



## **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

ADUR VALLEY SOLAR FARM  
LAND NORTH OF HUDDLESTONE FARM, HORSHAM ROAD, STEYNING,  
WEST SUSSEX  
P-01 CTMPv1 DECEMBER 2025



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# 1 Introduction

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Transport Planning Associates (TPA) on behalf of Bolney Green Limited (the 'Applicant') in relation to a proposed solar farm (the 'Proposed Development') on land north of Huddlestone Farm, Horsham Road, near Steyning, West Sussex (the 'Site').

## Site Location

- 1.2 The Site comprises a single land parcel located to the east of the B2135. A Site location plan is included as **Figure 1.1**. The Site is currently used as agricultural land.
- 1.3 The B2135 connects to the A283, located approximately two kilometres to the south of the Site. The A283 provides access to the wider Strategic Highway Network, including the A27 and A24.

## Construction Traffic Management Plan

- 1.4 This CTMP provides a framework for the management of construction vehicle movements to and from the Site, to ensure that the effect of the construction phase on the local highway network is minimised.
- 1.5 This CTMP sets out the strategy for the following;
- Site access;
  - Site compound and internal routing;
  - Construction vehicle routing;
  - Construction vehicle trip generation and dimensions;
  - Proposed mitigation measures; and
  - Road condition surveys.
- 1.6 Pre-application discussions have been held with West Sussex County Council (WSCC). In their pre-application response, dated 17<sup>th</sup> November 2021, WSCC confirmed the appropriateness of the proposed construction vehicle route, and the use of the existing agricultural access for construction vehicle purposes.
- 1.7 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction and movement activities. The Site manager's details will be provided to the highway authority in advance of any work being carried out.

## 2 Site Access Arrangements

2.1 This section sets out the details of the construction and operational phase access arrangements.

### Construction Phase

2.2 The Site will be accessed via the existing agricultural access on the B2135. The Site access is shown in **Drawing SK01**. The access will be formalised and widened to approximately six metres. **Drawing SK01** shows that the access can fit between an existing telegraph pole and footway sign. However, it may be preferable to relocate the footway sign to the north slightly to create additional space.

2.3 In the vicinity of the Site, the B2135 observes a 60mph speed limit. Visibility splays of 215m can be achieved to the north from a setback of 2.4m, in accordance with the speed limit. Visibility to the south is slightly below guidance. However, banksmen will be provided at the access to ensure vehicles can exit the Site safely. In their pre-application response, WSCC confirmed that, *"from a planning perspective, whilst the visibility splays do not meet the DMRB standards for the posted speed of the road, as the access already exists and can be used for the legitimate planning use by agricultural vehicles, the proposals are an improvement on what is already in place"*.

2.4 Swept path analysis of a 16.5m articulated lorry negotiating the accesses is shown on **Drawing SK01**. Banksmen will be provided at the access to ensure the safe movement of all construction vehicles.

2.5 In summary the proposed access arrangement are considered suitable for the following reasons:

- The access is regularly used by large agricultural vehicles and is therefore considered appropriate for use by construction vehicles;
- Banksmen will be deployed at the access whenever construction vehicles are accessing or egressing the Site; and
- All construction vehicles will access and egress the Site in a forward gear.

2.6 Temporary signage will be erected in the vicinity of the access during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'. These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames. The temporary signs will be in place for the duration of the construction phase.

## Public Rights of Way

- 2.7 Two Public Rights of Way (PRoW) are located within the Site.
- 2.8 Footpath Steyning 2600-1 routes via the proposed Site access from the B2135. This will remain open throughout the construction and operational phases. Signage will be provided to notify pedestrians of the presence of construction vehicles. Banksman will be positioned at the Site access to ensure the safe movement of pedestrians when a vehicle is present.
- 2.9 In addition, footpath Steyning 2602-1 crosses the site in a north-south orientation. This will remain open during the construction and operational phases.

## Operational Phase

- 2.10 Once operational, maintenance vehicles will access the Site via the new dedicated access point from Horsham Road (B2135) shown in **Drawing SK01**. A maintenance vehicle, likely a transit van, will access the Site once or twice a month during the operational phase.

## Decommissioning Phase

- 2.11 All vehicles associated with the decommissioning of the solar farm will access the Site via the Horsham Road access shown in **Drawing SK01**.

### 3 Construction Vehicle Routing

- 3.1 The details of the construction vehicle route is set out below. Drivers will be made aware of the route in advance of driving to the Site. The selected route is considered the most appropriate route to the Site. In their pre-application response, WSCC confirmed that, the use of this route, does “*not cause any highway safety issues*”.

#### Route Overview

- 3.2 The designated route for all vehicles associated with the construction period is illustrated in **Figure 3.1**. Delivery drivers, contractors and visitors will be advised of the route in advance of driving to the Site.
- 3.3 The designated route requires all construction vehicles to access the Site from the A283 Steyning Bypass/Washington Road. From here, construction vehicles will follow the B2135 Horsham Road to the Site.

