sussex County Council as part of stage specific Construction Traffic Management Plans as per Requirement 24 of the **Draft Development Consent Order [REP3-006]**. Reinstatement of the temporary passing places once the construction is complete will be completed in accordance with commitments C-103 and C-199 of the **Commitments Register [REP3-049]**.

A272 / Kent Street Junction

- 3.4.11 In order to facilitate the Low Loader movements turning right in and left out of Kent Street, some local widening will be required on the western side of the Kent Street approach to the junction, as depicted in **Drawings 62280651-WSP-XX-XX-DR-TP-0100-019** and **62280651-WSP-XX-XX-DR-TP-0100-015 to 018** in **Appendix D**. The full extent of the proposed widening falls outside of the West Sussex County Council highway boundary but within the proposed DCO Order Limits and allows all construction access manoeuvres to be undertaken without the support from banksman.

HGV entry and exit

- 3.4.12 HGV entry and exit for accesses A-61 and A-64 will be controlled during construction. HGV entry would be controlled through the following system:
- All HGVs will first route to the Oakendene west compound (access A-62). HGVs entry into site from the compound will then be 'approved' at the works site at which point HGVs or LGVs are held until incoming HGVs have left the public highway. Communication between the compound and construction site would be via two-way radio, which are commonly used by construction workers and in logistics to manage vehicle movements.
 - Once HGVs are called into site banksman hold general NB traffic south of the construction access point to avoid conflict. The journey from compound to construction access A-61 would take approximately five minutes for a vehicle travelling at 20mph. As the average northbound vehicle flow on Kent Street is 13-14 vehicles per hour or one every 4-5 minutes (as shown in Table 3-1) in some cases there would be no delay to general traffic whilst incoming HGVs complete their journey.
 - In some cases general traffic, including HGVs, may turn into Kent Street from the A272 after an HGV has been called into site and before it reaches Kent Street. When this occurs, the following process will be followed depending upon which construction access is being used and the number of other vehicles on Kent Street.

- If a South Bound (SB) vehicle enters Kent Street when vehicles are already being held in the North Bound (NB) direction they will be directed into one of the proposed temporary passing bays until the construction HGV has passed and after NB vehicles have been released. Where construction HGVs are entering Access A-61 SB vehicles will be able to be held at Access A-64 and passing place 2 or 3 shown on Drawing **62280651-WSP-XX-XX-DR-TP-0100-019**. When construction HGVs are entering A-64 SB vehicles will be held at passing place 2 or 3, facilitated by banksmen holding NB traffic south of passing place 3.
 - If a SB vehicle enters Kent Street when there are not vehicles being held in the NB direction it will be allowed to continue its journey unimpeded.
 - For exiting HGVs the following process will be followed.
 - Exiting HGVs would be supported by banksmen which hold northbound traffic south of the construction access junction and southbound traffic on the northern section of Kent Street at a safe distance from the junction with the A272 making use of the widening of the Kent Street carriageway, proposed temporary passing places or construction access A-64 (when not in use).
 - In all cases general traffic will be given priority and only held when construction traffic has reached the construction access and is ready to leave the site. A construction vehicle traveling north from A-61 at 20mph however would take approximately two minutes to reach the junction with the A272 so would be unlikely to conflict with any SB traffic.
- 3.4.13 Construction LGVs would be free to move on / off-site other than when HGVs have been called in or where they are held on Kent Street as HGVs exit the site.
- 3.4.14 Based upon predicted construction HGV flows using Kent Street it should be noted that outside of the peak construction weeks, general traffic will have unimpeded use of Kent Street for the majority of the time. As noted in **paragraph 3.3.7** average flow outside these periods of peak construction activity is 10 HGVs across a 12-hr working day. This means that the traffic management strategy proposed within this Appendix would need to be implemented less than once per hour.

Management of Pedestrians, Cyclist and Equestrians

- 3.4.15 Conflicts with pedestrians, cyclists and equestrians using Kent Street will be managed in accordance with the principles set-out in Section 8 of the **Outline Construction Traffic Management Plan [REP3-029]** updated at Deadline 4. Specifically in relation to Kent Street this will require use of the following control measures:
- Prior to HGV arrival along Kent Street, banksmen will inform pedestrians, cyclists and equestrians of these incoming vehicles as part of their control of general traffic. This will allow users to wait south of the construction access or move off the carriageway where it is safe to do so (using existing informal passing places);
 - Construction HGVs will not be released from the compound whilst equestrians are using Kent Street north of accesses A-61 or A-64. This will allow adequate

time for the route to be cleared before HGVs travel southbound along Kent Street;

- Exiting HGVs will be held on-site if equestrians are passing either access on Kent Street and until the route is clear for exit. HGV drivers will be required turn engines off until equestrians are at least 20m past the construction access;
- In the unlikely event that construction traffic meets equestrians on Kent Street, drivers will be required to wait in passing bays with engines off until the equestrian user is at least 20m away. Construction traffic would also be required to give-way to pedestrians and cyclists but without the need to turn engines off; and
- Highway verges on Kent Street will be managed for the duration of the construction period to ensure forward visibility between passing places and allow verges to be used by pedestrians, cyclists and equestrian users if necessary.

3.4.16 The same strategy will be adopted for HGVs exiting accesses A-61 and A-64.

A272 temporary speed limit reduction

3.4.17 To facilitate safe movement of construction traffic it is proposed to implement a temporary 30mph speed limit on Kent Street whilst in use by construction traffic. This will provide a safety benefit to non-motorised users of Kent Street and banksmen required to control HGV movements.

3.4.18 In addition a temporary 40mph speed limit will be implemented on the A272 on approach to and through the junction with Kent Street. From the west, the speed limit leaving Cowfold currently changes from 30mph to national speed limit 210m east of the Oakfield Road junction. It is proposed to temporarily replace this change to 40mph instead of national speed limit. This will continue in place for approximately 2.7km to approximately 120m east of the A272 Cowfold Road / Wineham Lane / Spronkett's Lane crossroads where a return to national speed limit would take effect. It is anticipated that this change could lead to journey times increasing by 50 seconds, based on the reduction from the posted national speed limit to the proposed temporary 40mph speed limit.

Accesses A-61 and A-64

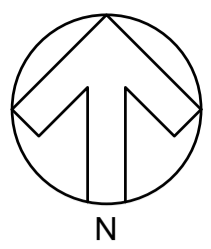
3.4.19 Concept designs have been produced for construction accesses A-61 and A-64. These have been designed taking account of construction traffic routing contained within the **Outline Construction Traffic Management Plan [REP3-029]** updated at Deadline 4 and therefore provide only for construction traffic entering and exiting to the north.

3.4.20 Visibility splay assessments for the proposed accesses A-61 and A-64 have shown that 2.4m by 43m is achievable in the north and south directions, through management of vegetation on highway verges. This corresponds with the required visibility for the proposed temporary 30mph speed limit and based on Manual for Streets guidance (Department for Transport 2010).

- 3.4.21 Swept path analysis has also been completed for Low Loaders as the largest construction vehicle anticipated to require access to accesses A-61 and A-64. This shows that access to / from the north is feasible, noting that such movements would also be managed by banksmen. The outcome of this swept path analysis is shown on Drawings **62280651-WSP-XX-XX-DR-TP-0100-019** provided in **Appendix D**.

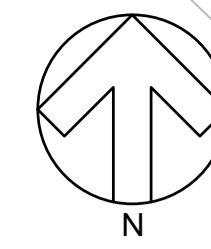
Appendix A

Access A-26 Drawings



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REQUIRES FULL USE OF A280 LONG FURLONG CARRIAGEWAY TO ACHIEVE ENTRY - BANKSMEN REQUIRED



MOVEMENT NOT POSSIBLE - OVERRUNNING EASTERN VERGE

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DO NOT SCALE

NOTES:
1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5KPH

KEY:
— DCO LIMITS

VEHICLE TRACKING KEY:
— VEHICLE WHEELS

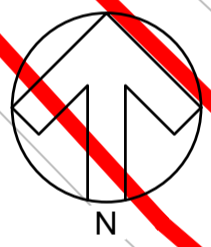
VEHICLE BODY:
— LEFT TURN INTO JUNCTION
— LEFT TURN OUT OF JUNCTION
— RIGHT TURN INTO JUNCTION
— RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:

Broshius SL2 replica - based on VT Low Boy
Overall Length 26.150m
Overall Width 2.850m
Overall Body Height 5.150m
Min Body Ground Clearance 0.209m
Max Track Width 2.591m
Lock to lock time 6.00s
Max Steering Angle (Virtual) 30.00°

LEFT TURN INTO JUNCTION

LEFT TURN OUT OF JUNCTION



37.6m

PASSING PLACE PROVIDED AS SHOWN ON SHEET 12 OF THE ONSHORE WORKS PLANS [APP-009]

MOVEMENT NOT POSSIBLE - OVERRUNNING EASTERN VERGE



PASSING PLACE PROVIDED AS SHOWN ON SHEET 12 OF THE ONSHORE WORKS PLANS [APP-009]

REQUIRES FULL USE OF MICHEL GROVE LANE ACCESS CARRIAGEWAY TO ACHIEVE EXIT - BANKSMEN LIKELY REQUIRED

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RIGHT TURN INTO JUNCTION

RIGHT TURN OUT OF JUNCTION

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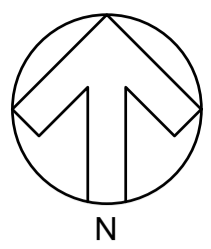
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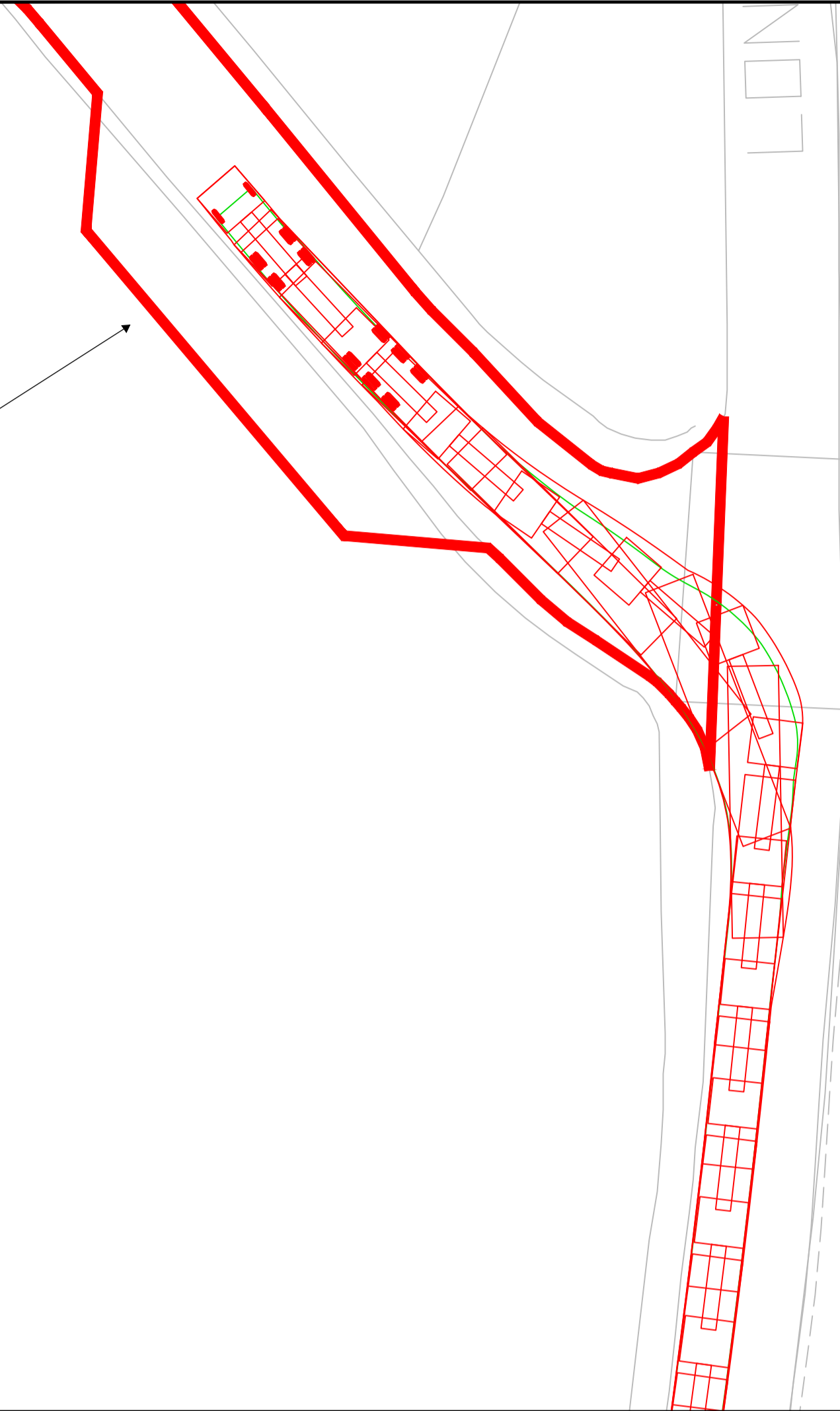
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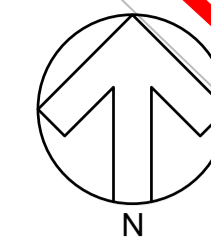
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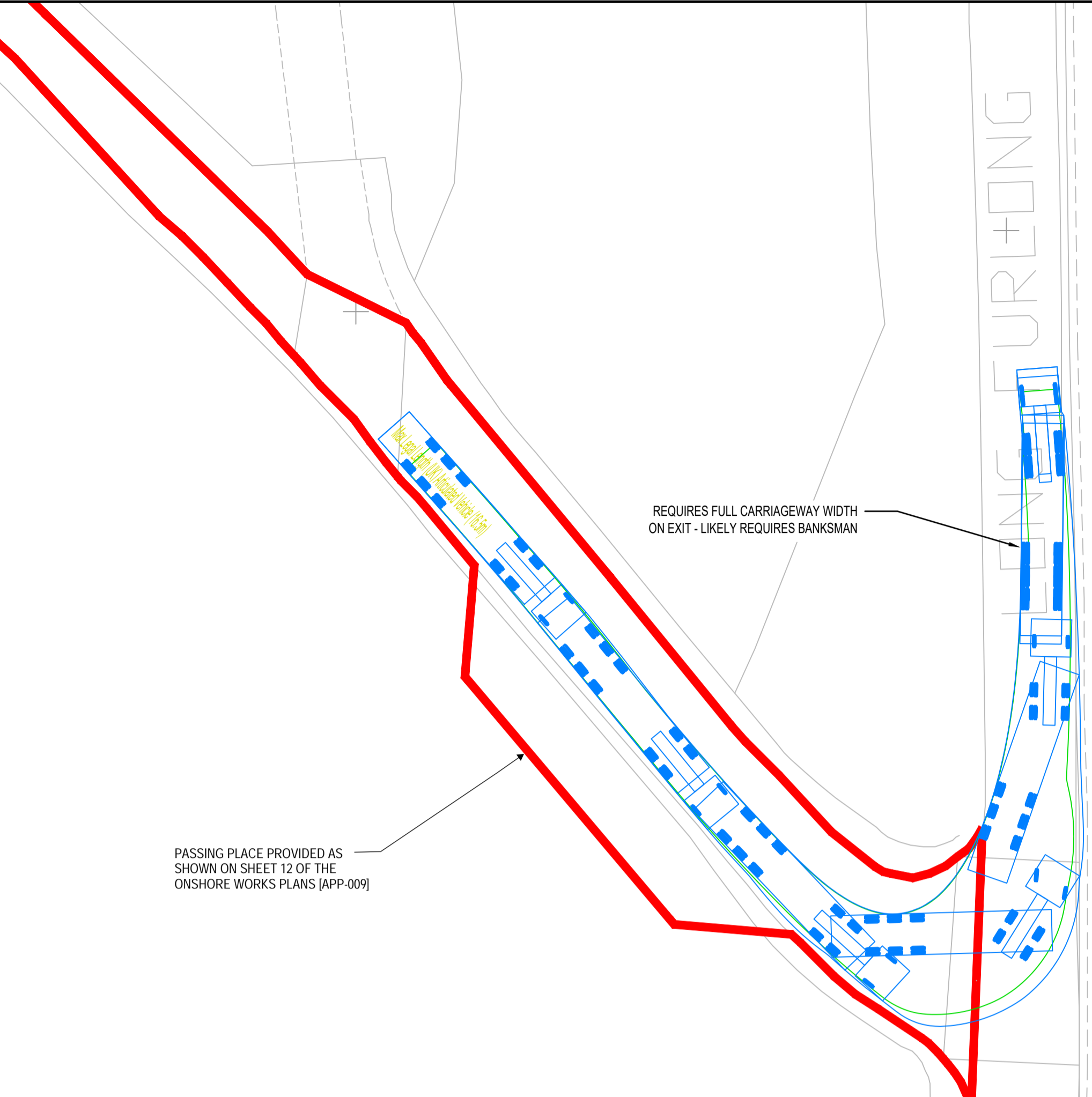
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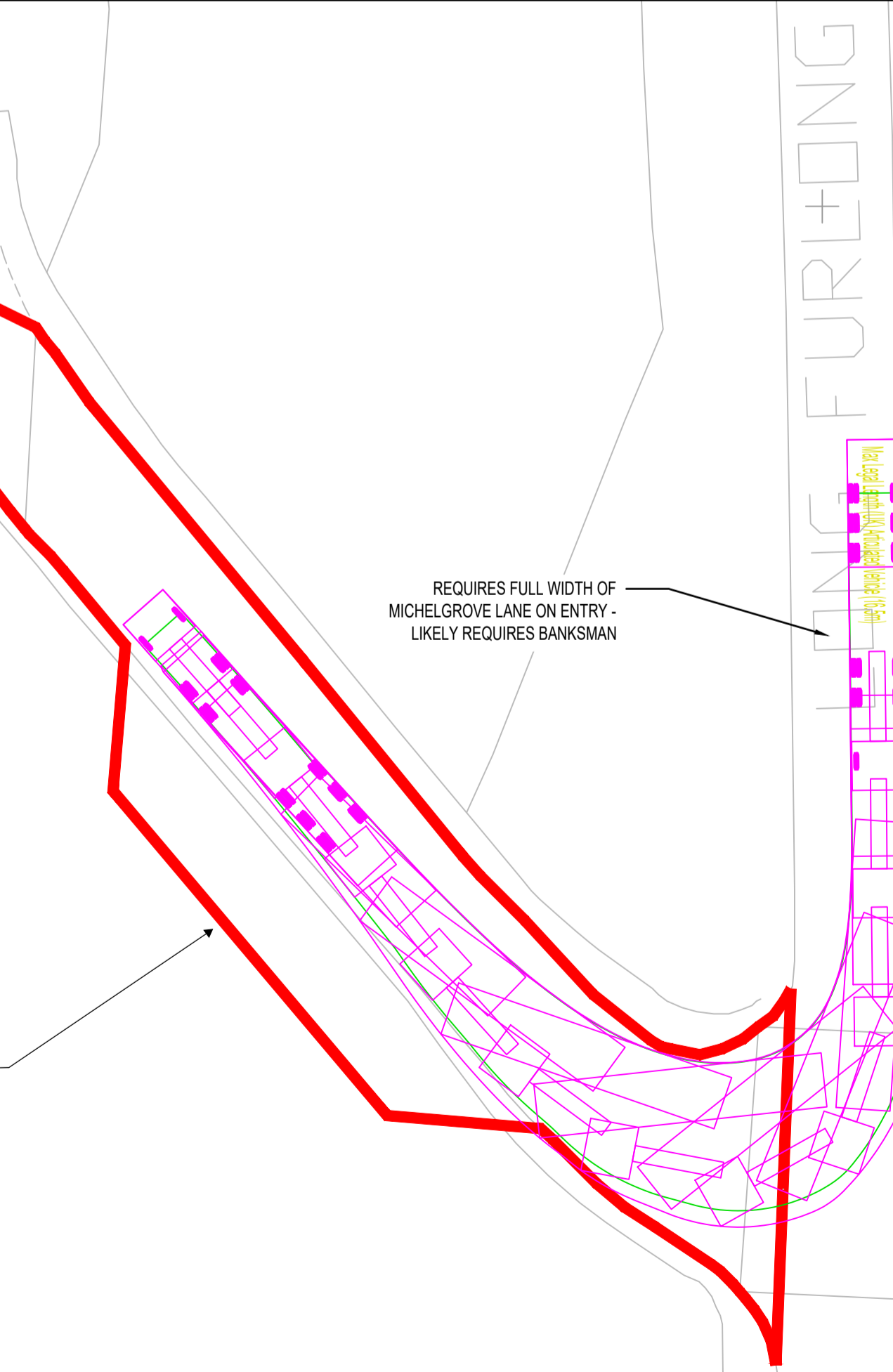
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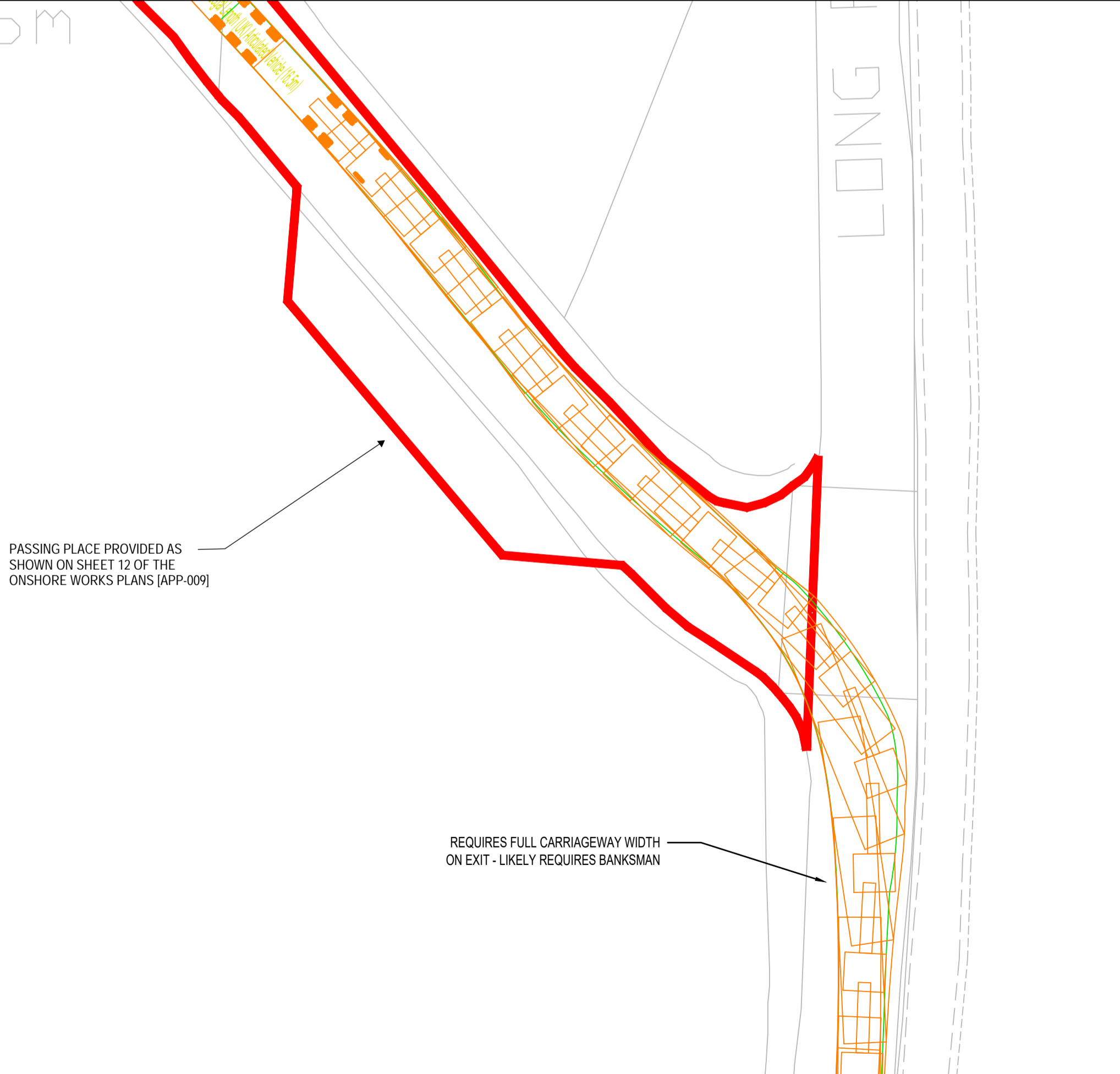
37.6m



