



Volume 4, Chapter 24

Transport Appendices



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Volume 4, Appendix 24.1

Outline Construction Traffic Management Plan



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1. Introduction

1.1 Overview

- 1.1.1 This Outline Construction Traffic Management Plan (CTMP) forms **Appendix 24.1**, **Volume 4**, and is in support of **Chapter 24**: **Transport**, **Volume 2** of the Preliminary Environmental Information Report (PEIR). This appendix should be read in conjunction with the description of the onshore elements of the Proposed Development provided in the **Chapter 4**: **The Proposed Development**, **Volume 2**.
- 1.1.2 This Outline CTMP is the first working draft of what will be an evolving document throughout the Development Consent Order (DCO) Application process and will be updated as the onshore elements of the Proposed Development are further defined through the ongoing design process and following feedback from "Statutory Consultation". Further consultation will be undertaken with West Sussex County Council (WSCC) and Highways England (HE) to develop an agreed management and mitigation strategy for construction traffic and traffic affected by the onshore elements of the Proposed Development and this will be included at the DCO submission within a final agreed Outline CTMP.
- 1.1.3 There are no impacts onshore from the offshore construction elements of the Proposed Development.
- 1.1.4 This appendix details the environmental measures which may be implemented in relation to the traffic generated during the construction phase for the onshore elements of the Proposed Development. The Outline CTMP has been prepared to ensure that the management and mitigation measures contained within this appendix minimise the likely effects on existing road users during the construction phase. The primary objectives of the Outline CTMP are as follows:
 - 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.
- 1.1.5 The onshore elements of the Proposed Development will comprise a landfall site within the vicinity of Climping, south west of Arundel, a buried (underground) export cable (approximately 36km in length) and an onshore substation in the vicinity of the existing National Grid Bolney substation in Twineham, Mid Sussex (refer to **Chapter 4**, **Volume 2**). During the construction phase, construction of the onshore elements of the Proposed Development would be supported with temporary construction compounds (and horizontal directional drill compounds), accesses and haul roads. The onshore infrastructure elements of the Proposed Development will have a direct effect on local roads through crossings of the



network and the conveyance of construction traffic resulting in the need for a CTMP.

Stakeholder consultation and engagement to-date

Scoping Report

1.1.6 Rampion Extension Development Limited (RED) submitted a Scoping Report (RED, 2020) and request for a Scoping Opinion to the Secretary of State (SoS) (administered by the Planning Inspectorate (PINS)) on 2 July 2020. A Scoping Opinion was received on 11 August 2020 (Planning Inspectorate, 2020). The Scoping Report set out the proposed transport assessment methodologies, outline of the baseline data collected to date and proposed, and the scope of the environmental assessment. Table 24-3 within Chapter 24, Volume 2 sets out the comments received in Section 5 of the PINS Scoping Opinion 'Aspect based scoping tables – Onshore'. PINS comment ID number 5.6.8 sets out:

"The Inspectorate welcomes the commitment to produce a CTMP, Abnormal Indivisible Load (AIL) access study and Public Rights of Way Management Plan (PROWMP). 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"

1.1.7 The PINS comment ID number 5.6.8 welcomes the production of a CTMP and AIL Assessment and outline versions of these documents are produced for PEIR. For the DCO submission these updated document will provide a narrative of the interaction with the COCP and other relevant plans and proposals.

Evidence Plan Process (EPP)

October 2020

- 1.1.8 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:
 - West Sussex County Council (WSCC);
 - Highways England;
 - South Downs National Park Authority (SDNPA);
 - Arun District Council;
 - Mid Sussex District Council; and
 - East Sussex County Council.
- 1.1.9 The transport section of the ETG meeting covered the scope of the transport assessment, the baseline data and supporting assessments to be used to undertake the assessment, proposed environmental measures, proposed heavy

goods vehicles (HGV) access proposals and the assessment methodology. The engagement also presented the proposed approach to address the Scoping Opinion comments detailed in **Table 24-3** in **Chapter 24: Transport, Volume 2**. An outline of the approach to the following documents was covered in the presentation and discussions:

- transport chapter to support the Environmental Impact Assessment (EIA);
- Outline Construction Traffic Management Plan;
- Outline Public Right of Way Management Plan; and
- AIL Assessment; and
- traffic data collection.
- 1.1.10 Key discussion points in relation to transport during this meeting was to learn the lessons of Rampion 1 and to ensure the production of 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**.
- 1.1.11 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 PEIR 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.

March 2021

- 1.1.12 A second ETG meeting was held for Traffic, Air Quality, Noise and Socioeconomics 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, PRoW impacts, the Outline CTMP, the Outline AIL assessment and some of the initial findings of the environmental assessment.
- 1.1.13 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.
- 1.1.14 HGV construction route enforcement has been addressed within this Outline CTMP and is included as embedded environmental measure C-157 and C-158 (Set out in **Table 24.21 in Chapter 24: Transport, Volume 2**) and it is considered this will become a requirement of the DCO following further discussion with WSCC and HE post-PEIR. The Outline CTMP includes details on timings on the local highways network for all construction vehicles including HGVs as well as HDD proposals. 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 4.5m back from the highway to allow for safe construction accesses.

Informal Consultation and further engagement

Introduction

1.1.15 RED carried out an Informal Consultation exercise for a period of four weeks from 14 January 2021 to 11 February 2021. This Informal Consultation exercise aimed to engage with a range of stakeholders including the prescribed and nonprescribed 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 emerging from Informal Consultation relating to the Outline CTMP is the need for traffic management during the construction phase and the capacity of the local roads. Capacity of local roads has been assessed at PEIR within **Chapter 24: Transport, Volume 2** and junction assessment if required will be assessed for the DCO submission.

West Sussex County Council

- 1.1.16 Engagement has also been ongoing with WSCC for the local roads regarding specific issues related to access design and the use of the Design Manual for Road and Bridges (DMRB) to inform the following:
 - access design;
 - types of accesses;
 - permanent operational accesses; and
 - visibility requirements.
- 1.1.17 Details on access design and visibility requirements have been included in (Section 3) and Section 3 sets out the details of the differing type of access associated with the Proposed Development

Highways England

1.1.18 Engagement has also been undertaken with Highways England regards the 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 HE comments have been addressed in that there are no new accesses proposed to the SRN and the SRN has been HDD so there are no surface impacts of the Proposed Development on the SRN.

- 1.1.19 Highways England also set out ongoing proposals for the A27 Arundel Bypass project which have not been considered in detail at PEIR. Should proposals for the A27 Arundel Bypass project progress prior to the submission of the DCO Application, the Outline CTMP will be reviewed to address any cumulative effects with the A27 Arundel Bypass project. However, at PEIR stage, the proposed alignment of the onshore elements of the Proposed Development currently avoids the route of the proposed A27 Arundel Bypass.
- 1.1.20 The consultation and engagement feedback provided by the key stakeholders outlined above has informed the need for a CTMP to support the DCO Application and helped inform this Outline CTMP.

1.2 Structure of the Outline CTMP

- 1.2.1 The remainder of this Outline CTMP is set out as follows:
 - Section 2: 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 needed / used to inform the Outline CTMP;
 - Section 3: Proposed Access Strategy sets out the Access Strategy proposed during the construction phase;
 - Section 4: HGV Access Strategy sets out the construction HGV Access Strategy;
 - Section 5: LV Access Strategy sets out the LV Access Strategy;
 - Section 6: Crossing Schedule sets out other construction impacts;
 - Section 7: Potential Mitigation Strategies sets out the potential mitigation strategies;
 - Section 8: Management of the CTMP and enforcement sets out the proposed management structure for the CTMP;
 - Section 9: Glossary of terms and abbreviations;
 - Section 10: References;
 - Annex A: Proforma; and
 - Annex B: Figures.

2. The onshore elements of the Proposed Development

2.1 Introduction

- 2.1.1 This Outline CTMP has been prepared to set out the framework for the management and mitigation on the local highways network related to onshore construction traffic as a result of construction works associated with the onshore elements of the Proposed Development.
- 2.1.2 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 in the vicinity of the existing National Grid Bolney substation. The cable will be buried along its entire length. For construction purposes, a nominal working width of approximately 50m 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. A number of temporary construction compounds will be required in support of the construction of the onshore elements of the Proposed Development.
- 2.1.3 This Outline CTMP considers the effects of the onshore elements of the Proposed Development as set out in the onshore part of the PEIR Assessment Boundary including for the optionality presented at the PEIR stage.
- 2.1.4 **Figure 24.1.1 (Annex B)** sets out the PEIR Assessment Boundary that has defined the scope of the Outline CTMP. The PEIR Assessment Boundary includes for the optionality presented at PEIR Stage and all the specific elements outlined of the onshore elements of the Proposed Development including temporary construction and operational accesses.
- 2.1.5 This Outline CTMP considers all construction accesses and highways crossings points proposed as part of the Proposed Development rather than the fixed scenario utilised at PEIR Stage in **Chapter 24: Transport, Volume 2**. However, that fixed scenario has been used when discussing construction traffic generation in this Outline CTMP.