#### Route Details

##### *Inbound Construction Traffic*

- 3.4 Construction vehicles will route to the Site via the A283, which connects to the A27 Shoreham Bypass in the south and the A24 London Road in the west. The A283 comprises a single carriageway two-way road subject to the national speed limit.
- 3.5 The A283 adjoins the B2135 via a priority junction, with a right-turn filter lane provided for vehicles arriving from the east. Construction vehicles will continue northwards along the B2135, which is a single carriageway two-way road subject to the national speed limit. Overtaking is generally restricted throughout by way of double white line centre lines. After approximately two kilometres, construction vehicles will turn right into the Site.
- 3.6 There are no posted weight of height restrictions along the above described route.

##### *Outbound Construction Traffic*

- 3.7 Upon egressing the Site, outbound construction vehicles will follow the reverse of the above described route.

## Alternative Routes

- 3.8 An alternative construction vehicle route has been reviewed which would require construction vehicles to arrive via the A24, before continuing south to the Site along the B2135. This route has been discounted as it passed through more settlements, notably the village of Partridge Green.

## Route Signage

- 3.9 Temporary road signing will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points along the route, including junctions.
- 3.10 All signage will be compliant with Chapter 8 of the Traffic Signs Manual where applicable. The following points will be considered when locating signage:
- The position of the sign in relation to the highway;
  - Possible distraction to drivers; and
  - The proximity to junctions and roundabouts.

## Management of Deliveries

- 3.11 Due to the relatively low number of vehicles associated with the construction phase at the Site, there is not anticipated to be any delay to background traffic.
- 3.12 The phone number of the Site Manager will be made available to all drivers of vehicles that will be accessing the Site. The drivers of the construction vehicles will be required to call ahead once stationary. Drivers arriving from the south on the A283 will be advised to stop and call ahead at one of the three laybys located within 2.5 kilometres of the A27 junction. Similarly, drivers arriving from the west on the A283 will be advised call ahead from the layby located to the west of Mouse Lane. This will allow sufficient time for banksmen to prepare where Bath Road adjoins Studley Farm Lane.
- 3.13 The following procedure will be initiated when deliveries are made to the Site:

### *Procedure for Arrival to Site*

- Driver to call ahead to Site when stopped at one of the identified laybys;
- The banksmen are mobilised and will go to position at the Site access;

- Driver will be informed that the operators are in place and it is appropriate to travel to the Site via the agreed route;
- All operatives will communicate with each other, as necessary; and
- Banksman will assist HGV's to manoeuvre into the Site access but will not direct general traffic.

3.14 The following procedure will be initiated when HGV's are leaving the Site:

#### *Procedure for Leaving the Site*

- Before drivers depart the Site Manager will be notified. They will then mobilise the banksman at the Site access;
- Drivers will be advised when the banksman and operatives are in place and will leave the Site; and
- Banksman will guide the drivers exiting the Site onto the B2135.

### **Summary**

- 3.15 The proposed construction vehicle route is considered to provide the most direct and appropriate route from the strategic highway network to the Site.
- 3.16 The use of any roads other than the designated and signposted route shall not be permitted and this shall be enforced through the agreement of the CTMP.
- 3.17 Appropriate mitigation measures will be provided throughout the construction phase in order to manage the arrival and departure of HGVs at the Site. This is set out further in **Chapter 6**.

## 4 Contractors Compound and Internal Routing

### Contractors Compound

- 4.1 A construction compound will be set up within the western part of the Site, near to the respective access tracks.
- 4.2 Approximately 60 to 70 construction workers are anticipated to be required on Site on an average day. This may increase slightly during peak construction, but not by a significant factor. The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that the majority of non-local workforce will stay at local accommodation and be transported to the Site by minibuses to minimise the impact on the strategic and local highway network. Full details of the minibus operation will be set out in the final CTMP, to be secured by planning condition.
- 4.3 At this stage, it is envisaged that approximately 20-30 parking spaces will be provided across the Site. No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network or the Site access road at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the Site. The Site Manager will monitor that parking is taking place in the designated area on a regular basis.
- 4.4 No diversion of pedestrian routes, parking suspensions or closure of lanes are required.

### Internal Access Road

- 4.5 The proposed development will include internal access roads throughout the Site allowing for the movement of construction and maintenance vehicles.
- 4.6 The internal access road will be completed during the initial stages of construction so that temporary haul routes are not necessary.
- 4.7 During the construction phase, appropriate turning areas will be provided in the vicinity of the internal access road of both land parcels to ensure all vehicles egress the Site in a forward gear.

