Construction Traffic Management Plan for the Planning Application for a Solar Development and Associated Works.

Land at Chimmens Solar Farm, Mussenden Lane.

On behalf of RES

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1. Introduction

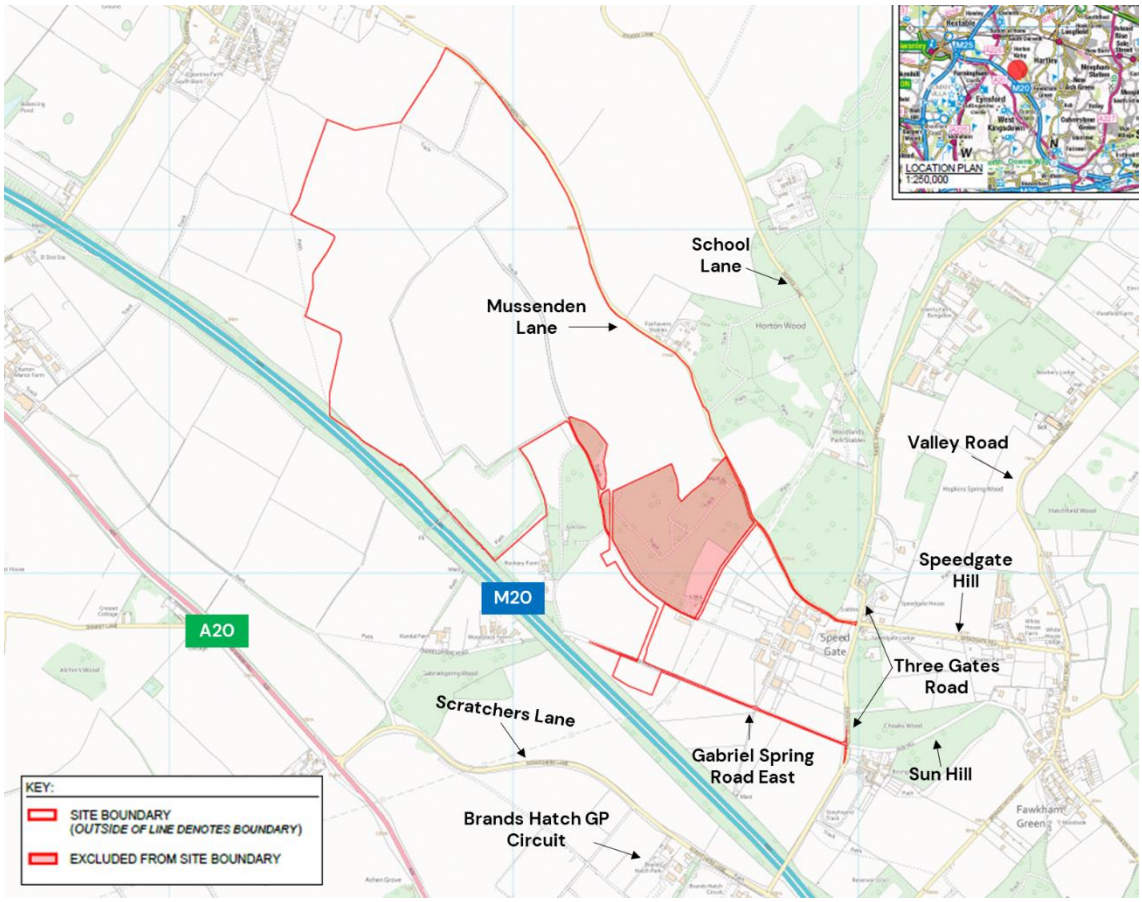
1.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of RES Ltd (the Applicant), in support of the planning application for a solar farm at Chimmens Solar Farm, Mussenden Lane.

1.2. This CTMP considers and addresses where appropriate the traffic and transportation matters associated with the construction and operation of the solar farm with all associated works, equipment and necessary infrastructure. The development will have capacity to produce up to 49.9MW of renewable energy.

1.3. The application site comprises a number of agricultural field enclosures of approximately 99 hectares located approximately 500m west of Fawkham Green and northeast of the M20 motorway. The Local Highway Authority (LHA) is Kent County Council (KCC).

1.4. The site location is illustrated in **Plate 1.1** below, extracted The Site Location Map provided in **Appendix A** (Figure 2 - Site Location Map - 05009-RES-LAY-DR-PT-002 Rev 3)**.**

Plate 1.1 – Site Location Plan



1.5. A copy of the proposed internal layout is included on the Infrastructure Layout drawing at **Appendix B** (Figure 4 – Infrastructure Layout - 05009-RES-LAY-DR-PT-003 Rev 2)**.**

1.6. This CTMP is advised following a desktop review as well as a site visit and supports the proposal for the construction and, to a lesser extent, the operation of a Solar Farm and associated infrastructure.

1.7. Access to the solar farm site during the construction phase is proposed to be taken via a new temporary construction access north off Gabriel Spring Road East. Operational access will be provided via an existing agricultural access off Mussenden Lane to the north of the site. This is illustrated on the proposed access and construction routing plan at **Appendix C**.

1.8. A second construction access serving the substation compound will be provided south off Gabriel Spring Road East which will be retained for operational purposes.

Scoping

1.9. A Transport Scoping Note (SN) was prepared and submitted to KCC Highways setting out the proposed CTMP content. A response has been received from KCC's Highways department on the 26th of October 2023 (Ref: PAP/2023/105), which has been included at **Appendix D**. This CTMP has been prepared in accordance with the Scoping Note with consideration of KCC's comments where necessary.

1.10. To summarise, KCC confirmed acceptance of the access strategy in principle subject to further information and a condition survey. It was requested that a Construction Management Plan be submitted as part of the application and include: routing of construction & delivery vehicles to and from the site; set out any mitigation principally traffic management, parking and turning area provision for construction vehicles, delivery vehicles and site staff; timing of deliveries; provision of washing facilities; temporary traffic management / signage; and provision of measures to prevent discharge of surface water onto the highway. The advice also highlighted the need to consider Public Rights of Way routing in the vicinity of the site. This CTMP provides the additional information requested by KCC. We understand KCC additionally requested a Transport Assessment be provided however it is considered this CTMP addresses the relevant sections of a Transport Assessment covering both the construction and operational phases of the development, and therefore a separate TA is not considered necessary.

1.11. General Highways advice was also provided in a Pre-Application Advice response received from Sevenoaks District Council on the 22nd of May 2023, included at **Appendix E** (Ref: PA/23/00003). This advice identified that the routing of construction vehicles during the construction phase of the development should be assessed. It was also identified within this note that there a public right of way running through the site which is discussed in later chapters.

Report Structure

1.12. This CTMP describes the arrangements that are proposed for the period of construction activities at the site and sets out the following:

i. Existing conditions in the vicinity of the site;

ii. Proposed site access arrangements including routing for construction traffic;

iii. Vehicle numbers, size, and frequency; and

iv. Proposed mitigation measures.

1.13. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.14. The appointed contractors will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor and those of the highway department at Kent County Council will be exchanged before commencement of the works on the site.

2. Site Characteristics

Location and Site Context

2.1. The application site covers approximately 99 hectares of existing agricultural land and is located north of the M20 between Fawkham Green and Horton Kirby. The site is bound by agricultural fields to the north; Horton Kirby to the east; the M20 to the south; and Speedgate to the west.

