



Stonestreet Green Solar

Outline Decommissioning Traffic Management Plan (Tracked)

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1 Introduction

1.1 Context

- 1.1.1 This Outline Decommissioning Traffic Management Plan (the 'Outline DTMP') has been prepared by Prime Transport Planning ('Prime') on behalf of EPL 001 Limited ('the Applicant') in support of an application for a Development Consent Order ('DCO') under Section 37 of the Planning Act 2008 for Stonestreet Green Solar (the 'Project').
- 1.1.2 The Site is within the administrative boundaries of Ashford Borough Council ('ABC') and Kent County Council ('KCC').

1.2 The Project

- 1.2.1 The Project comprises the construction, operation and maintenance, and decommissioning of solar photovoltaic ('PV') arrays and energy storage, together with associated infrastructure and an underground cable connection to the existing National Grid Sellindge Substation.
- 1.2.2 The Project will include a generating station (incorporating solar arrays) with a total capacity exceeding 50 megawatts ('MW'). The agreed grid connection for the Project will allow the export and import of up to 99.9 MW of electricity to the grid. The Project will connect to the existing National Grid Sellindge Substation via a new 132 kilovolt ('kV') substation constructed as part of the Project and cable connection under the Network Rail and High Speed 1 ('HS1') railway.
- 1.2.3 The location of the Project is shown on **ES Volume 3, Figure 1.1: Site Location Plan (Doc Ref. 5.3)**. The Project will be located within the Order limits (the land shown on the **Works Plans (Doc Ref. 2.3)** within which the Project can be carried out). The Order limits plan is provided as **ES Volume 3, Figure 1.2: Order Limits (Doc Ref. 5.3)**. Land within the Order limits is known as the 'Site'.

1.3 Document Purpose

- 1.3.1 The purpose of this Outline DTMP is to ensure the management of decommissioning traffic within the vicinity of the Order limits along the local and strategic highway networks during the decommissioning period of the Project, in order to minimise any potential disruptions and implications on the wider transport network, as well as for the existing road users. This Outline DTMP has been informed by consultation with KCC Highways as the local highway authority and National Highways ('NH') as the highway authority for the Strategic Road Network ('SRN') during the pre-application process.
- 1.3.2 This Outline DTMP sets out the proposals to manage freight traffic i.e., Light Commercial Goods Vehicles ('LGV'), Heavy Goods Vehicles ('HGVs'), as well as staff vehicles. Detailed DTMP(s) for each phase of decommissioning, for approval

by ABC in consultation with the relevant highway authorities, are secured by Requirement in the **Draft Development Consent Order (Doc Ref. 3.1)**. Those detailed DTMP(s) will be prepared in accordance with this Outline DTMP.

- 1.3.3 The anticipated decommissioning period for the Project is approximately 12 months, during which the detailed DTMP(s) will remain in place. The appointed Principal Contractor will be responsible for working in accordance with the controls outlined within this Outline DTMP and the detailed DTMP(s). The overall responsibility for implementation of the detailed DTMP(s) will lie with the appointed contractor as a contractual responsibility to the undertaker (as defined in the **Draft Development Consent Order (Doc Ref. 3.1)**), as the undertaker is ultimately responsible for compliance with the DCO.
- 1.3.4 This document does not address measures relating to operational or construction phase traffic. The operational stage of the Project is controlled by the **Outline Operational Management Plan ('OMP') (Doc Ref. 7.11)**. The construction phase of the Project is controlled by the **Outline Construction Traffic Management Plan (Doc Ref. 7.9)**.
- 1.3.5 Impacts and mitigation measures on public rights of way ('PRoW') are primarily considered within the **Outline Rights of Way and Access Strategy ('Outline RoWAS') (Doc Ref. 7.15)**. This Outline DTMP only includes mitigation and management measures for decommissioning traffic that are relevant to PRoWs.
- 1.3.6 It is acknowledged that the operational phase of the Project is anticipated to last for a period of approximately 40-years. During this period, decommissioning practices and timescales may evolve and could therefore differ from those presented in this Outline DTMP.
- 1.3.7 The objectives of this Outline DTMP are:
- Minimise the volume of decommissioning traffic for the Project as far as reasonably practicable, particularly during local network peaks, to minimise the impact on the highway networks;
 - Ensure that the movements of people and materials associated with the decommissioning of the Project are achieved in a safe, efficient, timely and sustainable manner as far as reasonably practicable;
 - Minimise the constraints imposed on, and ensure efficient management of, the PRoW within the Order limits during the decommissioning phase of the Project as far as reasonably practicable; and
 - Ensure the ongoing monitoring, review and if necessary revision of the detailed DTMP(s).