## 5 Vehicle Trip Attraction

### Construction Phase

- 5.1 It is anticipated that the construction phase will last for approximately 30 weeks. Construction activities and deliveries will be carried out Monday to Friday 08:00-18:00 and between 08:00 and 13:30 on Saturdays. No construction activities or deliveries will occur on Sunday or Public Holidays. Where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).
- 5.2 The construction period will include the use of HGVs to bring the equipment onto the Site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. It should be noted that, unlike wind farms, the construction of a solar farm and battery storage facility does not require equipment to be delivered by abnormal loads (i.e. vehicles over 16.5m in length).
- 5.3 Deliveries to the Site shall be reported to the Site Manager and will be made by the smallest possible vehicles for that particular item of plant or material.

### Solar Farm

- 5.4 The components which are required to construct the solar farm will arrive by HGV (maximum size of 16.5m in length).
- 5.5 The Applicant has advised that 430 deliveries will be required for the solar modules and mounting structures. The largest vehicle to deliver this equipment will be a 16.5m articulated vehicle.
- 5.6 It is anticipated that the proposed solar farm will have a total of four inverter/transformer stations. It is assumed that these would be transported individually due to their weight and as such it is anticipated that this would equate to a total of four deliveries.
- 5.7 It is also anticipated that the internal equipment housed within the substation container and the external equipment located within the substation compound would be delivered on four 10m rigid lorries and/or 16.5m articulated lorries.
- 5.8 It is likely that the material required for the internal access tracks will arrive by 10m rigid vehicles and it is anticipated that 215 deliveries will be required.

- 5.9 Front end JCBs would also be required to transport equipment around the Site, and to distribute the graded stone required for the access road as necessary. It is anticipated that five JCBs will be required and that these will be transported to the Site by a 16.5m low loader.
- 5.10 In addition, there will be a number of deliveries bringing sand, gravel and cables to the Site.
- 5.11 **Table 5.1** sets out a summary of the HGV movements that could be associated with the construction phase of the solar farm.

**Table 5.1 Heavy Goods Vehicle Movements – Construction Period**

| Activity                                                                                                    | Type of Vehicle                        | Total Number of Deliveries                                                                        |
|-------------------------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------|
| Solar Modules & Mounting Structures                                                                         | <i>Max 16.5 Articulated</i>            | <i>430 (860 two-way movements)</i>                                                                |
| Inverters/Transformers                                                                                      | <i>10m Rigid</i>                       | <i>4 (8 two-way movements)</i>                                                                    |
| Substation                                                                                                  | <i>10m Rigid and 16.5m Articulated</i> | <i>4 (8 two-way movements)</i>                                                                    |
| Internal Access Tracks                                                                                      | <i>10m Rigid</i>                       | <i>215 (430 two-way movements)</i>                                                                |
| General                                                                                                     | <i>Front End JCB by low loader</i>     | <i>5 (10 two-way movements if driven to Site)</i>                                                 |
| Other (sand, gravel, waste etc)                                                                             | <i>Max 16.5 Articulated</i>            | <i>315 (630 two-way movements)</i>                                                                |
| <i>Total</i>                                                                                                |                                        | <b><i>973 deliveries (average of 7 deliveries per day or 14 two way movements per day)*</i></b>   |
| <i>10% Buffer</i>                                                                                           |                                        | <b><i>1,071 deliveries (average of 8 deliveries per day or 16 two way movements per day)*</i></b> |
| <i>* Deliveries taking place over a 30 week period (150 working days, excluding Saturdays to be robust)</i> |                                        |                                                                                                   |

- 5.12 As set out in **Table 5.1** it is anticipated that 973 deliveries (1,946 two-way movements) could be made by HGVs during the construction of the solar farm, at an average of around seven deliveries, or 14 two-way movements, per day. If a 10% buffer is applied to represent a worst case, the number of deliveries will be an average of eight per day.
- 5.13 In addition to the HGV movements identified in **Table 5.1**, there will also be a small number of construction movements associated with smaller vehicles such as for waste management and the

transportation of construction workers and sub-contractors. It is likely that that there could be up to five LGV movements per day. This includes minibuses transporting construction workers.

- 5.14 As stated and where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00). Due to the Site operational hours (08:00-18:00), construction worker travel will occur outside of the peak hours.

## Operational and Decommissioning Phases

- 5.15 Once operational, maintenance vehicles will utilise the new dedicated access point from Horsham Road (B2135) shown in **Drawing SK01**. Maintenance vehicles (likely to be a transit van) will visit the Site approximately twice a month.
- 5.16 Space will be available within the Site on the access road for such a vehicle to turn around to ensure that reversing will not occur onto the highway.
- 5.17 The traffic management elements of the decommissioning phase will be set out within a Method Statement for decommissioning, with all vehicles associated with decommissioning of the solar farm accessing the site via the Horsham Road access shown in **Drawing SK01**.

## Summary

- 5.18 It is expected that there will be approximately eight HGVs accessing the Site each day during the construction phase. There will also be construction workers arriving at the Site in the morning and departing in the evening, although the numbers involved are forecast to be relatively low and will occur outside of peak hours.
- 5.19 The level of traffic forecast during the temporary construction phase is therefore low and it is concluded that it will not have a material impact on the safety or operation of the local highway network.