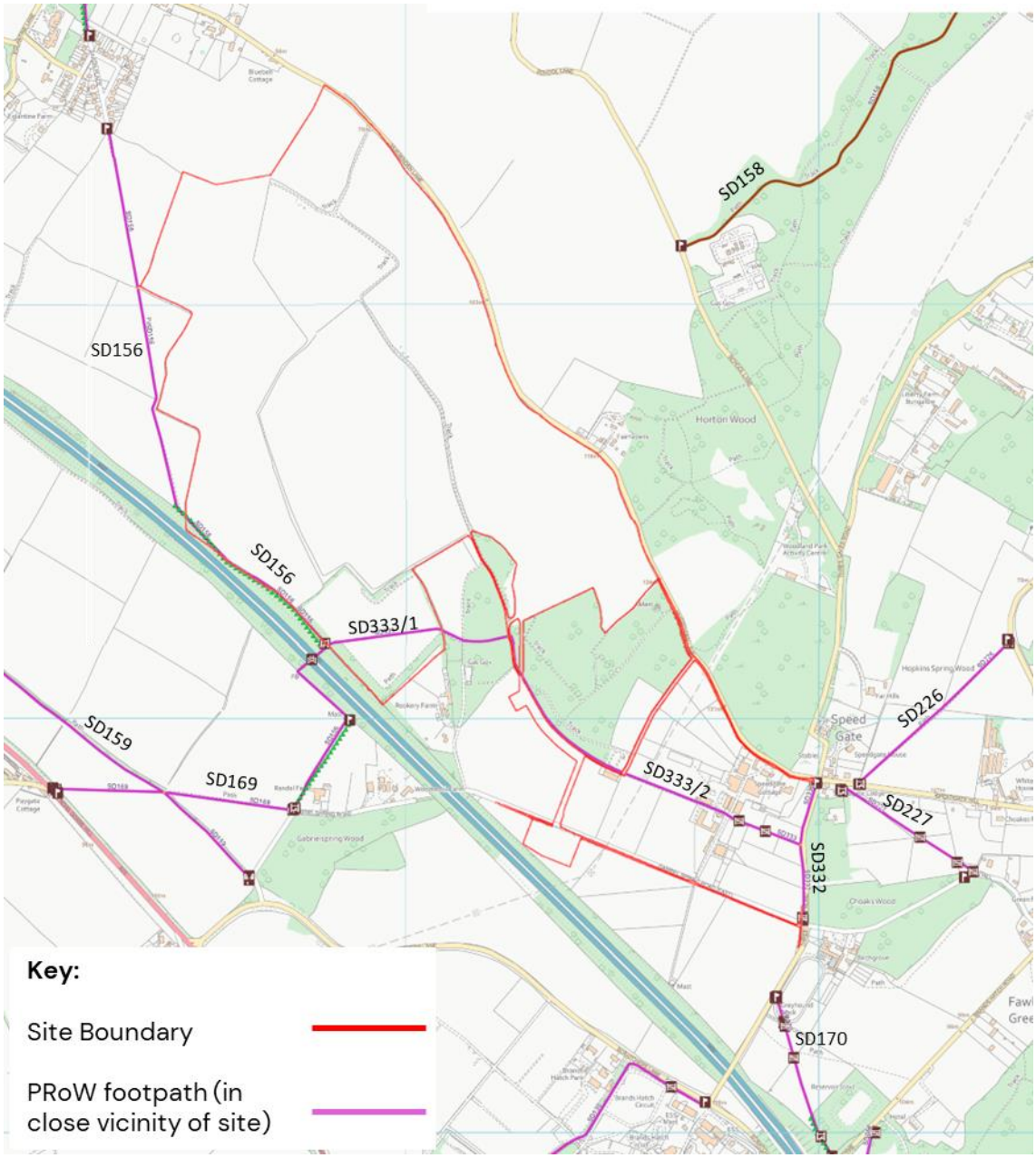
2.2. The site location with reference to the local highway network is shown on the 'Site Location Map' included in **Appendix A** (Ref: 05009-RES-LAY-DR-PT-001)**.**

2.3. It has been identified that one Public Right of Way (PRoW) footpath routes through the proposal site. This footpath is split into two sections, numbered SD333/1 and SD333/2 as shown in **Plate 2.1** below.

2.4. SD333/2 initially routes from Three Gates Road (to the east of the site) joining onto SD333/1 and then subsequently to SD156 on the southern boundary of the site, before crossing over the M60 and continuing south towards the A20.

2.5. It should be noted that SD156 lies outside of the site's boundary and is enclosed by thick vegetation on either side. The proposed works are therefore not anticipated to negatively impact this footpath.

Plate 2.1 – Public Right of Way Map



2.6. The location of the footpath (as well as other footpaths in the general vicinity of the site) is depicted in the 'Public Right of Way Map' on **Plate 2.1.** These PRoW footpaths are proposed to be retained during both the construction and operational phases.

2.7. A temporary diversion is likely to be required on SD333 where construction vehicles are using existing internal access tracks. It is proposed that the temporary diversion routes pedestrians through existing tracks within Horton Wood and rejoin SD333 to the west of Speedgate Farm.

2.8. During operation, the PRoWs will be retained. The design of Chimmens Solar Farm allows 11.5m space along the route of footpath SD333 as it crosses within the development, which is

approximately 225m in length. Perimeter fencing will be installed on the edge of the space allowed for the PRoW and as standard, there is a 5m gap between the deer fence and the solar tables. At this particular location, it is proposed that we install educational boards at this location for the benefit of PRoW users.

Local Highway Network

Gabriel Spring Road East

2.9. Gabriel Spring Road East is a rural classified C-road which routes to the eastern boundary of the site, where it ends. It connects to Three Gates Road and Sun Hill at its eastern extent as a four arm uncontrolled crossroads. It consists of a single carriageway which measures approximately 3m in width and bound by vegetation in the verge on both sides. It is subject to the 60mph national speed limit and there is no street lighting or footway provision. It serves a single dwelling plus various agricultural accesses and is therefore anticipated to be lightly trafficked.

2.10. ATC surveys, undertaken between 24/06/23 and 30/06/23 recorded that an average of 64 vehicle two-way movements per day were made using the road, of which 55 vehicles were classified as 'Light' and nine classified as 'OGV1'.

Three Gates Road

2.11. Three Gates Road is a rural unclassified road which connects to Scratchers Lane, via a simple priority junction (shortly after passing over the M20 utilising a bridge), at its southern extent; and to Scudders Hill, via a simple priority junction, at its northern extent. It consists of a single carriageway which measures approximately five metres in width. It is subject to the 60mph national speed limit and there is no streetlighting or footway provision.

2.12. Three Gates Road south of Gabriel Spring Road East is wide enough to accommodate two-way HGV traffic. ATC surveys between 24/06/23 and 30/06/23 recorded that this area of the road, south of the Three Gates Road / Gabriel Spring Road East / Sun Hill junction, is subject to an average of 808 vehicles per day. This total is comprised 675 'Light' Vehicles, 126 'OGV1's, two 'OGV2's and five buses.

2.13. The carriageway narrows north of the Three Gates Road / Gabriel Spring Road East / Sun Hill junction and accommodates two-way traffic within informal passing places. Based on the ATC surveys, this section of the road, is subject to an average of 696 vehicles of which 575 were 'light' vehicles, 114 were OGV1s, two OGV2s and five buses.

2.14. The surveys have identified that Three Gates Road is already frequented by Heavy Goods Vehicles and will therefore be suitable to accommodate construction vehicles for the proposed site.

Scratchers Lane

2.15. Scratchers Lane is a rural unclassified road which connects to the A20 to the west, via a ghost island junction and becomes Fawkham Road to the east also connecting with the A20. It consists of a single carriageway which measures approximately 6.5m in width. It is subject to the 60mph national speed limit and there is no street lighting or footway provision.

Mussenden Lane

2.16. Mussenden Lane is a rural unclassified road which connects to Three Gates Road / Speedgate Hill to the east, via an uncontrolled crossroads; and to Rays Hill / Lombard Street / Eglantine Hill to the west. It consists of a single carriageway which measures approximately three metres in width with informal passing places provided. It is subject to the 60mph national speed limit and there is no streetlighting or footway provision.

2.17. It should be noted that Mussenden Lane currently serves Speedgate Farm (equestrian centre/ saddlery/ shop/ café/ workshop) and other farm diversification which are served by HGVs and agricultural vehicles.

2.18. An ATC conducted between 24/06/23 and 30/06/23 and located east of Speedgate Farm, recorded an average of 589 vehicles per day over the seven-day period. This total average is comprised of an average of 447 'Light' Vehicles, 129 'OGV1's, two 'OGV2's and 12 buses.

2.19. This highlights that the route is moderately trafficked and is already extensively used by goods vehicles, similar to those anticipated to be associated with the development.