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RIGHT TURN OUT OF JUNCTION

DO NOT SCALE

NOTES:

- 1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5KPH

KEY:

DCO LIMITS

VEHICLE TRACKING KEY:

VEHICLE WHEELS

VEHICLE BODY:

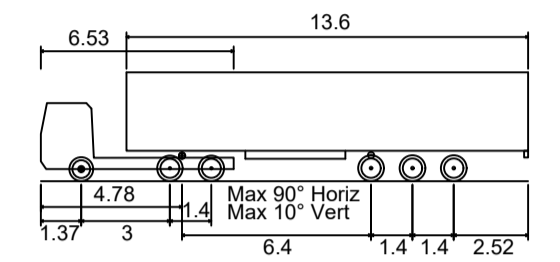
LEFT TURN INTO JUNCTION

LEFT TURN OUT OF JUNCTION

RIGHT TURN INTO JUNCTION

RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

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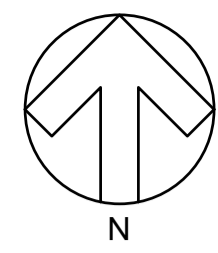
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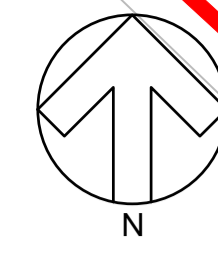
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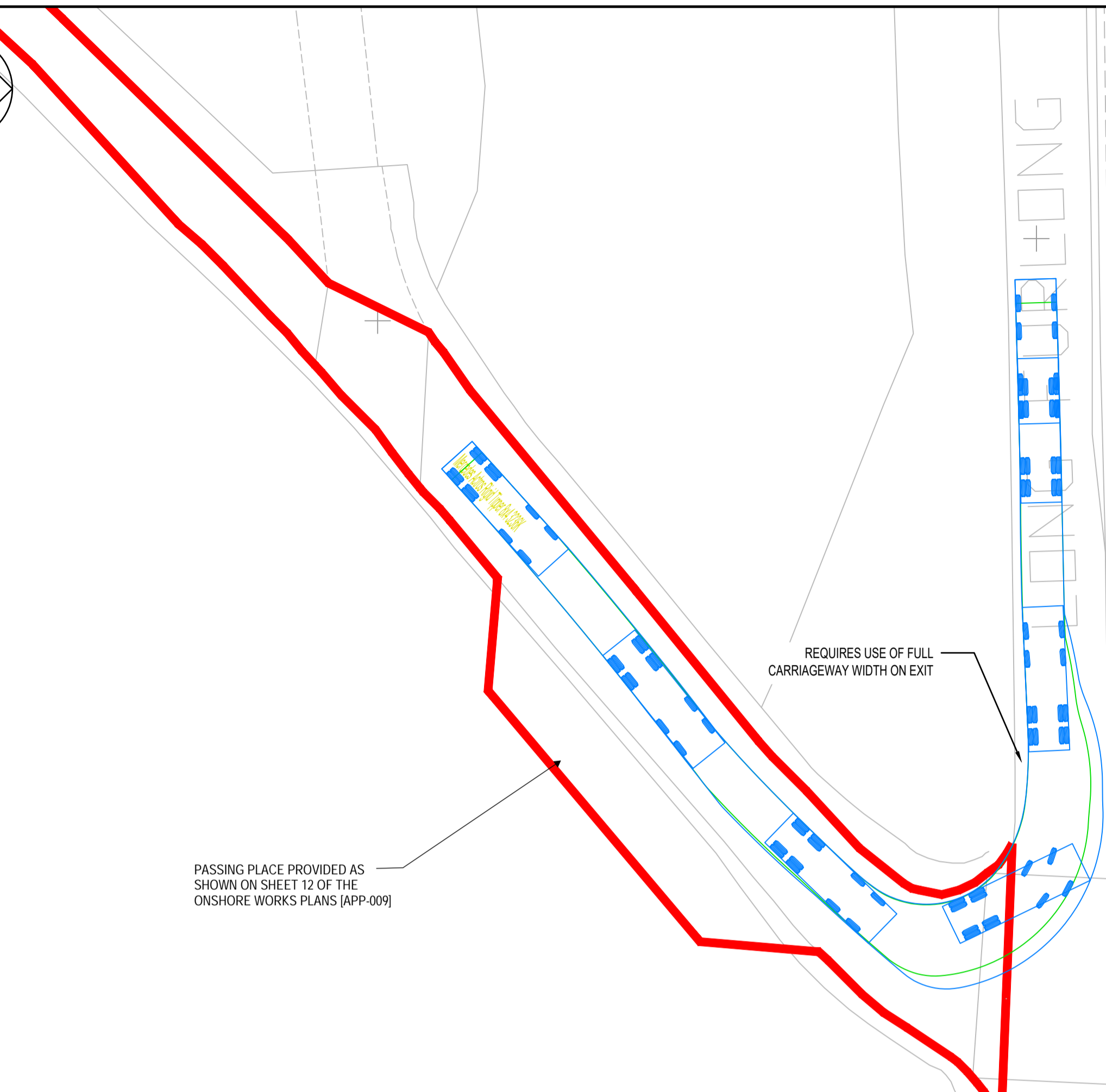
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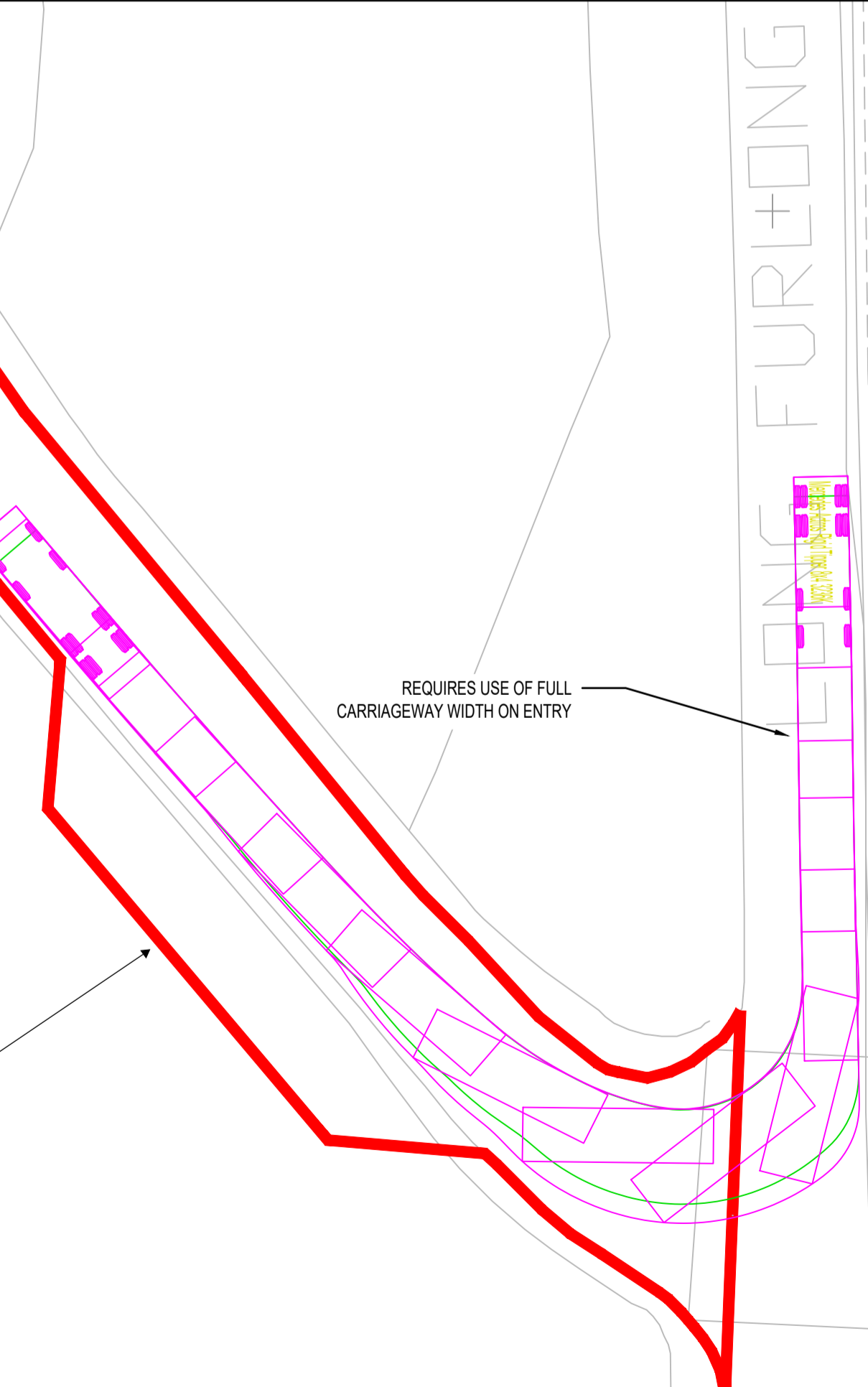


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37.6m

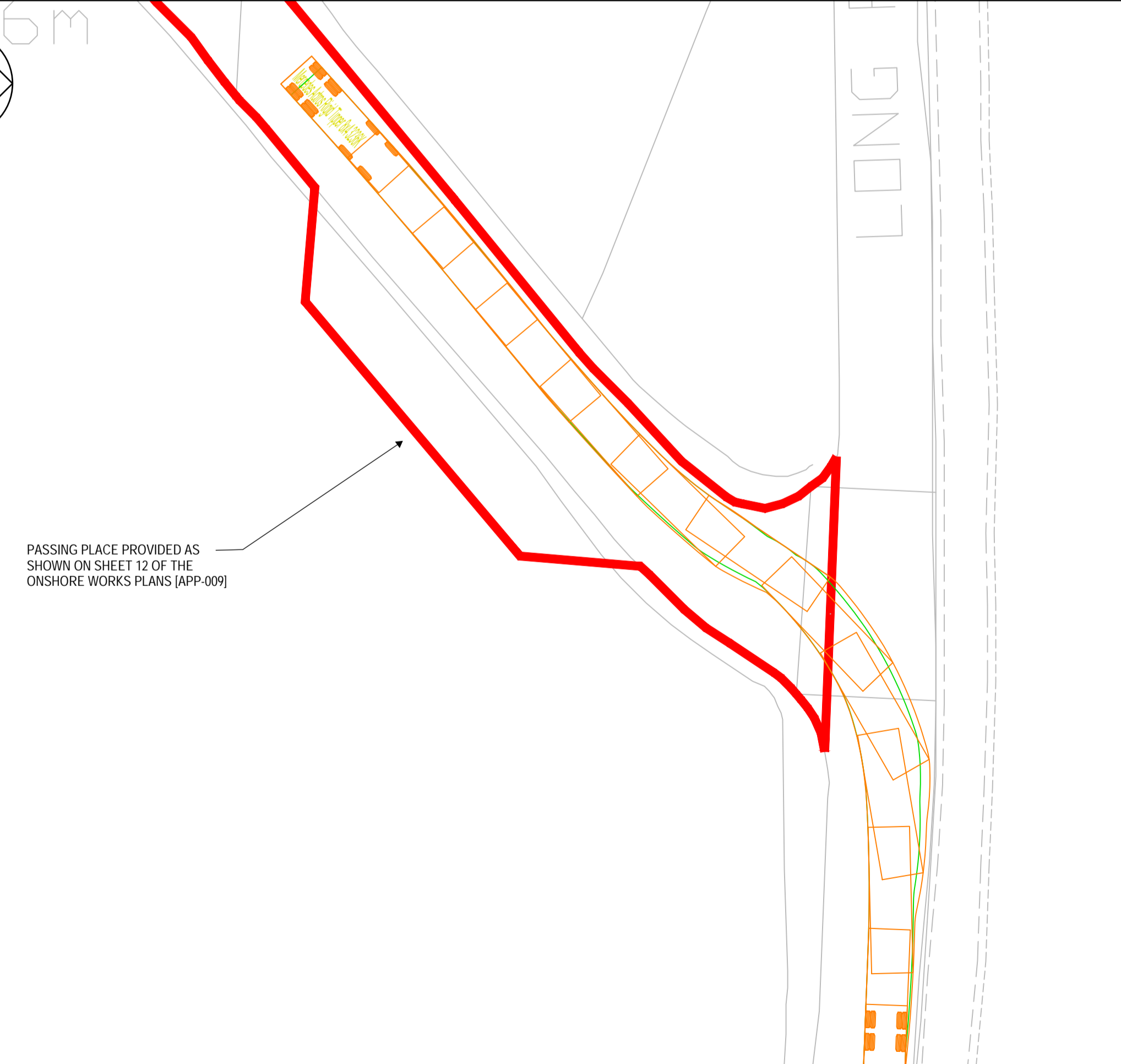
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RIGHT TURN OUT OF JUNCTION

DO NOT SCALE

NOTES:

- 1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5KPH

KEY:

DCO LIMITS

VEHICLE TRACKING KEY:

VEHICLE WHEELS

VEHICLE BODY:

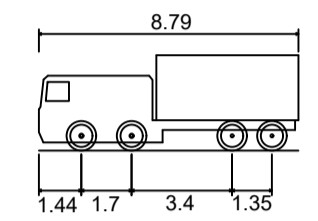
LEFT TURN INTO JUNCTION

LEFT TURN OUT OF JUNCTION

RIGHT TURN INTO JUNCTION

RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:



Mercedes Actros Rigid Tipper 8x4 3236K
 Overall Length 8.790m
 Overall Width 2.490m
 Overall Body Height 3.233m
 Min Body Ground Clearance 0.280m
 Track Width 2.490m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 10.750m

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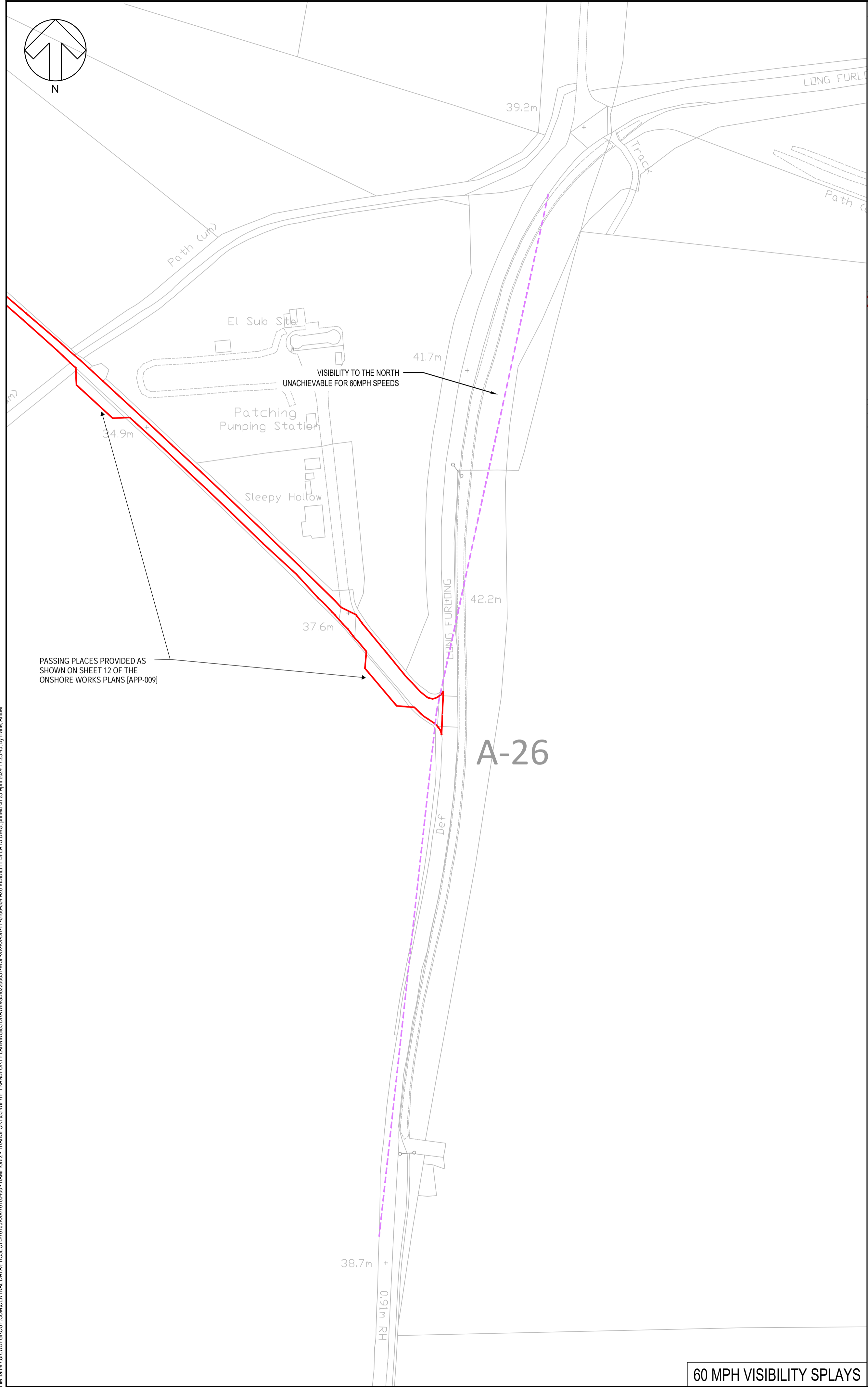
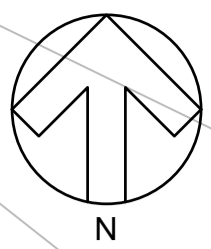
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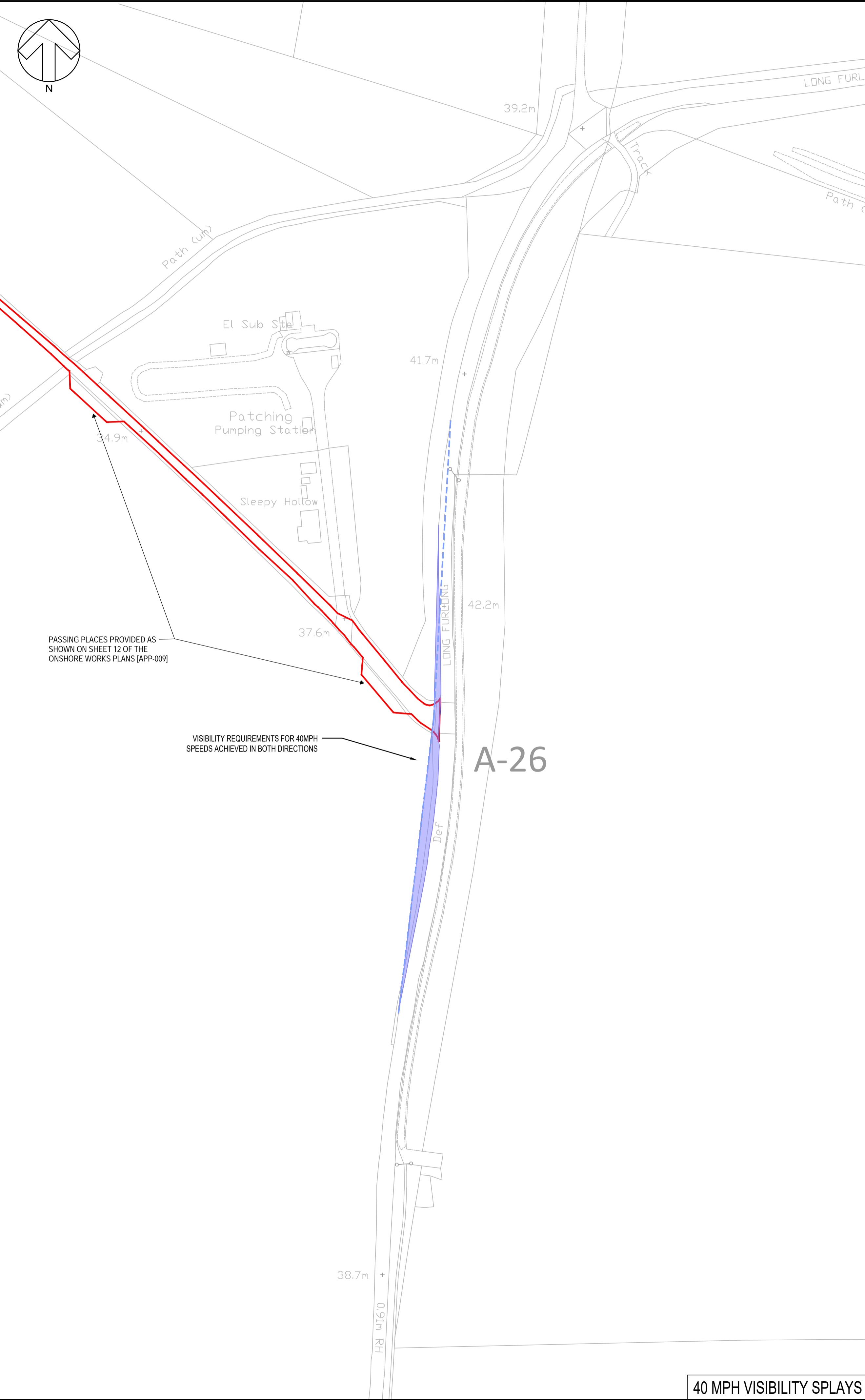
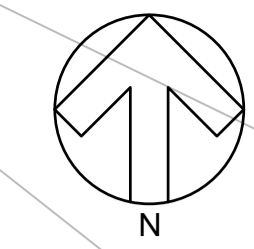
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60 MPH VISIBILITY SPLAYS



