TECHNICAL NOTE

mode
transport planning

Gaston Lane, Upper Farringdon

Construction Traffic Management Plan

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Client:	QC Aymaro Limited		
Date:	19 May 2025	Job No	328040
Prepared by:	LJ	Approved by:	MA

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by QC Aymaro Limited (the 'Applicant') to support a planning application for a new solar farm and Battery Energy Storage System (BESS) on land to the north and south of Gaston Lane in Upper Farringdon, Hampshire.

1.1.2 The proposals comprise a new 44MW solar farm and 2MW BESS with associated underground electrical cable, fencing and CCTV security cameras. Access to the site is proposed via 4no. existing gated field accesses on Gaston Lane with egress provided from an existing farm access on Hall Lane. The proposed development will also include internal haul roads, temporary on-site car parking and construction compound areas, with site offices and staff welfare facilities.

1.2 Purpose and Scope

1.2.1 The purpose of a Construction Traffic Management Plan (CTMP) is to develop a traffic management strategy for the site which minimises the interaction and conflict between road users, the general public and site construction traffic.

1.2.2 The CTMP process seeks to identify the likely impacts of construction traffic and sets out a mitigation strategy to reduce impacts (where practicable); including the staggering of deliveries so that traffic volumes are kept as level as possible avoiding peaks and controlling vehicular movements throughout the project's construction stages.

1.2.3 During the construction phase of the development, materials, equipment and personnel will require movement to and from the site; this document describes how these movements will be managed and provides practical guidance and a comprehensive package of mitigation measures that will be implemented as part of the CTMP.

1.2.4 It should be noted that the traffic numbers quoted within this plan are forecast and are based upon operator experience of previous projects that are considered representative for a development of this nature and scale.

1.2.5 At this stage, this document sets out a framework CTMP which will be adopted by the contractor, once appointed, and updated as required. It is expected that the requirement for a full CTMP, which would be produced by the appointed contractor, would be secured via a planning condition attached to any future planning consent.

1.3 Timescales

1.3.1 The construction works are anticipated to take c.52 weeks from commencement on-site until completion.

2. Site Location

2.1.1 The development site is located to the north and south of Gaston Lane and to the north of Hall Lane. As shown in Figure 2.1, the site is located c.800m east of Upper Farringdon .

Figure 2.1 : Site Location

2.1.2 The development site currently comprises undeveloped agricultural land and straddles an existing PV solar farm. The development site is irregular in shape and extends north-south between Gaston Lane and Hall Lane. A section of the site is located to the north of Gaston Lane, which is bound by agricultural land to the north, east and west.

2.1.3 There are 4no. existing field accesses on Gaston Lane, one of which serves the exiting PV solar farm. The site egress from Hall Lane will be provided via the existing access to Fielders Farm.

3. Construction Traffic Management

3.1 Overview

3.1.1 This section details the measures to be implemented to provide mitigation for the traffic generated during the construction phase of the project. The CTMP has been prepared to represent a worse-case scenario and describe supply management and mitigation measures to minimise the impact on existing users of the public highway network.

3.1.2 The primary objectives of traffic management measures are to:

- Ensure the movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;
- Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during morning and evening peak hours;
- Ensure that the impact and disruption to the local communities is minimised;
- Minimise vehicle trips associated with the construction where possible;
- Ensure the continued monitoring, review and subsequent improvement of the CTMP and mitigation measures;
- Limit the impacts on the local and strategic road networks; and
- Limit the impacts on the natural and built environment.