1.4 Document Structure

1.4.1 Following this introduction, this Outline DTMP is structured as follows:

- **Section 2: Order Limits** – details the extent of the development proposals

and surrounding committed developments;

- **Section 3: Decommissioning Works** - provides an overview of the Project and the decommissioning programme;
- **Section 4: Decommissioning Vehicles and Movements** – summarises the decommissioning vehicles and the associated number of units;
- **Section 5: Access and Vehicle Routing** - details the decommissioning routing and access strategy from both the strategic and local road network;
- **Section 6: Management and Mitigation** – identifies the mitigation strategy and supporting measures that will be implemented; and
- **Section 7: Implementation and Enforcement** – explains how the Outline DTMP will be delivered, monitored and reviewed.

2 Order Limits

2.1 Order Limits

2.1.1 A plan showing the Order limits, surrounding highway network and proposed decommissioning traffic routing is provided as **Appendix A** of this Outline DTMP.

2.2 Site Description and Surrounding Area

2.2.1 The Site comprises primarily agricultural fields delineated by hedgerows and tree belts. **ES Volume 3, Figure 2.1: Field Boundaries and Site Area Plan (Doc Ref. 5.3)** provides a Field Boundaries and Site Area Plan.

2.2.2 Station Road / Calleywell Lane runs north to south within and adjacent to the Central Area of the Site. Bank Road / Roman Road bisect the Central and South Western Areas of the Site. The Site also includes Bank Farm access track, which connects to Roman Road. Part of Goldwell Lane forms part of the Site, as decommissioning traffic will use this highway and cabling is proposed to be laid beneath the road surface.

2.2.3 The predominant surrounding land use in all directions from the Order limits is agriculture. The main residential area and other amenities (e.g. shops, pubs, open space) associated with the village of Aldington are located predominantly to the south and east of the Site.

2.2.4 There is a network of Public Rights of Way ('PRoW') both within the Site and across the surrounding area. Further details of these and proposed mitigation is provided in the **Outline Rights of Way and Access Strategy (Doc Ref. 7.15)**.

2.3 Other Developments/ Schemes

2.3.1 The Applicant has identified the following projects within the study area from **ES Volume 4, Appendix 6.1: Long List of Cumulative Schemes (Doc Ref. 5.4)**, the impacts of which have been considered cumulatively in **ES Volume 2, Chapter 13: Traffic & Access (Doc Ref. 5.2)**:

- ID. No. 3: Pivot Power Battery Storage;
- ID. No. 4: Walsh Power Condenser Project Land;
- ID. No. 7: Land north of 1 Church View, Aldington, Kent;
- ID. No. 8: Land south west of Goldwell Court, Goldwell Lane; and
- ID. No. 9: East Stour Solar Farm.

2.3.2 There is the potential for traffic generated by the above schemes to utilise sections of the Project's decommissioning traffic route, as outlined within **Table 2.1**.

Committed Developments/ Schemes	Church Lane	Goldwell Lane	Station Road	A20 (Hythe Road)
ID. No. 3	X			X
ID. No. 4	X			X
ID. No. 7		X	X	X
ID. No. 8		X	X	X
ID. No. 9	X			X

2.3.3 At the time of writing it is not possible to forecast what developments may be under construction, operation or decommissioning at the same time as the decommissioning stage of the Project. The undertaker will however identify such schemes prior to the commencement of the decommissioning stage to identify whether coordination with the developers of such schemes is necessary or beneficial.