40 MPH VISIBILITY SPLAYS

DO NOT SCALE

- KEY:
- DCO LIMITS
 - - - VISIBILITY SPLAY (2.4m OFFSET FROM GIVE WAY AS PER PARA 3.8 IN CD 123 AND 215m FOR 100 KPH AS PER TABLE 2.5 IN DMRB CD 109)
 - - - VISIBILITY SPLAY (2.4m OFFSET FROM GIVE WAY AS PER PARA 3.8 IN CD 123 120m FOR 70KPH AS PER TABLE 2.5 IN DMRB CD 109)
 - VISIBILITY SPLAY ENVELOPE

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REV	DATE	BY	DESCRIPTION	CHK	APP

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SITE/PROJECT: **ROUND 3 EXTENSION RAMPION II**

TITLE: **ACCESS A26 - VISIBILITY SPLAYS**

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1:1000	GCB	CAW

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
62280651	AVI	AVI	April 24

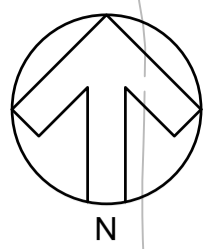
DRAWING NO:	REV:
62280651-WSP-XX-XX-DR-TP-0100-004	P01

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Appendix B

Access A-28 Drawings

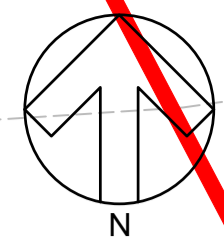


Lime Kiln
(disused)

REQUIRES USE OF FULL WIDTH OF
TOLMARE FARM ACCESS ON ENTRY

107.5m

LEFT TURN INTO JUNCTION

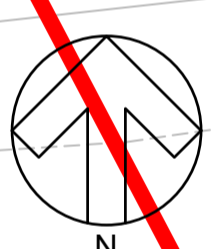


Lime Kiln
(disused)

MOVEMENT NOT POSSIBLE -
INVOLVES OVERRUNNING
ON EASTERN SIDE OF A280
LONG FURLONG

107.5m

LEFT TURN OUT OF JUNCTION

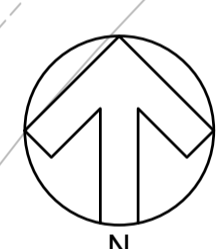


Kiln
(disused)

MOVEMENT NOT POSSIBLE - INVOLVES
OVERRUNNING ON EASTERN SIDE OF
A280 LONG FURLONG

LONG FURLONG

RIGHT TURN INTO JUNCTION



Lime Kiln
(disused)

REQUIRES USE OF FULL WIDTH OF
TOLMARE FARM ACCESS ON EXIT

107.5m

RIGHT TURN OUT OF JUNCTION

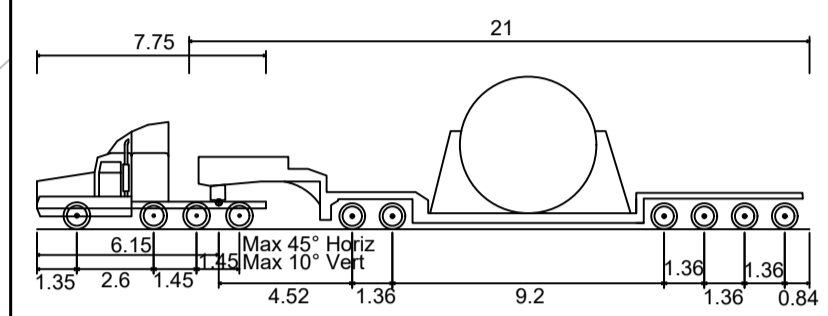
DO NOT SCALE

- NOTES:
- ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5KPH

KEY:

- VEHICLE TRACKING KEY:
- VEHICLE WHEELS
 - LEFT TURN INTO JUNCTION
 - LEFT TURN OUT OF JUNCTION
 - RIGHT TURN INTO JUNCTION
 - RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:



Broshius SL2 replica - based on VT Low Boy

Overall Length	26.150m
Overall Width	2.850m
Overall Body Height	5.159m
Min Body Ground Clearance	0.209m
Max Track Width	2.591m
Lock to lock time	6.00s
Max Steering Angle (Virtual)	30.00°

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SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

TITLE: ACCESS A28 - SWEEP PATH ANALYSIS (LOW LOADER)

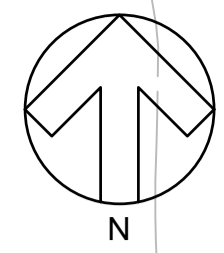
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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
62280651	AVI	AVI	April 24

DRAWING No:	REV:
62280651-WSP-XX-XX-DR-TP-0100-005	P01

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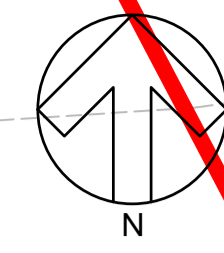


Lime Kiln
(disused)

REQUIRES USE OF FULL WIDTH OF
TOLMARE FARM ACCESS ON ENTRY

107.5m

LEFT TURN INTO JUNCTION

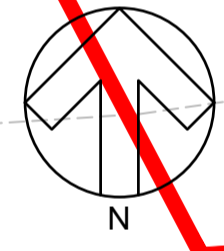


Lime Kiln
(disused)

REQUIRES USE OF FULL WIDTH OF
TOLMARE FARM ACCESS ON EXIT

MOVEMENT REQUIRES FULL
WIDTH OF A280 LONG FURLONG,
BANKSMAN SUPPORT LIKELY
REQUIRED

LEFT TURN OUT OF JUNCTION

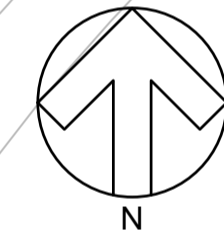


Kiln
(disused)

REQUIRES USE OF FULL WIDTH OF
TOLMARE FARM ACCESS ON ENTRY

A280 LONG FURLONG

RIGHT TURN INTO JUNCTION



Lime Kiln
(disused)

REQUIRES USE OF FULL WIDTH OF
TOLMARE FARM ACCESS ON EXIT

107.5m

RIGHT TURN OUT OF JUNCTION

DO NOT SCALE

NOTES:

- ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5KPH

KEY:

DCO LIMITS

VEHICLE TRACKING KEY:

VEHICLE WHEELS

VEHICLE BODY:

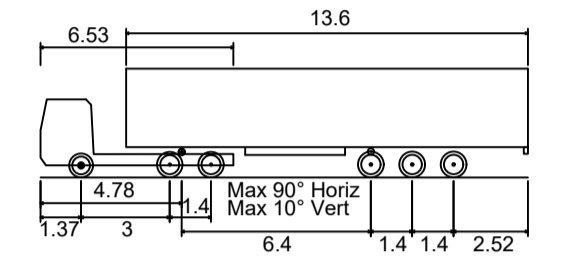
LEFT TURN INTO JUNCTION

LEFT TURN OUT OF JUNCTION

RIGHT TURN INTO JUNCTION

RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

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SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

TITLE: ACCESS A28 - SWEEP PATH ANALYSIS (ARTICULATED VEHICLE)

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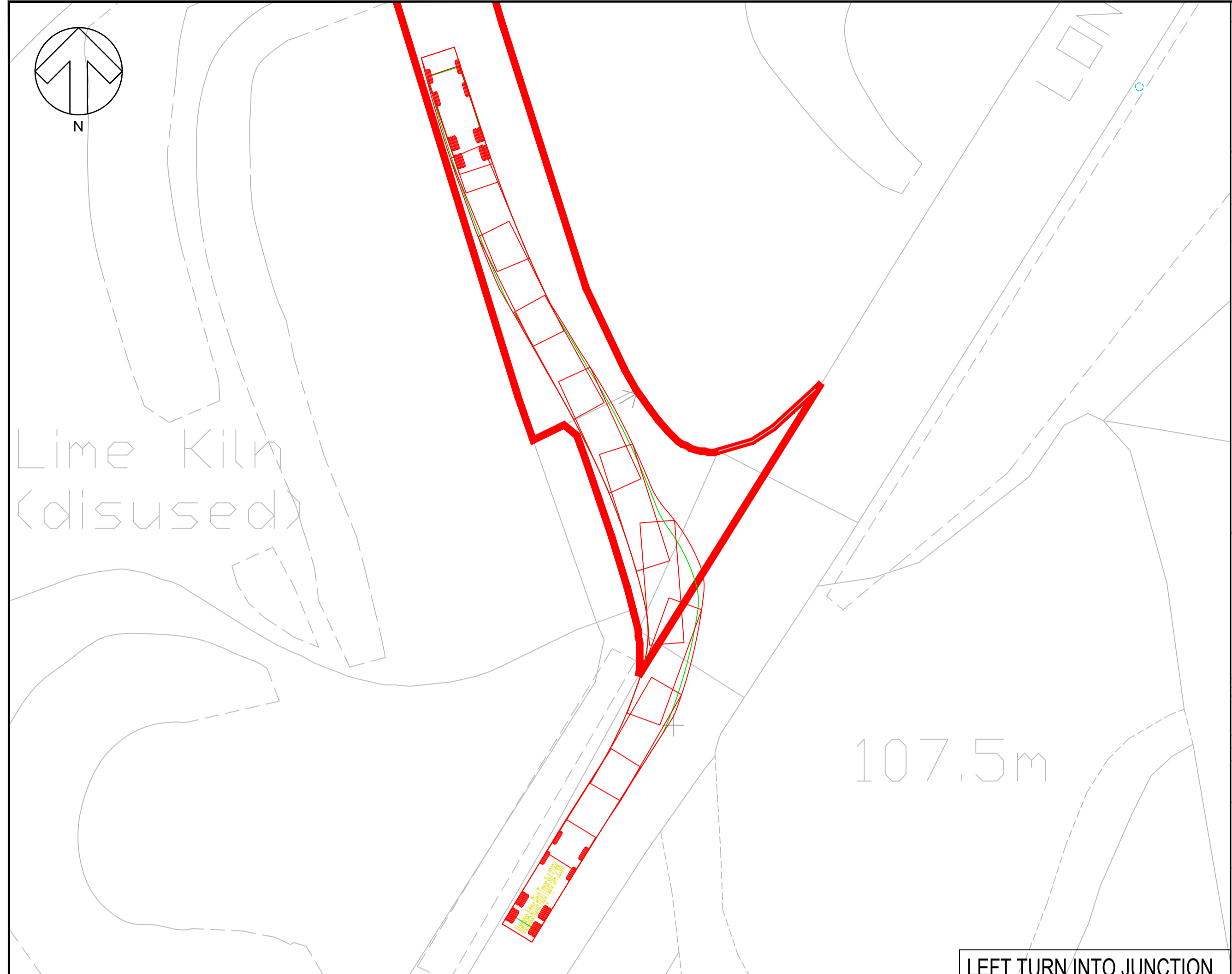
CHECKED: GCB APPROVED: CAW

PROJECT NO: 62280651 DESIGNED: AVI DRAWN: AVI DATE: April 24

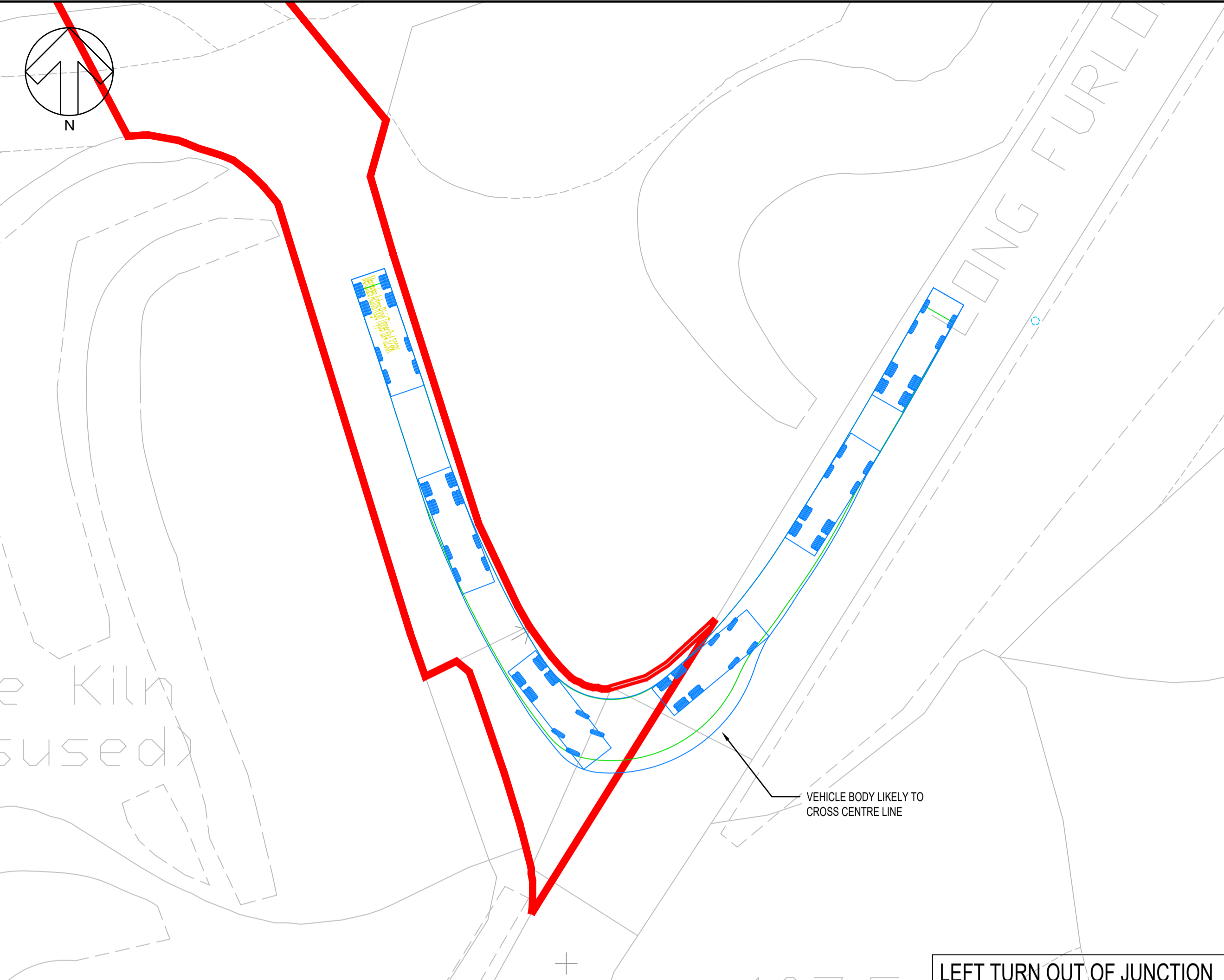
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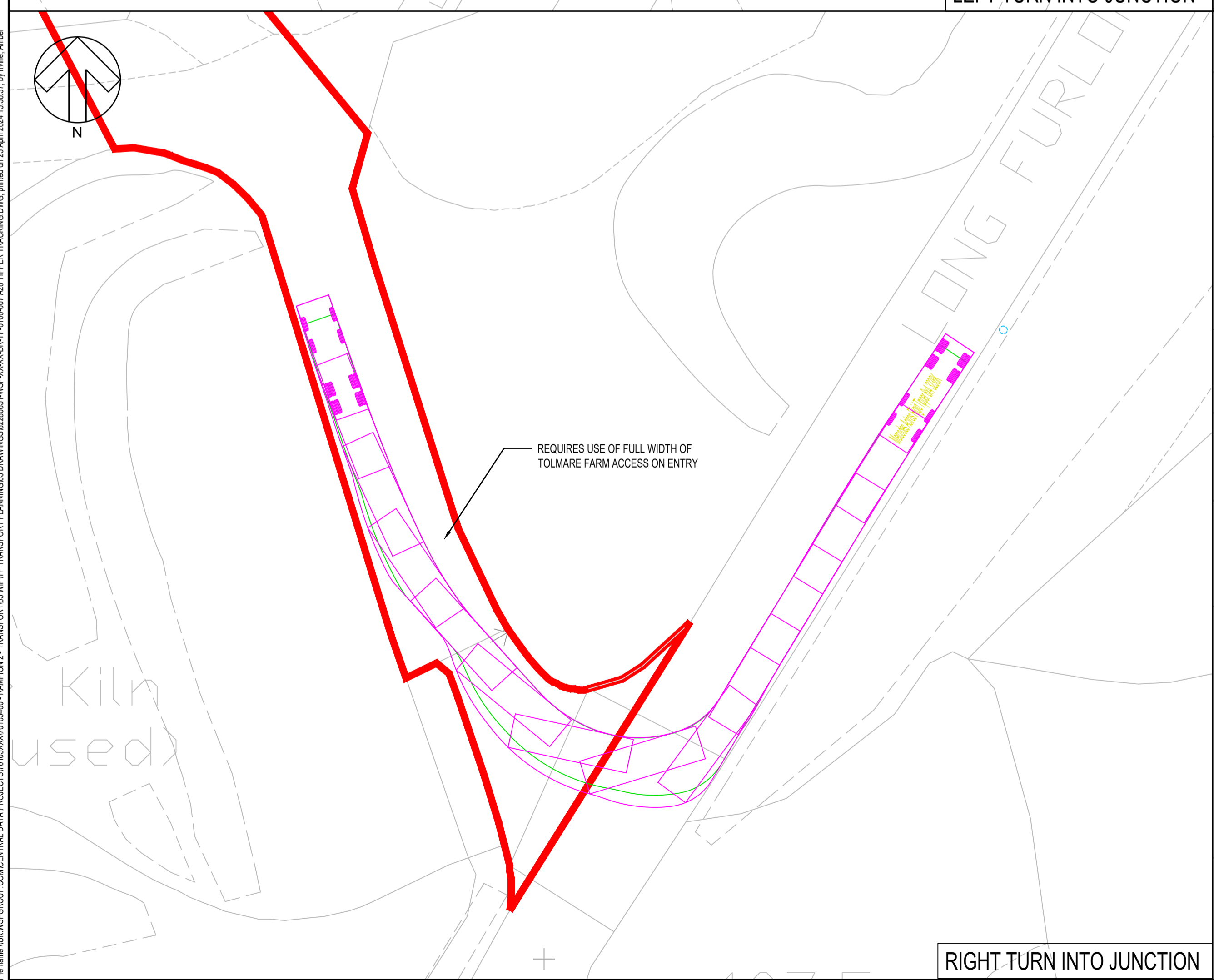
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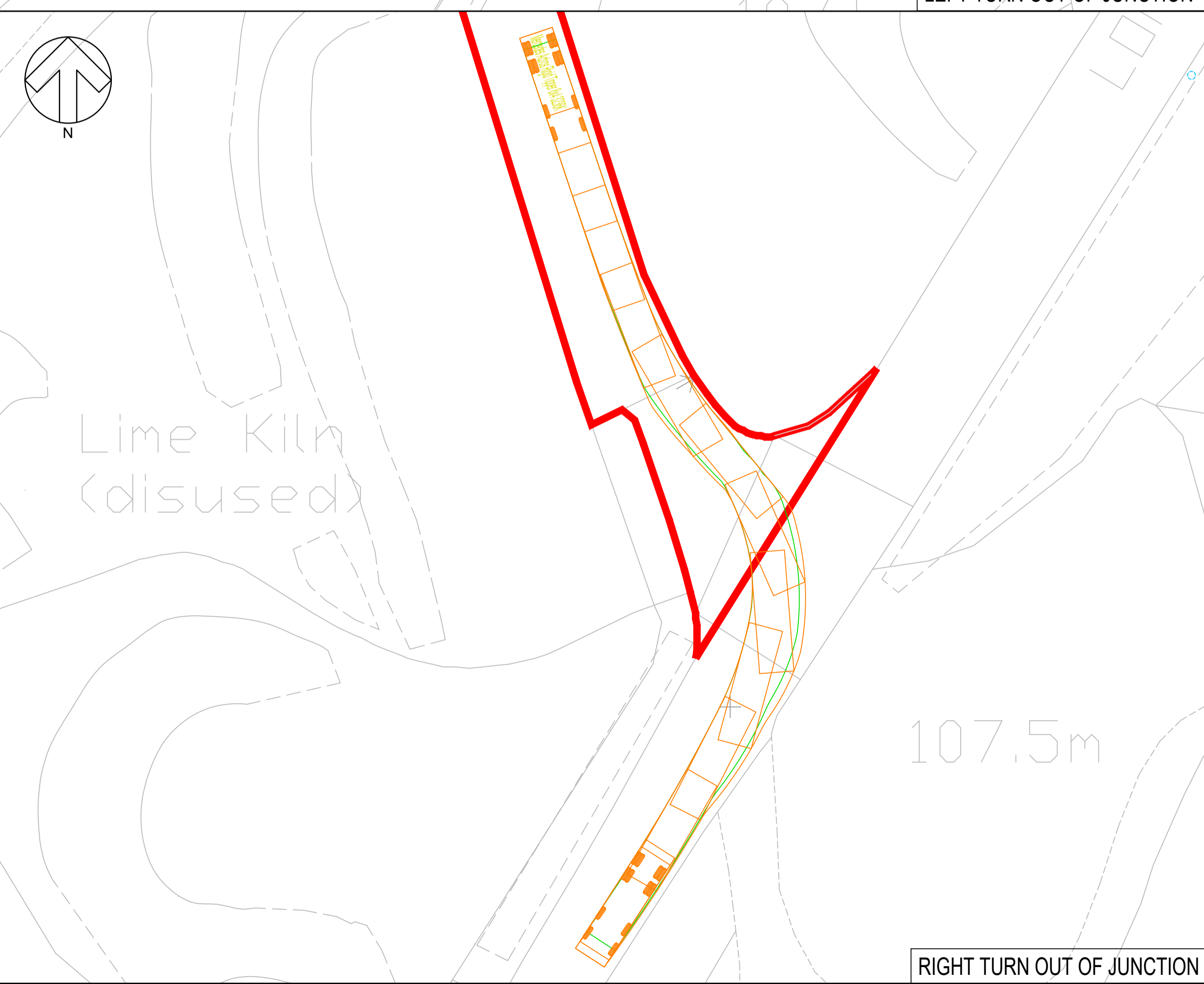
LEFT TURN INTO JUNCTION



LEFT TURN OUT OF JUNCTION




RIGHT TURN INTO JUNCTION







RIGHT TURN OUT OF JUNCTION

DO NOT SCALE

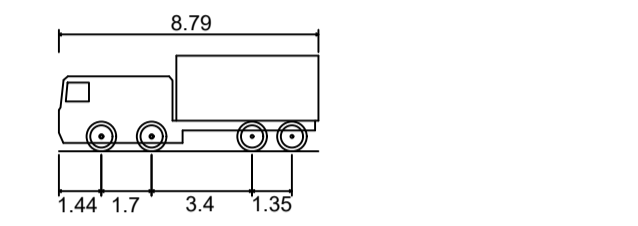
NOTES:
1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5KPH

KEY:
 DCO LIMITS

VEHICLE TRACKING KEY:
 VEHICLE WHEELS

VEHICLE BODY:
 LEFT TURN INTO JUNCTION
 LEFT TURN OUT OF JUNCTION
 RIGHT TURN INTO JUNCTION
 RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:



Mercedes Actros Rigid Tipper 8x4 3236K
 Overall Length 8.790m
 Overall Width 2.490m
 Overall Body Height 3.233m
 Min Body Ground Clearance 0.280m
 Track Width 2.490m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 10.750m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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TITLE: ACCESS A28 - SWEEP PATH ANALYSIS (RIGID TIPPER)

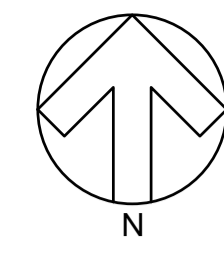
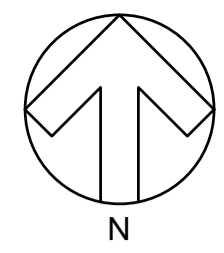
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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
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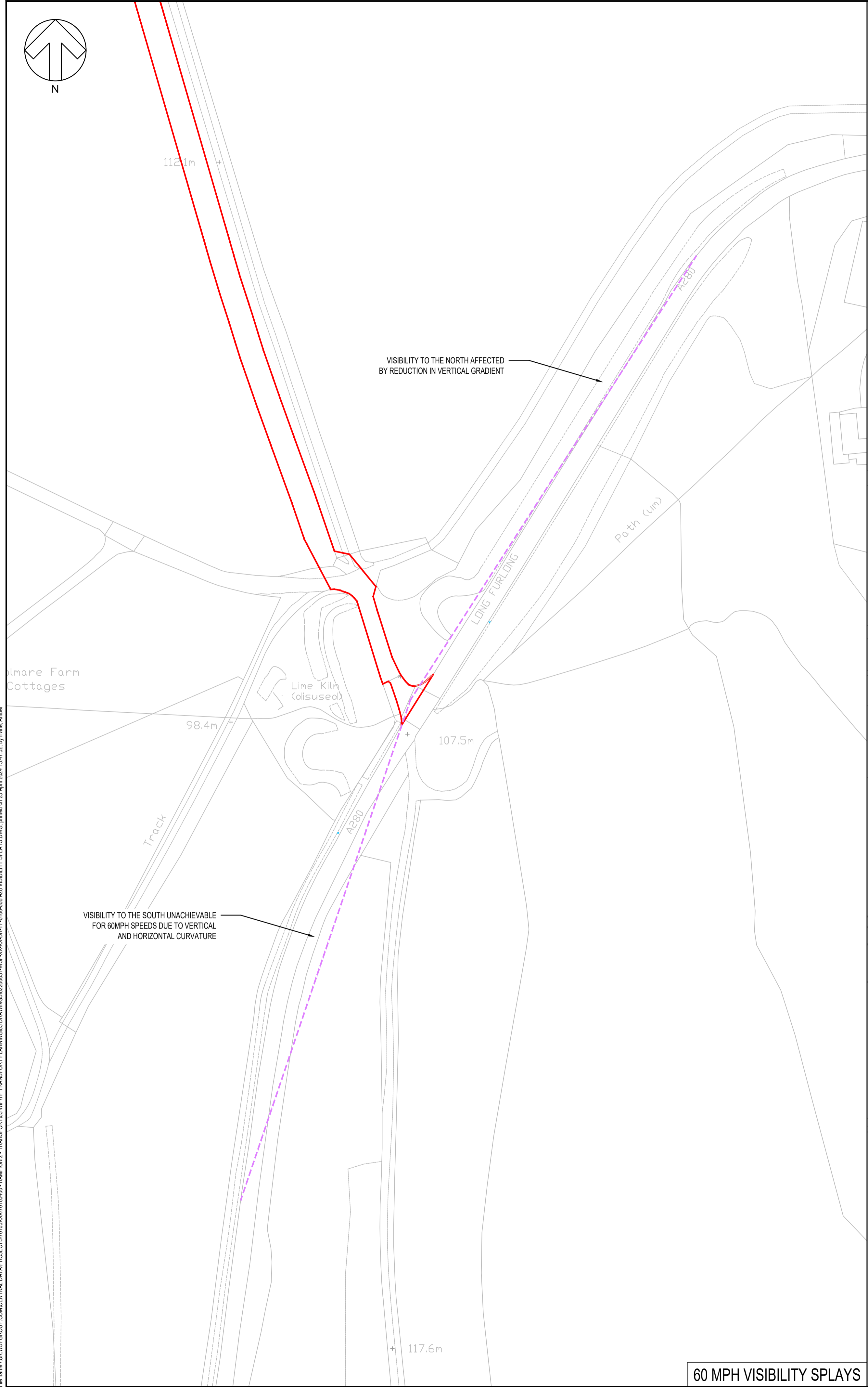
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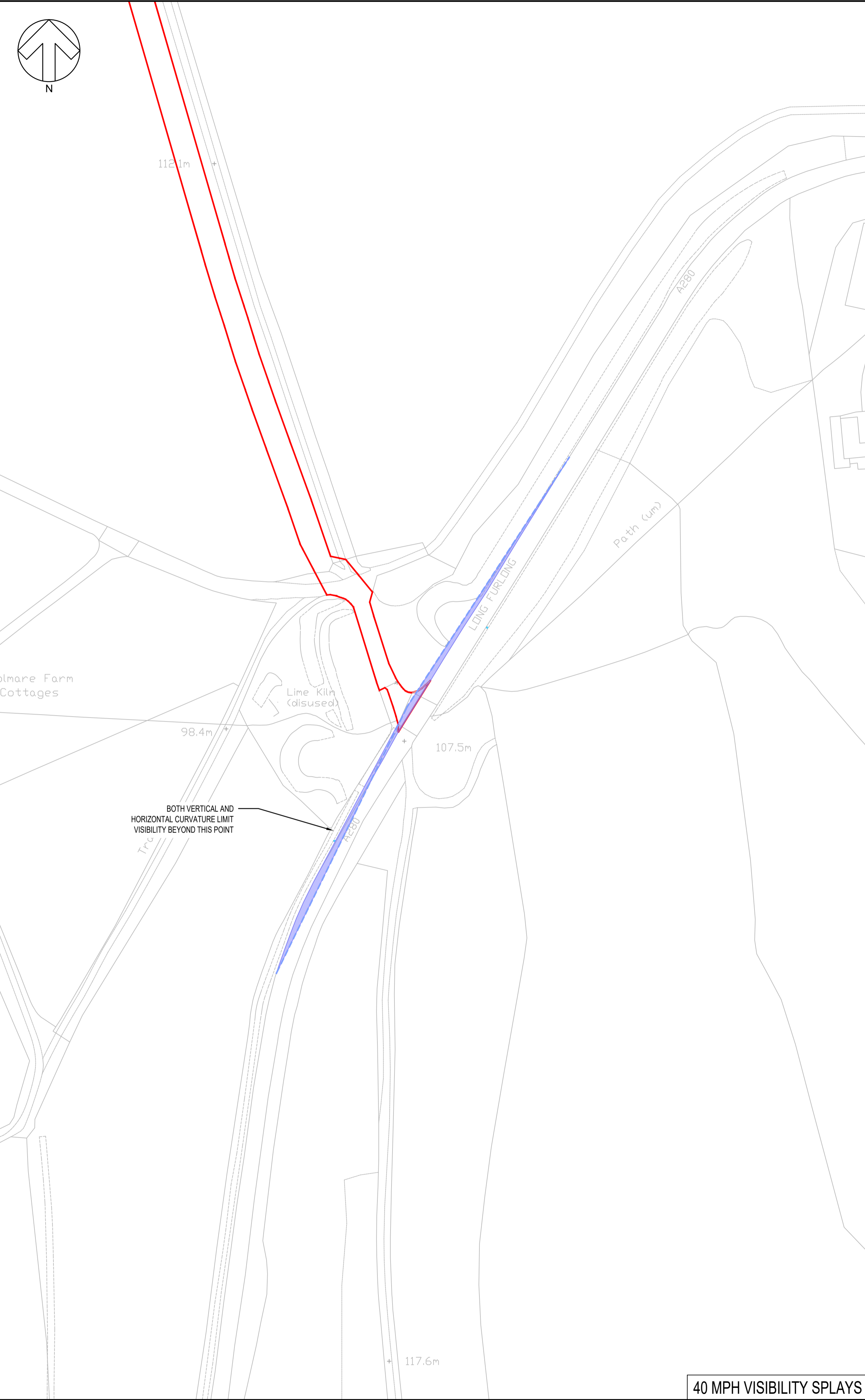
DO NOT SCALE

KEY:

- DCO LIMITS
- - - VISIBILITY SPLAY (2.4m OFFSET FROM GIVE WAY AS PER PARA 3.8 IN CD 123 AND 215m FOR 100 KPH AS PER TABLE 2.5 IN DMRB CD 109)
- - - VISIBILITY SPLAY (2.4m OFFSET FROM GIVE WAY AS PER PARA 3.8 IN CD 123 120m FOR 70KPH AS PER TABLE 2.5 IN DMRB CD 109)
- ▬▬▬ VISIBILITY SPLAY ENVELOPE



60 MPH VISIBILITY SPLAYS



40 MPH VISIBILITY SPLAYS

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SITE/PROJECT: **ROUND 3 EXTENSION RAMPION II**

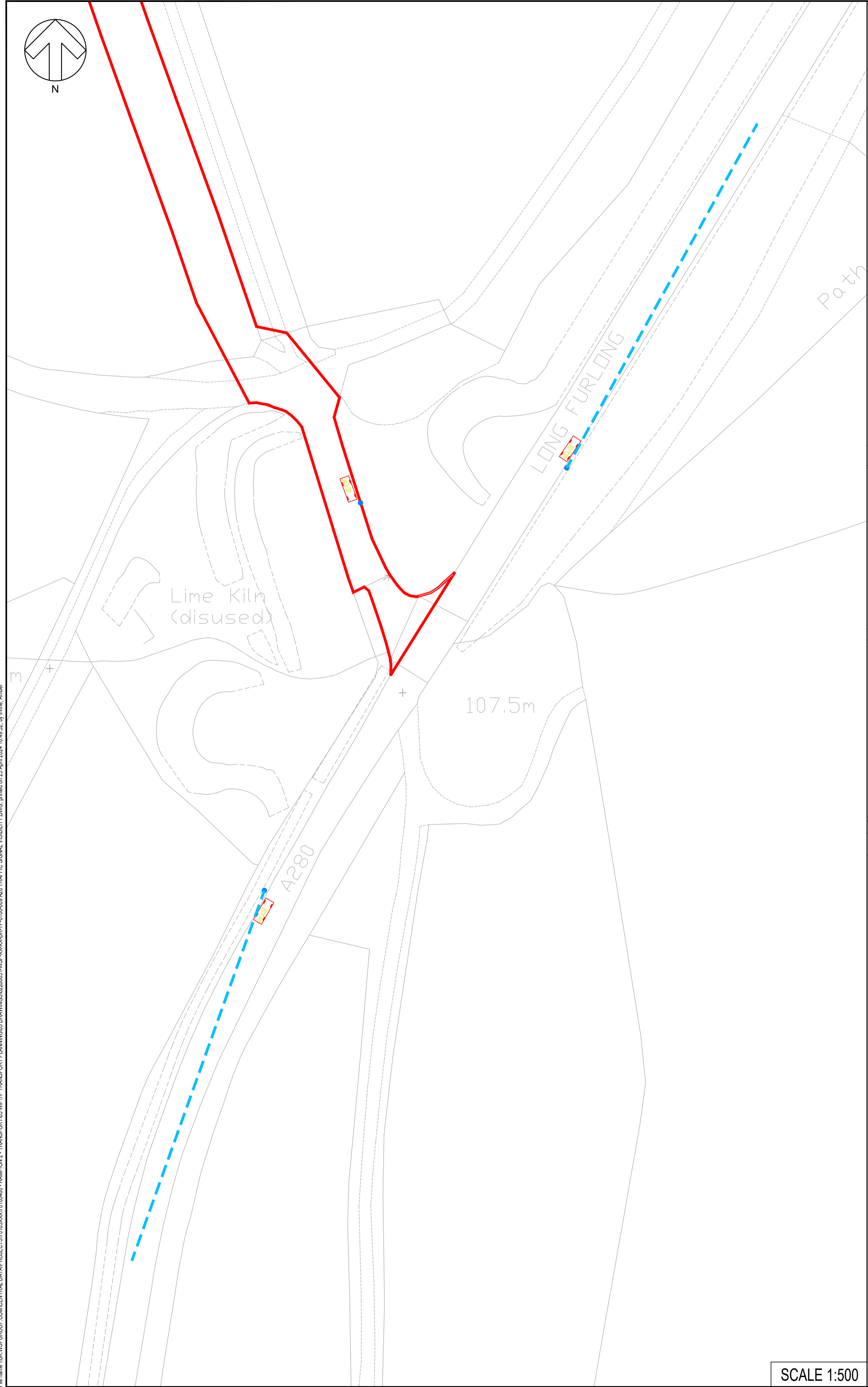
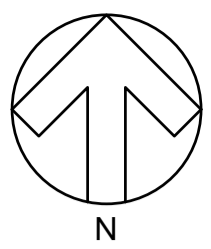
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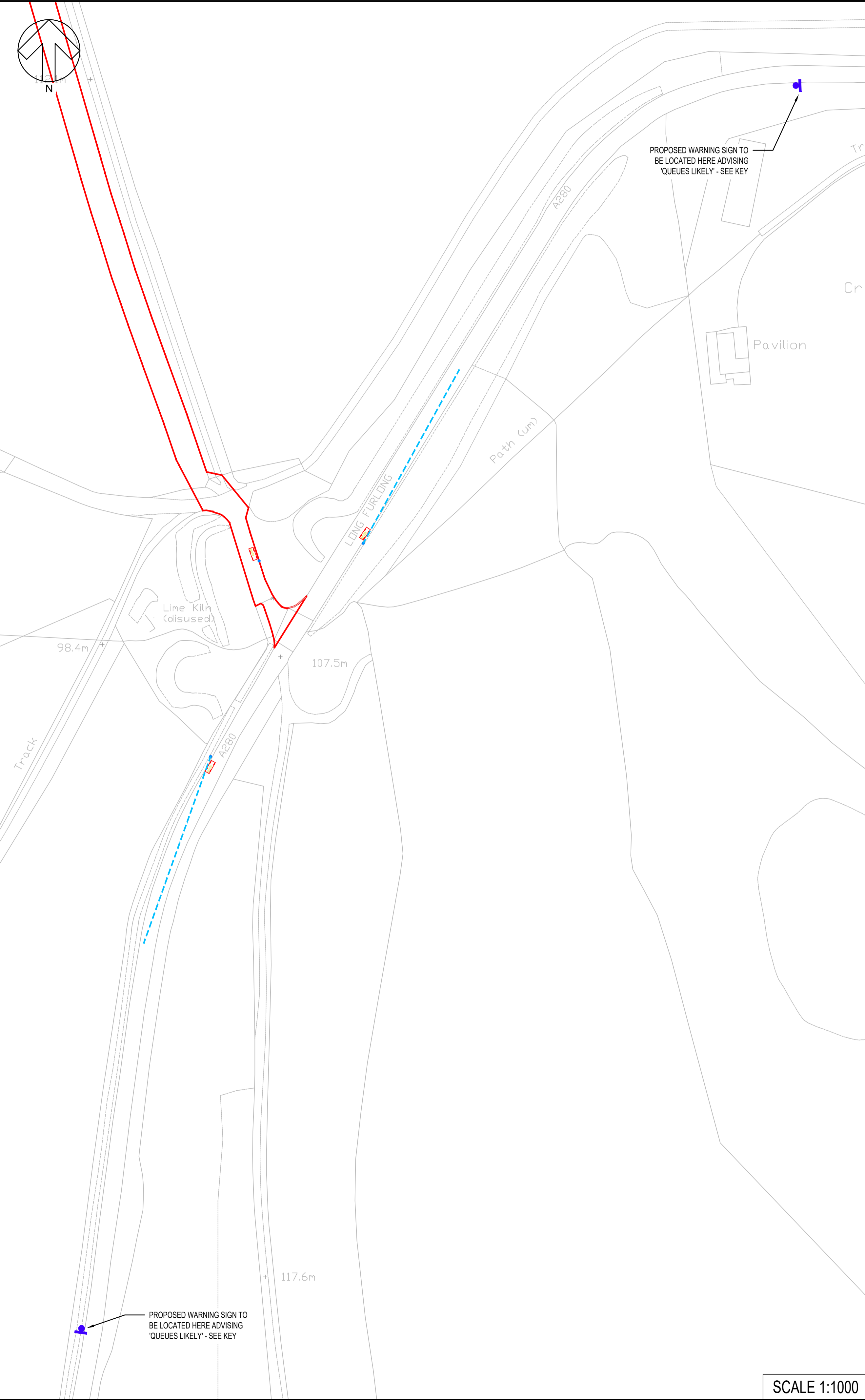
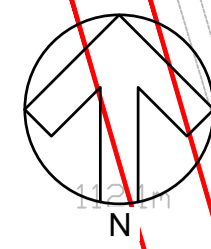
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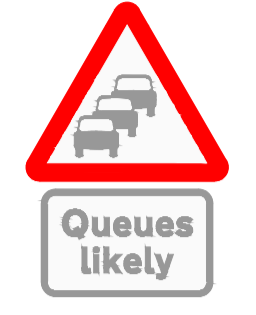


SCALE 1:500



SCALE 1:1000

- DO NOT SCALE
- KEY:
- DCO LIMITS
 - - - TRAFFIC SIGNAL VISIBILITY SPLAY (80m FOR 40MPH AS PER TABLE 1-2 IN TRAFFIC SIGNS MANUAL CHAPTER 6)
 - LOCATION OF 'QUEUES LIKELY' SIGN FACE AND PLATE. SIGN SHOWN BELOW:



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SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

TITLE: ACCESS A28 - TEMPORARY TRAFFIC SIGNALS ARRANGEMENT

SCALE @ A1:	CHECKED:	APPROVED:
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	DATE:	April 24

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File name: \\UK-WSP\GROUP\COMMON\DATA\PROJECTS\01000007010460-RAMPION-2-TRANSPORT\03\WSP\TP-TRANSPORT\PLANNING\03\DRAWINGS\02\280651\WSP-XX-XX-DR-TP-0100-009-A1 TRAFFIC SIGNAL VISIBILITY.DWG, printed on 23 April 2024 16:45:52, by Ivona, Avabar

Appendix C

LinSig summary

Introduction

LinSig models provide an indication of the Degree of Saturation (DoS) as a percentage and the Mean Maximum Queue (MMQ) in Passenger Car Units (PCUs) for each junction approach, the average delay per vehicle on each approach recorded in seconds and the Practical Reserve Capacity (PRC), which provides a measure of the junctions' total capacity (as a percentage). When reviewing the PRC of a signalised junction the following is considered:

- A positive figure indicates the junction operates with reserve capacity;
- A negative figure less than -10%, suggests that the junction would be broadly at capacity; and
- A negative figure more than -10% indicates that the junction cannot accommodate the demand.

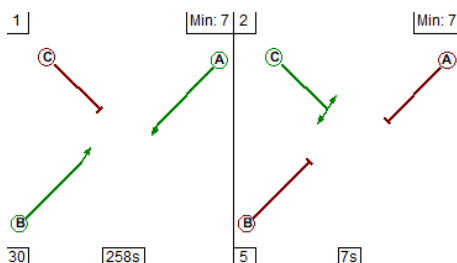
For DoS the thresholds can be categorised as follows:

- Less than 90%: Any queues that have built up will be able to disperse during the relevant stage in each cycle;
- 90-100%: Indicates that an arm is close to its theoretical capacity and any queue that has built up does not fully clear within each cycle; and
- More than 100%: Indicates an arm is over its theoretical capacity and significant queues are likely as a result.

Modelling Assessment

A LinSig model has been produced to represent the operation of the proposed temporary traffic signals at the A280 Long Furlong / Tolmare Farm junction (Access A-28). The Tolmare Farm access A-28 approach will operate as full time signals using infrared sensors to ensure this stage is only called when required.

During peak construction, it is anticipated that an average of four HGVs per hour will exit the junction. Taking a robust approach, the model assumes a five minute cycle such that the Tolmare Farm approach will be called once every five minutes, twelve times overall each hour. The stage sequence assumes the A280 Long Furlong traffic continues running in each direction until the Tolmare Farm approach is called.



An intergreen of five seconds has been assigned for the end of the mainline traffic flow stage, whilst a 30 second intergreen has been assigned for the end of the Tolmare Farm approach to ensure slow moving HGV construction traffic has sufficient time to complete their manoeuvres.

Two peak periods have been assessed by the model:

- AM Peak (08:00-09:00); and
- PM Peak (17:00-18:00).

Traffic flow data has been taken from an ATC survey undertaken by Streetwise for A280 Long Furlong between 07 May and 20 May 2022 (weekday averages used). Peak hour flows have been converted to Passenger Car Units (PCU) for the purpose of LinSig data entry.

Traffic growth rates derived from TEMPro, as presented in the [Chapter 32: ES Addendum Volume 2](#) of the Environmental Statement [REP1-006], have been applied to the 2022 traffic data to represent forecast traffic levels in 2028.

Table C1 presents the 2028 AM and PM Peak hour LinSig modelling results for the proposed temporary signals.

Table C1 LinSig Modelling Results

Link No.	Approach	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		DoS (%)	Average Delay (secs)	MMQ (pcu)	DoS (%)	Average Delay (secs)	MMQ (pcu)
1/1	A280 Long Furlong NB	60.4	8.8	22.9	54.1	7.8	18.3
2/1	A280 Long Furlong SB	55.0	7.9	19.1	82.4	16.2	52.4
3/1	Tolmare Farm (Access A-28)	45.8	211.0	2.2	45.8	211.0	2.2
Overall		PRC: 48.9%			PRC: 9.3%		

The modelling results for the operation of the temporary traffic signals in 2028 indicate that the junction will operate within theoretical capacity in both the AM and PM Peak periods. The highest Degree of Saturation (DoS) with a value of 82.4% is forecast to occur on the A280 Long Furlong SB approach during the PM Peak, with an associated mean maximum queue (MMQ) of 52 passenger car units (PCU).

The DoS of 82.4% on this movement indicates that the queue formed on this approach whilst the Tolmare Farm approach is running will clear entirely during the subsequent green signal on the A280 Long Furlong approach.

Full modelling outputs are included on the following pages.