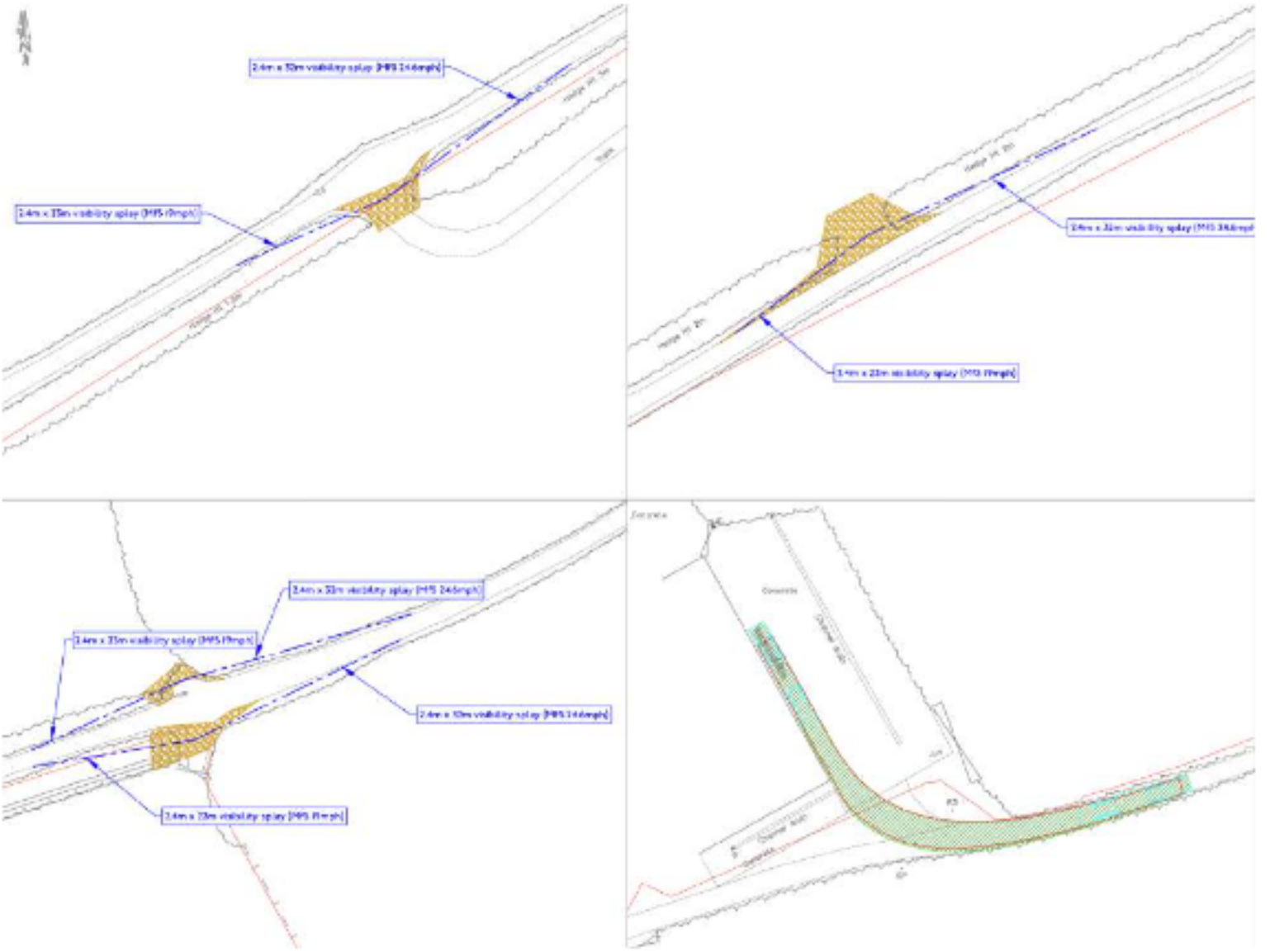
3.2 Construction Access

3.2.1 Access to the site is proposed via 4no. existing gated field accesses on Gaston Lane and a farmyard access on Hall Lane. The Gaston Lane accesses will be upgraded to accommodate the largest construction vehicle, which is expected to be a 16.5m articulated HGV. The geometry of the Hall Lane access will remain as existing, as this is not considered to require any upgrades given the existing hardstanding surface, but will serve as 'exit only'. The location of the proposed site accesses are shown in Figure 3.2 (**Drawing no. J32-8040-PS-001**) attached in **Appendix A**.

Figure 3.1 : Site Access Locations

3.2.2 The proposed site accesses and achievable visibility splays are shown in Figure 3.1 and attached in **Drawing J32-8040-PS-002** in Appendix A. The accesses are shown from west-east on Gaston Lane. The Hall Lane egress is shown in the bottom left with the vehicle tracking.

Figure 3.2 : Proposed Site Accesses

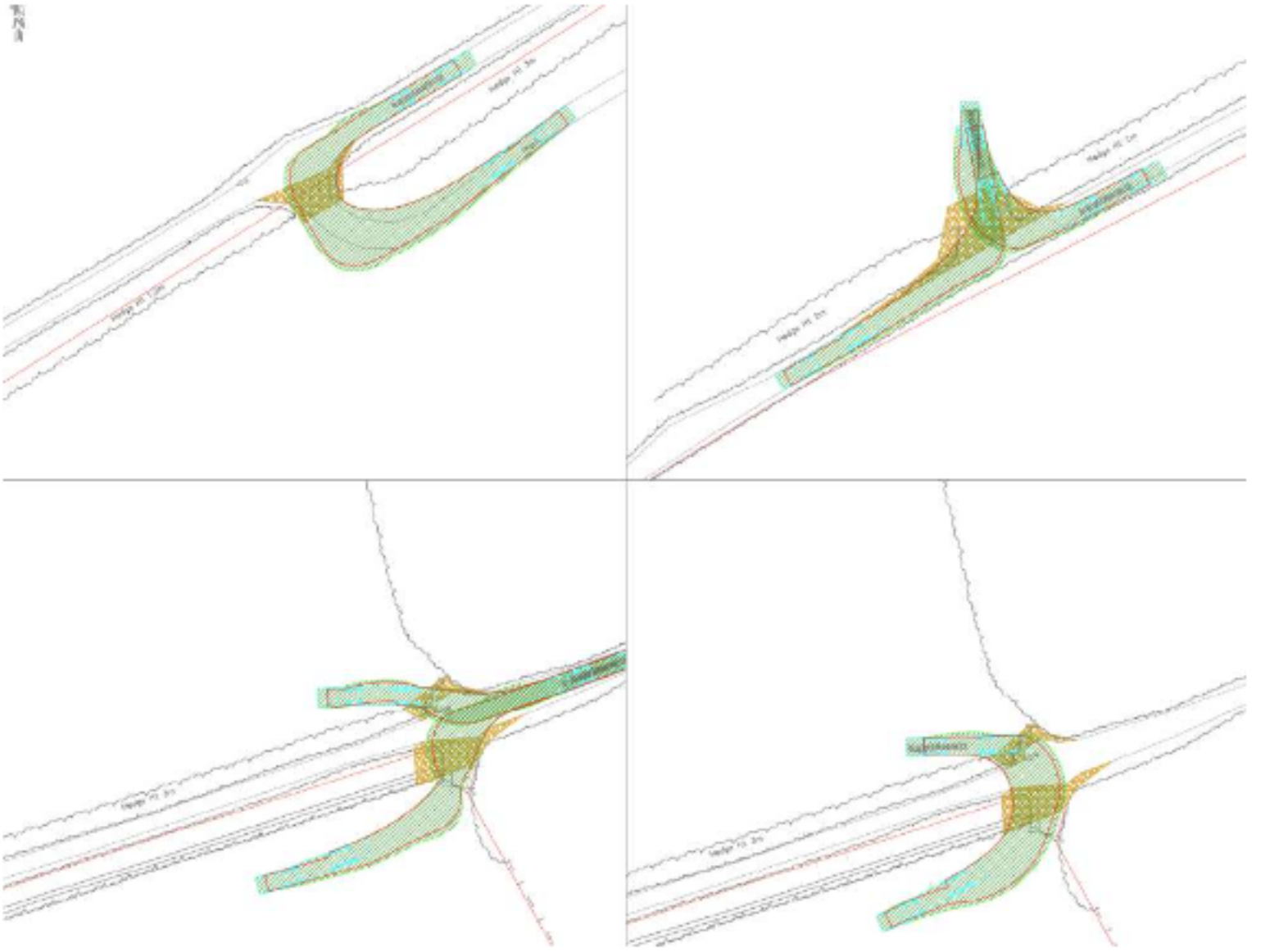


3.3 Delivery and Servicing Arrangement

3.3.1 The largest vehicle expected to enter the site during the construction period is a 16.5m articulated HGV.

3.3.2 Swept path analysis has been undertaken for a 16.5m articulated HGV and is shown in Figure 3.2 and in **Drawing J32-8040-PS-003** attached in **Appendix B**. The accesses are shown from west-east on Gaston Lane

Figure 3.3 : Swept Path Analysis – 16.5m Articulated HGV



3.4 Contractor Access

3.4.1 Contractor access will be via Gaston Lane routeing internally and egressing via Hall Lane to the east.

3.5 Anticipated Hours of Operation

3.5.1 During the construction period the following hours of operation will typically be adhered to:

- Monday to Friday – 0800hrs to 1800hrs; and
- Saturdays – 0800hrs to 1600hrs.