2.4 Decommissioning Traffic Coordination

2.4.1 In the event that the decommissioning programme for the Project overlaps with the programme for other schemes in the vicinity of the Project, the undertaker and / or the Principal Contractor will liaise with the developers of these other schemes to seek to align deliveries in a way that minimises impact where there is likely to be any overlap between the various schemes.

3 Decommissioning Works

3.1 Overview

3.1.1 An overview of the Project, as well as decommissioning programme and activities, can be found in **ES Volume 2, Chapter 3: Project Description (Doc Ref. 5.2)**. This section provides a high-level overview of the decommissioning programme and activities. The Project is described in Schedule 1 to the **Draft Development Consent Order (Doc Ref. 3.1)**, where the “authorised development” is described using the relevant Work Nos. each part of the Project relates to.

3.2 Decommissioning Programme

3.2.1 Schedule 2 to the **Draft Development Consent Order (Doc Ref. 3.1)** includes a requirement that the authorised development must cease generating electricity on a commercial basis no later than the 40th anniversary of the first export date, as described in Schedule 1 of the **Draft Development Consent Order (Doc Ref. 3.1)**.

3.2.2 The decommissioning phase is anticipated to last approximately 12 months. The anticipated decommissioning activities associated with the Project are as follows:

- Enabling and site preparation;
- Removal of key infrastructure;
- Project substation de-construction;
- Site restoration / landscaping;

3.2.3 The above decommissioning stages would overlap over the anticipated 12-month period.

4 Decommissioning Vehicles and Movements

4.1 Overview

- 4.1.1 This section provides a summary of the forecast vehicle movements that are estimated to be required during the decommissioning phase of the Project over the proposed approximately 12-month decommissioning programme.
- 4.1.2 Details of the daily traffic flow profile for the decommissioning phase of the Project will be provided within the detailed DTMP(s)..

4.2 Vehicle Types and Frequency

- 4.2.1 **Table 4.1** presents a summary of the anticipated vehicle types associated with the various decommissioning activities along with the one-way and two-way trip frequencies. These figures have been calculated by the Applicant based on their experience and include a 40% buffer to represent peaks and troughs and margin of error.
- 4.2.2 The vast majority of removals by HGV will be by 16.5m articulated vehicles or 10m rigid vehicles. However, there will be a small number of abnormal load removals associated with the Project Substation transformers. Abnormal load movements are discussed below.

Table 4.1: Vehicle Types and Frequency Summary (Decommissioning Traffic Vehicle Trips – Peak)

Decommissioning Activity / Project Component	Expected Type of Vehicle	1-way	2-way
Heavy Vehicles for Decommissioning			
PV Panels	15.4m Articulated (40' HQ)	448	896
PV Mounting Structures	15.4m Articulated (40' HQ)	448	896
Cabling	15.4m Articulated (40' HQ)	90	180
Fencing	15.4m Articulated (40' HQ)	100	200
Combiner boxes	15.4m Articulated (40' HQ)	45	90
Inverters, transformers and switchgear	11m Rigid	30	60
Project Substation and Buildings	10m Rigid for internal equipment	3	6
	10m Rigid for external equipment	6	12
	15.4m Articulated for 132kV transformer unit (abnormal)	2	4
	Tipper trucks for foundations & hardstanding	664	1,328
	Tipper trucks for piles	80	160