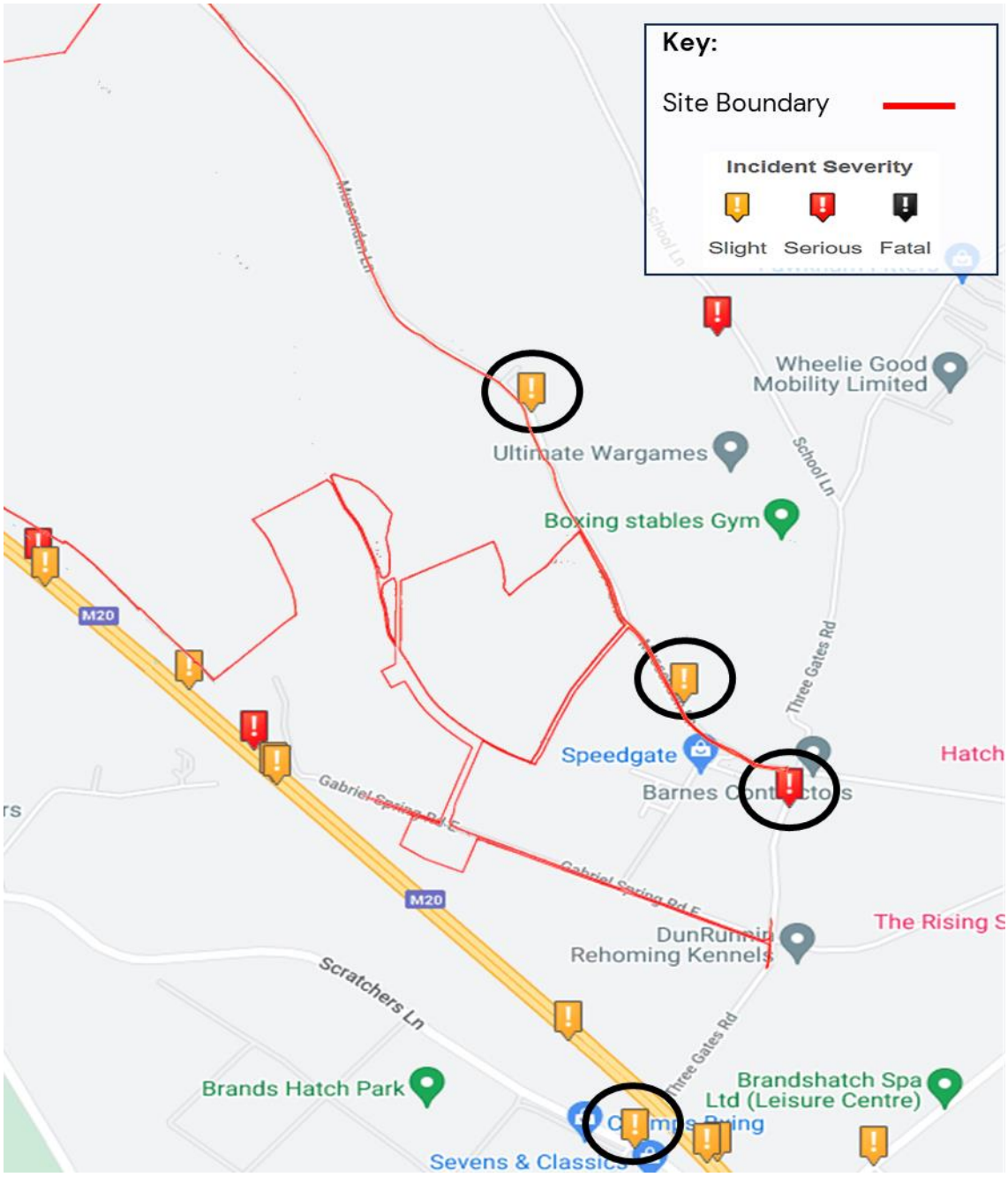
A20

2.20. The A20 is a classified A-road which connects to central London to the west and Dover in the east and provides multiple connections to the M20, M25, M26 and the wider Strategic Road Network (SRN). It measures circa 10.5m in width within the vicinity of the ghost island junction with Scratchers Lane with hatched marking in the centre of the carriageway. Based on observations during the visit to the site, the road appears to be frequented by regular HGV movements.

Local Highway Safety

2.21. Personal Injury Collision (PIC) data has been obtained from Crashmap for the local highway network with the data used relating to the most recently available 5-year period of 01/01/2017 – 31/12/2021. **Plate 2.3** below shows the area considered and the four collisions identified as being part of the local highway network outlined above.

Plate 2.3 – PIC Data between 01/01/2017 – 31/12-2021



2.22. A total of 4 collisions were recorded within the period assessed, three of which resulted in slight casualty and one resulting in a serious casualty. A summary of the collisions is provided in **Table 2.1** below, with the report containing the accident data being provided in **Appendix F**.

Table 2.1 – Summary of PIC data

Date	Severity	Location	Vehicles Involved	Casualties Involved
Oct-20	Slight	At junction between Scratcher Lane and Three Gates Road	Vehicle 1: Car Vehicle 2: Car	Driver of Vehicle 2 Only (Total = 1)
Jul-19	Slight	Mussenden Lane	Vehicle 1: Car Vehicle 2: Car	Driver of Vehicle 1 Only (Total = 1)
May-17	Serious	Three Gates Road near junction with Mussenden Lane and Speedgate Hill	Vehicle 1: Pedal Cycle	Cyclist Only (Total = 1)
May-17	Slight	Mussenden Lane	Vehicle 1: Car Vehicle 2: Car	Driver of Vehicle 1 Only (Total = 1)

2.23. The data recorded in **Table 2.1**, highlights that there were no fatal injuries and that most of the collisions within the study area were classified as slight (75%) with only one collision (25%) classified as serious.

2.24. Of the four incidents, two incidents were recorded in 2017, with one being recorded in 2019, one collision recorded in 2020 and zero collisions recorded in 2021. This shows a reducing trend.

2.25. No collisions over the three-year period involved either delivery vehicles or pedestrians.

2.26. In view of the severity and frequency of collisions, the available data does not indicate any inherent highway safety concerns likely to be exacerbated by the development proposals.

Summary of Site Characteristics

2.27. Based on the above desktop review and site observations, it is concluded that the local highway network is safe and suitable for the trips associated with the proposed development, with no existing highway safety issues identified within the vicinity of the site access or approaching / departing the site to / from the east.

2.28. The roads to and from the site are considered suitable to accommodate construction type vehicles with most of the roads considered frequented by Heavy Goods Vehicles (HGVs). Therefore, it is considered that the construction vehicles and operational traffic associated with the development can be accommodated safely on the local highway network and proposed access point.

3. Proposed Site Access Arrangements

3.1. The development proposals associated with this application include the construction of a solar photovoltaic (PV) farm with capacity to produce up to 49.9MW and all associated works, equipment and necessary infrastructure, on land south of Mussenden Lane, Sevenoaks.

3.2. The proposed accesses are illustrated on the proposed access and construction routing plan at **Appendix C**.

Construction Site Access

Main Site Construction Access

3.3. It is proposed to locate the main site access for the construction phase off Gabriel Spring Road East via a new temporary simple priority junction to the north of the carriageway, approximately 600m west of Three Gates Road.

3.4. A temporary road will route across the field to the north before joining existing tracks and proceeding west towards the site.

3.5. Gabriel Spring Road East is subject to the 60mph national speed limit; however, it is considered that vehicles travelling along this route travel at much lower speeds due to its nature as cul-de-sac serving a single property plus agricultural accesses. It is therefore considered appropriate in this location to provide visibility splays in accordance with the Manual for Streets (MfS) Table 7.1. of 2.4m x 43m for 30mph vehicle speeds in order to avoid excessive vegetation removal.

3.6. Proposed junction geometries and achievable visibility splays of this access are shown in drawing P22-1221-TR-SK02 at **Appendix G**.

3.7. Vehicle swept path analysis has been undertaken for the largest vehicle associated with the construction of the site, a 16.5m x 2.55m articulated HGV and is appended as drawing P22-1221-TR-SK03 at **Appendix H.** The swept path analysis demonstrates that two HGVs are able to safely pass each other while turning into and out of the solar farm without obstructing the public highway. The tracking demonstrates access is achievable in a safe and suitable manner for the most onerous HGVs.

3.8. The use of the temporary construction access to the north of Gabriel Spring Road East will be stopped up following the construction period and the land returned to agricultural grazing.