3.5.2 Deliveries will also be carried out within these hours. No building works are permitted on Sundays and Bank Holidays. Under exceptional circumstances, both working and deliveries outside of these hours may be required. In these cases, permission will be sought from the Council.

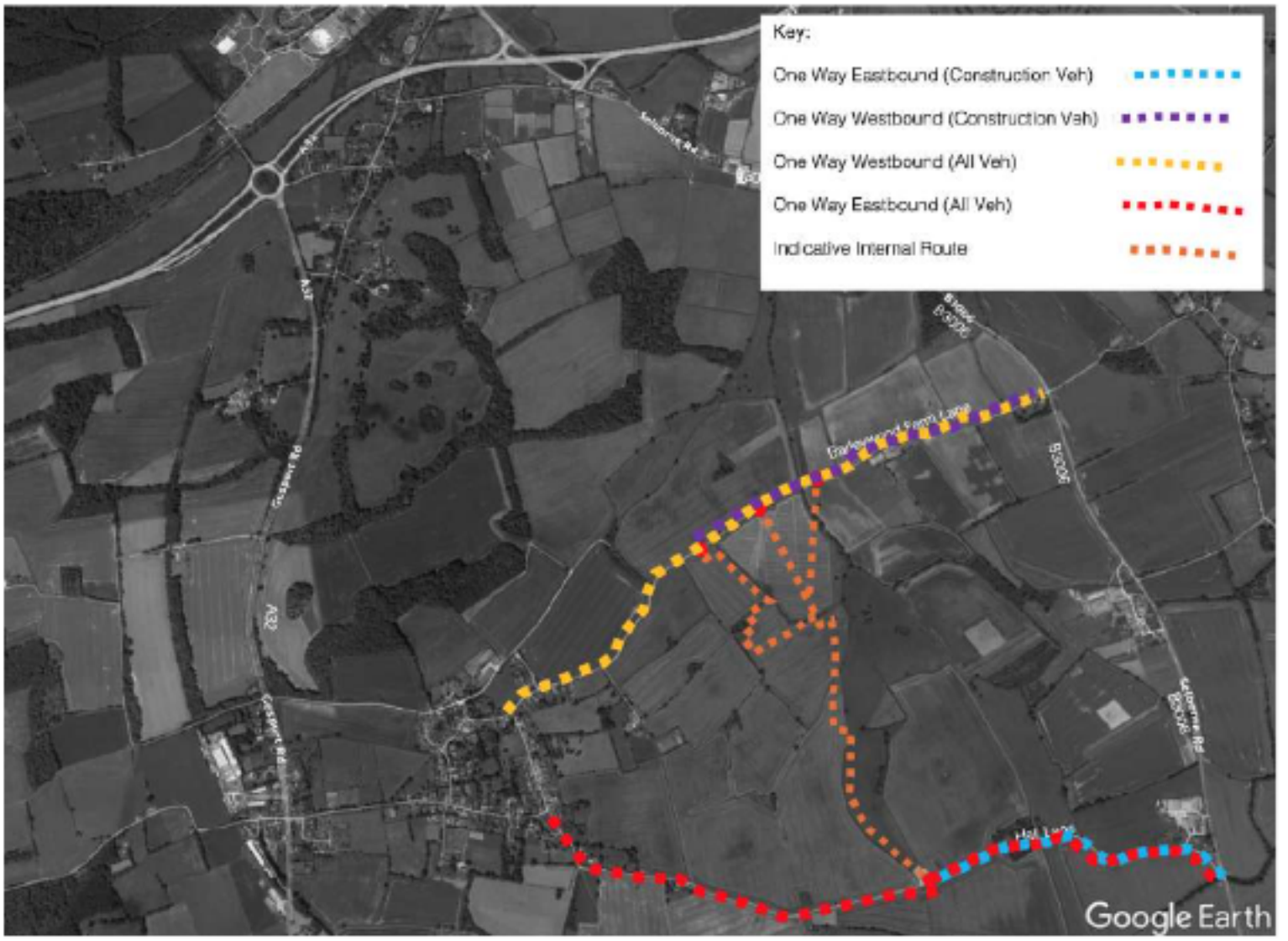
3.6 Construction Access Route

3.6.1 The proposed construction traffic routes are shown in Figure 3.3. Based on the proposed construction routing and location of the strategic road network (SRN), it is anticipated that all construction traffic would route to/from the north (A31) via the B3006.

3.6.2 It is expected that the requirement for a full CTMP, which would be produced by the appointed contractor, would be secured via a planning condition attached any future planning consent. The final construction routes would need to be approved by HCC and included in the final CTMP prior to the condition being discharged.

3.6.3 The indicative construction traffic routes have sought to minimise the impact of construction vehicles on the residents of Upper Farringdon and Lower Farringdon and therefore avoid any adopted roads within the village. They have also sought to limit the potential for any conflicting movements by introducing a one-way system from east to west to the north of the village, and a one-way system from west to east to south of the village.

Figure 3.4 : Construction Traffic Routing (Image source : Google Earth)



3.6.4 A Temporary Traffic Regulation Order will be required during the construction period to ensure that Hall Lane becomes one-way in an eastbound direction between Crows Lane / The St and the B3006. A one-way system would also need to be introduced on Gaston Lane in a westbound direction between the and B3006 Crows Lane / Church Road. All vehicles would access the village from the east and would route along Gaston Lane and all those leaving the village to the east would route via Hall Lane.