Decommissioning Activity / Project Component	Expected Type of Vehicle	1-way	2-way
	10m Rigid for rebar for piles	100	200
Distribution Network Operator Substation and structures (Sellindge Substation Extension)*	10m Rigid	20	40
Temporary Bank to Bank Access bridges	16.5m articulated, low loaders, 10m rigid, crane	30	60
Access Tracks	10m Rigid	300	600
Internal Access Tracks (permeable hardstanding & base course)	16.5m articulated for steel and formers	20	40
	Tipper trucks for foundations & hardstanding	393	786
	Tipper	600	1,200
Mobilisation (including cranes)	16.5m articulated, low loaders, 10m rigid	120	240
Heavy Vehicles for BESS			
BESS Units	16.5m Articulated	408	816
DC-DC Converters	16.5m Articulated	51	102
General Deliveries (cables, fencing, Inverters etc.)	16.5m Articulated or 10m Rigid	65	130
Contractor Compounds	16.5m Articulated	10	20
Light Vehicles for General Deliveries and Workers			
General deliveries	Transit van/ truck	50	100
Goldwell Lane Escort vehicles	Transit van/ car	260	520
Workers (199 peak)	Mini-bus/car/van	44	88
Totals & Averages	Total Number of Deliveries	1-way	2-way
	HGVs	4,033	8,066
	LGVs excluding workers	310	620
	Decommissioning period (weeks)	50	50
	Working days in 50 week period	305	305
	HGVs per day	13.22	26.45
	LGVs per day	1.02	2.03
	Workers per day	44	88
	HGVs per day + buffer	18.5	37.0
	Lights per day + buffer	1.4	2.8
	Worker trips per day + buffer	61.6	123.2
	Lights per day inc. buffer (AADT/AAWT)	63.0	126.0
	Total trips per day inc. buffer (AADT/AAWT)	81.5	163.1
	HGV% inc. buffer	22.7%	22.7%
	Average trips per hour inc. buffer	6.79	13.59
	Average Lights per hour inc. buffer	5.25	10.50
	Average HGVs per hour inc. buffer	1.54	3.09

Decommissioning Activity / Project Component	Expected Type of Vehicle	1-way	2-way
	Average Lights per hour inc. buffer rounded up	6	11
	Average HGVs per hour inc. buffer rounded up	2	4

*Elements of Work No. 4 that comprise the Sellindge Substation Extension will remain in situ during decommissioning and post-decommissioning.

4.2.3 The table above is also provided as Table 13.1 of **Chapter 13 ES Environmental Statement, Volume 2, Chapter 13: Traffic and Access (Doc. Ref 5.2)** and Table 4.1 of the **Outline Construction Traffic Management Plan (Doc. Ref. 7.9)**, as expected construction traffic impacts have been adopted to provide a worst case for decommissioning related traffic impacts within this Outline DTMP.

4.2.4 The analysis above, based on the worker peak time period, predicts a total of 163 two-way daily trips, which is equivalent to an average of up to 15 two-way trips per hour. It is predicted that up to 37 two-way HGV movements (18-19 vehicles) will be generated per day. Up to 126 two-way light movements (63 vehicles) will be generated per day.

Abnormal Loads

4.2.5 Up to two abnormal loads are forecast. These are the main transformer units, which will be removed via articulated lorry. Whilst not abnormal in length terms, the weight of the units will likely result in them being classed as abnormal loads. KCC's abnormal loads officers will be contacted to discuss the arrangements in advance of the day of removal.

4.2.6 The loading/weight limit of the two local highway network bridges on the decommissioning route i.e., Station Road over the M20 and the HS1 railway line, have been investigated. It has been confirmed that both bridges can accommodate the loaded weight of the abnormal loads. This will be reconfirmed prior to decommissioning.

4.3 HGV Timing Restrictions

4.3.1 Whilst the number of expected daily trips will be low, delivery vehicle trips during the weekday AM and PM peak hours will be avoided so they do not coincide with the busiest peak periods on the highway networks (being the SRN in the vicinity of J10A and the local highway network). The Caldecott School will be contacted to ensure that deliveries to the Project avoid school drop-off and pick-up times.

4.3.2 Deliveries will be managed to ensure that each vehicle will have sufficient time to offload and ensure that there would be no conflicts at the Primary Site Access or at the Goldwell Lane bend.