DNO Substation Site Access

3.9. The DNO Substation access is proposed to be a permanent access via a simple priority junction, on the south side of the Gabriel Spring Road East carriageway, approximately 600m west of Three Gates Road and directly adjacent to the Main site construction access. This access is to be retained for both the construction and operational phases of the project.

3.10. Proposed junction geometries and achievable visibility splays are shown in drawing P22-1221-TR-SK04 at **Appendix G**.

3.11. Vehicle swept path analysis has been undertaken for both the construction and operational phases. The swept path analysis for the construction phase uses the largest vehicle associated with the construction of the site, a 16.5m x 2.55m articulated HGV and is appended as drawing P22-1221-TR-SK05 at **Appendix H.** It demonstrates that a HGV is able to turn into and out of the substation without obstructing the public highway. The tracking demonstrates access is achievable in a safe and suitable manner for the most onerous HGVs.

3.12. The operational swept path analysis uses the largest vehicle associated with the operation and maintenance of the site, a 7.5t box van and is appended as drawing P22-1221-TR-SK06 at **Appendix H.**

Gabriel Spring Road East

3.13. Access from Gabriel Spring Road East is considered appropriate given the existing and proposed temporary traffic flows which have been determined as being quite low. If it is considered necessary by the LHA, mitigation measures could be implemented in the vicinity of the access, which is discussed in **Section 6**.

3.14. It is proposed that holding areas within the site and a delivery management plan will be utilised to prevent construction vehicles from meeting on Gabriel Spring Road East and with a view to minimising vegetation removal where possible.

Construction Compound and Internal Routing

3.15. It is proposed that there will be three temporary construction compounds provided onsite and a temporary working area for Horizontal Directional Drilling (HDD) as indicated on **Appendix B.** The following facilities will be provided within the construction compounds as illustrated indicatively in **Appendix I** (Figure 7 – Typical Temporary Construction Compound Layout - 05009-RES-CTN-DR-PT-001 Rev 1).

- Offices;
- Welfare facilities including toilets and canteen/ break room;
- Suitable storage areas;
- Delivery set down areas;
- Turning areas for vehicles;
- Parking; and
- Security fencing.

3.16. No parking by vehicles will be permitted on any public roads within the vicinity of the site during the construction phase. Designated car parking areas will be provided within the site. Visitors will be advised of the parking arrangements in advance of travelling to the site.

3.17. Within the Solar Farm site, the layout will include 4.5m wide access tracks through the site allowing for the movement of construction vehicles and during operation, maintenance vehicles. These will be completed during the initial stages of construction. The tracks (as shown in **Appendix J** (Figure 6 – Typical Access Track Detail - 05009-RES-ERW-DR-PT-001

Rev 1)) will be made to withstand the loads of HGVs and reduce the propensity of debris being taken on to the adjacent access track and highway.

3.18. Parking and turning provision and storage areas will be provided at key working areas around the site including a turning head to ensure that all vehicles can be accommodated within the site and vehicles will be able to enter and exit the site in a forward gear.

Operational / Maintenance Site Access

3.19. Following construction, access to the solar farm will be limited to operational and maintenance visits with operational access to the main site being provided via an existing agricultural access off Mussenden Lane to the north of the site, and access to the DNO Substation being retained from the construction phase and located off of Gabriel Spring Road East.

3.20. Operational trip generation is anticipated to be circa two Light Goods Vehicle (LGV) trips per month resulting in circa 24 visits or 48 two-way vehicle movements per year.

3.21. HGVs are not anticipated to be required unless a major component replacement is needed. Trips associated with the operation will therefore be infrequent and are not anticipated to generate a material level of traffic on the local road network.

3.22. During the operational phase, it is proposed that the site will be accessed from Mussenden Lane circa 650m west of Speedgate Farm access via an existing gated agricultural access. ATC surveys were conducted which demonstrate that 85th percentile speeds on Mussenden Lane are 34.5mph to the south of the existing access (northbound) and 25.8mph to the north (southbound), which is substantially below the 60mph national speed limit that applies to the road.

3.23. Additionally, it should be noted that existing flows on Mussenden Lane are low and there will be no intensification of the access by the development. Therefore, the existing access is considered to be appropriate for operational trips.

4. Construction Routing

4.1. Based on a site visit and desktop review of route suitability it is proposed that all construction traffic would route to the site from the M20 and the M25, which are both part of the Strategic Road Network (SRN). Traffic will route to the junction between the M20 / M25 / A20 / B2173 (Swanley Interchange) from the north and south on the M25 and from the east and west along the M20. From this point, the following route will be followed to the site:

- At the Swanley Interchange junction between the M25, M20 and the A20, vehicles will take the exit onto London Road (A20) heading eastbound towards Brands Hatch and West Kingsdown.
- This road should be followed for circa 4.5km to reach the junction with Scratchers Lane, where a left turn should be taken.
- After following Scratchers Lane for circa 1.4km vehicle will turn left via the simple priority junction onto Three Gates Road.
- Three Gates Road should then be followed for circa 500m before turning left onto Gabriel Spring Road East at the uncontrolled crossroads with Sun Hill and Gabriel Spring Road East.
- This road should be followed for circa 600m to arrive before either turning right onto the temporary construction site access on the north of the carriageway or turning left onto the DNO Substation site access on to the south of the carriageway.

4.2. Vehicles egressing from the site will utilise the construction route described above but in reverse.

4.3. An illustrative sketch of the construction traffic route from the SRN to the vicinity of the site is illustrated within the construction routing plan provided at **Appendix C**.

4.4. The proposed route is considered to be suitable to accommodate the traffic movements associated with the development proposals through ensuring that construction vehicles associated with the site will use A-roads as far as practicable between the SRN and site. In doing so, heavy construction vehicles associated with the site will not unnecessarily pass through villages such as Horton Kirby and Fawkham Green to access the site.

4.5. Construction traffic will not be permitted to access the site from the western extent of Mussenden Road and should instead route from the A20 via Scratchers Lane, in order to avoid unnecessarily affecting the residential areas associated with the village of Horton Kirby.

4.6. Heavy Goods Vehicles in the construction process will only access the site via the designated construction route identified in this CTMP. Drivers will be informed of the route prior to departing for the site.

Access Strategy Summary

4.7. It is proposed to locate the construction site access on Gabriel Spring Road East via a simple priority junction for a new temporary access. A temporary road will route across the field to the north before joining existing tracks and proceeding west towards the site.

4.8. Access to the DNO Substation will also be taken from Gabriel Spring Road East, adjacent to the main site construction access.

4.9. The site is currently served by an existing agricultural access off Mussenden Lane, which will be upgraded to accommodate two-way movement and used as the operational phase access. The existing PRoWs, within and adjacent to the site, will be retained.

4.10. All vehicles will route from the junction between the M20 / M25 / A20 / B2173 (Swanley Interchange) from the north and south on the M25 and from the east and west along the M20. From this point, the following route will be followed to the site:

- At the Swanley Interchange junction, vehicles will take the exit onto the A20 heading eastbound towards Brands Hatch and West Kingsdown.
- This road should be followed for circa 4.5km to reach the junction with Scratchers Lane, where a left turn should be taken.
- Following Scratchers Lane for circa 1.4km leads to the junction with Three Gates Road where a left turn should be taken.
- Three Gates Road should then be followed to reach the crossroads with Sun Hill and Gabriel Spring Road East. Here a left turn should be made onto Gabriel Spring Road East.
- This road should be followed for circa 645m to arrive at either the temporary construction site access on the northbound side of the carriageway or the DNO Substation site access.

4.11. The local highway network is considered to be suitable for the vehicles associated the development. The daily and total number of proposed vehicle movements are set out in **Section 5**.

4.12. Suitable mitigation will be provided, where appropriate, in order to minimise the effects of the proposed development on the local highway network including appropriate signage, site compounds and facilities.

5. Vehicle Trip Generation

Construction Phase

5.1. It is anticipated that the construction phase could span a period of 6 to 12 months, with the peak number of deliveries occurring in the first three months, during the enabling works.

5.2. The maximum number of construction trips are anticipated to be circa 30 two-way construction vehicle trips per day, circa 20 of which are expected to be HGV trips and 10 of which are associated with construction workers.