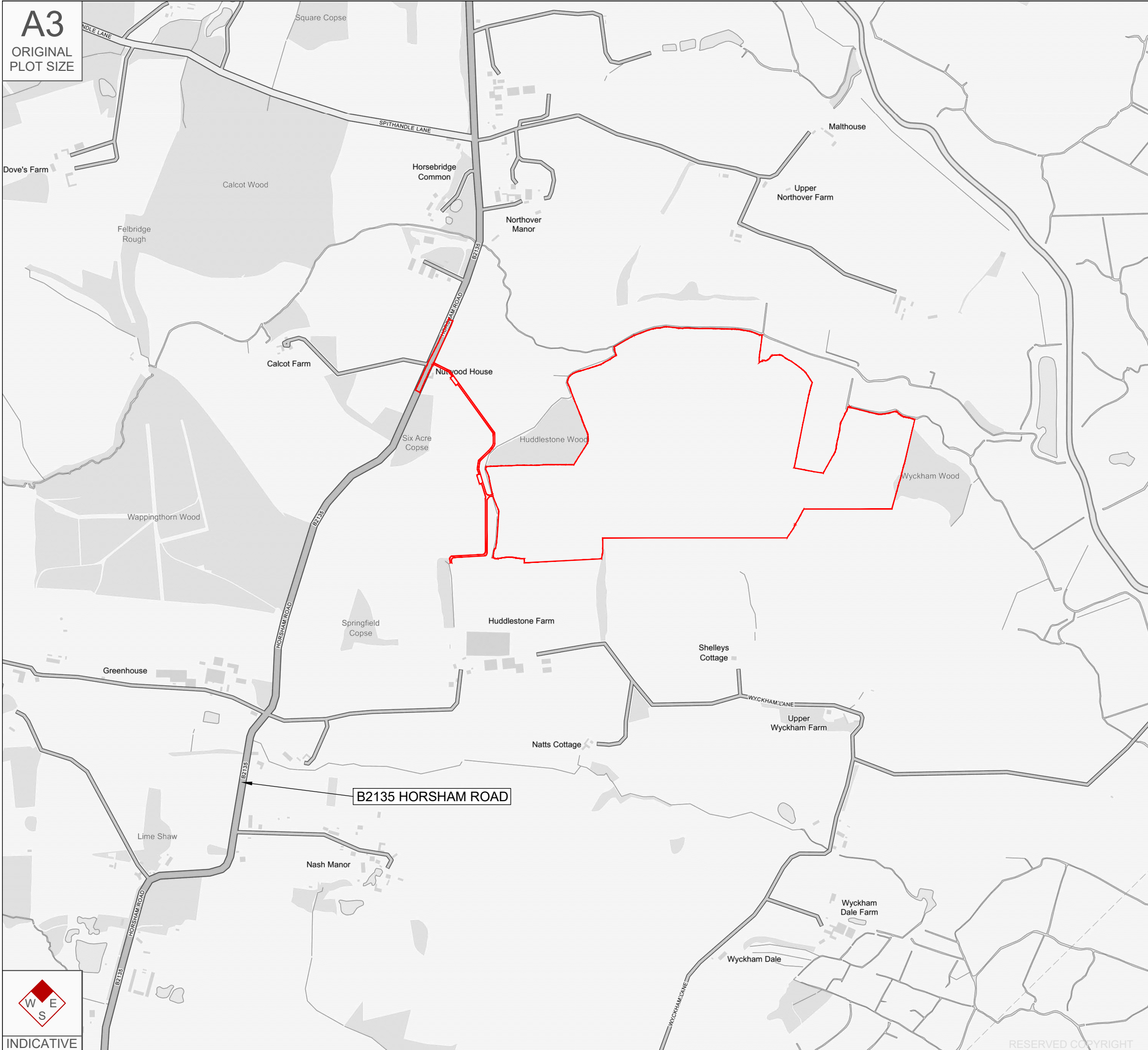
## 6 Mitigation Measures

6.1 The contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Project Manager and Site Manager to oversee the implementation of the mitigation measures.

6.1 Mitigation measures include:

- (i) signs to direct construction vehicles associated with the development will be installed along the route. 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;
- (ii) advisory signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site or on the Site access road;
- (iii) all signage on the designated route will be inspected twice daily by the Site Manager to ensure they are kept in a well maintained condition and located in safe and appropriate locations;
- (iv) a compound area for contractors will be set up in the Site, including an appropriate number of parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-Site in advance of visiting the Site and that they should not park on-street;
- (v) a road sweeper will be provided along the B2135 in the vicinity of the Site access, as required;
- (vi) the Site Compound will be secured at all times with fencing;
- (vii) a requirement for engines to be switched off on-Site when not in use;
- (viii) vehicles carrying waste material off-Site to be sheeted;
- (ix) Banksman will be provided at the Site access to ensure the safe movement of all construction vehicles; and
- (x) the contact details of the Site Manager will be provided on a noticeboard at the Site access.