Worker Transport

- 4.3.3 An average of 132 decommissioning workers are expected to be on Site at any one time. The majority of staff will be transported to / from the Site by mini-bus. Using an average mini-bus occupancy figure of 13 people and the assumption that 75% of workers will travel by mini-bus, with the remainder via car / van with 1.5 staff per car/van lift sharing this results in up to 60 two-way vehicle movements per day.
- 4.3.4 There will be peaks and troughs in the numbers of workers required on Site. The Applicant has forecast a worker peak of 199 workers. Again, applying the same assumptions regarding mini-bus use and lift sharing, this equates to a worker peak of 88 two-way trips per day.
- 4.3.5 A mini-bus collection schedule will be arranged by the Principal Contractor prior to decommissioning. At least two mini-buses will collect workers from designated collection points which will be defined according to construction worker origin, which would be expected to include nearby towns, such as Ashford town centre, and train stations, such as Ashford International. Workers will be returned to these points by mini-bus at the end of their shift.
- 4.3.6 A Worker Travel Plan ('WTP') will be prepared by the Principal Contractor as part of the detailed DTMP(s) and issued to all contractors ensuring that opportunities to travel to/from the Site by sustainable modes, particularly via the mini-bus and car / van sharing, will be promoted and encouraged.
- 4.3.7 The content of the WTP will include the following:
- An introduction to the purpose and benefits of the WTP;
 - A description of the existing situation including the Site location, local roads, connection to the strategic road network and sustainable travel routes/infrastructure including pedestrian routes, cycle routes, bus services, train services and car sharing opportunities;
 - Details of the aims and objectives of the WTP;
 - Details of the potential measures to encourage travel by sustainable modes, focussing on walking, cycling, public transport use, mini-bus use and car/van sharing;
 - Details of on-site car parking arrangements and welfare facilities;
 - Targets in order to help achieve the objectives of the WTP; and
 - Details of the management and monitoring of the WTP along with an Action Plan detailing when the various measures will be implemented and when monitoring will take place.

4.4 Site Working and Removal Hours

- 4.4.1 Decommissioning activities are expected to be carried out during the following core hours:
- 08:00 – 18:00 hours on weekdays; and

- 08:00 – 13:00 hours on Saturdays.

4.4.2 Start-up and shut-down works will be undertaken before and after the core hours (i.e. 07:00 to 08:00 and 18:00 to 19:00 on weekdays and 07:00 to 08:00 and 13:00 to 14:00 on Saturdays).

4.4.3 All deliveries will occur within the above time periods, with the exception of abnormal loads that may be delivered outside these periods if required.

5 Access and Vehicle Routing

5.1 Vehicle Routing

5.1.1 All decommissioning traffic will be instructed to approach the Site from M20 junction 10a with the proposed route as follows:

- Exit M20 at junction 10a onto the A20 Hythe Road and travel south-eastbound towards Sellindge for around 3.2km;
- Turn right onto Station Road using the ghost island right turn at the crossroads with Church Road south of Smeeth;
- Continue south on Station Road for approximately 1.3km, crossing over the M20 and HS1 bridges; and
- After passing over the HS1 bridge, turn left into the Site at the Primary Site Access and report to the primary decommissioning compounds.

5.1.2 All decommissioning vehicles departing the Site are expected to use the same route as on approach in reverse. No decommissioning traffic will pass through the centre of Aldington village.

5.1.3 The decommissioning traffic route is identical to the construction traffic route.

5.1.4 A plan detailing the decommissioning traffic routing is provided as **Appendix A** of this Outline DTMP. No decommissioning traffic will be routed within 200m of the Wye and Crundale Downs Special Area of Conservation (SAC).

5.2 Primary Site Access

5.2.1 The Primary Site Access is located off Station Road and provides direct access to the two primary decommissioning compounds, located within Fields 25 and 26 off Station Road. The Primary Site Access benefits from formal give-way markings, making it priority controlled with egressing Site traffic giving-way to movements on Station Road.

5.2.2 A swept path analysis provided in **ES Volume 4, Appendix 13.7: Access Drawings (Doc Ref. 5.4)** that HGVs can safely turn left in and right out at the access.

5.2.3 **ES Volume 4, Appendix 13.7: Access Drawings (Doc Ref. 5.4)** also demonstrates that 2.4m x 120m visibility splays are achievable at the Primary Site Access, thus meeting the Design Manual for Roads and Bridges standard.

5.2.4 Vegetation on the opposite verge will be cut-back to improve approach visibility and that appropriate temporary warning signage and use of a banksman will be required.