5.3. Deliveries are anticipated to occur between the hours of 8AM and 6PM from Monday to Saturday.

5.4. The maximum sized construction-related vehicle is anticipated to be an articulated HGV, 16.5m in length and 2.55m in width, however smaller HGVs, rigid trucks and LGVs will be used where possible. It has been demonstrated that a 16.5m articulated HGV can safely enter and egress the site in **Appendix F.**

5.5. Deliveries shall be reported to the site manager and will be made on the smallest possible vehicles for each item or volume of material. It is however acknowledged that the use of larger vehicles will in some instances allow additional items and materials to be transported together reducing the overall number of trips to the site.

5.6. During the peak construction period, an average of 25 construction operatives are anticipated to be on-site per day. It is assumed that construction operatives will travel to the site by car-share and minibus, equating to circa five vehicle arrivals in the morning and five vehicle departures in the evening.

5.7. It is proposed for operatives to work on site for a six-day work week from Monday to Saturday.

5.8. **Table 5.1** provides an approximate worst-case scenario breakdown of vehicle movements associated with the total 6-12-month construction period as provided by the applicant.

5.9. It is anticipated that there will be no construction vehicle movements associated with importing and exporting earthworks due to cut and fill strategies being implemented to minimise material requirements. Materials will be re-used on site where possible.

Table 5.1 – Forecast Construction Traffic Movements over 6–12-month construction period.

Activity	Total number of vehicles accessing the site (one-way)	Total number of two-way vehicle movements
Mounting frame delivery	100	200
Module delivery	270	540
Cabinet delivery	30	60
Battery Storage Containers	30	60
Cable delivery	50	100
Fencing delivery	35	70
Gravel / hard core material delivery	600	1,200
DNO Substation	2	4
Construction plant equipment (delivery at start of construction period)	25	50
Construction plant equipment (removal at end of construction period)	25	50
Site compound, fencing, welfare etc (delivery at start of construction period)	20	40
Site compound, fencing, welfare etc (removal at end of construction period)	20	40
Total forecasted construction traffic movements (excluding staff trips)	**1,207**	**2,414**

5.10. As set out in **Table 5.1**, a total of circa 2,414 two-way vehicle movements are anticipated to be made during the full construction phase (excluding earthworks and construction worker trips to / from the site).

5.11. The peak trip generation for the site could generate up to 30 two-way daily vehicle trips (including 20 HGV trips and 10 trips associated with construction workers) during the first three months of the construction phase. The number of trips per day will fluctuate depending on the construction phase and as such the typical daily trips will be lower.

5.12. Given the temporary nature of the construction traffic and consideration that the route used is largely already frequented by HGVs, it is considered that the traffic associated with the site will not have an undue effect on the safety and operation of the local highway network. Outside of the three-month enabling works stage, which is anticipated to represent the delivery peak period, construction traffic will have a lesser effect on the surrounding highway network than during the peak.

Large Component Deliveries

5.13. Large components shall be delivered using articulated lorries. Associated goods such as smaller components, tools and other equipment will be delivered on flatbed trucks or low loaders. The majority of deliveries will fall under the UK Standard Vehicle Regulations.

5.14. Abnormal Indivisible Load vehicles under the Special Types General Order (STGO)) may also be required for delivery of larger components. Should the need for a STGO vehicle(s) be identified during the development of the final delivery solution, the route will be fully assessed, and suitable measures implemented e.g. the use of escort vehicles, as required by law.

Construction Phase Summary

5.15. The construction phase is proposed to last for a six to twelve month period with up to a three-month peak during the enabling works. During the peak of construction, the site could generate up to 30 two-way construction trips (20 of which are to be HGVs) plus 10 two-way staff trips per day. Throughout the 6–12-month period the site could generate 2,414 construction vehicle two-way trips.

5.16. Background traffic and HGV volumes along the A20 and SRN are likely to be significantly higher than those related to the development of the site and therefore the development impact will represent a lower percentage impact. The development's impact during the temporary construction phase is therefore not considered to have a material impact on the SRN.

Operational Phase

5.17. For the operational phase, an existing agricultural access off Mussenden Lane to the north of the site will be used, with access to the DNO substation being retained from the construction phase. It is anticipated that the site will operate predominately by remote access and is only visited on an occasional basis with minimal effect on the surrounding local network, it is anticipated that there could be two LGVs accessing the site per month, equating to four two-way LGV trips per month in the operational phase. This results in circa 24 visits or 48 two-way vehicle movements per year.

5.18. Operational visits will be undertaken by maintenance staff in vehicles which are unlikely to be larger than 7.5t vans. HGVs are not anticipated to be required during the operational phase, unless in the event of a replacement of a major component.

5.19. There will be sufficient space within the site to allow for operational vehicles and service vehicles to enter, manoeuvre, park and subsequently exit the site in forward gear.

Decommissioning

5.20. It is expected that the decommissioning of the site will involve a similar profile of vehicles as the construction phase, with processes predominantly in reverse of those which will be undertaken during the construction phase.

6. Mitigation

6.1. A comprehensive package of mitigation measures will be implemented, where considered necessary, in order to minimise the impact of construction works on the local highway network.

6.2. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager.

6.3. In order to minimise the effects of HGV traffic on the local highway network, all HGVs will be routed from the west via the A20, avoiding built-up areas including the village of Horton Kirby and Fawkham Green.

6.4. The contractor that is appointed to carry out the development works will introduce measures to minimise the effect on the local highway network resulting from construction activities as necessary. These will be managed by the Project Manager and the Site Manager.

6.5. The Site Manager will assume responsibility for the operation of the site. The details of the Site Manager will be provided to Kent County Council Highways, the Local Highway Authority in advance of any works being carried out.

6.6. Mitigation measures will be anticipated to include a variety of measures to be agreed between the contractor and LHA in due course. Where deemed necessary, these could typically include:

i. Construction signage will be placed at strategic locations along the routes for vehicles approaching from the east, in accordance with The Traffic Signs Manual: Chapter 8 (2020). All signs installed as part of the construction phase will be temporary and placed outside of visibility splays. Construction signage could include a combination of the follow typical examples;

- Sign Ref: 7301 – 'Works Access' at the site access on Gabriel Spring Road East; and

Example signage – Temporary Construction Traffic Signage

- Sign Ref: 7305 – 'Works Traffic' directional signage along Scratchers Lane and Three Gates Road

Example signage P7305 from DfT Traffic Signs Manual Chapter 8 part 3

ii. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to site to ensure that vehicles follow the proposed route;

iii. A compound area for contractors set up on-site, including appropriate parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visits and that they should not park outside of designated parking provisions;

iv. The site will be secured at all times with appropriate security fencing;

v. There will be a requirement for engines to be switched off when not in use;

vi. If ground conditions dictate, wheel washing facilities will be provided to reduce the spread of mud and dirt onto the local highway network. All construction vehicles will therefore have to exit through the wheel wash area;

vii. A delivery schedule will be implemented in order to reduce the likelihood of two vehicles meeting at the site access (noting that the access will accommodate two-way traffic). Suitable communication will also be established between the vehicles and the site manager to further manage the vehicles. The delivery schedule will take into consideration any major events at either Brands Hatch or the London Golf Club;

viii. Spraying of internal areas as and when conditions dictate to prevent dust accumulation; and

ix. Vehicles carrying any loads that have a risk of shedding materials in transit will be sheeted as appropriate.

x. A dedicated community liaison officer will be appointed to engage with local residents throughout the construction phase.

6.7. A Flood Risk Assessment and Drainage Strategy report will be submitted as part of the planning application submission which will outline appropriate mitigation measures for surface water run-off.

6.8. To mitigate the impact on PRoW SD333, it is proposed to include wide open corridor spaces 11.5m in width as well as including information boards at this location to benefit users of the PRoW.

6.9. A temporary diversion of PRoW SD333/2 of approximately 450m will be required during the construction phase of this project. There are sufficient existing walking routes within Horton Wood to the north of the PRoW that can divert users of PRoW and rejoin SD333/2 east of the proposed development boundary. Details of this diversion will be agreed with Sevenoaks PRoW officer during the detailed design stage.