3.6.5 Through the introduction of the temporary one-way system, all HGV and staff movements will route from the east via Gaston Lane to the upgraded field accesses. To avoid the village, all construction vehicles would then route south through the development site along the proposed haul roads and egress to the east using the Hall Lane access.

3.6.6 The routes for both general and construction traffic shown in Figure 3.3 demonstrate that the proposed one-way system would minimise the potential for conflicting movements along both routes from the B3006, and would ensure that residents could still access their dwellings within the village and along both routes with minimal disruptions to existing journey times for a temporary period during construction.

3.7 Delivery Management

3.7.1 All contractors are required to provide details of their proposed timings of material deliveries to the site - at this time, the site manager will advise on the specific area for delivery within the compound, off-loading and storage zone.

3.7.2 The site and logistics manager will be responsible for ensuring that all deliveries to and from the site are managed effectively, reducing traffic volumes and unnecessary disruption on the local highway network. The site manager will be the single point of contact for all drivers approaching the site who require assistance.

3.7.3 All deliveries will be booked in through the appropriate management platform. As part of this, details on the vehicle size, loading and offloading method will have to be provided, along with the required destination on site.

3.7.4 The site management will also advise material delivery contractors and their drivers of the most appropriate route to follow when approaching the site (as illustrated in Figure 3.3).

3.7.5 Deliveries will be managed so that multiple deliveries/vehicles do not arrive at site any one time. A large proportion of deliveries will all be on scheduled deliveries and will be actively managed.

3.7.6 Deliveries will be managed and given specific timeslots to ensure the impact on the local highway network is minimised and that they can be accommodated within the site.

3.7.7 Delivery vehicle dwell times will be kept to a minimum; vehicle engines will also be turned off to reduce noise pollution. Appropriate traffic management including clear and visible construction works signage will be implemented and used when/where required; this will be submitted by the principal contractor prior to commencement, as requested. Banksmen will also be in position as and when required.

3.7.8 Bulk material removal vehicles to be loaded will be accommodated within the site. All bulk material movements generated as a result of the construction works will be taken off site, in fully covered lorries, to reduce the risk of dust and detritus spilling out onto the local highway network.

3.7.9 Upon commencement of construction, all deliveries, operatives, employees and visitors to the site will report to the temporary contractor office/cabin. This will be communicated to all works contractors upon their appointment and pre-start meeting.

3.8 Anticipated Traffic Movements

HGV Trip Generation

3.8.1 The Applicant has confirmed that a total of 643no. HGVs (1,286 two-way movements) will be required across the construction period. Of these, 512no. will be 16.5m articulated HGVs, 131no. will be 10m rigid HGVs.

3.8.2 Based on a c.52-week construction period with 6no. working days per week, the proposed development would generate the following weekly / daily HGV movements, as shown in Table 3.1.

Table 3.1 : Weekly / Daily HGV Movements

	Weekly HGVs			Daily HGVs		
Type	Arrivals	Departures	Total Two-Way	Arrivals	Departures	Total Two-Way
16.5m Articulated HGV	10	10	20	2	2	4
10m Rigid HGV	3	3	6	1	1	2
Total HGVs	13	13	**26**	3	3	**6**

3.8.3 Based on the information provided by the applicant, it is anticipated that there would be 26no. two-way HGV movements per week. Of which, 20no. would be undertaken by a 16.5m articulated HGV and 6no. by a 10m rigid HGV. Assuming a 6-day working week, this equates to 6no. two-way HGV movements per day.

LGV / Car Trip Generation

3.8.4 Based on information provided by the Applicant, it is expected that there will be 50no. staff required on site each day. It is envisaged that staff will be from local and regional contractors who will use shared transport such as crew cabin transport vans.

3.8.5 It is envisaged that there would be 3no. staff members per vehicle, this equates to 16no. staff arrivals and 16no. staff departures each day. This equates to a maximum of 32no. two-way movements on a typical day. It is envisaged that workers would arrive within the hour prior to their shift beginning in the AM peak period and depart in the hour after their shift ends during the PM peak period

3.9 Public Highway Inspection

3.9.1 Daily inspections will be carried out adjacent to the site accesses. These will be recorded, and remedial action will be taken to remove dirt and debris resulting from construction.

3.9.2 The potential for debris on the highway will be managed as and when necessary, during construction. The contractor will enforce measures to avoid any material, debris or detritus falling on the road; these measures will include (but are not limited to) the following:

- Road sweeping to clean the site of any debris deposited by site/delivery vehicles;
- Adequate sheeting/covering of vehicles carrying delivery/waste materials; and
- Wheel washing facility to prevent mud etc. in vehicle tyres, from migrating onto the highway network.

3.10 Public Highway Condition Survey

3.10.1 Once the construction programme is confirmed, the applicant will liaise with Highways to undertake a condition survey of the public highway. The appointed contractor will undertake a video or photographic survey of the condition of the public highway for the route to the site prior to construction starting.

3.10.2 On completion of the construction works, any damage caused during construction to the highway will be repaired. The same will apply to the decommissioning of the site.

3.10.3 No vehicle parking, loading or unloading will take place within the public highway. The construction compound area, which will be reinstated for decommissioning as well, will be used for all parking, turning, unloading / loading.