Vehicle Parking and Turning

- 5.2.5 Appropriate parking for decommissioning and delivery vehicles and Site personnel will be provided within the primary decommissioning compounds. No parking by contractors, visitors or removal vehicles will be permitted on the local highway network or the Site access road at any time during the decommissioning phase. Visitors will be advised of the parking arrangements in advance of travelling to the Site.
- 5.2.6 The primary decommissioning compounds will contain sufficient turning circles to ensure that HGV deliveries can enter and exit in forward gear only, avoiding the need to reverse.

5.3 Internal Haulage Road / Site Decommissioning Traffic

- 5.3.1 An internal off-road haulage road is proposed between the primary decommissioning compounds (Fields 25 and 26) and the remainder of the Site (excluding the South Eastern Area and Sellindge Substation) to minimise the use of the local road network during decommissioning..
- 5.3.2 The internal haulage road will cross the public highway at Station Road (between Fields 19-23) and at Roman/Bank Road (south of Field 10) and decommissioning traffic will also cross Church Lane. The internal haulage road and access tracks will be installed in advance of wider decommissioning works in any given area of the Site.
- 5.3.3 Goldwell Lane will be used to transport materials and personnel during decommissioning of the South Eastern Area. After turning left from the Station Road crossing point, deliveries and workers to the south-east parcel will access this parcel via the existing field access off Goldwell Lane which will be left in and right out only. The access will be widened to facilitate the swept paths of the tractor and trailer that will deliver the PV panels and other large equipment as shown in **ES Volume 4, Appendix 13.7: Access Drawings (Doc Ref. 5.4)**.

~~5.3.35.3.4~~ Details of internal site transport arrangements will be set out in the detailed DTMP(s).

6 Management and Mitigation

6.1 Overview

6.1.1 The Principal Contractor will introduce measures to minimise the impact resulting from decommissioning activities which will be agreed with the KCC Streetworks team prior to commencement. It will be the responsibility of the Project Manager and Site Manager to oversee the implementation of the mitigation and management measures.

6.2 PRow User Safety Management

6.2.1 Several existing PRow and byway open to all traffic ('BOAT') will be crossed by the internal haulage road, while the Goldwell Lane access is shared with PRow AE474.

6.2.2 The following measures will be implemented to ensure PRow user amenity and safety:

- Speeds to be limited to 10mph within the Site for Project vehicles;
- A temporary 5mph speed limit for Project vehicles at the Primary Site Access, internal haulage road crossing points with PRowS and along the shared section with AE474 at the Goldwell Lane access;
- Appropriate signage will be installed along the PRow to make PRow users aware of the decommissioning activity and to remind decommissioning drivers of the presence of pedestrians. This will include information on decommissioning times and contact details for a public liaison officer;
- Decommissioning traffic drivers will stop and give-way to any PRow user;
- Safety measures to be employed on the decommissioning traffic route to protect pedestrians crossing using PRowS will include but are not limited to: additional signage, banksmen/marshals and escort vehicles;
- PRow will be kept clear of decommissioning vehicles and apparatus outside of permitted decommissioning hours so far as is reasonably practicable to do so;
- Any damage to the surface of the PRow caused by the decommissioning traffic will be repaired as soon as practicable. The surface will be returned to its original condition following completion of decommissioning;
- Opportunities to schedule such deliveries in a way that will minimise impact on their use of the PRow will be explored.
- A PRow buffer zone demarcated by temporary barrier fencing will be provided at the Goldwell Lane access to keep users of AE474 and vehicles accessing the South Eastern Area apart.
- The Principal Contractor will engage with local residents, businesses, schools, rambler groups and KCC prior to commencement and during key

stages of the decommissioning period advising on the works involved, duration of development and necessary contact information.