2.2 Onshore cable corridor

2.2.1 The onshore cable corridor will cover an approximate distance of 36km. It commences at landfall at a site near Climping and then crosses under the A289, 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 via a trenchless crossing. The onshore cable corridor continues northeast through a rural area and to onshore substation location in the vicinity of the existing National Grid Bolney substation, Mid Sussex. The corridor will then connect into the electricity grid at the existing National Grid Bolney substation.

- 2.2.2 The onshore cable corridor at the PEIR stage retains a level of optionality and as such this assessment includes for the following onshore cable corridor route options (Figures 4.3 and 4.4, Volume 3):
 - Warningcamp B and C (Figure 4.3, Volume 3);
 - Bolney Road / Kent Street Route 1C & 1D (Figure 4.4, Volume 3);
 - Wineham Lane North Route 1A & 1B (Figure 4.4, Volume 3); and
 - Wineham Lane South Route 1A & 1B (Figure 4.4, Volume 3).
- 2.2.3 The onshore cable corridor has numerous crossings of roads including the A289, A27, A24, A283, B2135, B2116 and A281. 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 HDD to avoid major roads at specific locations, operating railway lines and watercourses. Details of the highways crossings are included in **Appendix 4.2: Crossing Schedule, Volume 4**.

2.3 **Onshore substation**

- 2.3.1 The PEIR Assessment Boundary (**Figure 24.1.1 (Annex B)**) currently includes two onshore substation search areas in proximity of Bolney Mid Sussex. These are as follows:
 - Bolney Road / Kent Street onshore substation search area located south of the A272; and
 - Wineham Lane North onshore substation search area located to the east of Wineham Lane.

2.4 **Temporary construction compounds**

- 2.4.1 Temporary site compounds will be required to store materials and plant as well as form a base for traffic working at the various site locations. Seven locations for potential temporary construction compounds have been identified at PEIR stage which are considered in the Outline CTMP as follows:
 - Climping (accessed from Church Lane);
 - A27 south of Crossbush (accessed from the A284 (Lyminster Road));
 - north of Washington (accessed from A283);
 - east of Washington (accessed from A283);
 - north of Washington Rock Farm (accessed from The Hollow);
 - Oakendene Industrial Estate (accessed from A272); and
 - Bolney Road / Kent Street onshore substation search area (A272)-
- 2.4.2 Temporary construction compounds will act as hubs for the delivery of some materials. These materials will be delivered to temporary construction compounds and then delivered to the individual construction sites as and when required. It

should be noted that it may be the case that much of the construction material (for example roadstone and ready mixed concrete and plant) will be routed directly to individual construction sites.

- 2.4.3 Where there are currently multiple temporary construction compound options located in close proximity to each other it is possible that only a single option at these locations will be brought forward and implemented. It has been considered important at PEIR stage to maintain a variety of temporary construction compound options to maximise flexibility in the design. **Figure 24.1.2a-c (Annex B)** sets out the current locations of the temporary construction compound options. The following temporary construction accesses are proposed to be used to access the following temporary compound options:
 - Climping (Church Lane) temporary construction and operational access 2;
 - A27 south of Crossbush (A284 Lyminster Road) temporary construction and operational access 6;
 - north of Washington (A283) temporary construction and operational access 13;
 - east of Washington (A283) temporary construction and operational access 15;
 - north of Washington Rock Farm (The Hollow) temporary construction access 12a;
 - Oakendene Industrial Estate (A272) temporary construction access 28a; and
 - Bolney Road / Kent Street onshore substation search area temporary construction and operational access 28.

2.5 Landfall

2.5.1 A landfall site is required at Climping, accessed from Ferry Road.

2.6 Additional construction phase details

- 2.6.1 The construction of the onshore elements of the Proposed Development is proposed to occur over an approximately 4 years construction programme.
- 2.6.2 During the construction phase, there will be several phases of 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 as set out in **Chapter 24; Transport, Volume 2**.
- 2.6.3 As outlined in **Chapter 4: The Proposed Development, Volume 2** of the PEIR, Indicative core working hours for the construction work and any constructionrelated traffic movements to or from onshore elements of the Proposed Development are as follows:
 - 07:00 to 19:00 hours Monday to Friday;
 - 08:00 to 13:00 hours on Saturday; and

- no activity outside of these indicative hours, including on Sundays, public holidays or bank holidays, apart from under the following circumstances:
 - 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, which may cause congestion on the local road network, where the relevant highway authority has been notified prior to such works 72 hours in advance;
 - where works are being carried out on the foreshore; and
 - as otherwise agreed in writing with WSCC and the SDNPA within the South Downs National Park.
- 2.6.4 The operational lifetime of Rampion 2 is assumed to be around 30 years. A decommissioning plan and programme will be developed prior to construction and updated during operation of Rampion 2 to account for any changes to decommissioning best-practice and developments in technology.
- 2.6.5 The decommissioning phase is anticipated to involve the removal of all offshore infrastructure above the seabed, and the removal and reinstatement of the onshore substation site. Electrical cables will be left in-situ offshore and onshore to minimise environmental effects associated with removal. 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 a decommissioning plan which will be prepared in advance of the decommissioning works.

2.7 Outline CTMP study area

- 2.7.1 The study area in the Outline CTMP covers that presented in **Chapter 24: Transport, Volume 2.** The study area is set out as **Figure 24.1.3 (Annex B)**.
- 2.7.2 The spatial scope of the Outline CTMP is based on the most probable routes for construction traffic generated by the onshore elements Proposed Development. The construction traffic generated covers the movement of deliveries, equipment and of construction staff. Identification of appropriate 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 (LTP3) 2011-26 (2011); and
 - suitability of routes based on a review of road types and widths.
- 2.7.3 The study area includes for roads operated and maintained by WSCC and Highways England as local and strategic road authorities.

3. Proposed Access Strategy

3.1 **Overview**

- 3.1.1 During the construction phase of the onshore elements of the Proposed Development, temporary construction access will be required onto and from the public highway network both. 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 the both the temporary construction and operational accesses during the construction phase are covered within this Outline CTMP.
- 3.1.2 Different temporary construction and operational access designs will be 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 require significant amounts of traffic.
- 3.1.3 Therefore, there are two types of construction access, "Construction Accesses" and "Light Construction Accesses" The more significant access points (Construction Accesses) provide access to HDD sites, onshore cable sites, temporary construction compounds, the onshore substation 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 including AILs.
- 3.1.4 The more lightly used construction accesses (Light Construction Accesses) will only need to be accessed by a small number of light construction vehicles (usually no larger than Vans and 7.5 goods vehicles) 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 minor the direction HDD drilling.
- 3.1.5 It should also be noted that either of the construction access types could also be locations where permeant access is also required for a maintenance wayleave. To this end, there are four types of temporary construction access identified as part of the onshore elements of the Proposed Development these are as follows:
 - temporary construction access;
 - temporary construction and operational access a temporary construction access with future operational use;
 - light temporary construction access; and
 - light temporary construction and operational access a temporary construction access with future operational use.
- 3.1.6 The design of the onshore elements of the Proposed Development has identified the need for approximately 54 temporary construction access points from the public highway network to facilitate the construction activities. This includes for optionality presented at the PEIR stage and not all of these accesses will be required for the final design but for completeness have been considered in this Outline CTMP.



- 3.1.7 There are an additional 27 operational accesses which will be included for operational access only. Operational accesses will ensure 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 have not been considered further in this Outline CTMP.
- 3.1.8 On this basis, it is not appropriate to have a single standard of access arrangement two difference accesses. Therefore, a proposed hierarchy of temporary construction access designs has been developed, details of which are set out in **Section 3.3** onwards.

3.2 Location of proposed temporary construction accesses

3.2.1 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 ensure access to all locations of the onshore elements of the Proposed Development. **Figure 24.1.4a-c (Annex B)** shows all temporary and operational construction access locations. **Table 3.1** sets each of the temporary construction accesses including identification (ID) numbers, the type of access required, grid reference and whether it is considered a visibility splay is required.

Access ID	Type of access	Grid Reference	Visibility splay required
1	Temporary construction and operational	501333, 101846	Yes
1a	Light temporary construction	501505, 101905	No
1b	Light temporary construction	501007, 101922	No
1c	Light temporary construction and operational	500530, 101774	No
1d	Temporary construction	500472, 101880	Yes
2	Temporary construction and operational	500371, 102204	Yes
3	Temporary construction and operational	500348, 102280	No
4	Temporary construction and operational	501600, 103087	No
4a	Light temporary construction	501575, 103017	No
5	Temporary construction and operational	502545, 104499	Yes
6	Temporary construction and operational	502863, 105568	Yes
7	Temporary construction and operational	502878, 105668	Yes