6.10. PRoW SD156 is outside the solar perimeter fenceline and will not be impacted by the proposed development. Along the M20 Motorway, PRoW SD156 already benefits from established landscaping and no changes are proposed at this location. Further information can be found in the LVA and the Landscape Masterplan accompanying this planning application.

Condition Survey

6.11. If considered necessary by KCC, a pre-commencement Walk-Over Highway Condition Survey will be carried out on the local highway network to assess the baseline condition of the adopted highway in the immediate vicinity of the proposed site access before construction activities commence. At this stage it is envisaged that the extents of the survey will be on Three Gates Road after the M20 overbridge up to the Three Gates Road / Gabriel Spring Road East junction and on Gabriel Spring Road east, between the Three Gates Road / Gabriel Spring Road East junction and the site access.

6.12. The survey will incorporate photographic/video records as appropriate. The survey will be accompanied by Highway Officers at KCC, as required, and a date for this survey will be agreed before construction activities commence.

6.13. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities.

7. Conclusion

7.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of RES Group (the Applicant) in order to consider and address the traffic and transportation matters associated with the construction of a solar photovoltaic (PV) farm with capacity to produce up to 49.9MW and associated battery energy storage, on land south of Mussenden Lane, Sevenoaks.

7.2. The site's access plan involves two phases: construction and operational. During the construction phase, Gabriel Spring Road East is used to provides access into the temporary construction site access to the north (construction only) and the DNO substation site access (construction and operation phase) to the south. Following construction, the temporary site access to the north will be decommissioned and operational site access will be taken from Mussenden Lane via an existing agricultural access. These access arrangements are deemed appropriate for the relatively low number of trips associated with both construction and operational activities on the site.

7.3. Visibility splays and swept path analysis have been provided to demonstrate that the proposed site accesses can provide safe and suitable access.

7.4. All construction vehicles will route from the strategic road network (SRN) at the junction of the M20 / M25 / A20 / B2173 (Swanley Interchange). From the Swanley Interchange junction, vehicles will take the exit onto the A20 heading eastbound towards the junction with Scratchers Lane, turning left into Three Gates Road and onwards to turn left into Gabriel Spring Road East. Construction routing will be followed by all construction traffic to avoid unnecessarily affecting the residential areas associated with the village of Horton Kirby.

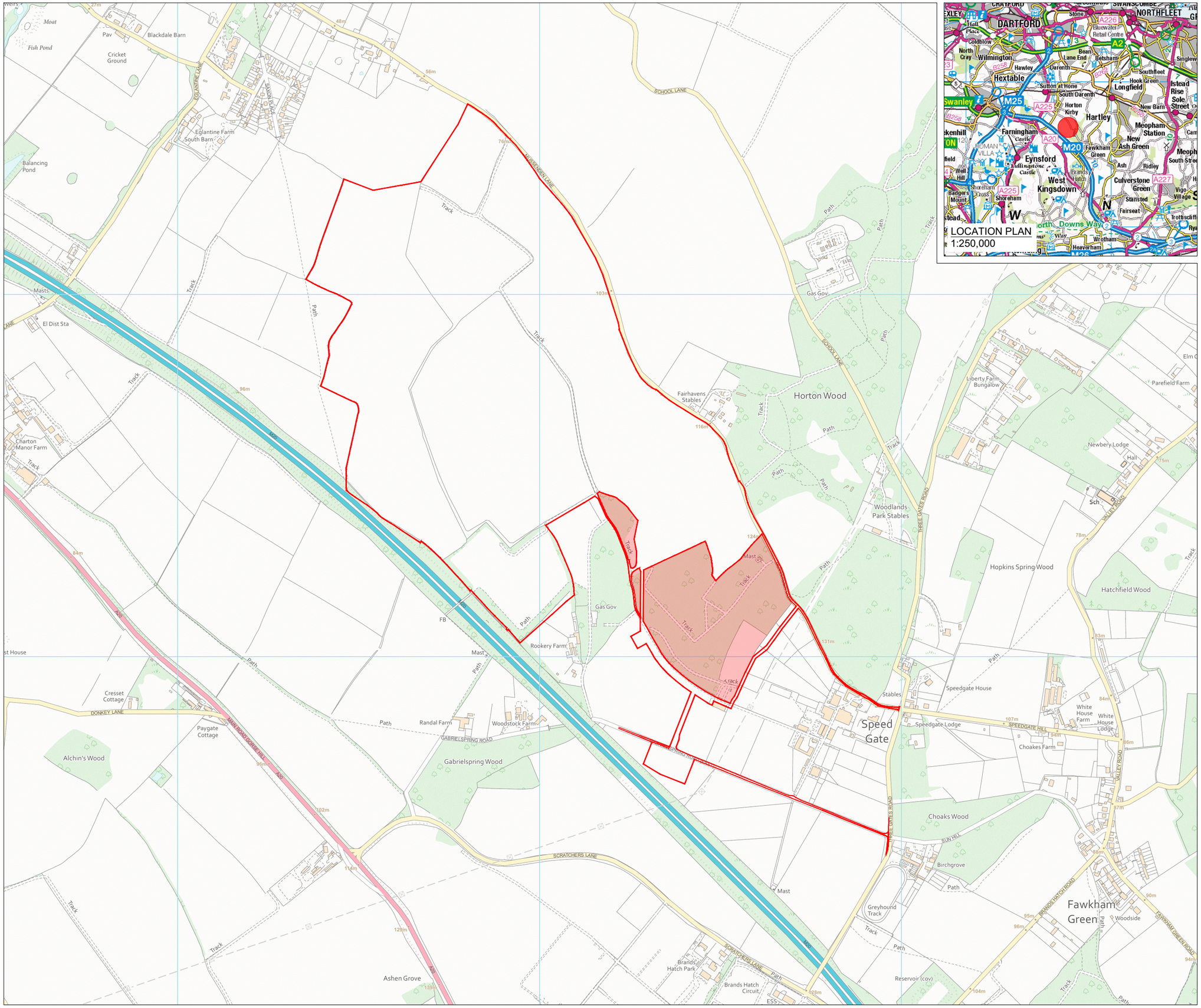
7.5. Additional traffic on the local highway network generated during the construction phase is expected to reach a maximum of circa 30 two-way daily movements, including 20 HGV movements and 10 two-way staff movements, with the typical trip generation being lower. Temporary traffic increases of this level are not considered to be a material increase compared to the existing baseline conditions on the local or wider highway network.

7.6. Suitable mitigation will be provided, where necessary, in order to minimise the effects of the proposed development on the local highway network including appropriate signage, a site compound and facilities. Mitigation measures will be agreed upon and finalised between the appointed contractor and KCC Highways.

7.1. To conclude, this CTMP is considered to suitably demonstrate that safe delivery of components can be undertaken without any foreseeable risk to highway users, therefore, it is considered that there are no valid highway or transportation reasons which would prevent the proposed development of the site.

APPENDIX A – SITE LOCATION MAP

Ref: Figure 2 - Site Location Map - 05009-RES-LAY-DR-PT-002 Rev 3



KEY:

SITE BOUNDARY
(*OUTSIDE OF LINE DENOTES BOUNDARY*)

EXCLUDED FROM SITE BOUNDARY

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
3	FG	IB	PM	2023-10-16	Minor amend
2	FG	IB	PM	2023-10-12	Site boundary updated
1	FG	IB	PM	2023-09-29	First Issue