6.3 Highway Safety Management

- 6.3.1 Decommissioning deliveries to the Primary Site Access by HGV will be coordinated where possible to arrive/depart outside the drop-off and pick-up times for The Caldecott School and traditional network peak-time hours. Decommissioning traffic in relation to the Goldwell Lane Access will be coordinated where possible to arrive/depart outside the drop-off and pick-up times for Aldington Primary School.
- 6.3.2 Traffic Regulations Measures Plans set out the locations where it is considered likely that traffic signal areas or temporary speed limits changes may be necessary and the DCO provides that sufficient notice will be given to the police, traffic authority and the public as to when such areas are required. Temporary warning signage will be placed on the local highway network to direct decommissioning vehicle drivers and warn motorists of the approaching Site access and slow-moving decommissioning vehicles. Schedule 7 of the **Draft Development Consent Order (Doc Ref. 3.1)** sets out the extents of the roads where traffic signs and signals may be located, as shown on the **Traffic Regulations Measures Plans (Doc Ref. 2.4)**.
- 6.3.3 Temporary traffic management measures such as banksmen, signage or traffic controls will be used where there is interaction between decommissioning traffic and the highway network including Station Road, Bank Road, Roman Road, Calleywell Lane, Church Lane, Laws Lane, and BOAT AE396.
- 6.3.4 The decommissioning traffic measures will include the location of a passing place near to Bank Road within the Order limits. The full details of all decommissioning traffic measures will be included in the detailed DTMP(s) to ensure these site access and crossing points are safely managed and to minimise disruption to all road users.

6.4 Goldwell Lane Measures

- 6.4.1 Escort vehicles, such as vans or quad bikes with appropriate high visibility livery, will be used to help HGVs navigate the circa 90° bend on Goldwell Lane during the decommissioning period for the South Eastern Area. 1-2 vehicles will be used to hold traffic whilst the HGVs navigate the bend.
- 6.4.2 Temporary traffic lights or 'stop / go' boards will be used during the removal of underground cables along Goldwell Lane to minimise traffic impacts.

6.5 Delivery Management

- 6.5.1 An on-Site delivery manager will be appointed who will ensure disruption to local residents, businesses and schools is minimised. Particular attention will be paid to several key locations, specifically:
- The A20 Hythe Road / Station Road junction;
 - Near The Caldecott School;

- The Primary Site Access on Station Road;
 - The Goldwell Lane Site access; and
 - The bend on Goldwell Lane.
- 6.5.2 The role of the delivery manager will be to populate and keep the detailed DTMP(s) up to date, and advise delivery drivers / companies of appropriate routing and procedures when accessing the Site.
- 6.5.3 Deliveries will be managed where possible to consolidate the delivery of materials to Site.
- 6.5.4 A booking system will be set up to manage arrivals and departures to the Site. A log will be kept as part of the booking system. The intention of this procedure is to avoid instances of HGVs passing each other in opposite directions on the local roads surrounding the Site.
- 6.5.5 Delivery drivers will be required to call the delivery manager prior to arrival to Site. Designated Site vehicle marshallers will be present to oversee the arrivals / departures from the Site. Modern technological advancements such as real-time GPS vehicle tracking will be used where reasonably possible to help deliveries to be timed / staggered in an appropriate manner.
- 6.5.6 Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route.
- 6.5.7 In relation to abnormal loads, KCC's abnormal loads officers will be contacted to discuss the arrangements in advance of the day of delivery to ensure the correct permits are obtained. The police will also be given advanced notice.

6.6 Condition Survey

- 6.6.1 As part of the measures secured by this Outline DTMP, a pre-commencement highway condition survey of the decommissioning traffic route and highway structures, Goldwell Lane, the Church Lane crossing and locations where the internal haulage road will cross any highway / BOAT / PRow will be carried out. A KCC representative will be invited to attend the survey to witness the highway condition firsthand and to confirm the findings of the survey are accurate.
- 6.6.2 If minor highway upgrade works are required, including in relation to the Primary Site Access and Goldwell Lane Access, then detailed design drawings will be shared and agreed with KCC's Streetworks team.
- 6.6.3 The surveys will be repeated post decommissioning and at set intervals during the decommissioning phase to identify any reinstatement works required.
- 6.6.4 Any damage caused as a result of the Project would be made good at the cost of the undertaker. Highway verges will be returned to their previous condition should temporary surfacing be laid across them.