Table 3.1 Temporary construction accesses

Access ID	Type of access	Grid Reference	Visibility splay required
7a	Light temporary construction	503170, 106024	No
7b	Light temporary construction	503650, 106037	No
8a	Temporary construction and operational	503119, 106046	No
8b	Temporary construction and operational	503642, 106049	Yes
9	Temporary construction and operational	503370, 107262	Yes
10	Temporary construction and Operational	504345, 108439	Yes
11	Temporary construction and operational	510596, 113742	Yes
12	Temporary construction and operational	511446, 113537	Yes
12a	Temporary construction	511602, 112831	No
12b	Light temporary construction and operational	511821, 112864	No
12c	Light temporary construction and operational	512085, 113017	No
12d	Light temporary construction and operational	512208, 113129	No
13	Temporary construction and operational	512444, 113052	Yes
14	Temporary construction and operational	512837, 113148	Yes
15	Temporary construction and operational	513479, 113409	Yes
16a	Temporary construction and operational	514051, 113501	Yes
17a	Temporary construction and operational	514930, 113509	Yes
17c	Temporary construction and operational	514617, 113483	-
19	Temporary construction	517295, 115152	Yes
20	Temporary construction and operational	517365, 115119	Yes
20a	Temporary construction and operational	517936, 115707	Yes
21	Temporary construction and operational	518044, 116244	Yes
21a	Light temporary construction and operational	518495, 117127	No
22	Temporary construction and operational	519060, 117866	Yes

Access ID	Type of access	Grid Reference	Visibility splay required
23a	Temporary construction and operational	520640, 118789	No
24	Temporary construction and operational	519657, 119372	Yes
25	Temporary construction and operational	520293, 119299	Yes
26	Temporary construction and operational	520886, 120096	Yes
27	Temporary construction and operational	520911, 120218	Yes
27a	Temporary construction and operational	520883, 120968	Yes
28	Temporary construction and operational	523077, 122757	Yes
28a	Temporary construction	522403, 122576	No
29	Temporary construction and operational	523162, 122079	Yes
30	Temporary construction and operational	523153, 121996	Yes
30a	Temporary construction and operational	523156, 122548	Yes
30b	Temporary construction and operational	523161, 122437	Yes
31	Temporary construction	524000, 121623	Yes
32	Temporary construction and operational	523979, 121576	Yes
34	Temporary construction and operational	523763, 121106	Yes
34a	Temporary construction and operational	523749, 121068	Yes
35	Temporary construction and operational	523415, 120848	Yes
35a	Temporary construction	523394, 120857	Yes

- 3.2.2 In developing the temporary construction access strategy, a balance has been struck between the need to access each construction location, and the desire to avoid the over-provision of new accesses onto the highway network, and / or provide numerous accesses onto the same section of road. To satisfactorily address this requirement, a haul road have been proposed along large sections of the cable corridor, linking numerous construction sites, particularly over the South Downs where access is restricted.
- 3.2.3 The temporary construction and operational access designs may differ dependent on the construction activity and the type and size of vehicle requiring access, further details of which are provided in **Section 3.3**.

3.3 Standard temporary construction and operational access design / hierarchy

3.3.1 The design of the onshore elements of the Proposed Development will continue to develop following Statutory Consultation and a further understanding of the number of movements that will use each temporary construction access and the size of the vehicles will be established. This will enable a final identification of the four types of temporary construction access considered appropriate for each access point. Where appropriate, access designs will be implemented to ensure each temporary construction access point is sufficient in size and standard. A brief overview of each temporary construction access type is provided further in **Section 3.4** onwards.

3.4 **Temporary Construction Access**

- 3.4.1 Temporary construction accesses will be designed to follow standard construction practice (DRMB) and to meet relevant local highway authority requirements details of which are provided in the following section. The final specific access arrangements for temporary construction accesses will continue to be discussed with WSCC for the local highway network post-PEIR Stage so that detailed measures at each access can be agreed.
- 3.4.2 Following discussions with WSCC in the development of this Outline CTMP (set out in **Section 1.1**), 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 public highway. 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 an 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 Design Manual for Road and Bridges, CD123 Geomatic Design of At Grade Priority and Signal Controlled Junctions, Figure 3.3, August 2020. At the PEIR stage, these visibility splays have been provided to design standards for the speed limit of the road and not allowing for Design Manual for Road and Bridges, CD123 Geomatic Design of At Grade Priority and Signal Controlled Junctions, Figure 3.3, August 2020 "Direct Accesses". This assumption will be revised with site specific visibility requirements based on speed surveys planned following Statutory Consultation to inform the DCO Application submission.
 - 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 though traffic management. There are a limited number (approximately 2 at PEIR stage) of such temporary

construction accesses 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 new temporary construction access is proposed, a standard bell mouth access design will be used with implementation of a full visibility splay.
- Post-construction it is likely that temporary construction accesses will be removed or reinstated to existing layouts / condition. It is also considered that, should the landowner wish to retain an improved access, this could be discussed and agreed with the individual landowner and highways authority where appropriate.
- 3.4.3 Temporary construction accesses have been appraised though a desktop review and an overview of the temporary construction accesses and their locations are provided in an access proforma included within in **Annex A**. There are six temporary construction accesses identified in the design at PEIR stage.

3.5 Temporary construction and operational access

- 3.5.1 Temporary construction and operational accesses (for the onshore substation and landfall) will be designed to the same standards as temporary construction accesses as detailed in **Section 3.4**. However, post-construction some or all elements of the access design will be retained to ensure access can be maintained during the operational phase for maintenance.
- 3.5.2 Temporary construction and operational accesses have been appraised though 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 **Annex A.** There are 38 temporary construction and operational accesses identified in the design at PEIR stage.

3.6 Temporary light construction access

- 3.6.1 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. Details agreed with WSCC include:
 - light temporary construction accesses are where access is needed for smaller light vehicles such as the occasional van for workers to check progress of HDD, there is no requirement to implement visibility splays as these are likely to be rarely used; and
 - for light 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.

- 3.6.2 Post-construction these light temporary construction accesses will be removed or reinstated to existing layouts/condition. It is also considered that, should the landowner wish to retain an improved access, this could be discussed and agreed with the individual landowner and highways authority where appropriate.
- 3.6.3 There are five light construction access identified in the design at PEIR stage.

3.7 **Temporary light construction and operational access**

3.7.1 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 3.6**. Post-construction some or all elements of the access design will be retained to ensure access can be maintained during the operation and maintenance phase of the onshore elements of the Proposed Development. There are five light temporary construction and operational accesses identified in the design at PEIR stage.

3.8 **PEIR Assessment Boundary and visibility standards**

- 3.8.1 Each of the identified temporary construction and operational accesses has been included in the PEIR Assessment Boundary. The PEIR Assessment Boundary includes access tracks to the highway with an allowance for a temporary construction accesses as well as the required visibility splays, to ensure 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.
- 3.8.2 The visibility splays applied have been based on the guidance and standards set out the Design Manual for Road and Bridges (DMRB) CD123 *Geometric design of at-grade priority and signal-controlled junctions (2020)* and Table 2.10 from Design Manual for Road and Bridges (DMRB) CD109 *Highway Link Design (2020)*. Within the PEIR Assessment Boundary, these visibility standards have been taken to the speed limit of the roads on which the temporary construction and operational accesses join thus providing resulting in a worst-case scenario.
- 3.8.3 Prior to submission of the DCO Application, visibility standards will be agreed with WSCC on a case-by-case basis, based upon individual temporary construction and operational access sites, likely traffic demands and durations, and site-specific speed surveys.
- **Table 3.2** 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 from the temporary construction and operational access in either direction that can be seen.

Design Speed of Road (KPH)	Signed Speed Limit of Road (MPH)	Visibility "Y" distance (m)
50	20	70
60	30	90
70	40	120
85	50	160
100	60	215
120	70	295

Table 3.2 Visibility standards

- 3.8.5 At the PEIR stage, the visibility splays included in the PEIR Assessment Boundary have been provided to include for an "x" distance (the setback distance from the edge of the existing carriageway) of 2.4m (Design Manual for Road and Bridges (DMRB) CD123 Geometric design of at-grade priority and signal-controlled junctions (2020) and a "y" distance as set out in **Table 3.2** based on the speed limit of the road. These visibility splays have been provided for all construction accesses other than the following:
 - 3 end of highway;
 - 4 Existing Access Suitable visibility splays already provided;
 - 7 Existing Access Suitable visibility splays already provided;
 - 8a Existing Access Suitable visibility splays already provided;
 - 12a Existing Access Suitable visibility splays already provided; and
 - 20 Ecological constraints to visibility splay traffic management proposed.
- 3.8.6 Due to the low traffic flows anticipated to use light construction accesses it is not currently proposed that visibility splays will be required at these locations.

3.9 Vehicle classification

3.9.1 A number of vehicle types will be used for the construction of the onshore elements of the Proposed Development. **Table 3.3** provides a list of the types of vehicles required during construction of the onshore elements of the Proposed Development outlined by classification.

Table 3.3 Vehicle	classifications
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Light Vehicles (LVs)	Heavy Goods Vehicles (HGVs)
Car	40 tonne tipper Trucks



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

3.9.2 The list of vehicle types provided in **Table 3.3** is not exhaustive and has been based on projects of a similar type / scale / complexity. Construction machinery and onsite plant, vehicles and generator fuel tanks will be re-fuelled on site.

3.10 Abnormal Indivisible Loads

- 3.10.1 During the construction phase, there is a requirement for delivery of abnormal loads to the onshore substation, for example transformers. The nature of the abnormal loads required to be delivered for these works will require delivery of Abnormal Indivisible loads (AILs).
- 3.10.2 Given the breadth of assessment required, the movement of AILs has been presented and assessed in Chapter 24: Transport, Volume 2 and Appendix 24.3: Outline Abnormal Indivisible Load Assessment, Volume 4.