Summary

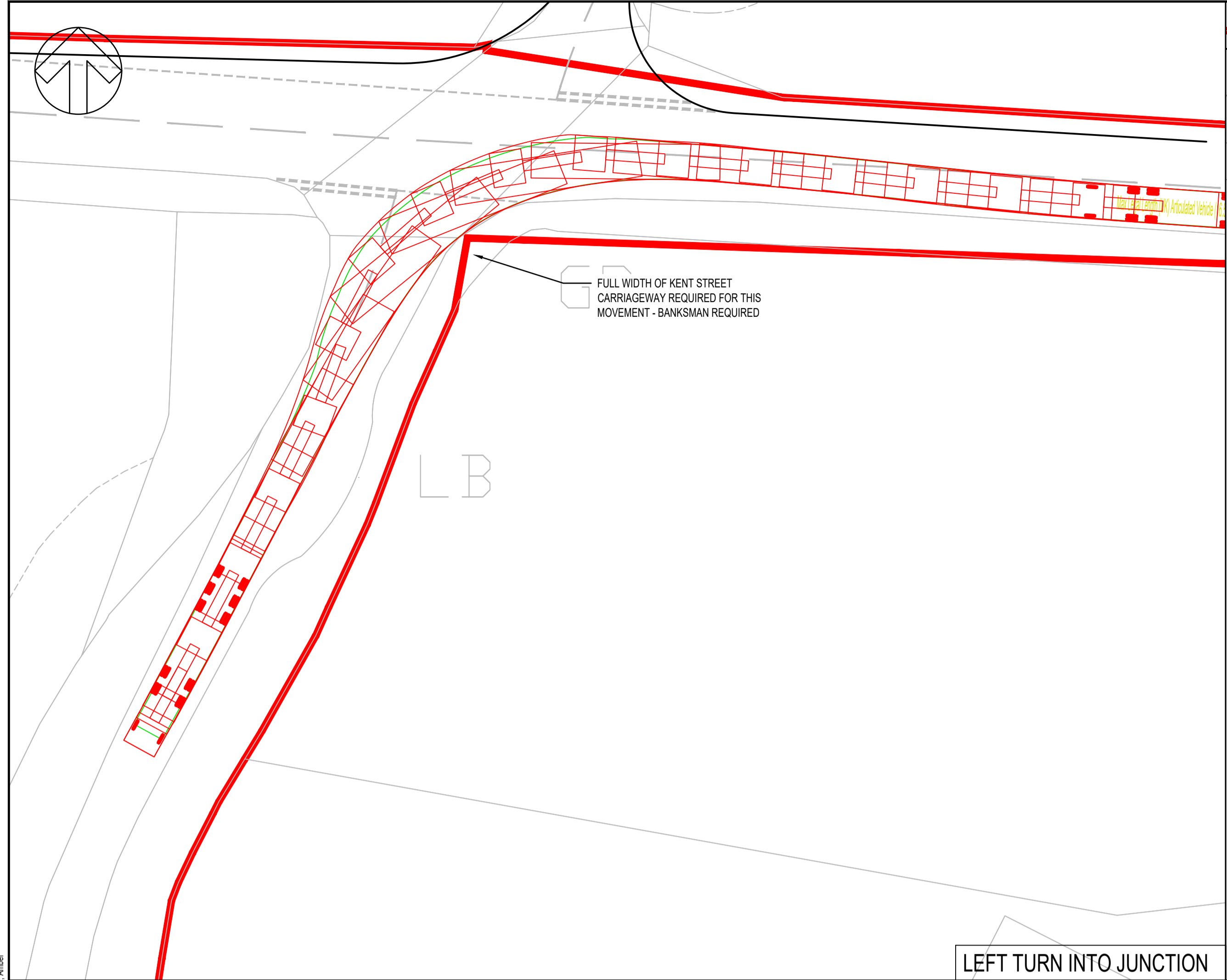
The LinSig assessment undertaken to represent the forecast operation of proposed temporary traffic signals at the A280 Long Furlong / Tolmare Farm junction (Access A-28) has indicated that there would be no capacity concerns with this arrangement.

Furthermore, the assessment can be considered robust in relation to the likely frequency of the Tolmare Farm approach being called.

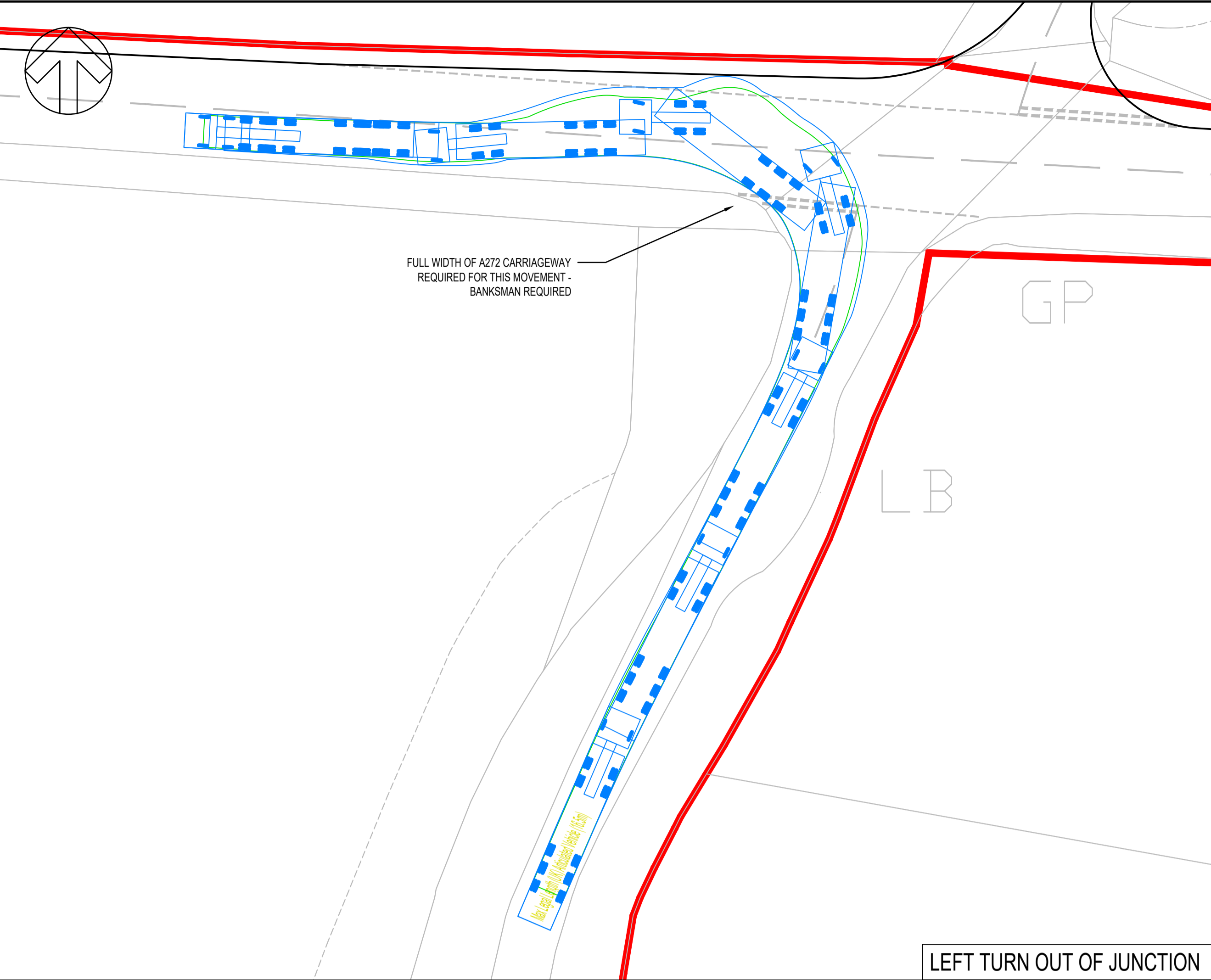
Appendix D

Kent Street Drawings

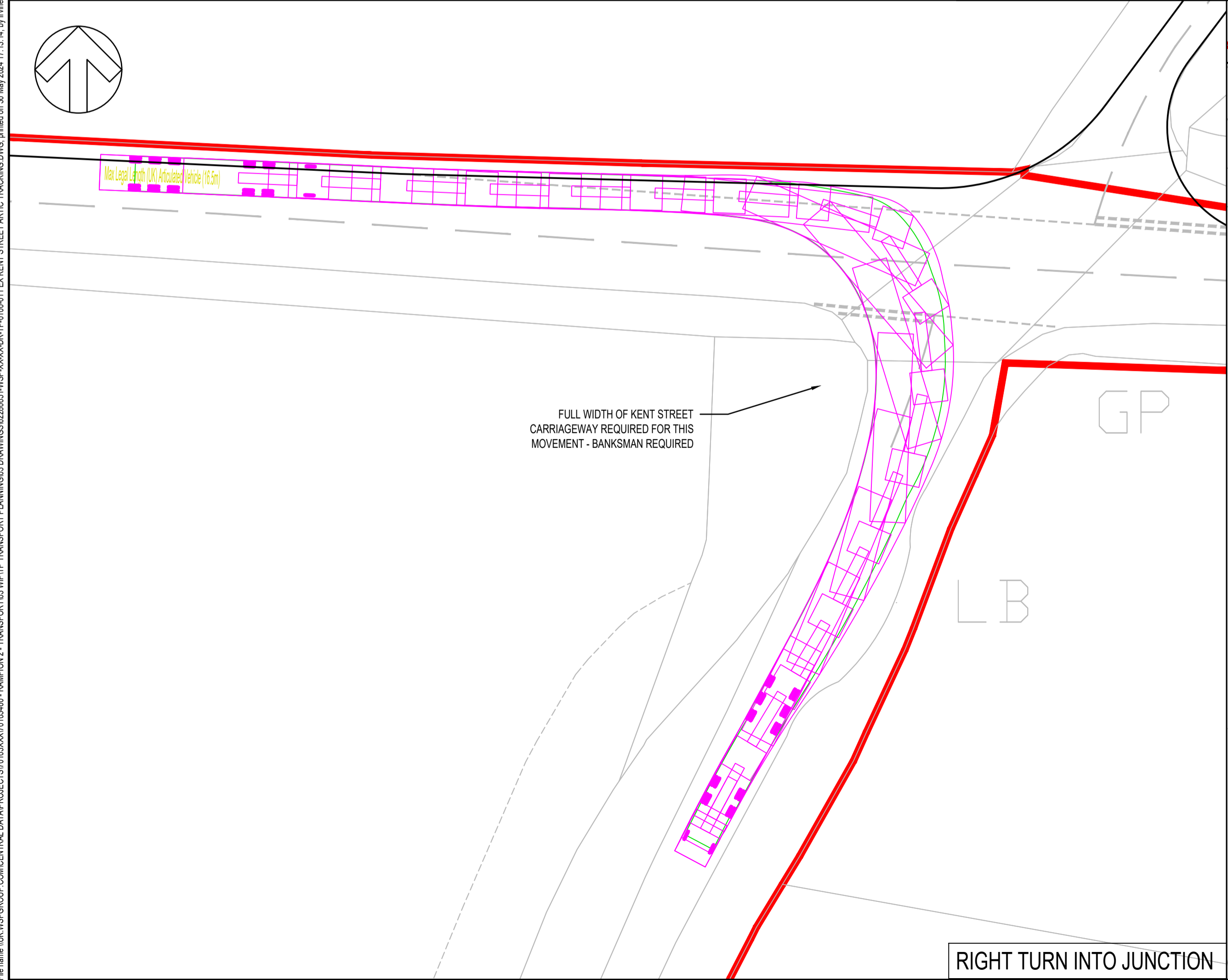
(Accesses A-61 and A-64)



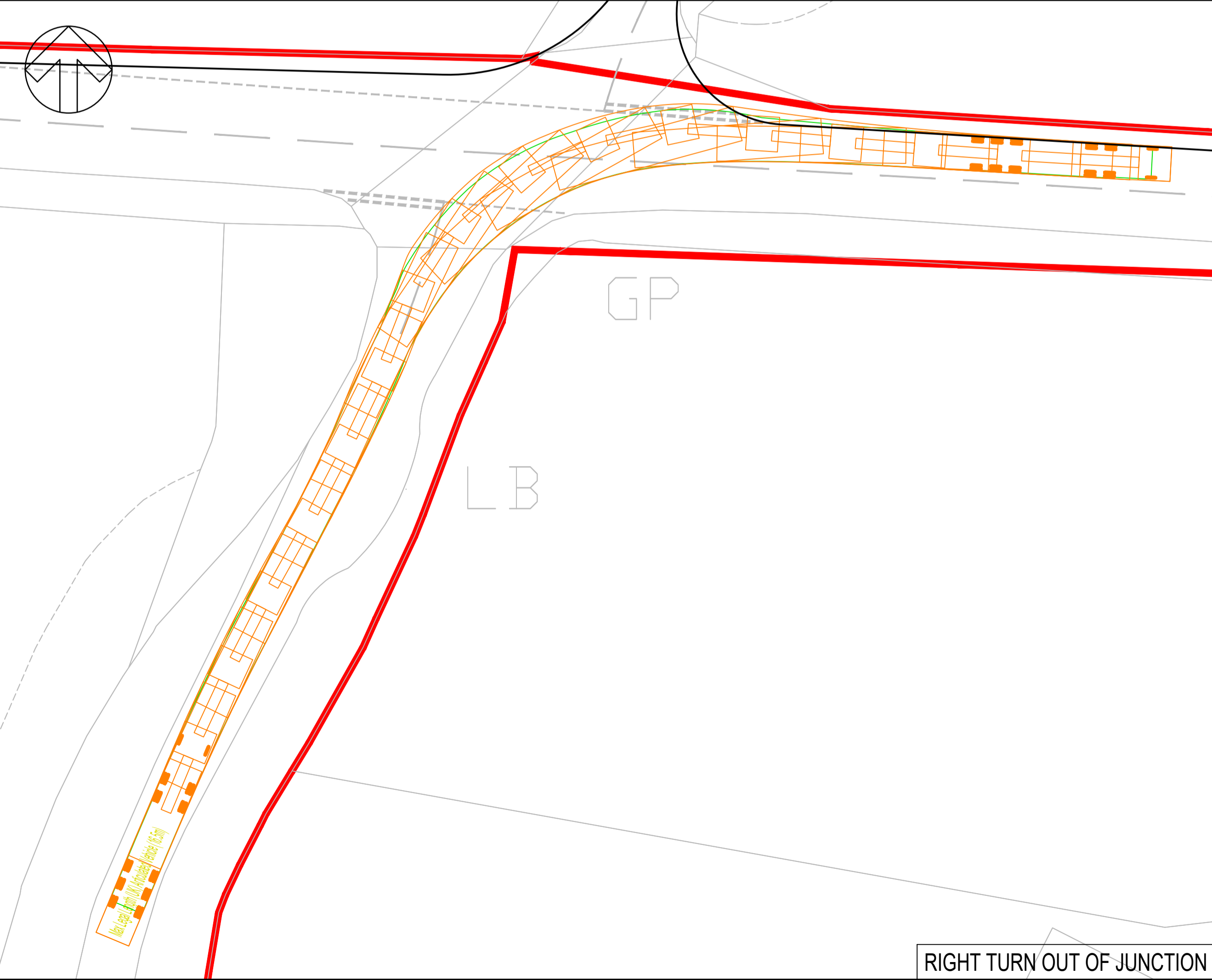
LEFT TURN INTO JUNCTION



LEFT TURN OUT OF JUNCTION



RIGHT TURN INTO JUNCTION



RIGHT TURN OUT OF JUNCTION

DO NOT SCALE

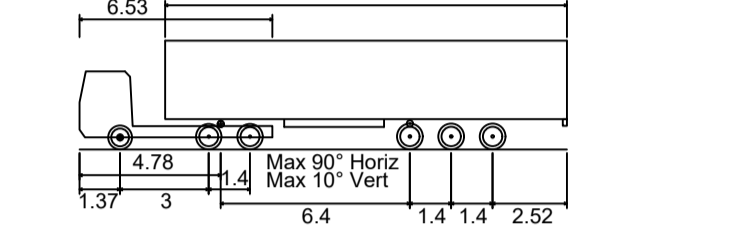
NOTES:
1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 50KPH

KEY:
— DCO LIMITS

VEHICLE TRACKING KEY:
— VEHICLE WHEELS

VEHICLE BODY:
— LEFT TURN INTO JUNCTION
— LEFT TURN OUT OF JUNCTION
— RIGHT TURN INTO JUNCTION
— RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

PO2	30/05/2024	AM	MARKINGS ADDED TO OPPOSITE JUNCTION	GCB	CAW
P01	18/04/2024	AM	FIRST ISSUE	GCB	CAW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
T+ 44 (0) 2380 101 700
wsp.com

CLIENT: RAMPION EXTENSION DEVELOPMENT LIMITED

ARCHITECT:

SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

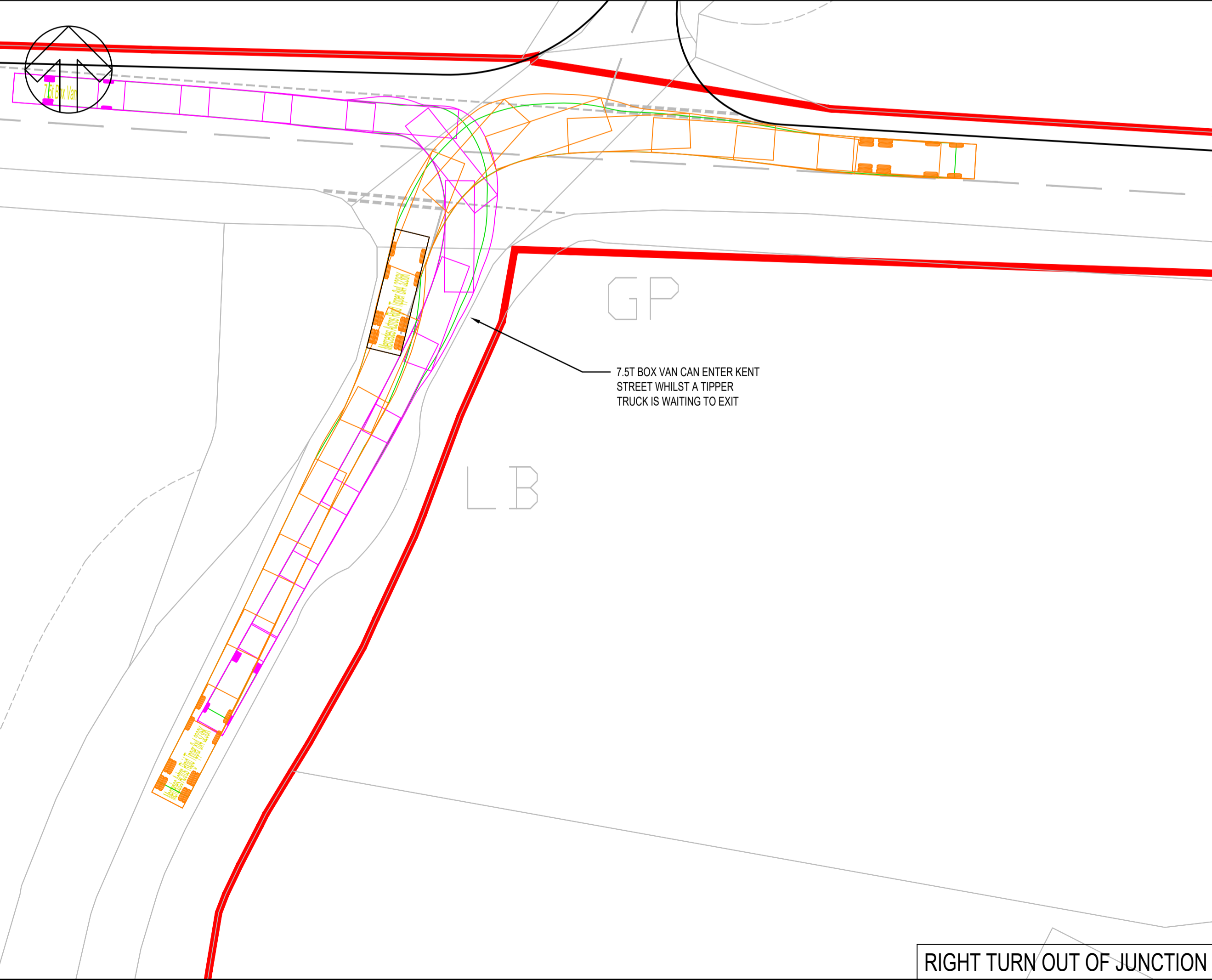
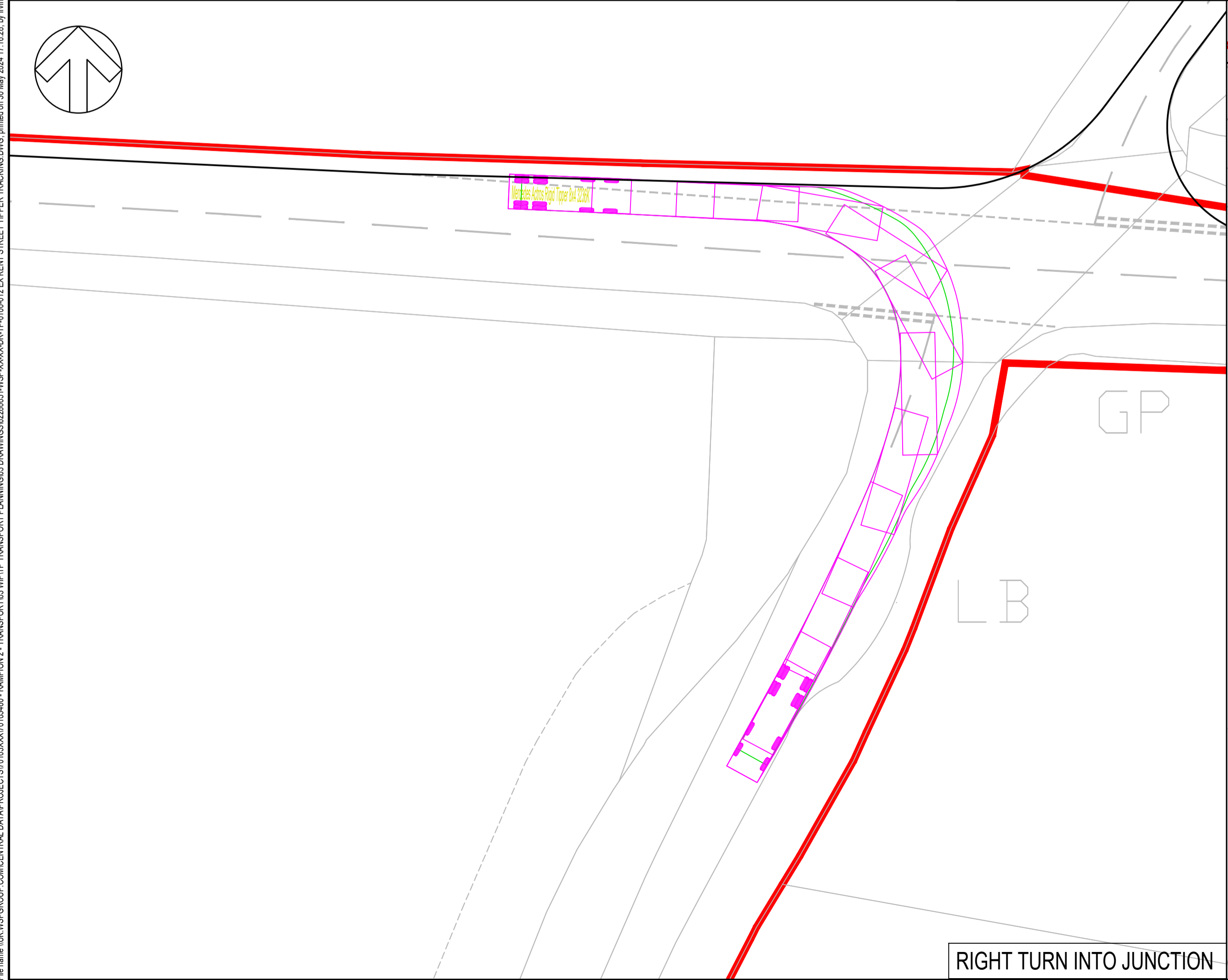
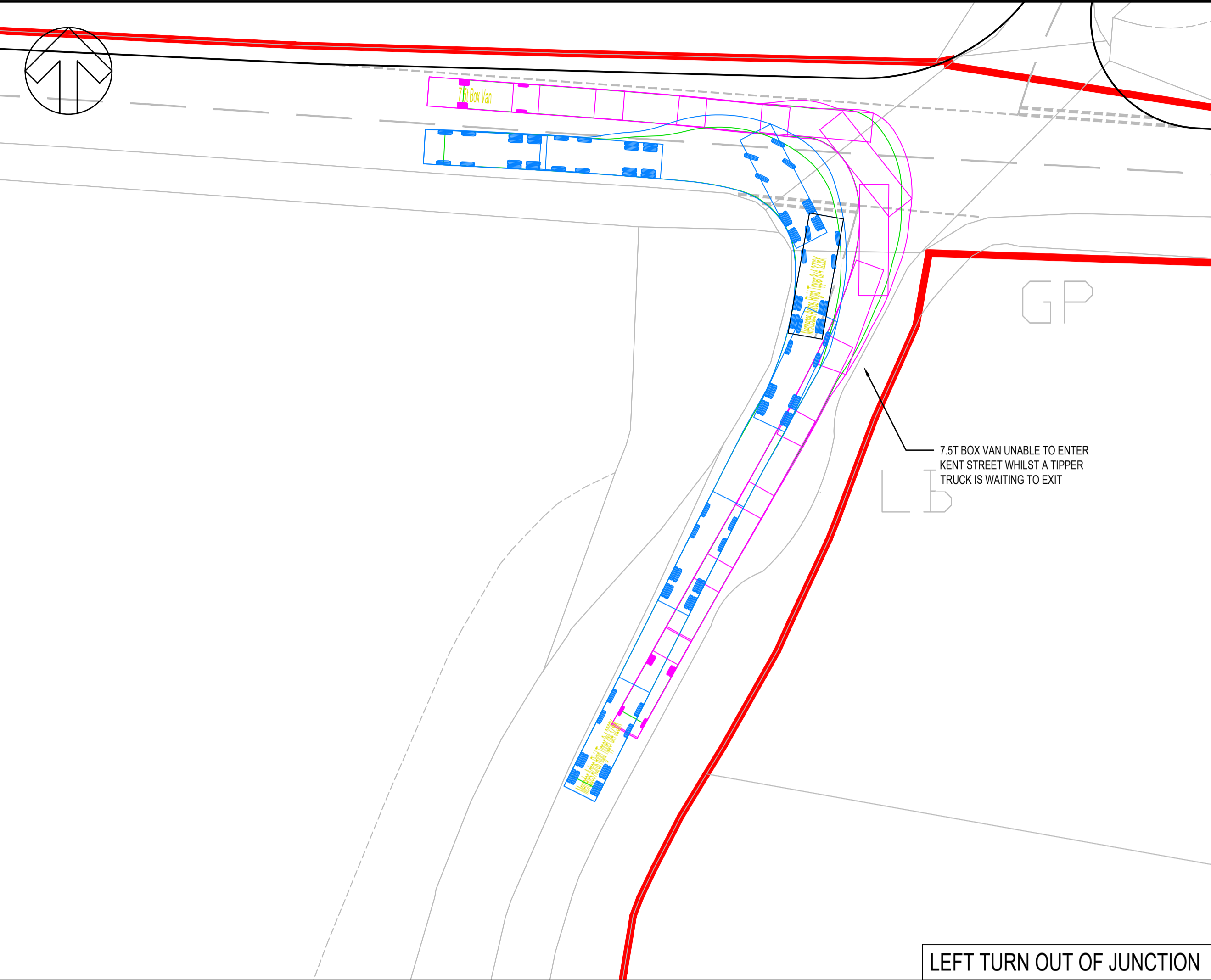
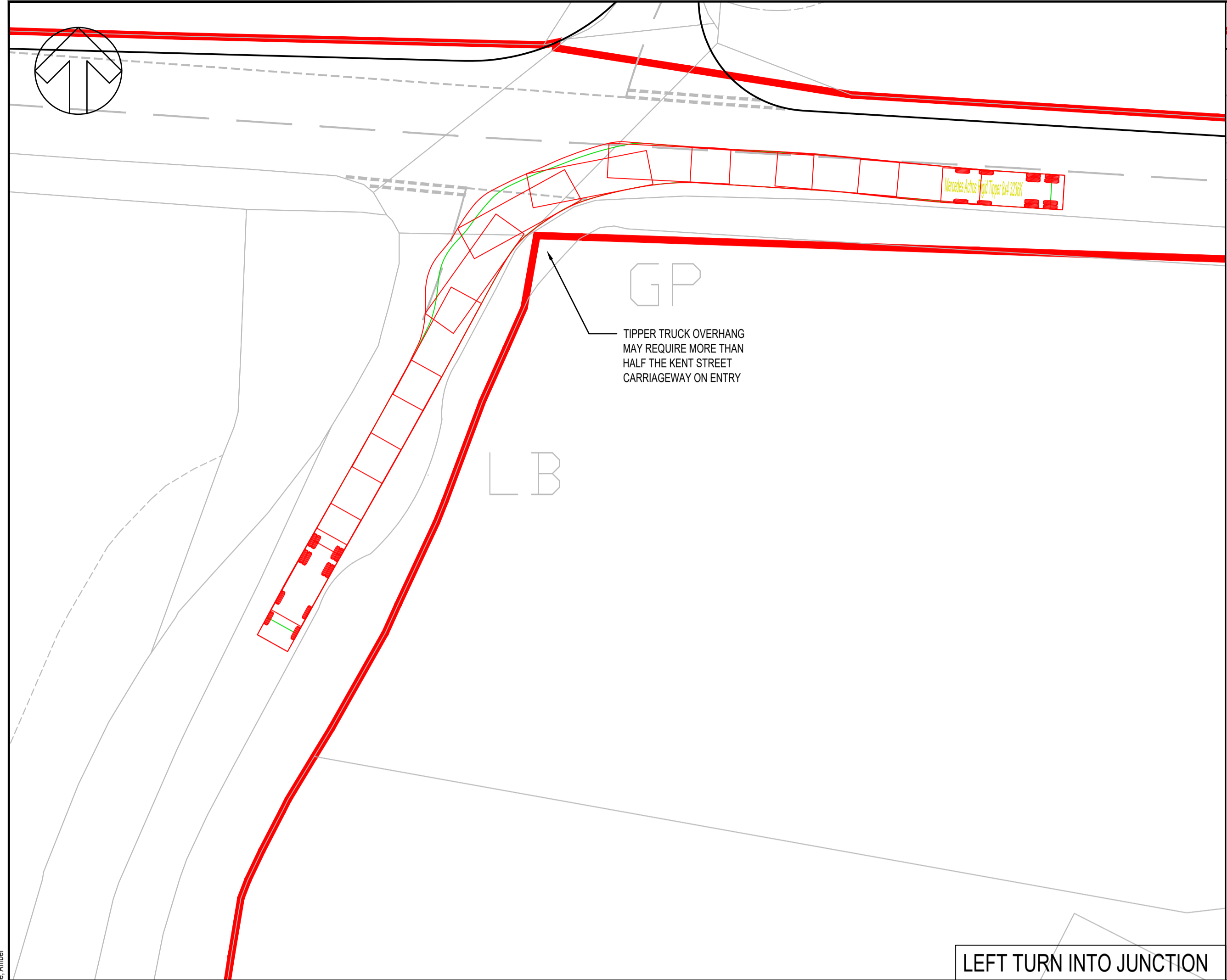
TITLE: KENT STREET EXISTING JUNCTION LAYOUT - SWEEP PATH ANALYSIS (ARTICULATED VEHICLE)

SCALE @ A1: 1:250	CHECKED: GCB	APPROVED: CAW
PROJECT NO: 62280651	DESIGNED: AVI	DRAWN: AVI
		DATE: April 24

DRAWING No: 62280651-WSP-XX-XX-DR-TP-0100-011 REV: P02

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File name: \\UK-WSPGROUP\COMMON\DATA\PROJECTS\101000007010460 - RAMPION 2 - TRANSPORT\03 WP\TP - TRANSPORT PLANNING\03 DRAWINGS\280651\WSP-XX-XX-DR-TP-0100-011-KENT STREET ARTIC TRACKING.DWG, printed on: 30 May 2024, 17:13:14, by: Ines, Amber



DO NOT SCALE

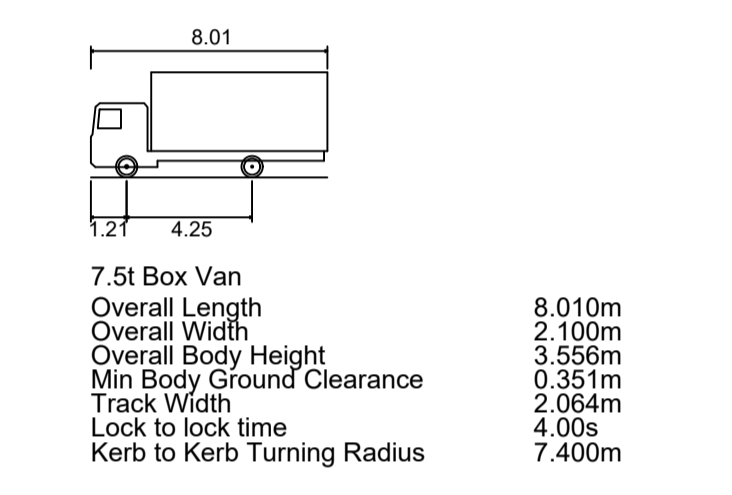
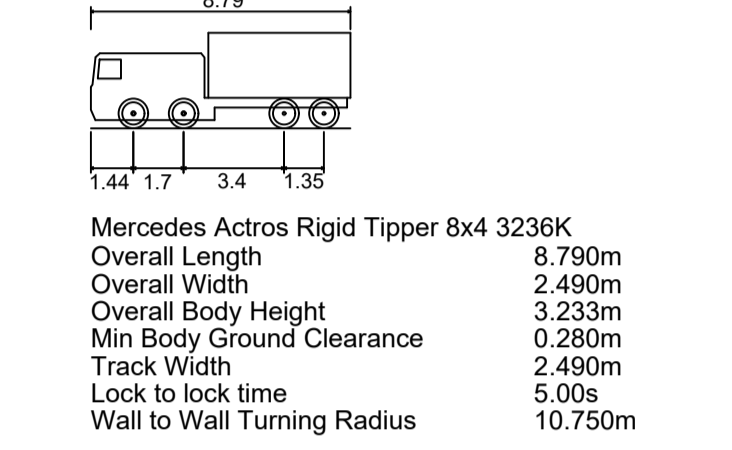
NOTES:
1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 50KPH

KEY:
 DCO LIMITS

VEHICLE TRACKING KEY:
 VEHICLE WHEELS

VEHICLE BODY:
 LEFT TURN INTO JUNCTION
 LEFT TURN OUT OF JUNCTION
 RIGHT TURN INTO JUNCTION
 RIGHT TURN OUT OF JUNCTION

VEHICLE PROFILE:



UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

PO2	30/05/2024	AM	MARKINGS ADDED TO OPPOSITE JUNCTION	GCB	CAW
P01	18/04/2024	AM	FIRST ISSUE	GCB	CAW
REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT: RAMPION EXTENSION DEVELOPMENT LIMITED

ARCHITECT:

SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

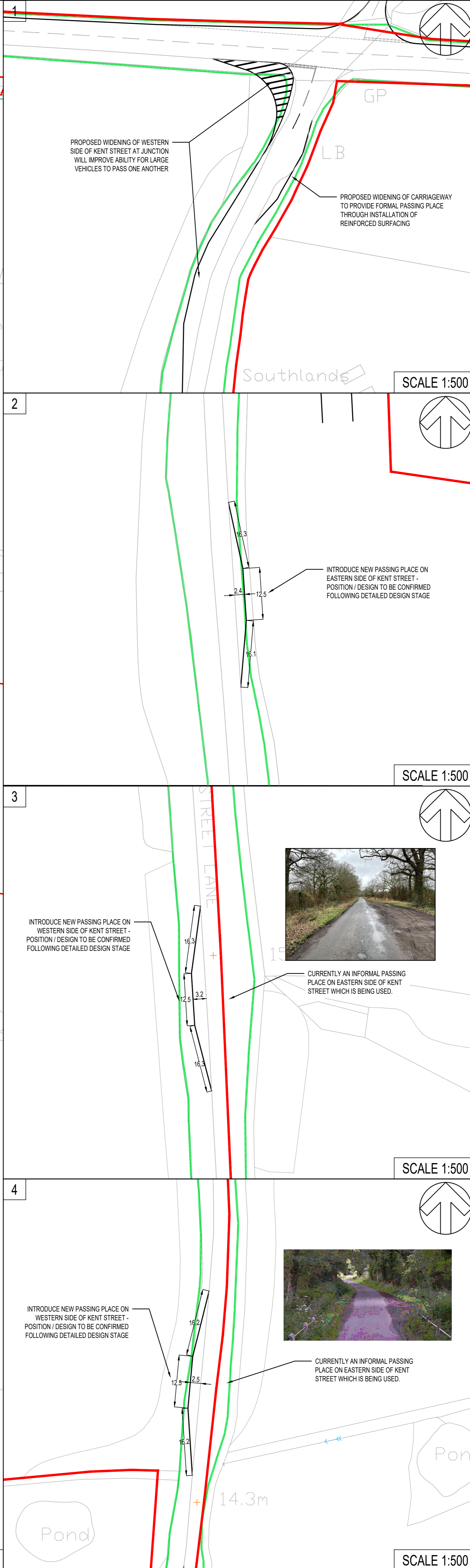
TITLE: KENT STREET EXISTING JUNCTION LAYOUT - SWEEP PATH ANALYSIS (RIGID TIPPER)

SCALE @ A1: 1:250	CHECKED: GCB	APPROVED: CAW
PROJECT NO: 62280651	DESIGNED: AVI	DRAWN: AVI
		DATE: April 24

DRAWING No: 62280651-WSP-XX-XX-DR-TP-0100-012 REV: P02

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File name: \\UK.WSPGROUP.COM\CENTRAL_DATA\PROJECTS\100000007010460 - RAMPION 2 - TRANSPORT\03 WP\TP - TRANSPORT\PLANNING\03 DRAWINGS\62280651\WSP-XX-XX-DR-TP-0100-012 KENT STREET TIPPER TRACKING.DWG, created on: 30 May 2024 17:18:28, by Ivona, Anaber



DO NOT SCALE

NOTES:
 1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5KPH

KEY:
 DCO LIMITS
 HIGHWAY BOUNDARY
 PASSING PLACE VISIBILITY

VEHICLE TRACKING KEY:
 VEHICLE WHEELS
 VEHICLE BODY:
 BOX VAN NORTHBOUND MOVEMENT
 BOX VAN SOUTHBOUND MOVEMENT
 LOW LOADER ENTRY MOVEMENT
 LOW LOADER EXIT MOVEMENT

VEHICLE PROFILE:

 Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Broshius SL2 replica - based on VT Low Boy
 Overall Length 26.150m
 Overall Width 2.850m
 Overall Body Height 5.159m
 Min Body Ground Clearance 0.209m
 Max Track Width 2.591m
 Lock to lock time 6.00s
 Max Steering Angle (Virtual) 30.00°

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P01	31/05/2024	AVI	FIRST ISSUE	GCB	CAW
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: S2 - FOR INFORMATION					

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CLIENT: RAMPION EXTENSION DEVELOPMENT LIMITED

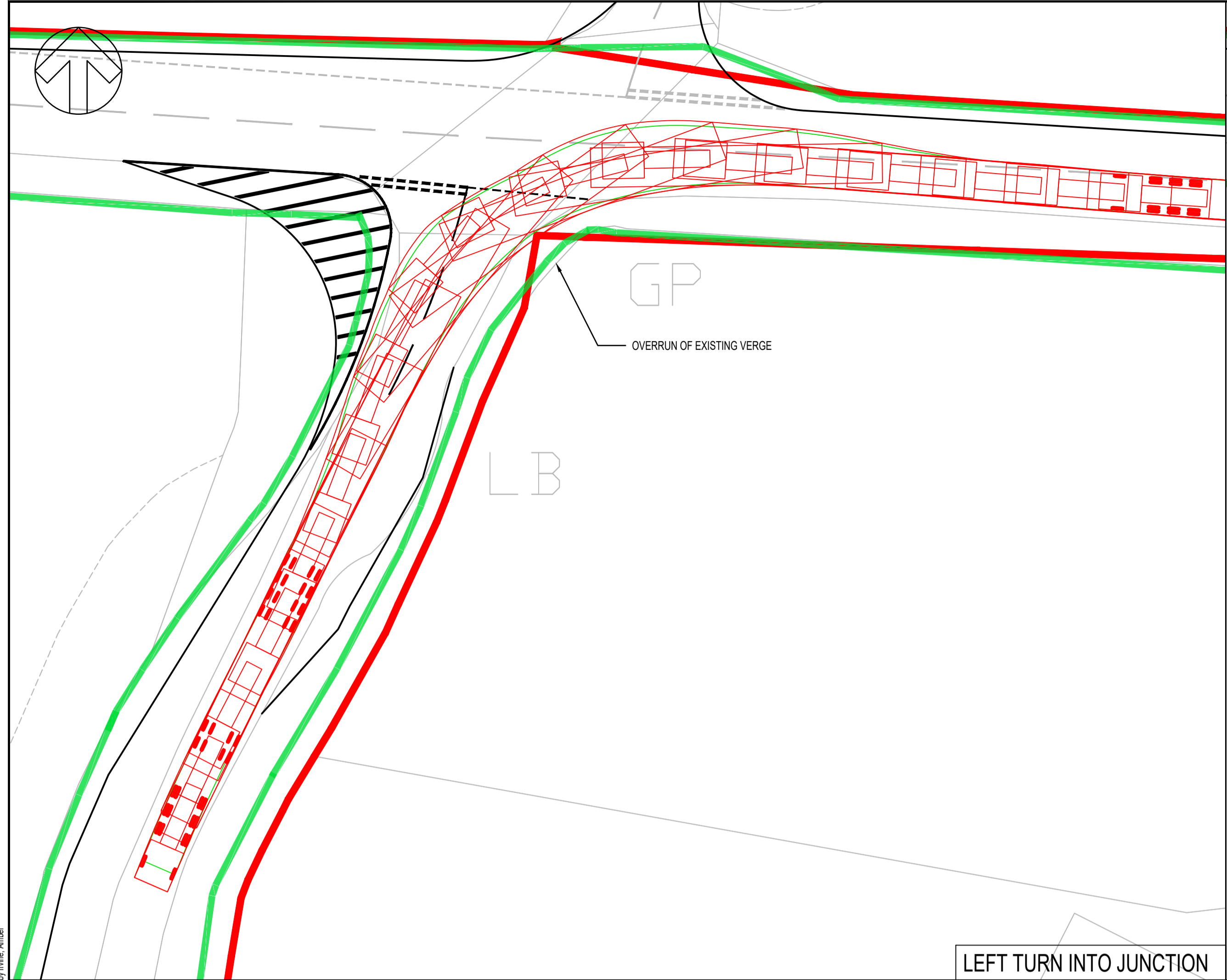
PROJECT: ROUND 3 EXTENSION RAMPION II

ARCHITECT: TITLE: KENT STREET - PASSING PLACES AND SWEEP PATH ANALYSIS (ARTICULATED VEHICLE)

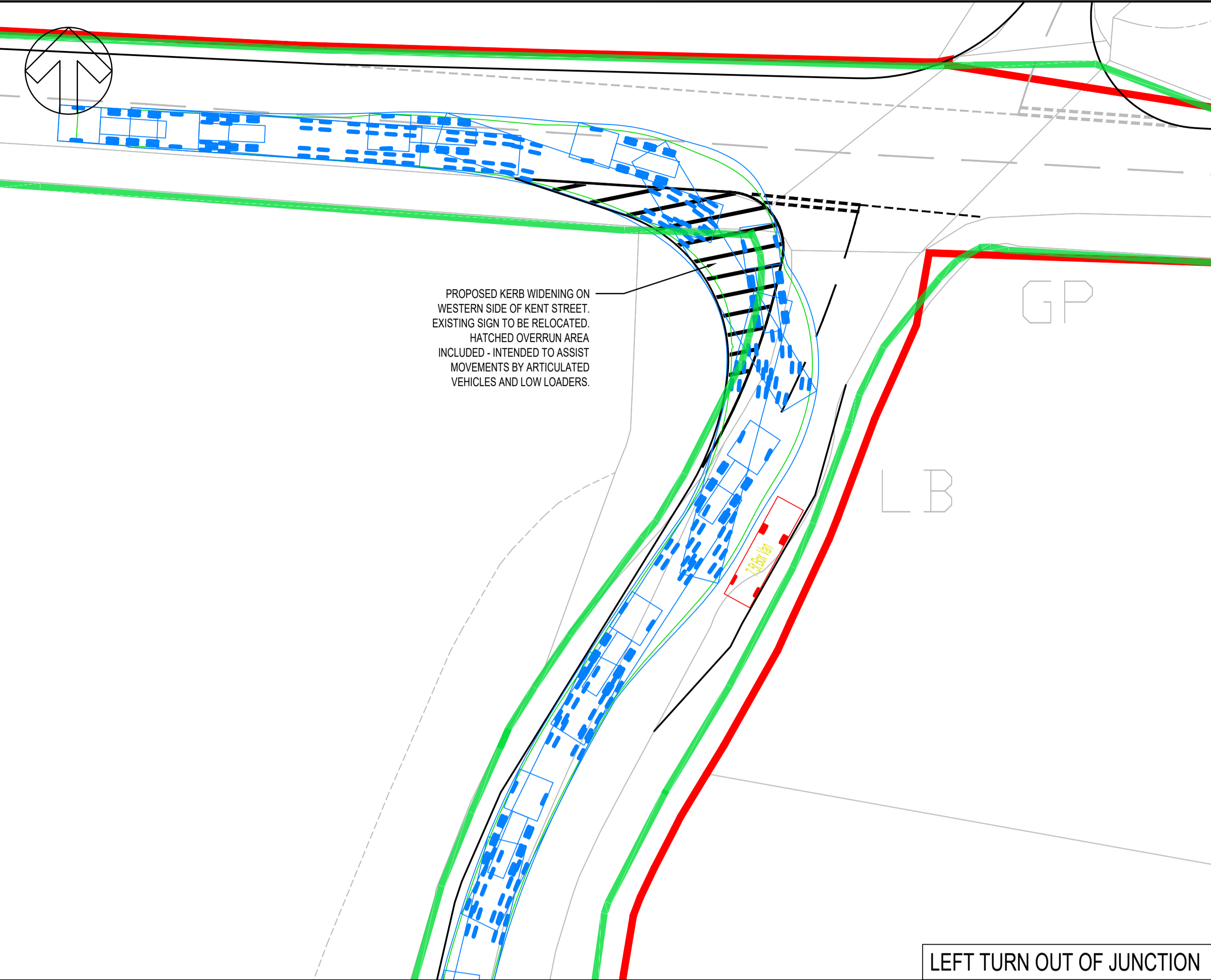
SCALE @ A1: AS SHOWN	CHECKED: GCB	APPROVED: CAW
PROJECT No: 62280651	DESIGNED: AVI	DRAWN: AVI
		DATE: May 24
DRAWING No: 62280651-WSP-XX-XX-DR-TP-0100-019		REV: P01