# FIGURES



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KEY

— Approximate site boundary.

|     |          |                        |          |            |             |
|-----|----------|------------------------|----------|------------|-------------|
| A   | 16.12.21 | Site boundary updated. | PSW      | RR         | JD          |
| Rev | Date     | Details                | Drawn by | Checked by | Approved by |

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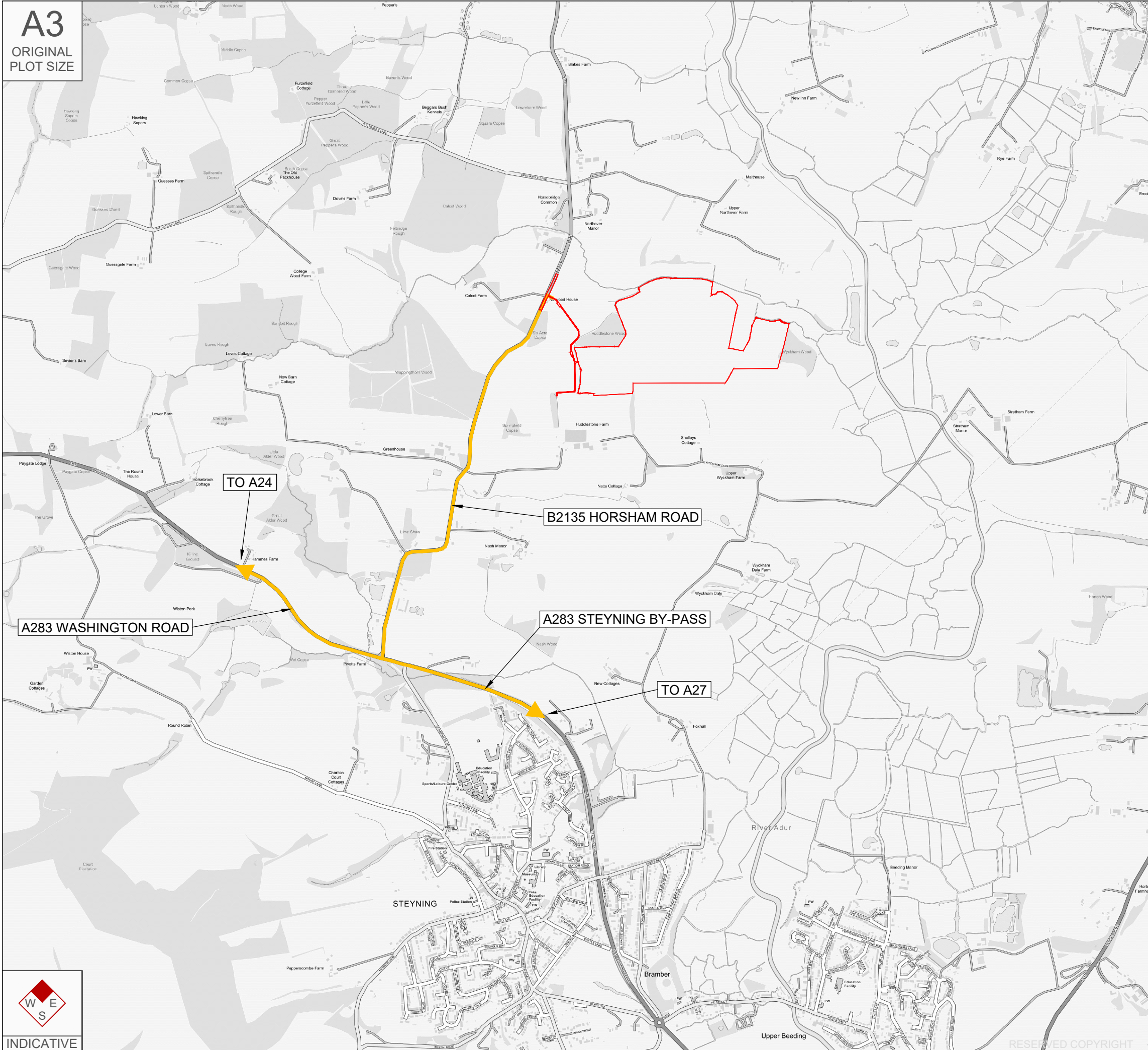
CLIENT:  
**BOLNEY GREEN LIMITED**

PROJECT:  
**ADUR VALLEY SOLAR FARM, STEYNING**

TITLE:  
**Site Location Plan**

STATUS:  
**INFORMATION**

|                     |                           |                |                |                 |
|---------------------|---------------------------|----------------|----------------|-----------------|
| SCALE:<br>1:10,000  | DATE:<br>21.07.21         | DRAWN:<br>PSW  | CHECKED:<br>RR | APPROVED:<br>JD |
| JOB NO:<br>2105-069 | DRAWING NO:<br>Figure 1.1 | REVISION:<br>A |                |                 |



A3  
ORIGINAL  
PLOT SIZE

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**KEY**

— Approximate site boundary.