4. HGV Access Strategy

4.1 Introduction

4.1.1 The onshore elements of the Proposed Development require construction HGVs to access numerous site access within urban and rural environments. Both these environments have challenges to construction HGV access. Urban area HGV routes bring construction HGVs into high traffic areas which are used by pedestrians wishing to cross the carriageway where highways safety may be an issue. The rural environment would present routes for construction HGVs where roads are less suitable for HGV traffic such as single tracks 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 for implementation during the construction of the onshore elements of the Proposed Development. **Section 4.2** sets out how the HGV Access Strategy has been developed.

4.2 HGV Access Strategy

- 4.2.1 To aid development of the HGV Access Strategy, two types of routes have been considered as follows:
 - Strategic The strategic element of the HGV Access Strategy uses the SRN which links the wider UK highways 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 the HGV Access Strategy and these routes are controlled by Highways England; 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 the HGV Access Strategy are all roads controlled by WSCC ranging from key A roads to single track rural roads.
- 4.2.2 Access to each of the temporary construction accesses will utilise strategic elements of the highways network as far as practically possible before routing onto to local elements of the highways network.

4.3 Strategic access

- 4.3.1 The A27 and A23 are the two key strategic elements of the 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.
- 4.3.2 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.
- 4.3.3 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.
- 4.3.4 The strategic access routes described are illustrated in **Figure 24.1.5 (Annex B)**.

4.4 Local access

- 4.4.1 From the SRN are a series of access routes on local roads that are required to provide HGV access to the temporary construction accesses of the onshore elements of the Proposed Development.
- 4.4.2 These local access routes have been developed based on the following considerations:
 - 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
 - vulnerable road users (pedestrians, cyclists and equestrians).

- 4.4.3 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.
- 4.4.4 Based on the considerations outlined above, relevant embedded environmental measures outlined in Chapter 24: Transport, Volume 2 and Appendix 4.1: Commitments register, Volume 4 have been incorporated into the design 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;
 - 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; and
 - 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.
- 4.4.5 The HGV Access Strategy considering all the local constraints, access locations requiring access and embedded environmental measures has identified six local HGV access routes which are set out in **Figure 24.1.6a-c (Annex B)**.
- 4.4.6 The six local HGV access routes are set out in **Table 4.1**. The locations of the accesses are set out in **Section 3.2**.

Local access route number	Route via local road network	Temporary construction and operational accesses served
Route 1	A27 - A284 - A259 - Ferry Road or Church Lane	1, 1a, 1b, 1c, 1d, 2, 3, 4, 4a, 5, 6, 7.
Route 2	A27 - Crossbush Lane	7a, 7b, 8a, 8b.
Route 3	A27 - Crossbush Lane	9, 10.
Route 4	A27 - A280 - A24 - A283-B2135	11, 12, 12a, 12b, 12c, 12d, 13, 14, 15, 16a, 17a, 17c, 19, 20, 20a, 21, 21a, 22.
Route 5	A23 - B2118 - B2116 - A281 - B2116	23a, 24, 25, 26, 27, 27a.
Route 6	A23 - A272 - Wineham Lane or A272 - Kent Street or A272 - A281	28, 28a, 29, 30, 30a, 30b, 31, 32, 34, 34a, 35, 35a.

Table 4.1 Local access routes

lood

HGV local access routes issues / constraints 4.5

The local access routes encompass the HGV routes to be used between the 4.5.1 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 details of the mitigation proposed is set out in **Table 4.2** below.

Table 4.2 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.	 The HGV Access Strategy and selection of temporary construction accesses, complimented with onsite haul roads have ensured 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. Construction HGVs have also been routed in the HGV Access Strategy away from the AQMA in Cowfold. <i>Embedded environmental measures: C-157, C-158 and C-159</i>
2	Avoidance, if possible, of built- up areas to avoid conflict with parking areas, local roads and streetscapes.	The HGV Access Strategy and selection of temporary construction accesses, complimented with onsite haul roads have ensure 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. <i>Embedded environmental measures:</i> <i>C-157, C-158 and C-159</i>
3	Avoidance of narrow rural roads.	 The HGV Access Strategy has avoided the use of small single-track roads as much as possible. The only elements of single track roads required for construction HGV access are as follows: 42m of Crookthorn Road; 812m of Crossbush Lane (Crossbush); 585m of Kent Street (South of A272); 1,470m of Wineham Lane (South of A272); and 680m of Spithandle Lane.



No	. Issue / Constraint	Mitigation
4	Limited visibility at temporary	Selected temporary construction accesses have a series of design options set out in Section 3 .
	access junctions.	All bellmouth positions and designs to be agreed with WSCC.
		<i>Embedded environmental measure:</i> C-165
5 Imp peo (PF (Na Net and and (loc	Impacts on pedestrian (PRoW), cyclist (National Cycle Network, Sustrans	A Outline Public Rights of Way Management Plan (PRoWMP) has been prepared. The Outline PRoWMP is provided as Appendix 24.2, Volume 4 in support of Chapter 24: Transport, Volume 2 .
	and local routes) and equestrians (local routes).	The Outline PRoWMP (Appendix 24.2, Volume 4) 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.
		<i>Embedded environmental measure:</i> C-162 and C-163
6	Construction traffic impacts on capacity of junctions and links on the construction	The assessment of construction traffic generation of the onshore elements of the Proposed Development on 35 highways links has been set out in Chapter 24: Transport , Volume 2 . The environmental measures required to mitigate the impact of construction traffic are also provided.
	routes (SRN and local highway network).	At PEIR stage, no assessment of local junctions has been undertaken due to the traffic flow predictions in Chapter 24 : Transport, Volume 2 . The traffic predictions indicate low daily traffic flows across a majority of the links assessed however it is acknowledged that post PEIR discussions with WSCC and HE may identify the need for details junction assessment and the provision of a Transport Assessment for DCO Submission.



5. LV Access Strategy

5.1 Introduction

- 5.1.1 The onshore elements of the Proposed Development will generate two types of construction LV traffic as follows:
 - LV construction staff traffic direct to temporary construction compounds; and
 - LV construction traffic traffic from temporary construction compound locations to proposed construction work sites along the onshore cable corridor.
- 5.1.2 Section 5 sets out how the LV Access Strategy has been developed.

LV construction staff traffic

- 5.1.3 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 temporary construction compounds to commence work for the day which will be required across the entire construction phase.
- 5.1.4 These trips will take place in private cars or 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 in teams using minibus, work vans or other site / work related vehicles. This section element is described in the "LV Construction traffic" section below.
- 5.1.5 It should be noted that the only exception the staff into and out of construction compounds will be during construction works at the onshore substation site. 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.

LV construction traffic

- 5.1.6 This element of the LV construction traffic generation will be compromised of construction staff leaving the temporary construction compounds in teams and traveling 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 during the construction phase.
- 5.1.7 These trips will take place in Light Goods Vehicles (LGV) predominantly however may also be undertaken in 4X4 vehicles and private cars (for management staff). Where required, these works vehicles would pick up materials and plant.

5.2 LV Access Strategy

LV construction staff traffic

- 5.2.1 To aid development of the LV Access Strategy, a preliminary 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 LVs, the latter further split into construction staff vehicles and construction LGVs.
- 5.2.2 The detailed methodology and construction traffic calculations undertaken to inform this output are presented Chapter 24: Transport, Volume 2 and Appendix 24.4: Onshore Construction Traffic Assessment, Volume 4. Appendix 24.4 sets out the detailed construction traffic generation methodology, assumptions, materials required and other matters that have informed the construction traffic generation output.
- 5.2.3 To understand the routing of LV construction traffic generated by the onshore elements of the Proposed Development, calculations were undertaken to derive a LV construction traffic distribution for both types of LVs. The calculations comprised of the following:
 - LV 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 24.1.7a-c (Annex B) sets out the locations of the three sections used to inform construction staff distribution; and
 - LV construction traffic Understanding the most appropriate routes of LV construction traffic between the temporary construction compounds and proposed works site temporary construction accesses along the onshore cable corridor set out in Table 3.1. This was undertaken using journey planning software and considering any local constraints.

LV construction staff traffic distribution

5.2.4 The resultant LV construction staff traffic distribution based on appropriate journey to work data from the 2011 census that has been applied is set out in Table 5.1 for the three sections of the onshore elements of the Proposed Development. Figure 24.1.8 (Annex B) sets out the geographical scope of the exit points from the Outline CTMP study area.

Table 5.1 LV construction staff traffic distribution

Entry / Exit points from highways	Construction staff traffic distribution by temporary construction compound / onshore substation		
network scope	Section 1 ¹	Section 2 ²	Section 3 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%
A283 West	-	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%

 ¹ Section 1: Climping Compound and A27 South of Crossbush Compound
 ² Section 2: North of Washington Compound, East of Washington Compound and Rock Farm Compound

³ Section 3: Oakendene Industrial Estate Compound, and Bolney Compound and Substation

5.2.5 As this LV construction staff traffic is routeing to and from temporary construction compounds and the onshore substation site, no routing restrictions will be applied to these trips as would be expected for any LV construction staff traffic routing to and from a place of work. In calculating the traffic effects provided in **Chapter 24**: **Transport, Volume 2**, the trips have been distributed onto the network based on the logical route from using Google journey planning software from temporary construction compounds, onshore substation site and / or to and from home or overnight accommodation.