6.7 Community Engagement

- 6.7.1 Local residents, businesses and schools will receive correspondence prior to commencement of decommissioning works and during key stages of decommissioning, advising on the works involved, duration of development and necessary contact information. The Principal Contractor will make them aware of any changes to the working methods that may cause concern or have an impact on the local area. A contact telephone number will be available, and records kept for availability of local authority and health and safety representatives.
- 6.7.2 The details of the Site Manager will be provided to KCC in advance of any work being carried out.
- 6.7.3 The Site Manager's details will also be provided on a Site board at the Site accesses. If anyone in the local community has any issues during the decommissioning phase, the Site Manager will be available to discuss these issues.

6.8 Considerate Constructors Scheme

- 6.8.1 The Principal Contractor will operate using best working practices including the principles of the Considerate Constructors Scheme ('CCS') and its Code of Considerate Practice (or equivalent principles which are relevant at the time of decommissioning) which adopts the following three principles:
- Respect the community;
 - Care for the environment; and
 - Value the workforce.

6.9 Vehicle Cleaning

- 6.9.1 Wheel and underbody vehicle washing facilities will be provided within the primary decommissioning compounds at the Primary Site Access to minimise the spill-over of any debris generated by the decommissioning works onto the local highway network. Such washing facilities will not be required at the Goldwell Lane access or at the internal haulage road crossing points as the vehicles will be driving on ground protection matting which will be kept clear of mud and debris.
- 6.9.2 A mechanised road sweeper will be deployed on the approach to the Primary Site Access, the Goldwell Lane access and at the highway crossing points to remove any debris. The surfaced accesses / haulage road will help to reduce the transfer of any mud or other debris onto the public highway.

6.10 Monitoring

- 6.10.1 Any unforeseen issues that arise in relation to decommissioning vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with KCC so that they can be resolved as appropriate.

6.10.2 Specific monitoring to be included in detailed DTMP(s) will include:

- Collisions - particularly at the A20 Hythe Road/Station Road junction, but also along all sections of the decommissioning traffic route and at PRow and other road crossing points.
- Adherence to agreed routing strategy – HGVs will be monitored to ensure drivers are adhering to the agreed routing strategy and left in right out of the Primary Site Access and Goldwell Lane access defined within the detailed DTMP(s).
- Road safety – road safety will be monitored on Station Road from the A20 Hythe Road to the Primary Site Access, on Goldwell Lane between the Station Road crossing point the Goldwell Lane access, at public highway and PRow crossing points for the internal haulage road, at the Church Lane crossing point and at PRow in proximity to the internal haulage road such as AE474.

6.10.3 Monitoring information will be reviewed to inform and adjust traffic management measures implemented under the detailed DTMP(s), as necessary, such as delivery management.

7 Implementation and Enforcement

7.1 Implementation

- 7.1.1 This Outline DTMP secures decommissioning traffic mitigation measures for the Project. Prior to commencement of decommissioning, this Outline DTMP will form the basis of detailed DTMP(s) as secured by Requirement in the **Draft Development Consent Order (Doc Ref. 3.1)**.
- 7.1.2 The detailed DTMP(s) will be issued by the Principal Contractor to all contractors and suppliers. Drivers will be briefed on the requirements of the DTMP(s) including the booking system, designated routes and expected driver behaviour.

7.2 Enforcement

- 7.2.1 It will be the responsibility of the Principal Contractor to enforce the detailed DTMP(s).
- 7.2.2 Decommissioning activity will be actively monitored by the Principal Contractor with practices reviewed and updated on a regular basis. Warnings will be issued to any contractors / suppliers if they are failing to adhere to the expectations of the detailed DTMP(s) and / or general acceptable codes of practice.
- 7.2.3 Repeated failure of any contractors / suppliers to adhere to the requirements of the detailed DTMP(s) will initially result in warning notices with further action taken if required.
- 7.2.4 The Principal Contractor will liaise with KCC (Highways and Public Rights of Way) and NH on a regular basis as agreed in the detailed DTMP(s) to ensure that the practices employed continue to be acceptable to the highway authorities.

Appendix A: Decommissioning Traffic Routing and Crossing Plan