— Construction traffic route.

|     |          |                        |          |            |             |
|-----|----------|------------------------|----------|------------|-------------|
| A   | 16.12.21 | Site boundary updated. | PSW      | RR         | JD          |
| Rev | Date     | Details                | Drawn by | Checked by | Approved by |

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CLIENT:  
**BOLNEY GREEN LIMITED**

PROJECT:  
**ADUR VALLEY SOLAR FARM, STEYNING**

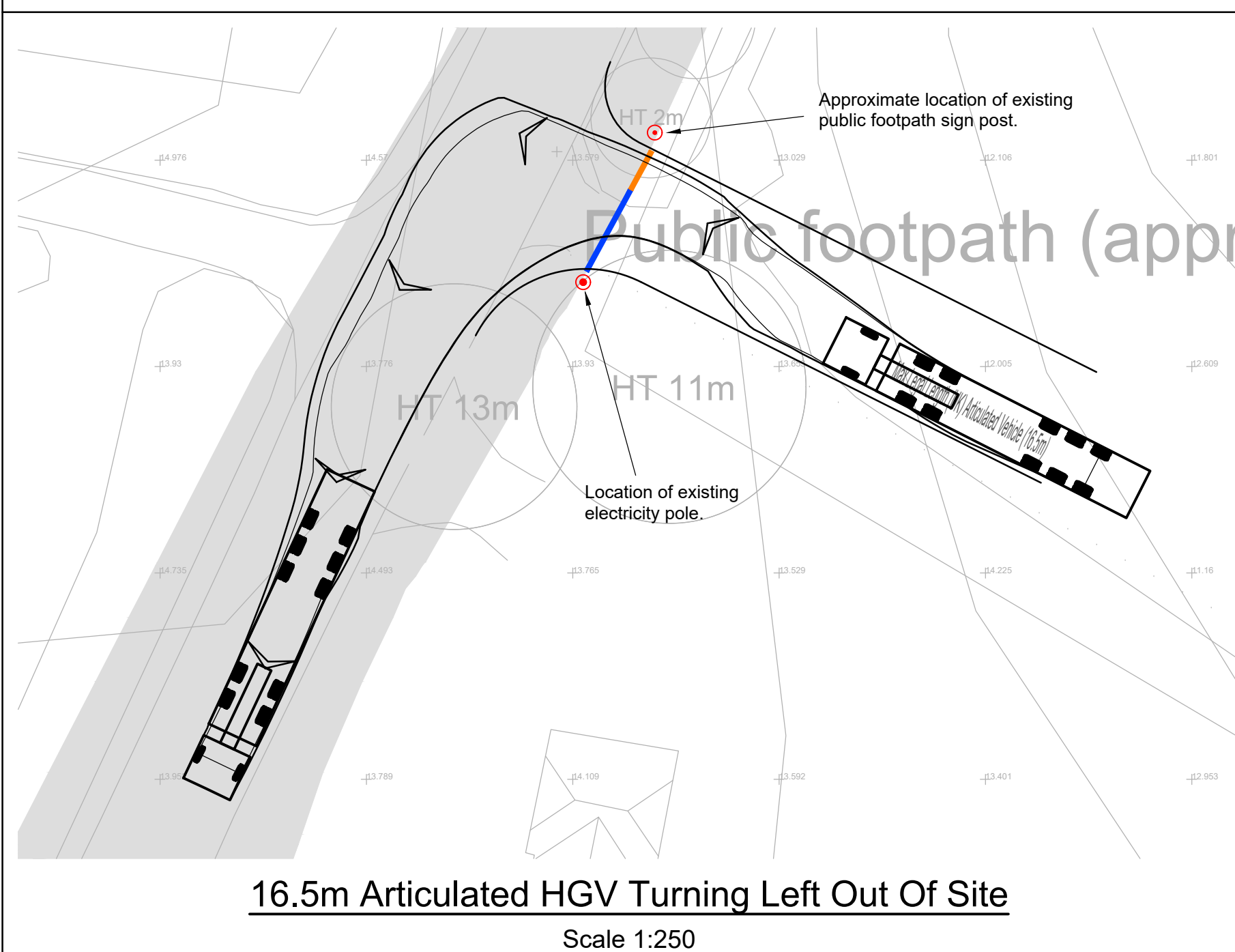
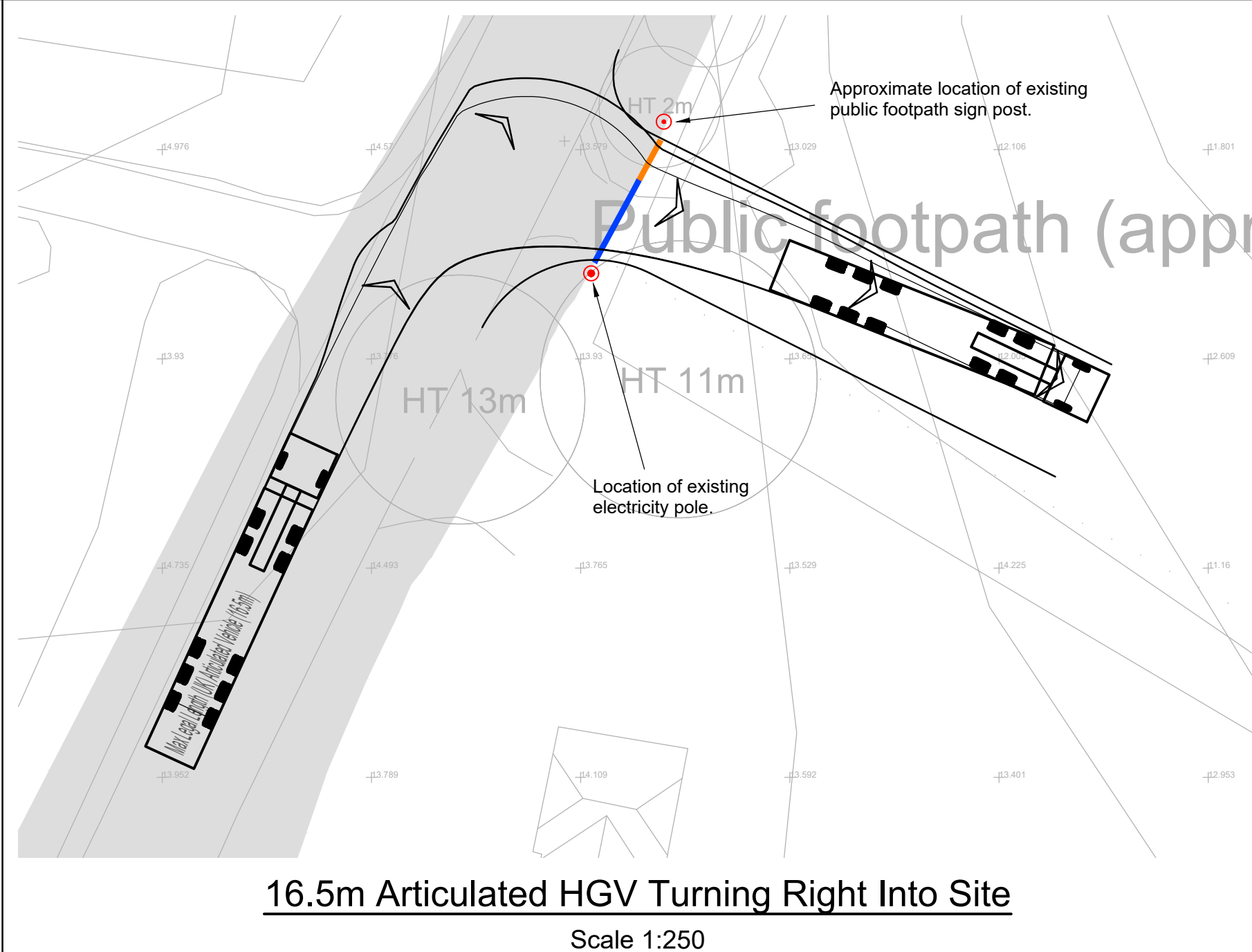
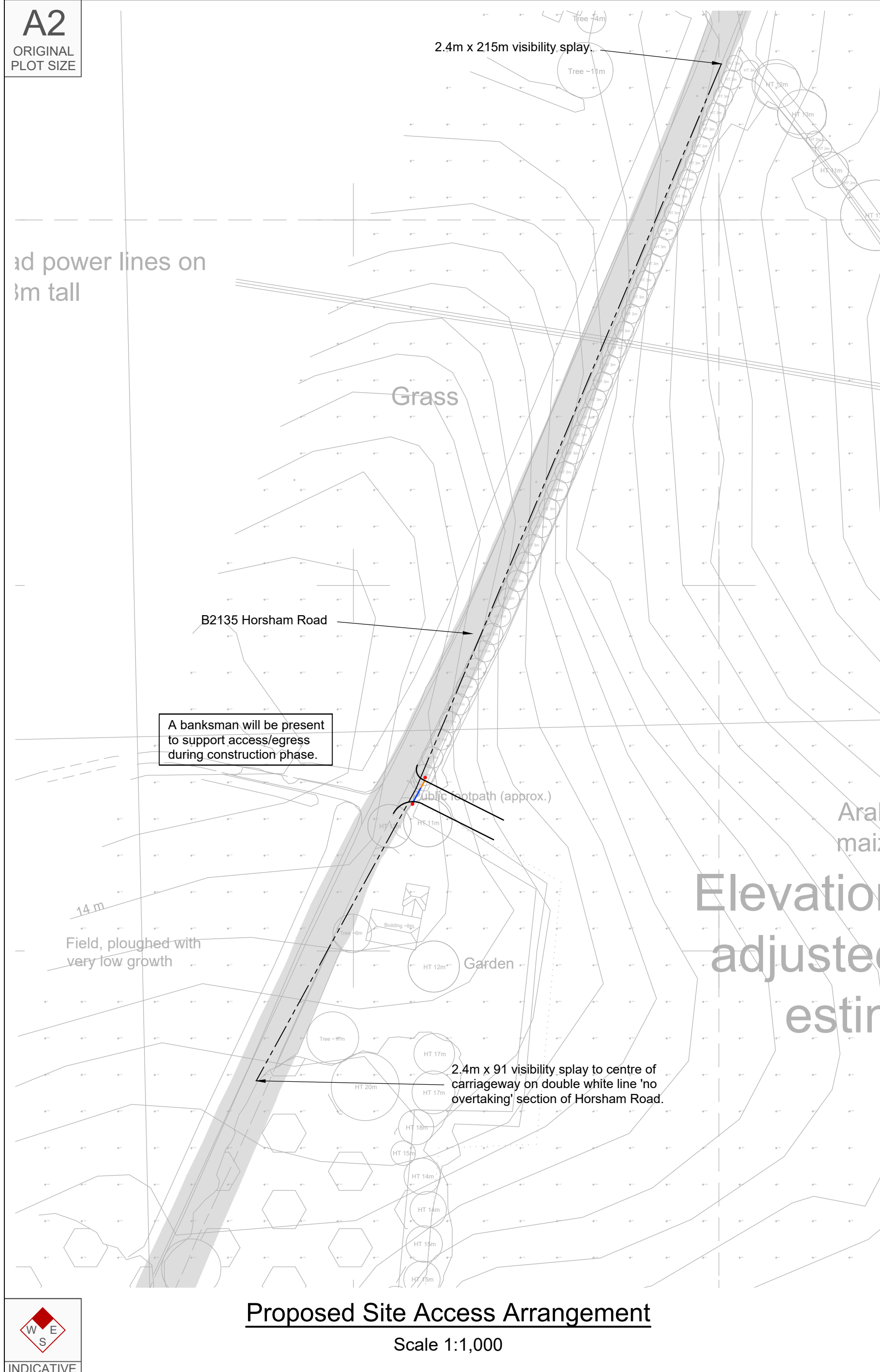
TITLE:  
**Construction Traffic Route**