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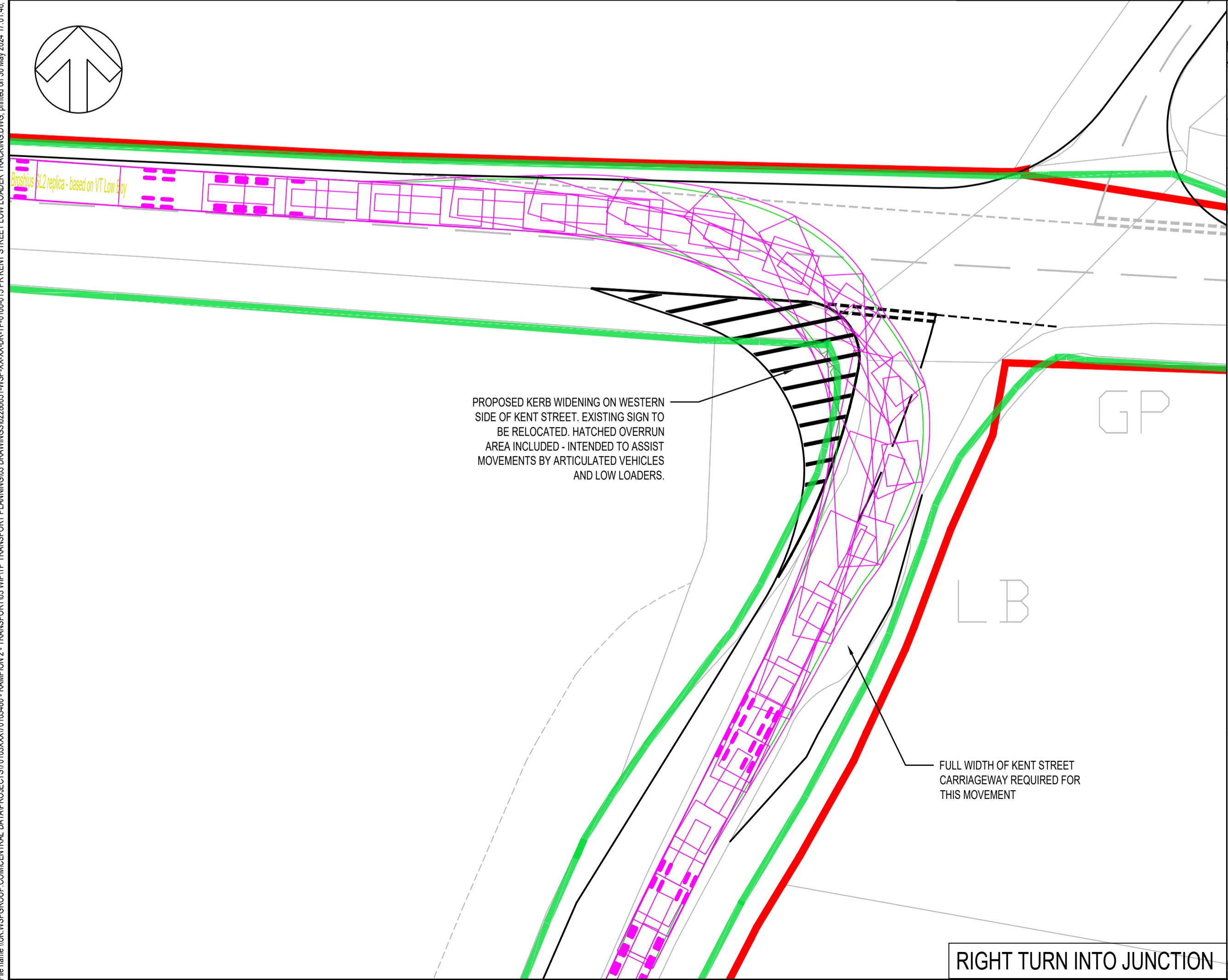
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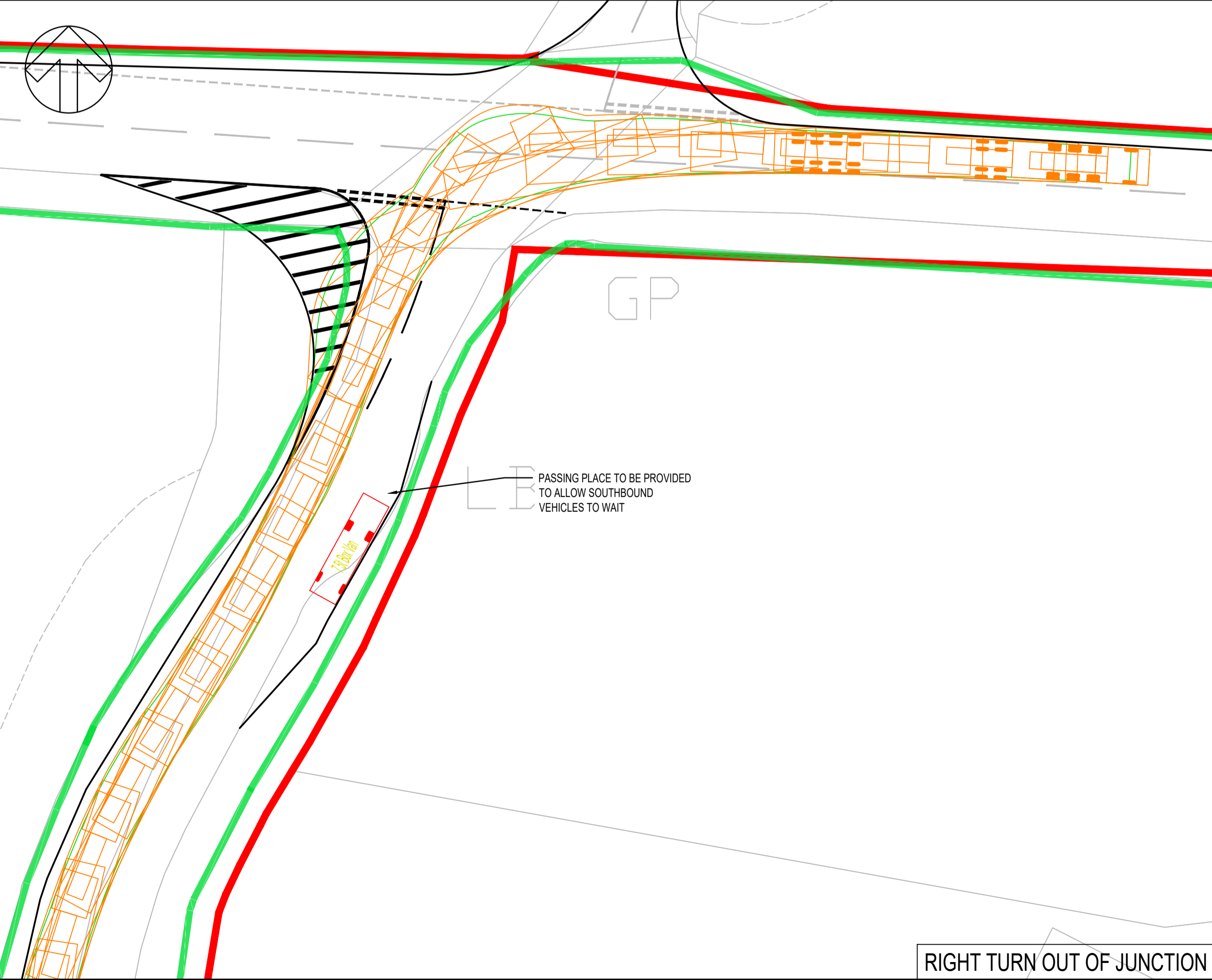
LEFT TURN INTO JUNCTION



LEFT TURN OUT OF JUNCTION



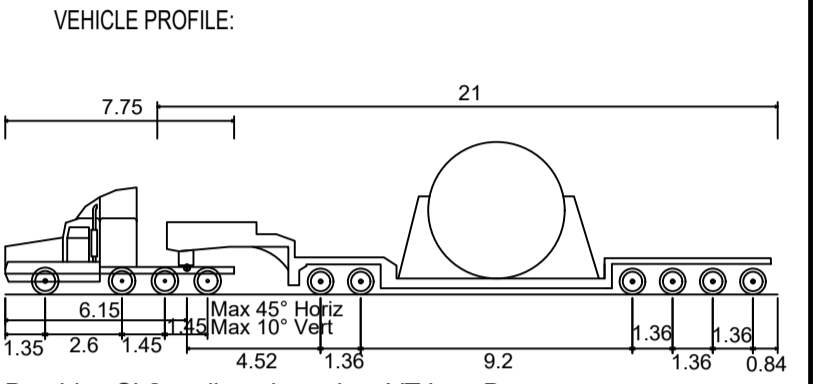
RIGHT TURN INTO JUNCTION



RIGHT TURN OUT OF JUNCTION

DO NOT SCALE

- NOTES:
- ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 50KPH
- KEY:
- DCO LIMITS
 - HIGHWAY BOUNDARY
- VEHICLE TRACKING KEY:
- VEHICLE WHEELS
- VEHICLE BODY:
- LEFT TURN INTO JUNCTION
 - LEFT TURN OUT OF JUNCTION
 - RIGHT TURN INTO JUNCTION
 - RIGHT TURN OUT OF JUNCTION
- VEHICLE PROFILE:



Broshius SL2 replica - based on VT Low Boy

Overall Length	26.150m
Overall Width	2.650m
Overall Body Height	5.159m
Min Body Ground Clearance	0.209m
Max Track Width	2.591m
Lock to lock time	6.00s
Max Steering Angle (Virtual)	30.00°

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

PROJ	DATE	BY	DESCRIPTION	CHK	APP
P02	29/05/2024	AVI	PROPOSED JUNCTION LAYOUT AMENDED	GCB	CAW
P01	25/04/2024	AVI	FIRST ISSUE	GCB	CAW

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: RAMPION EXTENSION DEVELOPMENT LIMITED

ARCHITECT:

SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

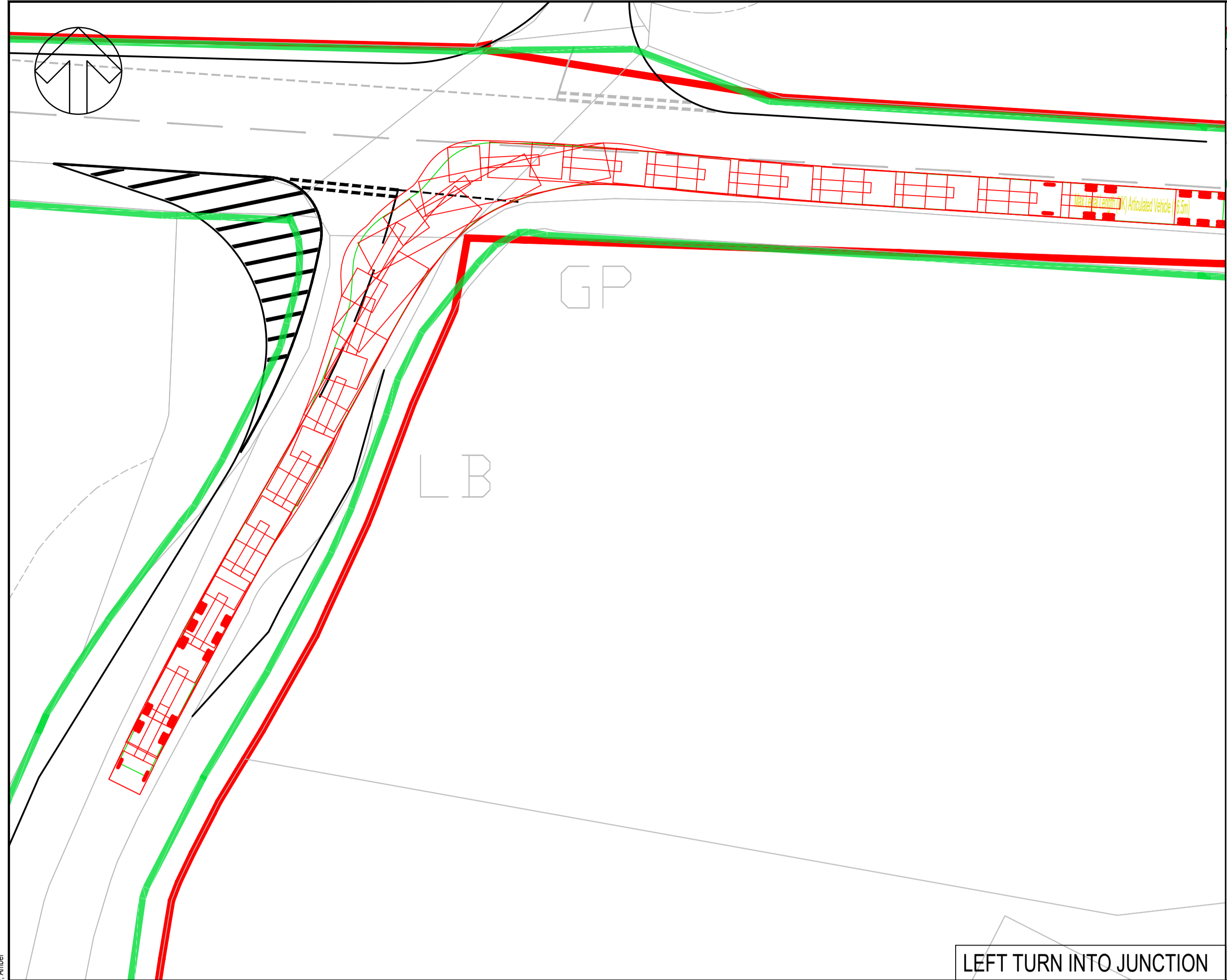
TITLE: KENT STREET PROPOSED JUNCTION LAYOUT - SWEEP PATH ANALYSIS (LOW LOADER)

SCALE @ A1:	1:250	CHECKED:	GCB	APPROVED:	CAW
PROJECT NO:	62280651	DESIGNED:	AVI	DRAWN:	AVI
				DATE:	April 24

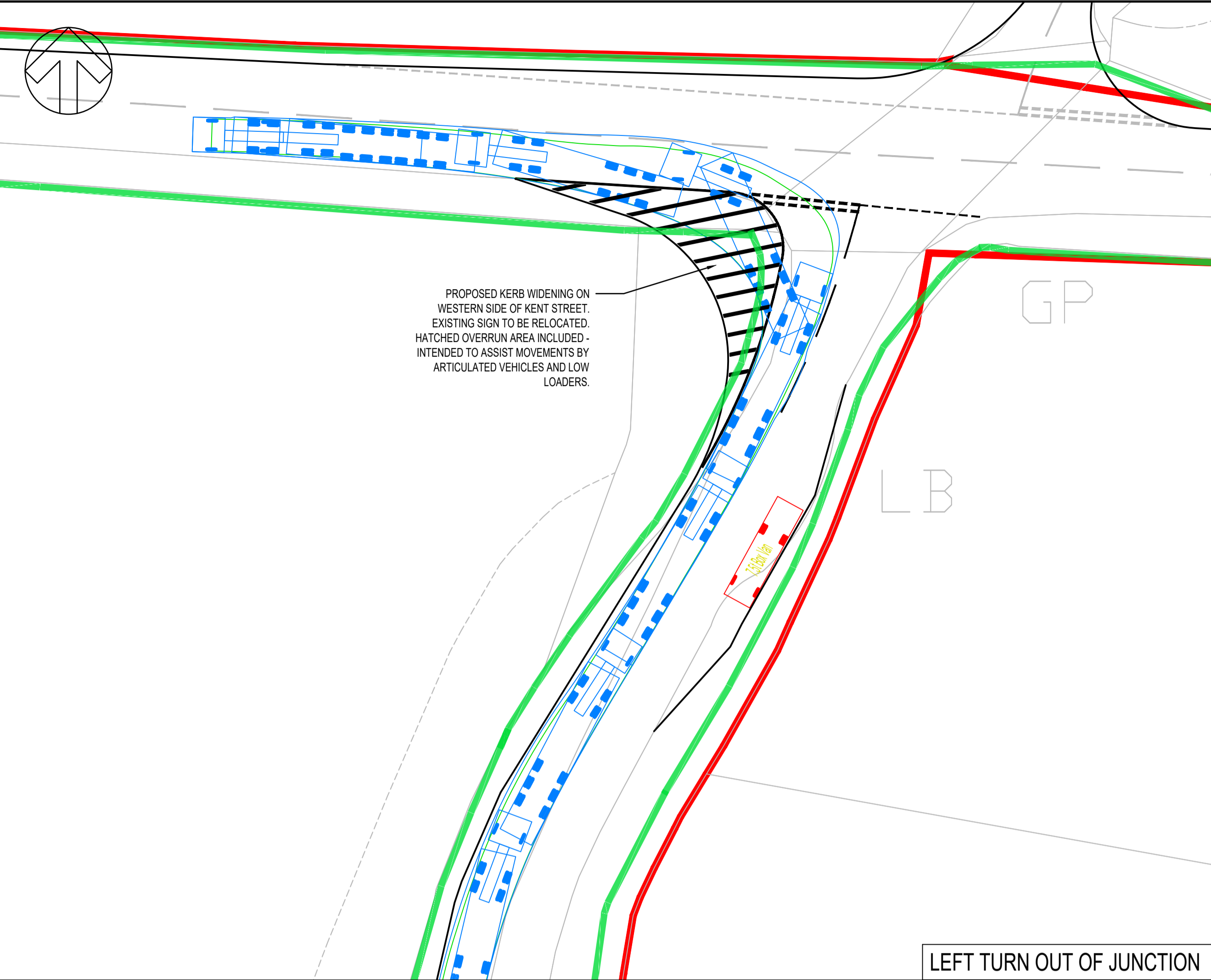
DRAWING No: 62280651-WSP-XX-XX-DR-TP-0100-015 REV: P02

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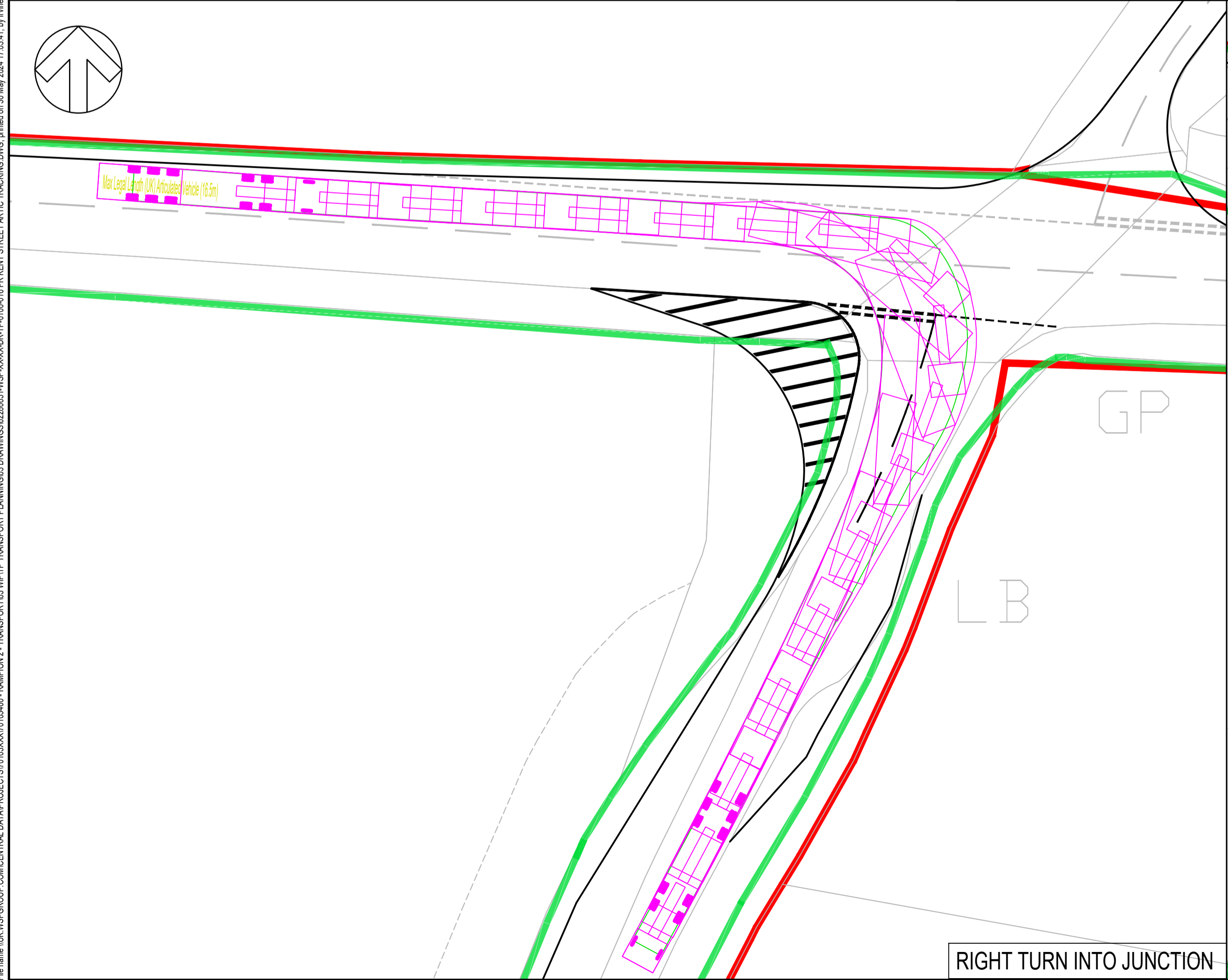
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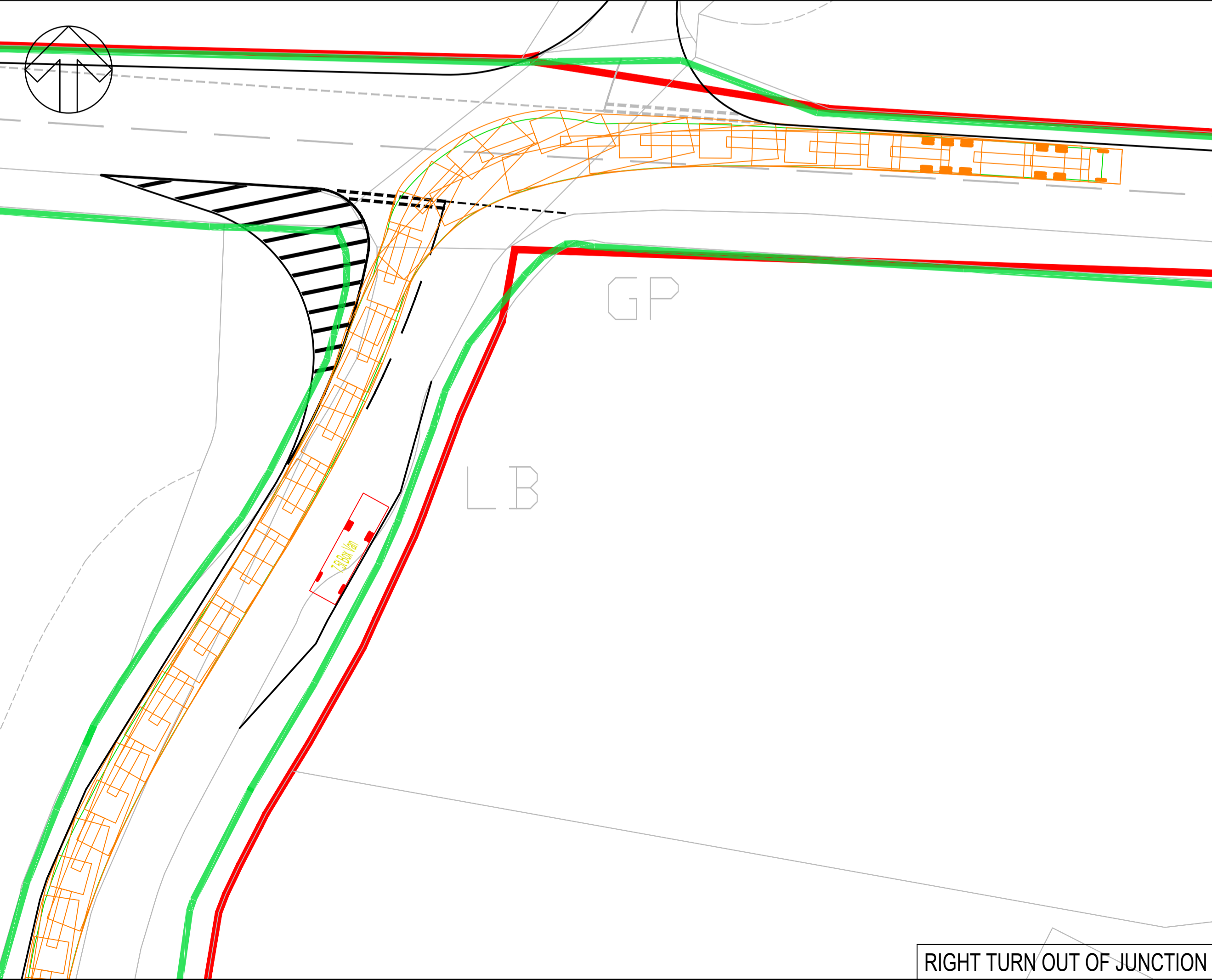
LEFT TURN INTO JUNCTION