LV construction traffic

- 5.2.6 With no restrictions to routeing applied to the construction staff traffic (as set out in **paragraph 5.2.5**), it is considered that specific routes for the conveyance of LV construction traffic to individual work sites / accesses will be implemented for the onshore elements of the Proposed Development.
- 5.2.7 Each of the temporary construction compounds identified as being required to facilitate the construction of the onshore elements of the Proposed Development has had routes identified from the temporary construction compound to all temporary construction accesses that access is required to within that section. Figure 24.1.9a-c (Annex B) sets out the temporary construction access routes identified for each of the temporary construction compounds and high level details of these are set out in Table 5.2.

Temporary construction compound	Route	Temporary construction or light construction accesses
Section 1		
Climping Compound (Access 2)	Church Lane (South) – Crookthorn Lane	1d
	Church Lane (South) – A259 – Ferry Road	1
	Church Lane (South) – A259 – A284	4, 5, 6, 7
	Church Lane (North) – A27 (East) – Crossbush Lane (Crossbush)	3, 8a, 8b
	Church Lane (North) – A27 (East) – Crossbush Lane (Wepham)	9, 10
A27 South of Crossbush	A284 (North) – A27 (North) – Crossbush Lane (Crossbush)	7, 8a, 8b
Compound (Access 6)	A284 (North) – A27 (North) – Crossbush Lane (Wepham)	9, 10
	A284 (South) – A259 – Church Lane	2, 3, 4, 5,

Table 5.2 LV construction traffic distribution

wood.

Temporary construction compound	Route	Temporary construction or light construction accesses
	A284 (South) – A259 – Crookthorn Lane	1d
	A284 (South) – A259 – Ferry Lane	1
Section 2		
North of	A283 (West)	11, 12
Compound (Access 13)	A283 (East) – B2135	14, 15, 16a, 17c, 17a, 20a, 21
	A283 (East) – B2135 – Spithandle Lane	19,20
East of	A283 (West)	11, 12, 13,14,
Compound	A283 (East) – B2135	, 16a, 17c, 17a, 20a, 21
(Access 15)	A283 (East) – B2135 – Spithandle Lane	19, 20
Rock Farm Compound	The Hollow (West) – A24 (South) – A283 (West)	11,12
(Access 12a)	The Hollow (West) – A24 (South) – A283 (East)	13, 14
	The Hollow (East) – A283 (East) - B2135	15, 16a, 17c, 17a, 20a, 21
	The Hollow (East) – A283 (East) - B2135- Spithandle Lane	19, 20
Section 3		
Oakendene	A272 (East) – Kent Street (South)	30a, 30b, 29, 30
Estate	A272 (East) – Wineham Lane (South)	31, 32, 34, 34a
Compound (Access 28a)	A272 (East) – Wineham Lane (South) – Kent Street	35, 35a
	A272 (East) – Wineham Lane (South) – Bob Lane	34b
	A272 (West) – A281(South)	27a, 27, 26, 23a
	A272 (West) – A281(South) – B2116	25, 24
	A272 (East) – Kent Street (South)	30a, 30b, 29, 30

wood.

Temporary construction compound	Route	Temporary construction or light construction accesses
Bolney Road / Kent Street onshore substation compound (Access 28)	A272 (East) – Wineham Lane (South)	31, 32, 34, 34a
	A272 (East) – Wineham Lane (South) – Kent Street	35, 35a
	A272 (East) – Wineham Lane (South) – Bob Lane	34b
	A272 (West) – A281(South)	27a, 27, 26, 23a
	A272 (West) – A281(South) – B2116	25, 24

5.2.8 The routes provided in **Table 5.2** generally follow the construction HGV access routes which assists in limiting traffic related to the onshore elements of the Proposed Development on a limited number of roads across West Sussex. This ensures that any effects on other roads outside those already used for HGV construction traffic is limited.

6. Crossing schedule

6.1 Introduction

- 6.1.1 In addition to the HGV and LV 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.
- 6.1.2 In addition to the impacts on the adopted 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 PRoWs are covered in **Appendix 24.2: Outline Public Rights of Way Management Plan, Volume 4** and appended to **Chapter 24: Transport, Volume 2. Appendix 24.2, Volume 4** sets out the scale nature of these effects together with an Outline management strategy to help minimise disruption to PRoW users.

6.2 Crossing schedule

Introduction

6.2.1 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.

Highways crossing schedule

- 6.2.2 A total of 26 highways crossing locations have been identified within the PEIR Assessment Boundary where an underground cable is proposed to be installed and cross under the highway. At PEIR stage, this includes for some onshore cable corridor optionality and as such, the final design configuration of the onshore elements of the Proposed Development will likely result in less than 26 highways crossing locations. To ensure a robust assessment in this Outline CTMP at PEIR stage, all crossing locations currently in the onshore elements of the PEIR Assessment Boundary are included.
- 6.2.3 It is proposed that all major crossings (A or B class roads) will be undertaken using trenchless construction methods (for example HDD). 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.
- 6.2.4 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.
- 6.2.5 **Table 6.1** below details all 26 crossing locations as shown in **Figure 24.1.10a-e** (Annex B) and the roads which they affect. **Table 6.1** also outlines the Crossing Schedule Reference Number, type of crossing method required (HDD or open cut)
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at each crossing location and where optionality of the onshore cable corridor is included at the PEIR stage.

Table 6.1 Crossing Schedule of the HE/WSCC highway

No	Crossing Schedule Reference	Road affected	Crossing type	Highway Authority	Onshore cable corridor route option
1	RDX-01	Ferry Road	HDD proposed – no surface effects to carriageway	WSCC	N/A
2	RDX-02	A259	HDD proposed – no surface effects to carriageway	WSCC	N/A
3	RDX-03	A284	HDD proposed – no surface effects to carriageway	WSCC	Warningcamp B and C
4	RDX-04	A27	HDD proposed – no surface effects to carriageway	HE	Warningcamp B
5	RDX- WE04	A27	HDD proposed – no surface effects to carriageway	HE	Warningcamp C
6	RDX-05	Crossbus h Lane	HDD proposed – no surface effects to carriageway	WSCC	Warningcamp B
7	RDX- WE02	Crossbus h Lane	HDD proposed – no surface effects to carriageway	WSCC	Warningcamp C
8	RDX- WE03	Clay Lane	Open cut crossing – traffic management/ Diversion required – Single Lane Carriageway	WSCC	Warningcamp C
9	RDX04a	Blakehur st Lane	Open cut crossing – traffic management/ Diversion required – Single Lane Carriageway	WSCC	Warningcamp B and C

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No	Crossing Schedule Reference	Road affected	Crossing type	Highway Authority	Onshore cable corridor route option
10	RDX-06	A24	HDD proposed – no surface effects to carriageway	WSCC	N/A
11	RDX-07	London Road	HDD proposed – no surface effects to carriageway	WSCC	N/A
12	RDX-08	A283	HDD proposed – no surface effects to carriageway	WSCC	N/A
13	RDX-09	A283	HDD proposed – no surface effects to carriageway	WSCC	N/A
14	RDX-B01	A283	HDD proposed – no surface effects to carriageway	WSCC	N/A
15	RDX-B02	Water Lane	Open cut crossing – traffic management required – Two Lane Carriageway	WSCC	N/A
16	RDX-12	Spithandl e Lane	HDD proposed – no surface effects to carriageway	WSCC	N/A
17	RDX-13	B2135	HDD proposed – no surface effects to carriageway	WSCC	N/A
18	RDX-14	B2116	Open cut crossing – traffic management required – Two Lane Carriageway	WSCC	N/A
19	RDX-15	A281	HDD proposed – no surface effects to carriageway	WSCC	N/A
20	RDX-SH01	Kent Street	Open cut crossing – traffic management/ Diversion required – Single Lane Carriageway	WSCC	Wineham Lane North Route 1A & 1B and Wineham Lane South Route 1A & 1B



No	Crossing Schedule Reference	Road affected	Crossing type	Highway Authority	Onshore cable corridor route option
21	RDX-BL01	Wineham Lane	Open cut crossing – traffic management required	WSCC	Wineham Lane South Route 1A & 1B
22	RDX0BL02	Bob Lane	Open cut crossing – traffic management/ Diversion required – Single Lane Carriageway	WSCC	Wineham Lane South Route 1A & 1B
23	RDX- WP01	Wineham Lane	Open cut crossing – traffic management required	WSCC	Wineham Lane North Route 1A & 1B
24	RDX- WP01	Wineham Lane	Open cut crossing – traffic management required	WSCC	Bolney Road / Kent Street Route 1A & 1B
25	RDX-SH01	Kent Street	Open cut crossing – traffic management/ Diversion required – Single Lane Carriageway	WSCC	Bolney Road / Kent Street Route 1C
26	RDX- ODN0	Kent Street	Open cut crossing – traffic management/ Diversion required – Single Lane Carriageway	WSCC	Bolney Road / Kent Street Route 1D

- 6.2.6 **Table 6.1** sets out that of the 26 highways crossings of the local road network. Of the 25 crossings identified, 14 of these would be installed using trenchless methods (HDD) and there will be no surfaced based effects on the highway. Both the locations identified crossing the HE SRN are proposed to be trenchless crossings via HDD and as such no need for any surface based impacts on the SRN.
- 6.2.7 There are 11 highways crossings are proposed which would require to be crossed by open cut method and relevant traffic management measures. Details of mitigation proposals is set out in **Section 7**.