STATUS:  
**INFORMATION**

|                     |                           |                |                |                 |
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| SCALE:<br>1:20,000  | DATE:<br>21.07.21         | DRAWN:<br>PSW  | CHECKED:<br>RR | APPROVED:<br>JD |
| JOB NO:<br>2105-069 | DRAWING NO:<br>Figure 3.1 | REVISION:<br>A |                |                 |

# DRAWINGS

A2  
ORIGINAL  
PLOT SIZE



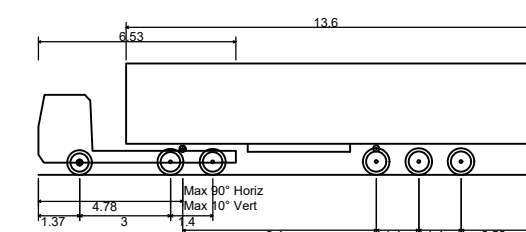
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NOTES:

1. The existing posted speed limit on Horsham Road is National Speed Limit (60mph).
2. The extent of adopted highway has been taken from 1:2,500 scale coloured highway record plans based on Ordnance Survey data received from West Sussex County Council on 23rd July 2021 and is indicative only.

**KEY**

-  Existing field gate access.  
 Proposed access widening.  
 Approximate extent of adopted highway maintainable at public expense by West Sussex County council (see note 2).



|                                                   |         |
|---------------------------------------------------|---------|
| 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  |

| A   | 11.10.21 | Updated with topo survey and site access revised to suit. | PSW      | RR         | JD          |
|-----|----------|-----------------------------------------------------------|----------|------------|-------------|
| Rev | Date     | Details                                                   | Drawn by | Checked by | Approved by |

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CLIENT:

BOLNEY GREEN LIMITED

PROJECT:

# ADUR VALLEY SOLAR FARM, STEYNING

TITLE:

# Proposed Site Access Arrangement

|         |
|---------|
| STATUS: |
|---------|

# INFORMATION

|                     |                   |                     |                |                 |
|---------------------|-------------------|---------------------|----------------|-----------------|
| SCALE:<br>As Shown  | DATE:<br>21.07.21 | DRAWN:<br>PSW       | CHECKED:<br>RR | APPROVED:<br>JD |
| JOB NO:<br>2105-069 |                   | DRAWING NO:<br>SK01 |                | REVISION:<br>A  |