3.11 Waste

3.11.1 The appointed contractor will ensure that all waste is disposed of responsibly from the site.

3.11.2 The potential waste generated during the construction process is likely to include:

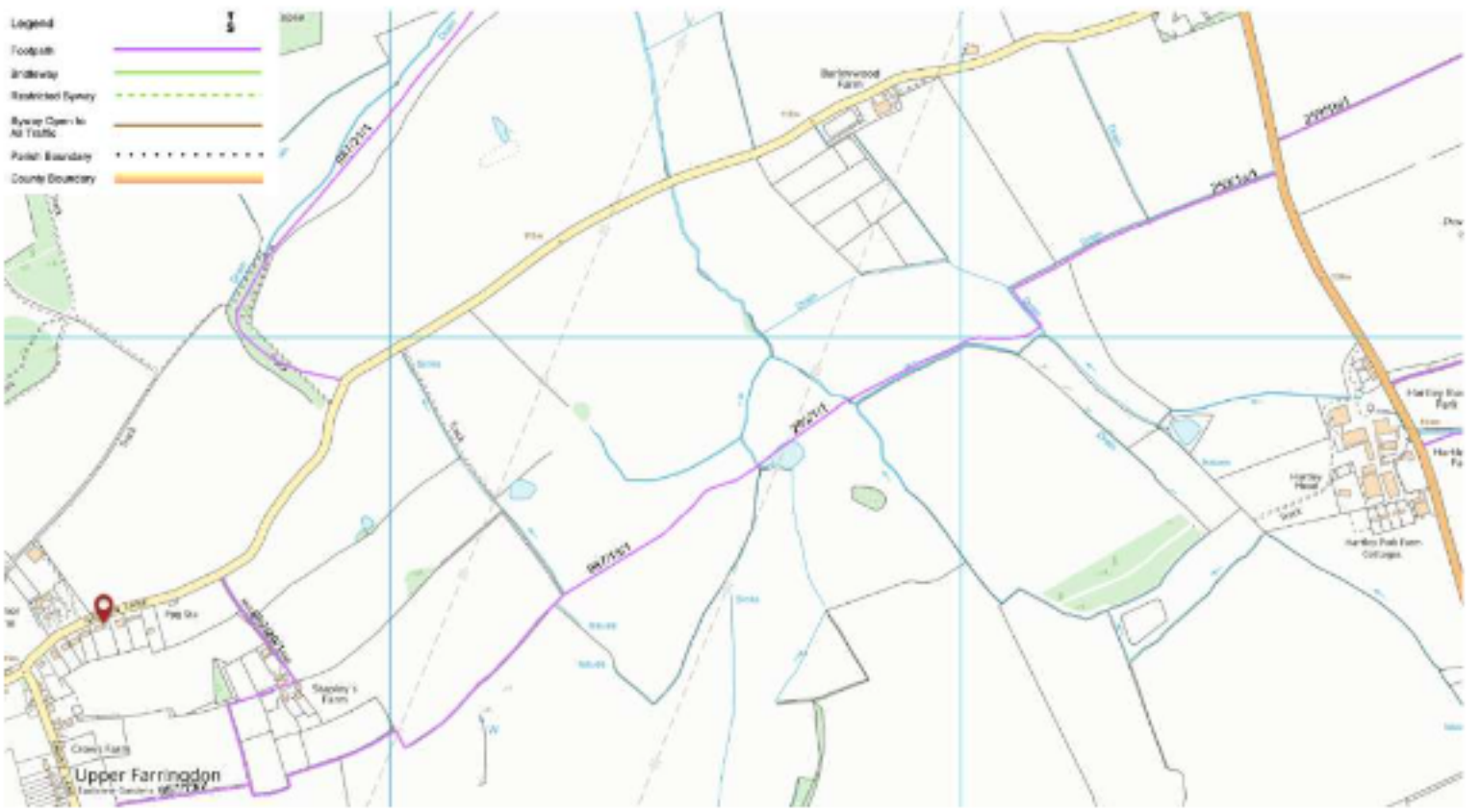
- Wooden pallets that solar panels are packaged in and other materials such as cardboard boxes. These will be removed from the site on a regular basis. If they arrive on wooden pallets then these will be returned to the manufacturers. If they arrive packaged in cardboard boxes, then these will be removed from site on a regular basis.
- Packing materials for various components, such as screws, cabling, and mounting frames. Any non-recyclable waste will be stored in a skip for regular removal.
- Food waste from workers. Personal rubbish will be collected along with non-recyclable packaging materials,
- Portable toilets will be hired for the duration of the construction period; therefore, there will be no human waste issues.
- Excavated soil will be used for backfilling activities. However, if the level of excavated ground exceeds the backfilling requirements, then this soil will be removed and disposed of at an appropriate landfill or sold.

3.12 Public Rights of Way

3.12.1 As shown in Figure 3.6, 2no. Public Rights of Way (PRoW) are located within the site redline boundary (087/19/1 and 205/1/1). Both PRoW connect and follow a broadly east to west alignment and provide a connection between Upper Farringdon to the west and 259/1a/1 to the west.

3.12.2 It is proposed that the section of footpath located within the site redline boundary will be managed during the construction period. It is not envisaged that a permanent closure or diversion would be required once the development is operational.

Figure 3.5 : Public Rights of Way Map



3.13 Air Quality and Dust Management

3.13.1 Given the ground condition of the site, it is not anticipated that any significant dust issues will arise during construction or decommissioning. If conditions on site are very dry then water misting/spraying will be employed to dampen the ground to avoid any dust nuisance.

3.14 Highways Licences, Agreements and Temporary TROs

3.14.1 Any highways licences, agreements and Temporary Traffic Regulation Orders (TTRO) that are required as part of the development construction process will be dealt with by the main contractor in liaison with the Local Highway Authority, Hampshire County Council (HCC).

4. Construction Specific Information

4.1 Temporary Facilities

4.1.1 The temporary facilities will be provided on-site. Details of the exact layout will be provided by the main contractor, once appointed.

4.2 Site Parking

4.2.1 The contractor will be instructed to manage their parking within the parking areas provided on-site. Contractor parking will be maintained on site at all times and reassigned as works progress around the site. No contractor parking will take place on the public highway at any stage of the construction period.

4.3 Sustainable Travel

4.3.1 Where possible, staff working on the site will be encouraged to travel by sustainable modes including walking, cycling, public transport and car sharing. Facilities will be provided by the contractor to support non-car travel.

4.4 Site Security

4.4.1 The contractor will be expected to provide temporary security fencing and hoarding prior to construction. The intention is for no hoarding to be erected on the public highway; however, if necessary, the contractor will apply for the relevant licences from HCC.

4.4.2 All visitors/deliveries to the site will be inducted by site staff at check-in and will be notified of the relevant emergency procedures, assembly points, first aid, site rules; they will also be instructed to sign in and out of the site. PPE appropriate to the jobs being undertaken will be assessed at sign in.