6.3 Rail network crossing schedule

6.3.1 All rail crossings are all proposed to be HDD drilled and no surfaced based effects will be experienced on the rail network.

NOOD

- 6.3.2 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 Wick, are shown on **Figure 24.1.11 (Annex B)**.
- 6.3.3 Consultation and engagement with Network Rail will continue take place to discuss the requirements of the proposed HDD crossings of rail network up to and 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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7. Potential Mitigation Strategies

- 7.1.1 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.
- 7.1.2 RED will implement a number of the mitigation measures as set out in **Section 7**. These mitigation measures will be further detailed and refined up to DCO Application. Discussions with Highways England, West Sussex County Council and South Downs National Park Authority will be undertaken to inform matters such as detailed traffic management and, if required, the need for road closures and diversions.

7.2 Site specific mitigation

Traffic management of open cut highway crossings (single lane carriageways)

Potential road closures and diversions

- 7.2.1 As set out in **Table 6.1**, there are 11 highway crossing locations that have been identified within the PEIR Assessment Boundary that are required to be crossed by open cut method. Of these 11 highway crossing locations, six are located on single track roads where a temporary construction traffic management solution would be unlikely to be able to be implemented. The six highway crossing locations are as follows:
 - Crossing 8 Clay Lane;
 - Crossing 9 Blakehurst Lane;
 - Crossing 20 Kent Street;
 - Crossing 22 Bob Lane;
 - Crossing 25 Kent Street; and
 - Crossing 26 Kent Street.
- 7.2.2 A review of all six of these highway crossing locations indicates that for any necessary temporary road closures that should be required, alternative routes are available for temporary diversions.
- 7.2.3 It should be noted that a number of these six crossings are in locations where cable route and substation optionality is considered at PEIR and as such there is no design solution that will require all six of these crossings to be implemented at once.
- 7.2.4 Crossing 8 at Clay Street and Crossing 9 at Blakehurst Lane are in close proximity and it will not be proposed to carry out construction works across both sections of highway at the same time. It is proposed initially that Clay Lane will be shut and a



temporary diversion using Blakehurst Lane implemented. Works will be complete at Clay Lane with ducts installed before Blakehurst Lane is closed and Clay Lane used as a temporary diversion route. There is also a secondary temporary diversion route that is available using Blakehurst Lane which routes from a junction with the A47 to the east. Crossing 8 and associated diversions will not be required if Warningcamp B is not selected as the final design alignment, however, should Warningcamp B be selected then Blakehurst. Crossing 9 will be required for either of the Warning Camp design alignment options.

- 7.2.5 The three highway crossings of Kent Street (20, 25, 26) will only be triggered by differing design alignments options. This will be 20 by Wineham Lane North Route 1A & 1B and Wineham Lane South Route 1A & 1B, 25 by Bolney Road/Kent Street Route 1C and 26 by Bolney Road/Kent Street Route 1C. As such it is not considered that more than one highway crossing of Kent Street would be constructed at the same time. The highway crossing required will be closed for construction works and an alternative temporary diversion route via Kent Street, Wineham Lane and the A272 will be implemented.
- 7.2.6 Any closure of Crossing 22at Bob Lane will only be required for the design solution Wineham Lane South Route 1A & 1B and could be accommodated with a temporary diversion using the network of local roads though Twineham Green. This temporary diversion will be either north to the A272 and south Wineham Lane or south to the B2118 and north on Wineham Lane.
- 7.2.7 All six highway crossing locations are lightly used rural roads which have alternative temporary diversion options available. Therefore, temporary closures and diversions for these limited highway crossing locations can be accommodated.

Temporary diversion signage

- 7.2.8 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).
- 7.2.9 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 highway crossings (two lane carriageways)

- 7.2.10 As set out in **Table 6.1**, there are 11 highway crossing locations that have been identified within the PEIR Assessment Boundary that are required to be crossed by open cut method. Of these 11 highway crossing locations, five are located on two lane carriageway roads where a temporary construction traffic management solution would be applicable and the need to close the road and provide a diversion is considered to be unnecessary.
- 7.2.11 The six highway locations are as follows:
 - Crossing 15 Water Lane;



- Crossing 18 B2116;
- Crossing 21 Wineham Lane;
- Crossing 23 Wineham Lane; and
- Crossing 24 Wineham Lane.
- 7.2.12 At these five highway crossing locations, temporary construction traffic management will be deployed. At these highway crossings, the temporary construction traffic management is envisaged to be a solution that allows for the road to remain open however with temporary traffic signals or manned stop / go boards and one lane of the two used for the conveyance of traffic.
- 7.2.13 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.

7.3 Other locations requiring traffic management

- 7.3.1 Additional temporary construction traffic management will be deployed throughout the construction phase at various locations 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;
 - in proximity to temporary construction compounds and the onshore substation site; and
 - roads being used for the delivery of construction materials to the temporary construction work areas.
- 7.3.2 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.
- 7.3.3 All temporary construction traffic management implementation plans will need to be approved by Highways England and 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). Highways England have no new direct accesses to the SRN but there may be a need for directional signage on the SRN network to assist with diversions, HGV routing or highlight traffic management.
- 7.3.4 Temporary construction traffic management arrangements will be included as part of the detailed design submission for each of the temporary construction sites and temporary construction compounds.

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7.4 General construction traffic management / mitigation

Traffic signage Overview

7.4.1 Where temporary traffic management measures are required, these will be agreed in advance with the HE 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

- 7.4.2 Temporary signage will be erected along construction traffic routes on the WSCC network to provide directional routeing information for construction vehicles, to ease navigation between the SRN and the temporary construction sites and temporary construction compounds.
- 7.4.3 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 LV drivers to utilise the prescribed construction traffic routes. This signage will be in accordance with TSRGD, DfT (2016).

Onsite Access road/haul road signage

7.4.4 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 PROWMP (Appendix 24.2, Volume 4). This signage will be in accordance with TSRGD, DfT (2016).

Other signage

- 7.4.5 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.

Core working hours

- 7.4.6 Construction work will take place in accordance with set 'core working hours' which will be secured within the COCP.
- 7.4.7 The core working hours outline that construction activities will take place between 07:00 and 19:00 Mondays to Fridays and between 08:00 and 13:00 on Saturdays

unless otherwise approved by WSCC/HE/SDNP and other key local authorities (as set out in **paragraph 2.6.3**).

- 7.4.8 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/HE/SDNP and other key local authorities (as set out in **paragraph 2.6.3**).
- 7.4.9 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 Highways England (where relevant) prior to undertaking the works.

HGV and LV construction vehicle records

7.4.10 All construction HGV and LV movements associated with the onshore elements of the Proposed Development will be recorded and timed as vehicles enter and leave all temporary construction compounds and sites as part of a delivery management system (DMS). DMS records will be compiled and stored centrally to 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.

HGV emissions

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

Banksmen or presence of qualified personnel at access

7.4.12 Qualified personnel (banksmen) will be placed at key locations when necessary, during the construction of the onshore elements of the Proposed Development. Key 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

- 7.4.13 Construction HGV movements associated with the onshore elements of the Proposed Development will normally take place during the core working hours as set out in **Section 2** and for the hour before and after these core working hours due to the distances involved in reaching some of the remote construction sites.
- 7.4.14 A booking system (included in the DMS) will be used to ensure 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.

Exceptional circumstances

- 7.4.15 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 long term road closures which will impact on construction vehicles not being able to use these routes. A non-exhaustive list of exceptional circumstances are 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, which may cause congestion on the local road network, where the relevant highway authority has been notified prior to such works 72 hours in advance;
 - where works are being carried out on the foreshore;
 - as otherwise agreed in writing with WSCC and the SDNPA within the South Downs National Park;
 - where a traffic accident 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 LV / 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, Highways England 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.
- 7.4.16 In the event of an exceptional circumstance, the following impacts need to be considered 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

7.4.17 For the construction of the onshore substation, abnormal loads are required to deliver larger components such as transformers. A Outline Abnormal Indivisible Load Assessment is provided in **Appendix 24.3**: **Outline Abnormal Indivisible Load Assessment, Volume 4** which has been prepared to support **Chapter 24**: **Transport, Volume 2**. The Outline AIL Assessment (**Appendix 24.3, Volume 4**) details the specific routes required for AILs and the mitigation required including Swept Path Assessments (SPAs) of key pinch points. This document will continue to be updated as part of the design evolution process and following feedback from Statutory Consultation. It will then be appended to the Outline CTMP as part of the DCO Application submission.

Cleaning of vehicles

7.4.18 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 ensure that the WSCC road network remains safe and clear of debris. It is assumed at PEIR 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

- 7.4.19 Each access point to any public highway by any temporary construction access road or track utilised as part of the onshore elements of the Proposed Development will be inspected. These inspections will take place before first use, at frequent intervals during the construction phase and following final use, to ensure that the surface of the highway remains in good repair and highway safety is maintained. The frequent inspections will also enable any repairs to be made in a timely manner throughout the construction phase.
- 7.4.20 At the end of the construction phase, the temporary construction accesses and crossing points shall be inspected and a programme of works to restore them to the condition they were in before the construction phase commenced will be agreed with HE as the strategic road authority and WSCC and the local road authority.
- 7.4.21 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 (Highways England or WSCC).