PURPOSE PERMITTING	COORDINATES OSGB 1936
SCALE 1:10,000 @A3	DATUM N/A
LAYOUT DRAWING N/A	T-LAYOUT NO N/A

PROJECT TITLE
CHIMMENS SOLAR FARM

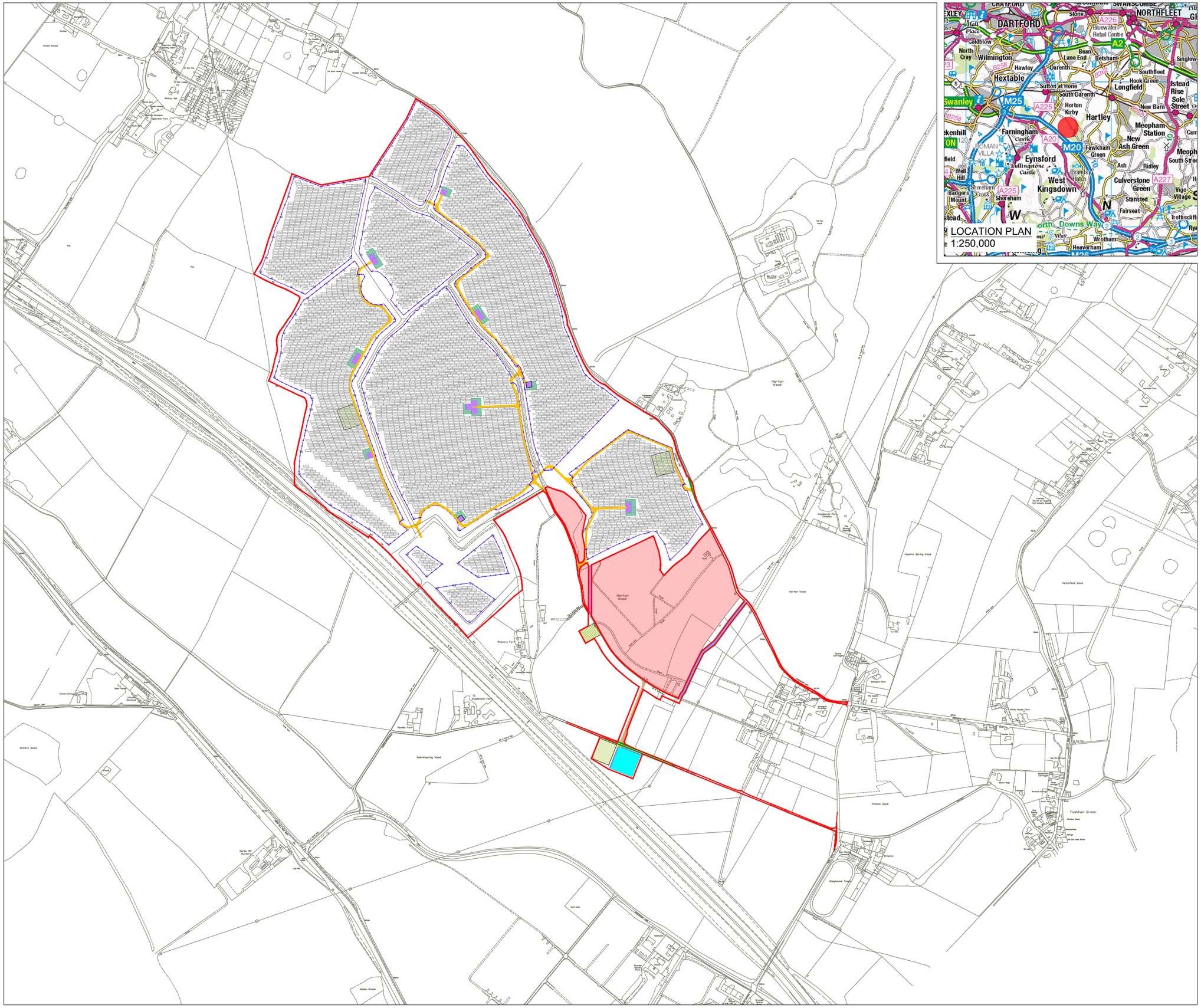
DRAWING TITLE
FIGURE 2
SITE LOCATION MAP

RES DRAWING NUMBER	REV
05009-RES-LAY-DR-PT-002	3

BEAUFORT COURT,
EGG FARM LANE,
KINGS LANGLEY,
HERTS WD4 8LR. UK
TEL +44 (0) 1923 299200
WWW.RES-GROUP.COM

APPENDIX B – INFRASTRUCTURE LAYOUT

Ref: Figure 4 - Infrastructure Layout - 05009-RES-LAY-DR-PT-003 Rev 2



KEY:

- SITE BOUNDARY (*OUTSIDE OF LINE DENOTES BOUNDARY*)
- EXCLUDED FROM SITE BOUNDARY
- PROPOSED ACCESS TRACK
- TEMPORARY ACCESS TRACK
- EXISTING ACCESS TRACK
- INDICATIVE SOLAR PV ARRAY
- INVERTER & BATTERY STORAGE AREA
- HARDSTAND
- SUBSTATION COMPOUND
- TEMPORARY CONSTRUCTION COMPOUND
- FENCE LINE
- GATE (FENCE)
- CCTV
- DRAINAGE INFILTRATION TRENCH
- HDD CABLE ROUTE
- OPTIONAL CABLE ROUTE
- TEMPORARY HARDSTAND FOR HDD
- SITE ENTRANCE - VISIBILITY SPLAY

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	DC	PM	2023-10-12	Infrastructure layout update
1	FG	DC	PM	2023-09-29	First Issue

PURPOSE: PERMITTING	COORDINATES: OSGB 1936
SCALE: 1:10,000 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
CHIMMENS SOLAR FARM

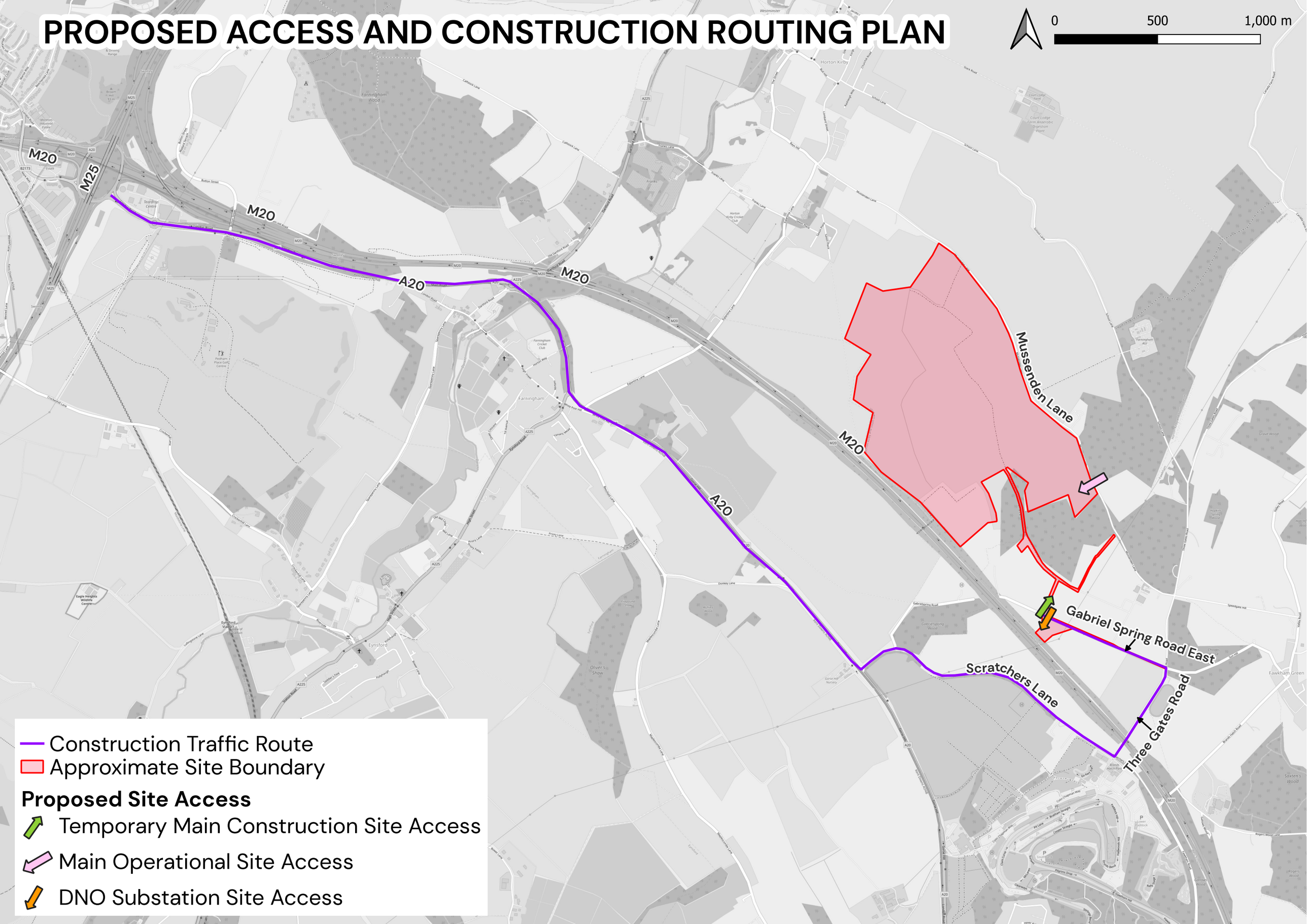
DRAWING TITLE
FIGURE 4
INFRASTRUCTURE LAYOUT