4.5 Materials Storage

4.5.1 All materials will be stored within the site demise.

5. Key Contacts

5.1.1 The contact details of the Project Manager/ Site Supervisor and Out of Hours contact, responsible for on-site works are to be provided below once the main contractor is appointed:

Project Manager/ Site Supervisor

- Name
- Phone Number
- Email

Out of hours contact

- Name
- Phone Number
- Email

5.1.2 The local authority will be informed if the contact details change at any point during the construction phase.

APPENDIX A Site Accesses

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notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. drawing based on topographical survey.

issue/revision

rev	date	description
B	08/05/2025	issued
A	17/04/2025	issued
-	11/04/2025	issued

client: dalcour maclaren

project: gaston lane, upper farringdon

project number: J328040

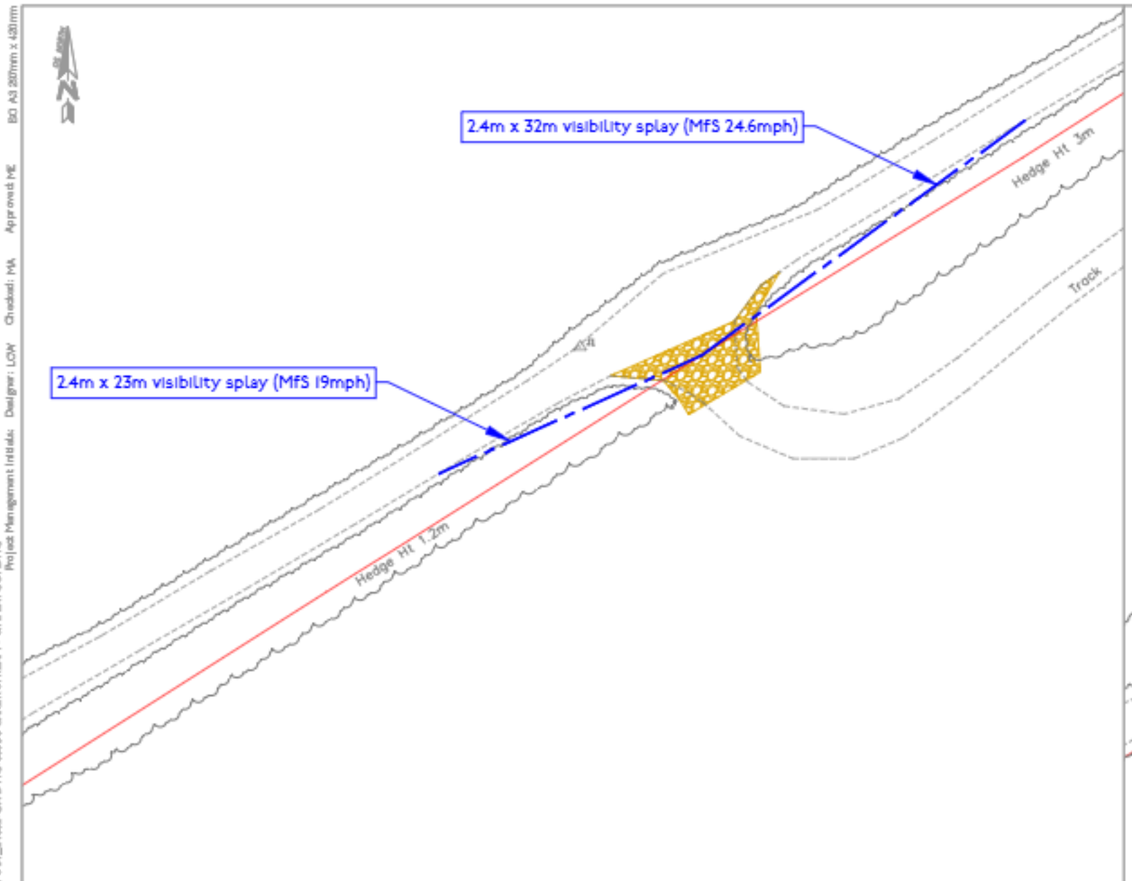
scale: 1:2000@A3

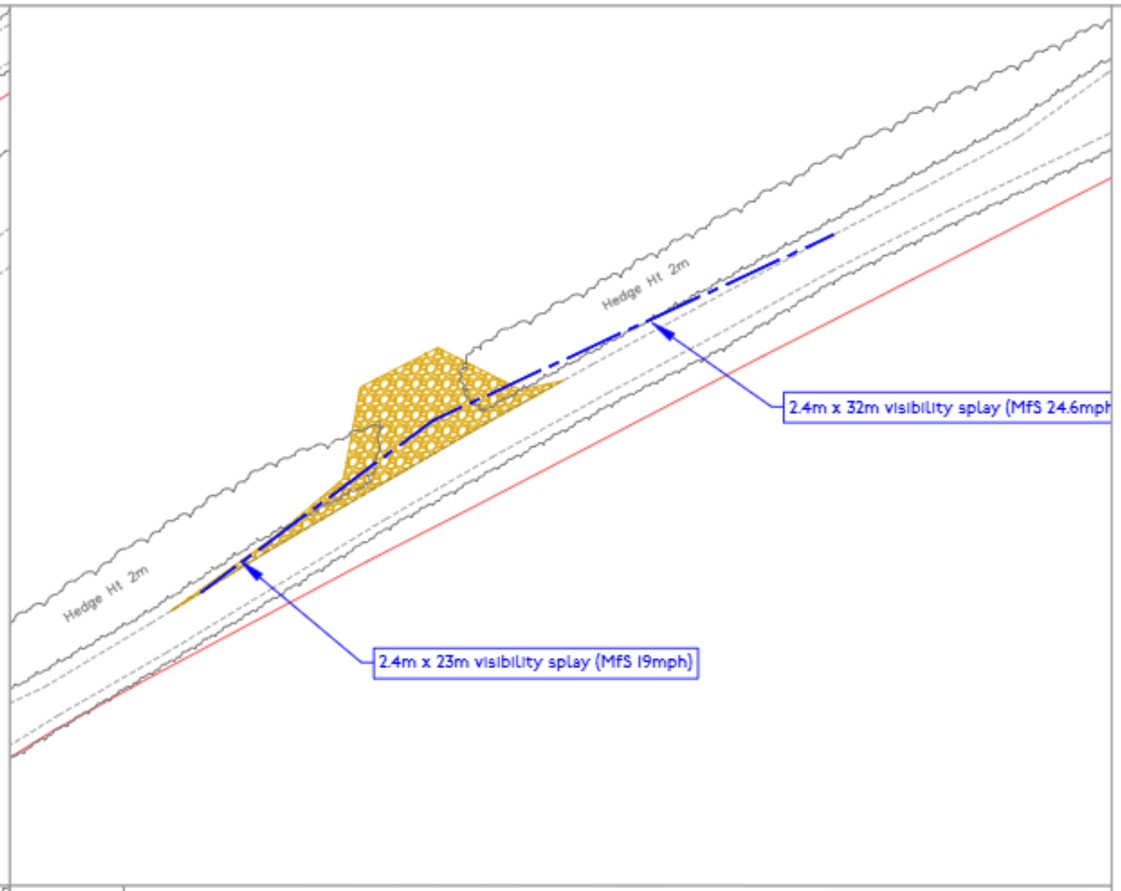
drawing title:
site access locations

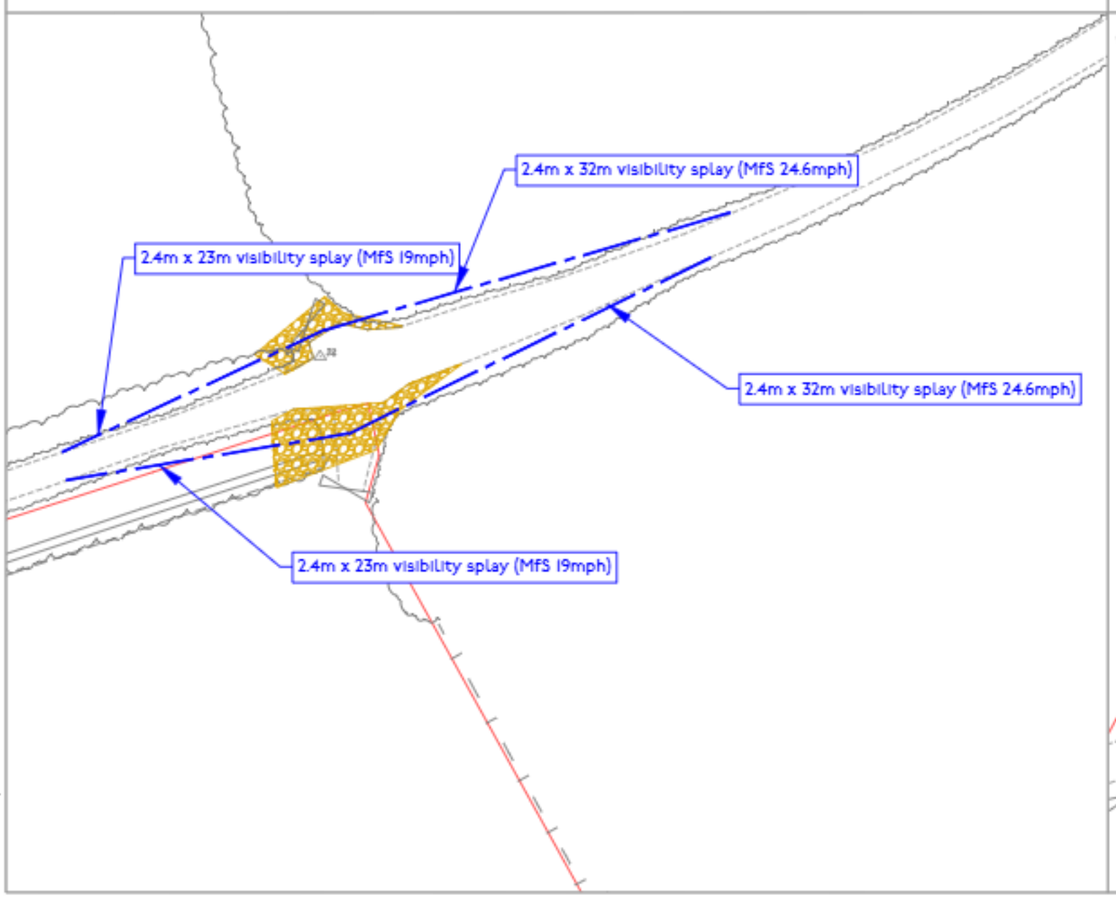
drawing number:
J32-8040-PS-001

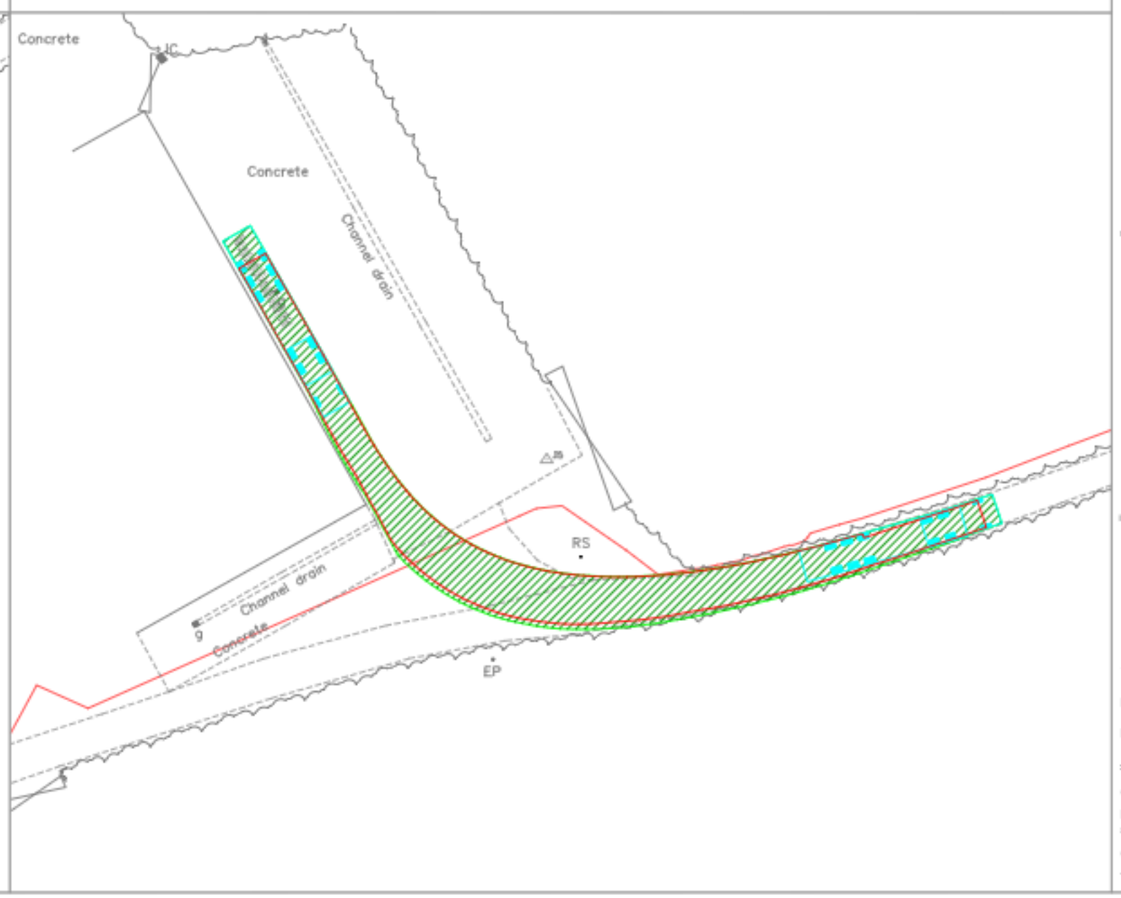
ISO A3 297mm x 420mm Approved: ME Checked: MA Designer: LOW Project Management Initials:

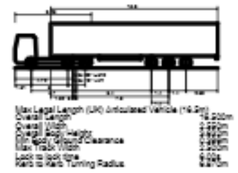
Last saved by: WINDOWS Last Plotted: 2025-05-08











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E	08/05/2025	issued
D	17/04/2025	issued
C	11/04/2025	issued
B	25/02/2025	issued
A	21/02/2025	issued
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client: delcour maclaren

project: gaston lane, upper farringdon

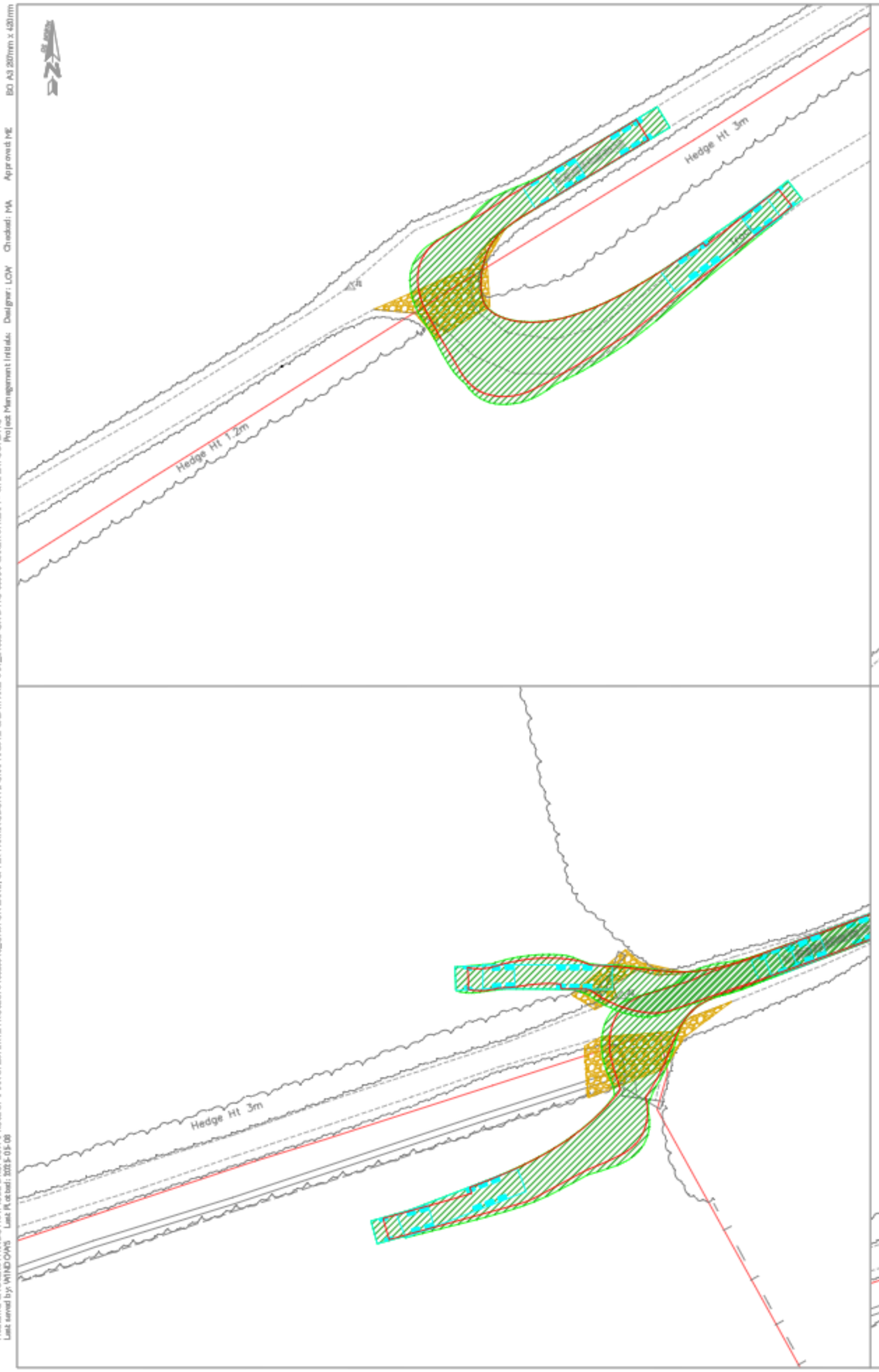
project number: J328040

scale: 1:500@A3

drawing title:
proposed site accesses
and swept path analysis

drawing number:
J32-8040-PS-002

APPENDIX B Swept Path Analysis



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