Delivery management systems

7.4.22 A DMS is a system used on construction project for tracking all construction movements into and out of construction sites so that a detailed record. It can also track personnel located at key temporary construction access locations. The DMS will ensure the management of construction deliveries and allow the number of vehicles accessing / egressing to be recorded.

- 7.4.23 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); and
 - to ensure construction vehicles do not exceed any agreed restrictions, for example peak period traveling through certain towns / villages / junctions.

Information packs and communication

- 7.4.24 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 details of the following CTMP requirements:
 - Proposed HGV Access Strategy;
 - Proposed LV 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).
- 7.4.25 Information packs and communications details will be shared with the highway authorities (WSCC and Highways England) ahead of any construction works.

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8. Management of the CTMP and enforcement

8.1 Introduction

- 8.1.1 This section reviews the management structure that will oversee the finalised CTMP. It is important that a strong management structure is in place to ensure that objectives outlined in the Outline CTMP are met, and that the objectives are continually monitored and reviewed.
- 8.1.2 A Transport Coordination Officer (TCO) will be appointed by the contractors to implement the CTMP (approved HE as the strategic highways authority and WSCC as the local highway authority). As several contractors will be appointed to undertake the varying construction works, it is unknown whether one TCO will be required for Rampion 2, 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.
- 8.1.3 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 Highways England about mitigation and remedial measures as required;
 - update the CTMP as required; and
 - resolve issues and problems through the liaison with relevant stakeholders.

8.2 Monitoring and review

Monitoring strategy

- 8.2.1 The TCO and / or TCOs appointed by the contractors will undertake monitoring as necessary to ensure compliance with the requirements of the CTMP and this will include the maintenance of records and construction traffic management measures.
- 8.2.2 The contractor will ensure that 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 ensure adherence to the CTMP. This will include the monitoring of construction vehicles on the local road network and speed enforcement monitoring.

Review

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

Compliance

- 8.2.4 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

- 8.2.5 RED will ensure that appropriate measures are taken to ensure contractor behaviour and performance is monitored 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.
- 8.2.6 RED will require that the appointed contractor's disciplinary procedures incorporate the project commitments, 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.

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9. Glossary of terms and abbreviations

Term	Definition
AIL	Abnormal Indivisible Load
ΑΤV	All-Terrain Vehicles
COCP	Code of Construction Practice
СТМР	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 Drilling
HE	Highways England
HGV	Heavy Goods Vehicle
КРН	Kilometres per hour
LGV	Light Goods Vehicles
LV	Light Vehicle
МРН	Miles per hour
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PROW	Public Rights of Way
PRoWMP	Public Rights of Way Management Plan
RED	Rampion Extension Development Limited
SDNPA	South Downs National Park Authority



Term	Definition
SRN	Strategic Road Network
тсо	Transport Coordination Officer
TSRGD	Traffic Signs Regulation and General Directions
WSCC	West Sussex County Council



10. References

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Annex A Proforma

Access 1	OS Grid Reference - TQ 01334 01851		
	Entry- No restrictions		
Le	ocation Plan	Location Photograph	
	Map data © 2021 Ordnance Survey	entre entre entre entre	
Type of Access - Cons Road Accessed - Ferry Width of Access - 3.36 Width of Access Road With of Main Carriage	struction and Operational 7 Road 5 I—N/A eway - 6m	Deed of site location	
Accommodation Wol	ſKS	Road at site location	
New temporary constr	uction bellmouth required		
Access Visibility Req	uirements		
Road Speed Limit - N X Distance - 4.5m	SL (60)		

Visibility East - 215m Visibility West - 215m

Access 1d

OS Grid Reference - TQ 00476 01888

Entry- No restrictions



Type of Access - Construction Road Accessed - Crookthorn Lane Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 4.28m

Accommodation Works	Road at site location
New temporary construction bellmouth required	Image: marked bit image marked bit image: m

2021 Google

Access Visibility Requirements

Road Speed Limit - 30mph X Distance - 4.5m Visibility North - 70m Visibility South -70m

OS Grid Reference - TQ 00368 02206

Entry- No restrictions



Width of Access Road - N/A With of Main Carriageway - 7.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	map data 6 2021 Google

Access Visibility Requirements

Road Speed Limit - 40mph X Distance - 4.5m Visibility North - 90m Visibility South - 90m

OS Grid Reference - TQ 02550 04501

Entry- No restrictions



Type of Access - Construction and Operational Road Accessed - A284 Width of Access - 3.2m Width of Access Road - N/A With of Main Carriageway - 6m

Accommodation Works	Road at site location
New temporary construction bellmouth required	Image: mail of the second se

Access Visibility Requirements

Road Speed Limit - 30mph X Distance - 4.5m Visibility North - 70m Visibility South - 70m

OS Grid Reference - TQ 02866 05557

Entry- No restrictions



Type of Access - Construction and Operation Road Accessed - A284 Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 6.0

Accommodation	Works
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New temporary construction bellmouth required

Road at site location



Access Visibility Requirements

Road Speed Limit - 40mph X Distance - 4.5m Visibility North - 90m Visibility South - 90m

Revision (March 2021)

OS Grid Reference - TQ 02884 05665

Entry- No Restrictions



Accommodation Works	Road at site location
No accommodation works required - Existing Access	

Access Visibility Requirements

Road Speed Limit - 40mph X Distance - 4.5m Visibility North - 90m Visibility South - 90m

Access 8b

OS Grid Reference - TQ 03643 06047

Entry- No Restrictions



	Roau at site location
New temporary construction bellmouth required	Biological and the second se

Access Visibility Requirements

Road Speed Limit—30 X Distance - 4.5m Visibility East - 70m Visibility West—70m

OS Grid Reference - TQ 03366 07264

Entry-Farm access then immediate left

Lifti y- 1 arm access the	
Location Plan	Location Photograph
Warningcamp Map data © 2021 Ordnance Survey	The second
Type of Access - Construction and Operational Road Accessed - Crossbush Lane Width of Access - 6.92m Width of Access Road - 3.83m With of Main Carriageway - 4.71m	
Accommodation Works	Road at site location
No accmodation works required - Existing Access	The second

Access Visibility Requirements

OS Grid Reference - TQ 04345 08441



Access Visibility Requirements

Road Speed Limit - 20mph X Distance - 4.5m Visibility North - 70m Visibility South - 70m

Revision (March 2021)

OS Grid Reference - TQ 10596 13747

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - A283 Width of Access - 16m Width of Access Road - 4m With of Main Carriageway - 6.5m

Accommodation Works	Road at site location
No accommodation works required - Existing Access	Image: data et al.

Access Visibility Requirements

OS Grid Reference - TQ 11427 13533

Entry-Might work better as a left in left out access



Type of Access - Construction and Operational Road Accessed - A283 Width of Access - 3m Width of Access Road - N/A With of Main Carriageway - 6.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	in the second se

Access Visibility Requirements

Access 12a

OS Grid Reference - TQ 12409 13994

Entry- left in and right out



Type of Access - Construction Road Accessed - The Hollow Width of Access - 10m Width of Access Road - 4.5m With of Main Carriageway - 7.3m

Accommodation Works	Road at site location
No accommodations works required - existing access	

Access Visibility Requirements

OS Grid Reference - TQ 12445 13057

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - A283 Width of Access - 3.5m Width of Access Road - N/A With of Main Carriageway - 6m

Accommodation Works

New temporary construction bellmouth required



Access Visibility Requirements

OS Grid Reference - TQ 12835 13152

Entry– No Restrictions	
Location Plan	Location Photograph
Verse Tre Map data © 2021 Ordnance Survey	map data @ 2021_spourte
Type of Access - Construction and Operational Road Accessed - A283 Width of Access - 11m Width of Access Road - 3.1m With of Main Carriageway - 6m	
Accommodation Works	Road at site location
No accommodation works - Existing Access	

Access Visibility Requirements

OS Grid Reference - TQ 13477 13420

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - A283 Width of Access - 18.71m Width of Access Road - 3m With of Main Carriageway - 6m

Accommodation Works	Road at site location
No accommodation works - Existing Access	And Section 1000 and 10000

Access Visibility Requirements

Access 16a

OS Grid Reference - TQ 14076 13504

Entry- No Restrictions



No accommodation works - Existing Access



Access Visibility Requirements

Access 17a

OS Grid Reference - TQ 14940 13506

Entry- No Restrictions





Location Photograph

Type of Access - Construction and Operational Road Accessed - A283 Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 6.3m

Accommodation Works	Road at site location
New temporary construction bellmouth required	The data to coordia

Access Visibility Requirements

Access 17c

OS Grid Reference - TQ 14615 13481

Entry- No Restrictions

Location Plan	Location Photograph
Butcher's Farm Butcher's Farm FB Buncton Cosswars Autor Manor Farm Moat Att WASHINGT Map data © 2021 Ordnance Survey	Entration of the second s

Type of Access - Construction and Operational Road Accessed - A283 Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 6.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements
OS Grid Reference - TQ 17291 15150