LEFT TURN OUT OF JUNCTION



RIGHT TURN INTO JUNCTION

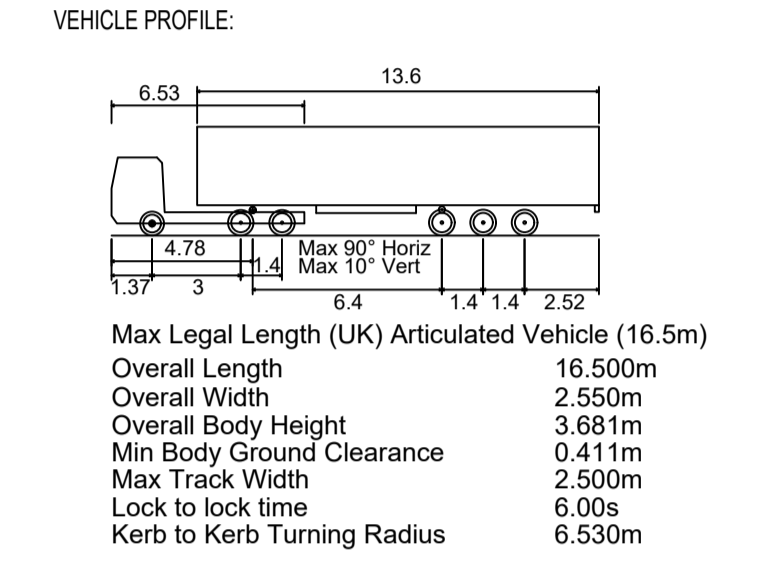


RIGHT TURN OUT OF JUNCTION

PROPOSED KERB WIDENING ON WESTERN SIDE OF KENT STREET. EXISTING SIGN TO BE RELOCATED. HATCHED OVERRUN AREA INCLUDED - INTENDED TO ASSIST MOVEMENTS BY ARTICULATED VEHICLES AND LOW LOADERS.

DO NOT SCALE

- NOTES:
- ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 50KPH
- KEY:
- DOO LIMITS
 - HIGHWAY BOUNDARY
- VEHICLE TRACKING KEY:
- VEHICLE WHEELS
- VEHICLE BODY:
- LEFT TURN INTO JUNCTION
 - LEFT TURN OUT OF JUNCTION
 - RIGHT TURN INTO JUNCTION
 - RIGHT TURN OUT OF JUNCTION



UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

NO	DATE	BY	DESCRIPTION	CHK	APP
P02	29/05/2024	AVI	PROPOSED JUNCTION LAYOUT AMENDED	GCB	CAW
P01	25/04/2024	AVI	FIRST ISSUE	GCB	CAW

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: RAMPION EXTENSION DEVELOPMENT LIMITED

ARCHITECT:

SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

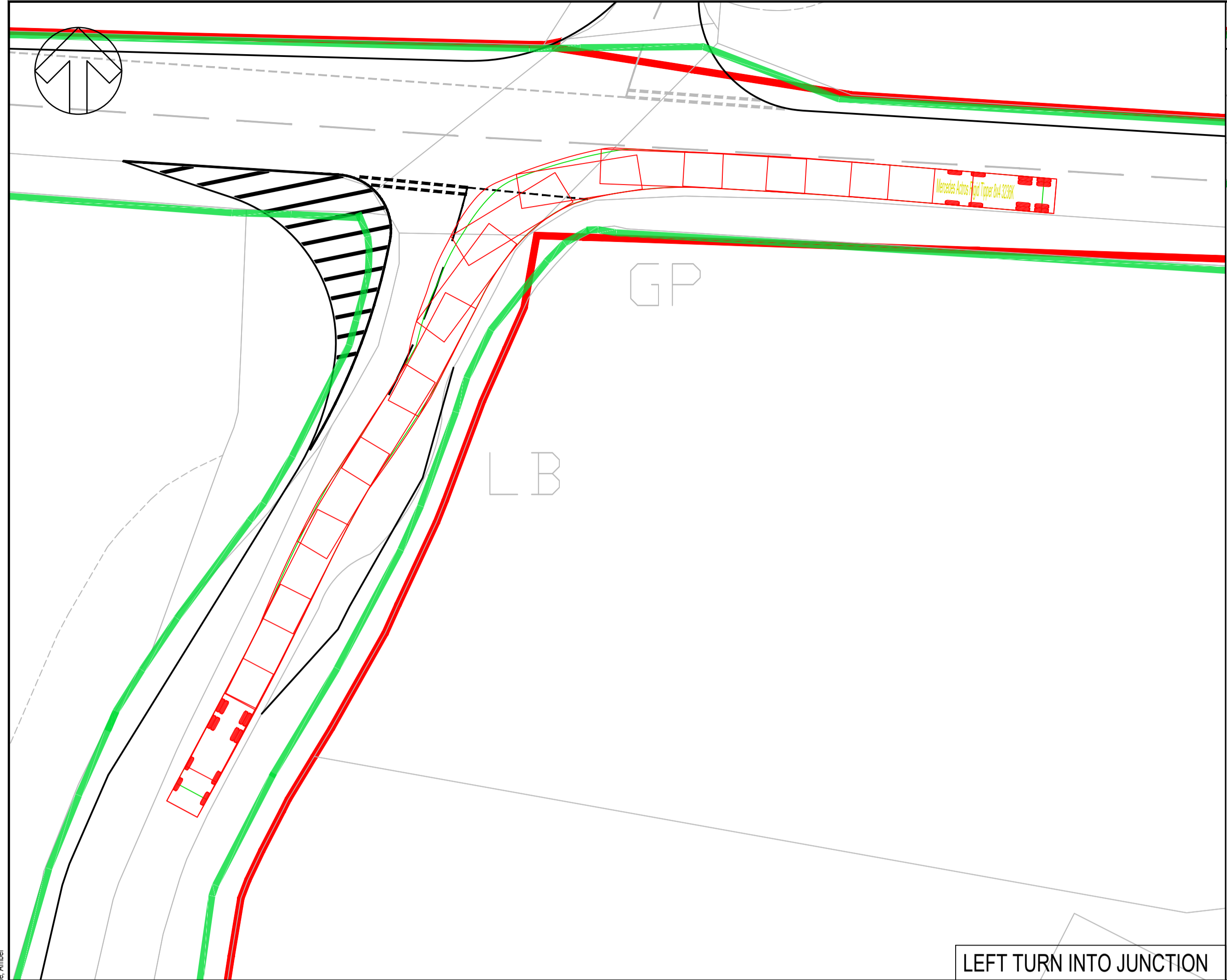
TITLE: KENT STREET - PROPOSED JUNCTION LAYOUT SWEEP PATH ANALYSIS (ARTICULATED VEHICLE)

SCALE @ A1: 1:250	CHECKED: GCB	APPROVED: CAW
PROJECT NO: 62280651	DESIGNED: AVI	DRAWN: AVI
		DATE: April 24

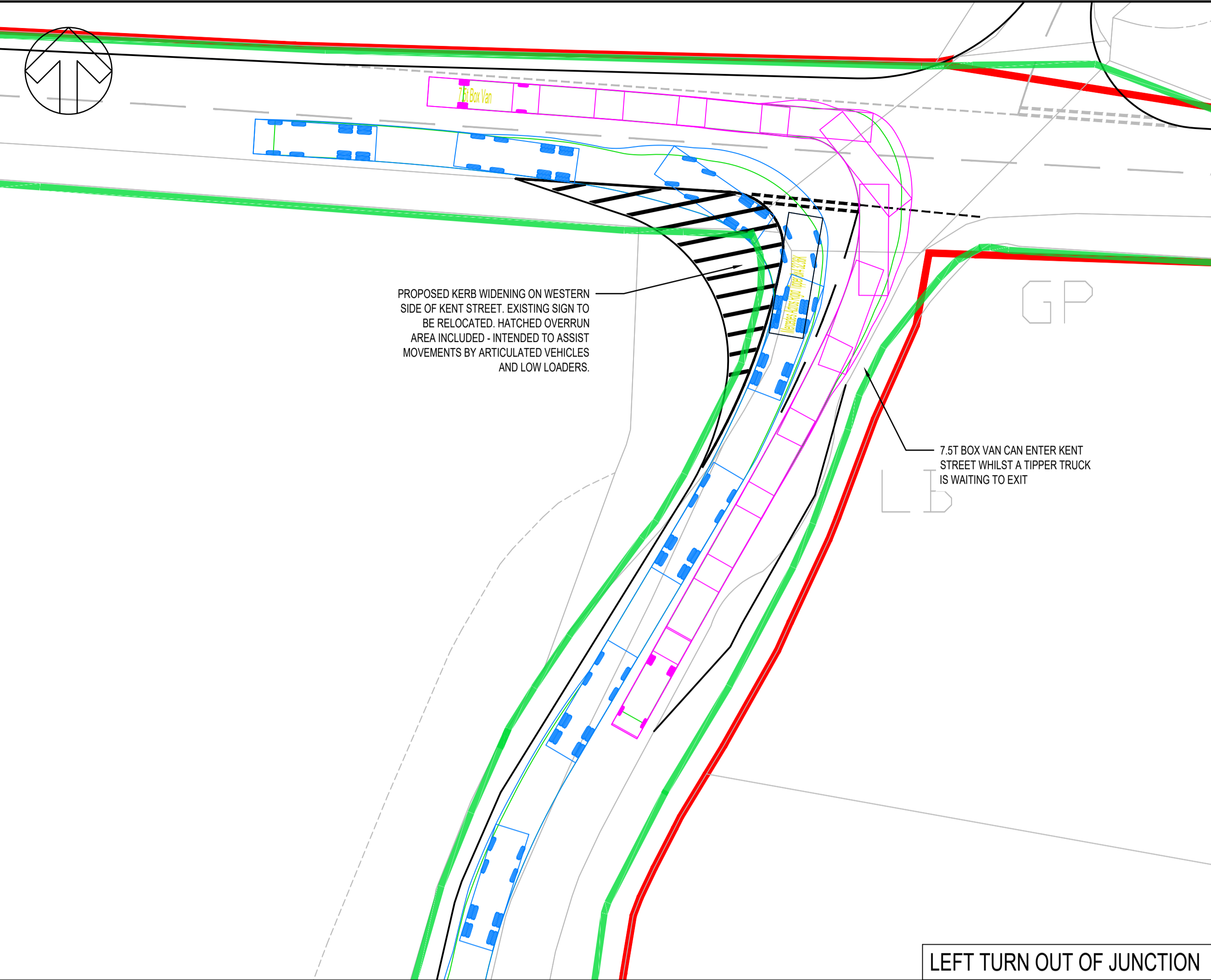
DRAWING No: 62280651-WSP-XX-XX-DR-TP-0100-016 REV: P02

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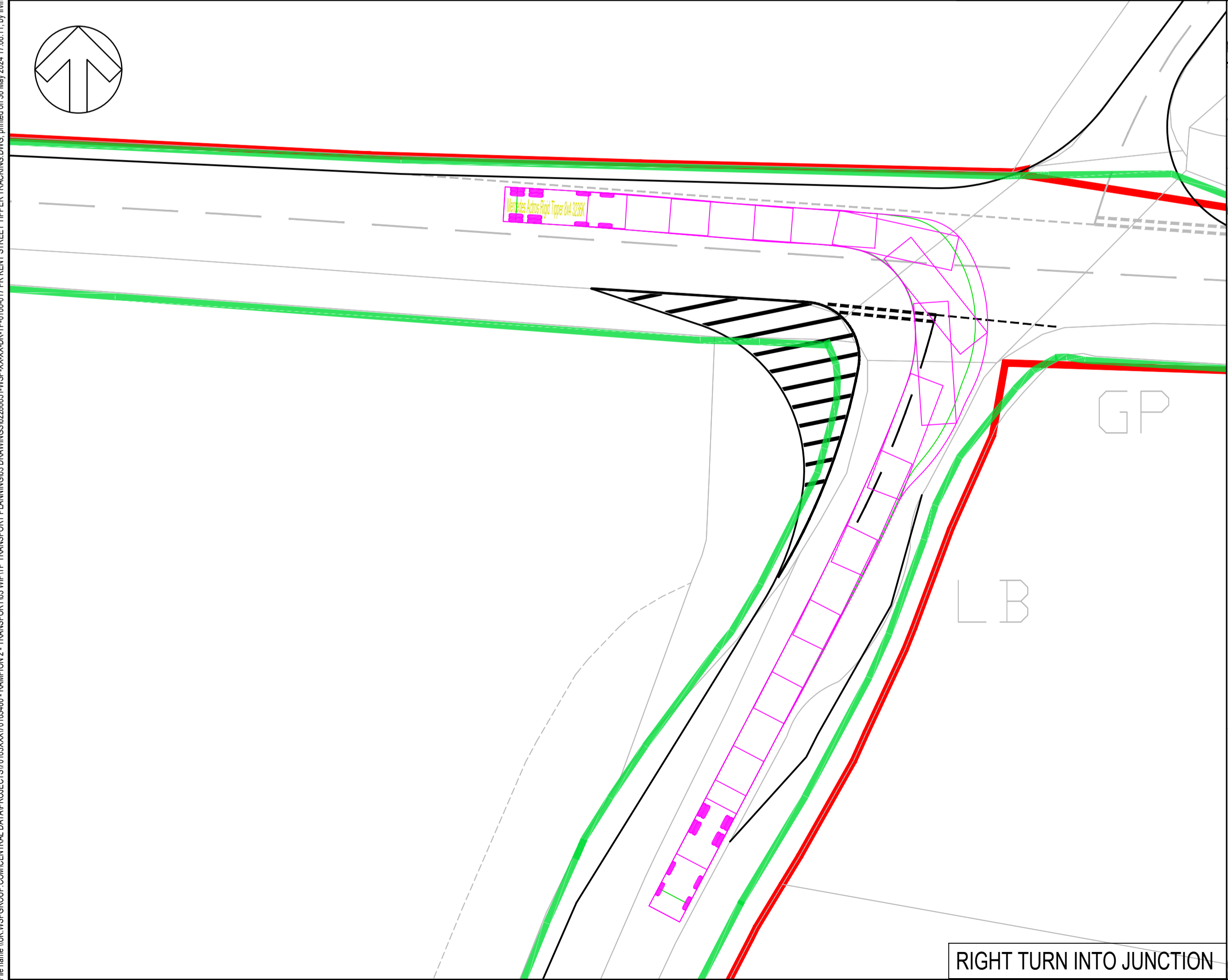
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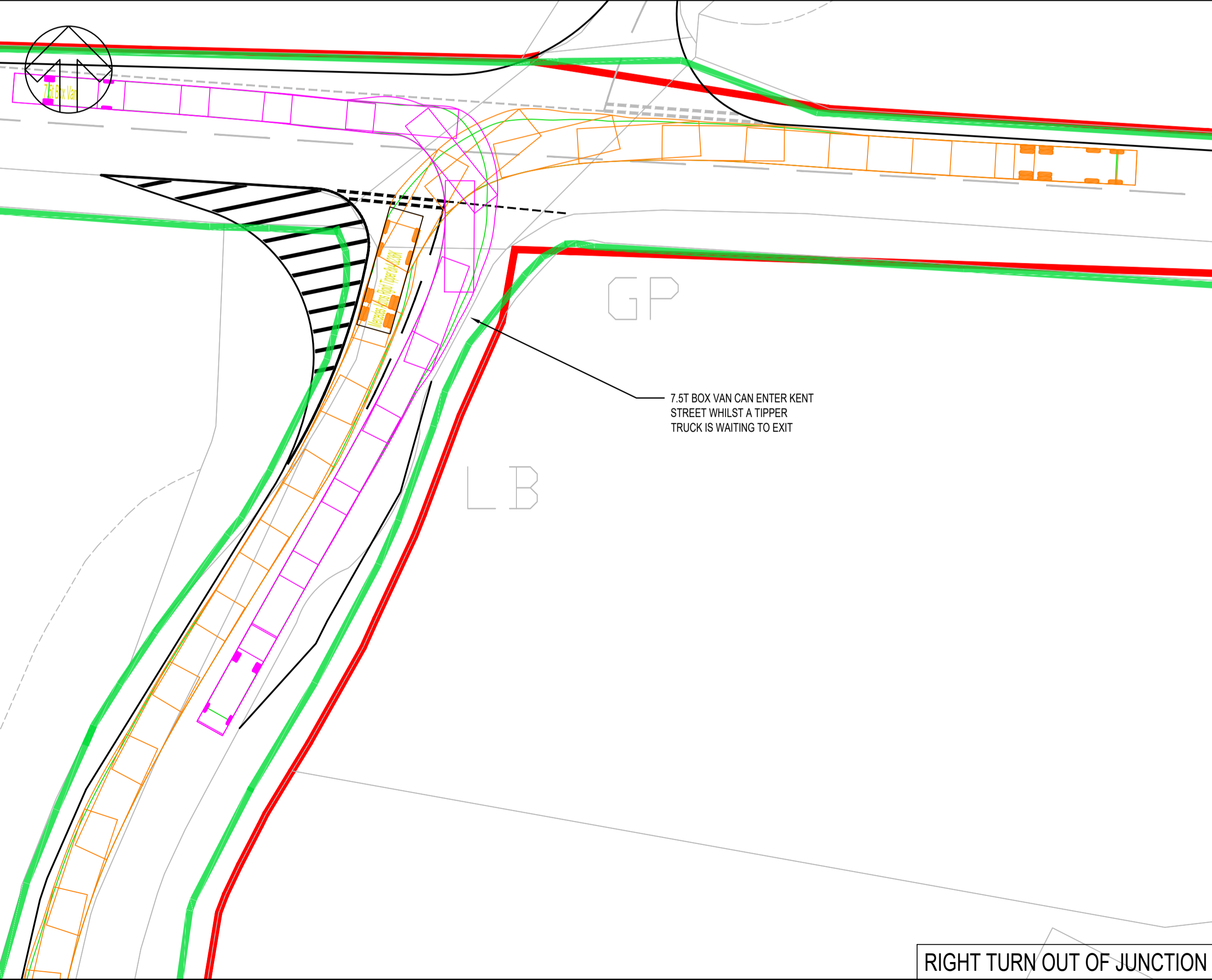
LEFT TURN INTO JUNCTION



LEFT TURN OUT OF JUNCTION



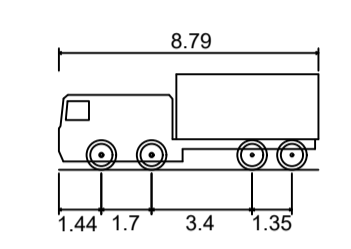
RIGHT TURN INTO JUNCTION



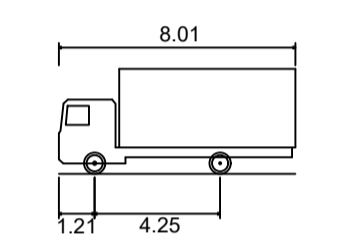
RIGHT TURN OUT OF JUNCTION

DO NOT SCALE

- NOTES:
- ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 50KPH
- KEY:
- DCO LIMITS
 - HIGHWAY BOUNDARY
- VEHICLE TRACKING KEY:
- VEHICLE WHEELS
- VEHICLE BODY:
- LEFT TURN INTO JUNCTION
 - LEFT TURN OUT OF JUNCTION
 - RIGHT TURN INTO JUNCTION
 - RIGHT TURN OUT OF JUNCTION
- VEHICLE PROFILE:



Mercedes Actros Rigid Tipper 8x4 3236K
 Overall Length 8.790m
 Overall Width 2.490m
 Overall Body Height 3.233m
 Min Body Ground Clearance 0.280m
 Track Width 2.490m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 10.750m



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

PO2	29/05/2024	AVI	PROPOSED JUNCTION LAYOUT AMENDED	GCB	CAW
P01	25/04/2024	AVI	FIRST ISSUE	GCB	CAW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
 T+ 44 (0) 2380 101 700
 wsp.com

CLIENT: RAMPION EXTENSION DEVELOPMENT LIMITED

ARCHITECT:

SITE/PROJECT: ROUND 3 EXTENSION RAMPION II

TITLE: KENT STREET PROPOSED JUNCTION LAYOUT - SWEEP PATH ANALYSIS (RIGID TIPPER)

SCALE @ A1: 1:250	CHECKED: GCB	APPROVED: CAW
PROJECT NO: 62280651	DESIGNED: AVI	DRAWN: AVI
		DATE: April 24

DRAWING NO: 62280651-WSP-XX-XX-DR-TP-0100-017 REV: P02

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