Entry– No current access	
Location Plan	Location Photograph
True Conversi Wood Pepper 9 Wood Devicine Devicine Map data © 2021 Ordinance Survey	nap data © 2021 Google
Type of Access - Construction Road Accessed - Spithandle Lane Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 3.2m	
Accommodation Works	Road at site location
New access bellmouth, no visibility splay provided due too ecological constraints - Access managed though traffic management	Image: data @ Dott in data @ Dott in data @ Dott in data @
Access Visibility Requirements	
Road Speed Limit - NSL (60mph) X Distance - N/A	

X Distance - N/A Visibility East - N/A Visibility West - N/A

OS Grid Reference - TQ 17373 15103

Entry- No Restrictions

Entry– No Restrictions	,
Location Plan	Location Photograph
the Content Weet State of Content	map data (e 2021 Crongia
Type of Access - Construction and Operational Road Accessed - Spithandle Lane Width of Access - 7.5m Width of Access Road - 3.1m With of Main Carriageway - 3.2m	
Accommodation Works	Road at site location
No accommodation works due to ecological constraints - Access managed though traffic management	Right Barbara
Access Visibility Requirements	

Road Speed Limit—NSL (60mph) X Distance - N/A Visibility East - N/A Visibility West - N/A

Access 20a

OS Grid Reference - TQ 17937 15711

Entry- No Restrictions

Location Plan	Location Photograph
Ashurss Map data © 2021 Ordnance Survey	
Type of Access - Construction and Operational Road Accessed - B2135 Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 6m	
Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

Road Speed Limit - 40mph X Distance - 4.5m Visibility East - 90m Visibility West - 90m

OS Grid Reference - TQ 18040 16249

Entry- No Restrictions





Type of Access - Construction and Operational Road Accessed - B2135 Width of Access - 12.35m Width of Access Road - 3.3m With of Main Carriageway - 5.2m

Accommodation Works	Road at site location
No accommodation works - Existing Access	

Access Visibility Requirements

OS Grid Reference - TQ 19055 17866

Entry- No Restrictions

Location Plan	Location Photograph
Prince Bran Farm Prince Bran Prince Farm Bines Green Map-data © 2021 Ordnance Survey	Image: map data of 2021 Google
Type of Access - Construction and Operational Road Accessed - B2135 Width of Access - 15m Width of Access Road - 3.5m	
With of Main Carriageway - 6m	
Accommodation Works	Road at site location
No accommodations works — Existing Access	

Access Visibility Requirements

Access 23a

OS Grid Reference - TQ 20644 18790

Entry- No Restrictions



Access Visibility Requirements

Road Speed Limit - 40mph X Distance - 4.5m Visibility North - 90m Visibility South - 90m

OS Grid Reference - TQ 19658 19380

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - Shermanbury Road Width of Access - 3.5m Width of Access Road - N/A With of Main Carriageway - 6m

Accommodation Works Road at site location No accommodation works - Existing Access Image: Comparison of the second se

Access Visibility Requirements

Road Speed Limit - 40mph X Distance - 4.5m Visibility East - 90m Visibility West - 90m

OS Grid Reference - TQ 20292 19292

Entry– No Restrictions	
Location Plan	Location Photograph
O Map data © 2021 Ordnance Survey	egasta
Type of Access - Construction and Operational Road Accessed - Shermanbury Road Width of Access - 3.5m Width of Access Road - N/A With of Main Carriageway - 6m	
Accommodation Works	Road at site location
New temporary construction bellmouth required	
Access Visibility Requirements	

Road Speed Limit - 40mph X Distance - 4.5m Visibility East - 90m Visibility West - 90m

Revision (March 2021)

OS Grid Reference - TQ 20891 20094

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - A281 Width of Access - 12m Width of Access Road—3.1m With of Main Carriageway - 6m

Accommodation Works	Road at site location
No Accommodation works - Existing Access	

Access Visibility Requirements

OS Grid Reference - TQ 20908 20219

Entry- No Restrictions



With of Main Carriageway - 6.3m

Accommodation Works

Improved access bellmouth



Access Visibility Requirements

Access 27a

OS Grid Reference - TQ 20881 20964

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - A281

Road Accessed - A281 Width of Access - 10.2m Width of Access Road - 3.9m With of Main Carriageway - 6.3m

Accommodation Works

No Accommodation Works - Existing Access



Location Photograph

Access Visibility Requirements

OS Grid Reference - TQ 23076 22760

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - A272 Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 6.5m

Accommodation Works	Road at site location
New access bellmouth and visibility splays	
	tap dela Q 201 Good

Access Visibility Requirements

OS Grid Reference - TQ 23154 22008

Entry- No Restrictions

Location Plan	Location Photograph
Ta visit inger Ta visit inger Ta visit inger Tavis ing	map data 0 2021 Goorgle
Type of Access - Construction and Operational Road Accessed - Kent Street	
Width of Access - 3.5m	

Accommodation Works	Road at site location
New temporary construction bellmouth required	
	age (map data is)

Access Visibility Requirements

Width of Access Road - N/A With of Main Carriageway - 3m

OS Grid Reference - TQ 23154 22008

Entry- No Restrictions

Location Plan	Location Photograph
Cesario Tanio Ten Paula Paul Ten Paula Paula Ten Paula	
Type of Access - Construction and Operational Road Accessed - Kent Street Width of Access - 9.2m Width of Access Road - 3m With of Main Carriageway - 3.2m	
Accommodation Works	Road at site location
No Accommodation Works - Existing Access	Start de la constante de la co

Access Visibility Requirements

Access 30a

OS Grid Reference - TQ 23156 22548

Entry- No Restrictions

Entry- No Restrictio	ns
Location Plan	Location Photograph
The Viter Points The Vi	map de le 2 Cont
Type of Access - Construction and Operational Road Accessed - Kent Street Width of Access - 10.5m Width of Access Road - 3.5m With of Main Carriageway - 3.5m	
Accommodation Works	Road at site location
No Accommodation Works - Existing Access	

Access Visibility Requirements

Access 30b

OS Grid Reference - TQ 23168 22314

Entry- No Restrictions

Location Plan	Location Photograph
Ta White Tares Tarestated Wate Tarestated Tare Tarestated Tare Tarestated Tare Map data © 2021 ^{Mat} Ordnance Survey	Dup data G

Type of Access - Construction and Operational Road Accessed - Kent Street Width of Access - 3m Width of Access Road - N/A With of Main Carriageway - 3.2m

Accommodation Works	Road at site location
New temporary construction bellmouth required	
	A Caratoria de la Cacade

Access Visibility Requirements

OS Grid Reference - TQ 24006 21622

Entry- No Restrictions



Width of Access Road - 3.2m With of Main Carriageway - 5.26m

Accommodation Works	Road at site location
No Accommodation Works - Existing Access	
	Image: State in the state

Access Visibility Requirements

OS Grid Reference - TQ 23974 21564

Entry- No Restrictions

Location Plan	Location Photograph
Location Plan	No Photo - Access is a previous construction access for power related works in the area that has been reinstated to a field boundary with unmatured trees along the fence line.

Type of Access - Construction and Operational Road Accessed - Wineham Lane Width of Access - N/A Width of Access Road - N/A With of Main Carriageway - 5.3m

Accommodation Works	Road at site location
Reinstate previous construction access layout in the area with new bellmouth access	

Access Visibility Requirements

OS Grid Reference - TQ 23760 21108

Entry- No Restrictions

Location Plan	Location Photograph
Versitägi Farmi Versitägi Farmi Versi Versitägi Farmi Versitägi Farmi Versitägi Farmi	The data code
Type of Access - Construction and Operational Road Accessed - Wineham Lane Width of Access - Width of Access Road - With of Main Carriageway -	
Accommodation Works	Road at site location



Access Visibility Requirements

Access 34a

OS Grid Reference - TQ 23747 21070

Entry- No Restrictions



Type of Access - Construction and Operational Road Accessed - Wineham Lane Width of Access - 17m Width of Access Road - 3.2m With of Main Carriageway - 5.5m

Accommodation Works	Road at site location
No Accommodation Works - Existing Access	

Access Visibility Requirements

OS Grid Reference - TQ 23422 20852

Entry- No Restrictions

Location Plan	Location Photograph
Kent Street Dia Bain Hard Wood Fryland Wood Seskes Harbour Map data © 2021 Ordnance Survey Twinter Gra	energie
Type of Access - Construction and Operational Road Accessed - Kent Street	

Type of Access - Construction and Operationa Road Accessed - Kent Street Width of Access - 3.6m Width of Access Road - N/A With of Main Carriageway - 3.1m

Accommodation Works	Road at site location
Accommodation Works No Accommodation Works - Existing Access	Road at site location
	map date & 2021 Googre

Access Visibility Requirements

Access 35a

OS Grid Reference - TQ 23326 20859

Entry- No Restrictions

Enu y- No Resultion	115
Location Plan	Location Photograph
The last of the la	map data @ 2021 Google
Type of Access - Construction Road Accessed - Kent Street Width of Access - 5.2m Width of Access Road - N/A With of Main Carriageway - 3.3m	
Accommodation Works	Road at site location
Access bellmouth to be provided	

Access Visibility Requirements