RES DRAWING NUMBER: 05009-RES-LAY-DR-PT-003
REV: 2

BEAUFORT COURT,
EGG FARM LANE,
KINGS LANGLEY,
HERTS WD4 8LR. UK
TEL +44 (0) 1923 299200
WWW.RES-GROUP.COM

APPENDIX C – PROPOSED ACCESS AND CONSTRUCTION ROUTING PLAN

PROPOSED ACCESS AND CONSTRUCTION ROUTING PLAN



APPENDIX D – KENT COUNTY COUNCIL HIGHWAYS PRE-APP RESPONSE

Ref: PAP/2023/105 Chimmens Solar Farm

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 26 October 2023
Our Ref:

Jenny Bennett
Pegasus Group
5th Floor
1 Newhall Street
Birmingham

Application - PAP/2023/105
Location - Mussenden Lane, Longfield, Kent, DA3 8NJ
Proposal - Solar photovoltaic PV farm with the capacity to produce up to 49MW with associated battery storage.

Dear Jenny,

Thank you for seeking Pre-Application advice from Kent County Council Highways.

This advice is given on the proposed Chimmens Solar Farm, west of Speedgate Farm on Mussenden Lane, Sevenoaks. The proposals are for a solar photovoltaic PV farm with the capacity to produce up to 49MW with associated battery storage. This response has been produced following a review of the Transport Scoping Note (TSN), provided by Pegasus Group, dated 6th October 2023.

The TSN has considered elements of the construction phase for Chimmens Solar Farm, which will see the highest number of trips to the site. A temporary construction access is being proposed off Gabriel Spring Road East, with routing to the site via A20, Scratchers Lane and Three Gates Road. Apart from Gabriel Spring Road East, the other roads proposed on the construction route allow for two-way traffic flows.

The principal of using Gabriel Spring Road East is acceptable awaiting further details such as the daily trip generation of construction vehicles required to deliver the various pieces of infrastructure to build the solar farm. Some form of mitigation will be required on Gabriel Spring Road East to control traffic movements between the temporary construction site access and the junction with Three Gates Road. This mitigation will be in the form of traffic management, with qualified operatives being able to communicate over a radio system, this will help to facilitate safe travel for all road users (construction traffic and trips associated with the existing sites along Gabriel Spring Road East) to reduce conflict with the expected intensification of use during construction, on what is a single carriageway, with limited passing pass opportunities. The form of mitigation will be dependent upon the number of trips generated by the construction phase. The applicant should discuss this with KCC's Streetworks Team https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/kent-permit-scheme prior to commencement.

Another planning consideration is likely to assess the before and after impact of construction traffic potentially overrunning grass verges on the route. The kerbstones cease on Three Gates Road just after the M20 overbridge and remains missing up to the junction of Gabriel Spring

Road East, and also includes the length of carriageway on Gabriel Spring Road East, up to the site access. KCC will require before and after videos and the understanding that any overrunning as a result of the application will require repairs to be undertaken to the verge.

As part of any future application it would be imperative to understand how many peak hour trips, between 08:00-09:00 and 17:00-18:00 will be made during the construction phase and the potential this may have on the highway network. Consideration should be given to A20/Scratchers Lane junction, to understand movements arising due to the proposed development and potentially any existing issues. Scratchers Lane traffic appears to be delayed accessing the A20.

Discussions should also take place with National Highways to understand any concerns they may have, especially on M25 J3, as this junction is likely to provide the most direct access route for construction vehicles.

The Construction Management Plan submitted as part of any application should cover the following elements, which may duplicate some of the structure indicated within the TSN:

(a) Routing of construction and delivery vehicles to / from site
(b) Parking and turning areas for construction and delivery vehicles and site personnel
(c) Timing of deliveries
(d) Provision of wheel washing facilities
(e) Temporary traffic management / signage
(f) Provision of measures to prevent the discharge of surface water onto the highway.

KCC PROW team should be consulted prior to any application, to ensure that routes SD156 and SD333 are considered as part of any proposals. The following link has details of the PROW network https://webapps.kent.gov.uk/countrysideaccesscams/standardmap.aspx. The plans produced as part of the pre-application advice do not show or label the KCC PROW network, and these plans should be amended for clarity and context. SD333 appears to pass through field parcels of panels which would not be accepted. SD156 should not be within an “alleyway” between the motorway and the solar farm. Routes should be within wide open corridors. Other current solar proposals, of which there are many countywide, route PROW within 10m wide corridors.

Consideration is needed with regard to the potential impacts of the project on these routes. This valuable network of paths provides opportunities for outdoor recreation and active travel. The applicant must therefore consider the potential effects of the project on the PROW network and its users, assessing noise, air quality, drainage, and visual impacts.

Consideration should be given to the impacts on the PROW network during the pre-construction/early design stage of the project, in addition to the construction and operational phases of the project. For example, during the pre-construction phase, excavation works may be required to evaluate ground conditions and reptile fencing may be erected to conduct ecological surveys. The results of these investigations may influence and determine the final design of the Solar Farm, but the process of collecting the data may cause disruption to PROW users. The immediate and surrounding PROW network should be included within any CMP / CEMP to ensure the routes remain open and safe for all users.

The impact of the project on quiet rural lanes should be considered in conjunction with the PROW network, as these roads provide useful connections between PROW routes. The project could potentially deter public use of the PROW network if these road links are designated as haulage routes and vehicular traffic substantially increases along the lanes. Site access routes should avoid use of the PROW network, but if this is unavoidable, efforts should be made to

ensure the surface will be maintained and restored to a condition as good as, or better than current standard.

It is understood that transformers and electrical infrastructure would need to be installed within the Solar Park, (away from PROW) but the placement of cables across PROW should be avoided. Digging trenches to accommodate cabling would disturb the surface of the highway, which would require the authorisation of the highway authority. Whilst this assent may be given by the County Council, the initial excavation work (and future maintenance works during the operational phase of the project) would cause disruption for path users.

This project provides an opportunity to improve the PROW network and develop new links for active travel and outdoor recreation. The creation of new paths and upgrading of existing routes should be considered as positive outcomes of the scheme. The public benefits of such work would help to compensate for any disruption caused by the construction of the solar park and any negative effects on the PROW network, which result from the delivery of the solar park and are unavoidable.

Overall, the project would have a significant impact on the PROW network, causing disruption to path users during the construction period and affecting the experience of path users during the operational phase. But with careful planning and appropriate mitigation, it is hoped that any negative impacts can be identified early and addressed.

As well as a Construction Management Plan, there would be the expectation that a Transport Assessment is submitted as a supporting document to any planning application. Consideration will also need to be given to any major events that occur at either Brands Hatch or the London Golf Club, and take this into account for the construction phase planning.

If any trees or shrubs need to be removed from the highway, as part of this planning application, then contact will need to be made with Kent County Council's Arboriculture Team, via Contact Centre on 03000 418181, with details within the following link. There is likely to be charges imposed on any removal - Capital Asset Valuation for Amenity Trees (CAVAT).
https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-highways-permit-or-licence/highways-fees#tab-12

Important Notes

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: assetmanagement@kent.gov.uk

It should be noted that the weight given to pre-application advice will decline over time.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

APPENDIX E – SEVENOAKS DISTRIC COUNCIL PRE-APP RESPONSE

Ref: PA/23/00003 Written Advice

Sevenoaks
DISTRICT COUNCIL

Emma Ridley
Pegasus Group

Emma.Ridley@pegasusgroup.co.uk

Tel No: 01732 227000
Ask for: Sean Mitchell
Email: dcsouth@sevenoaks.gov.uk
My Ref: PA/23/00003
Date: 22 May 2023

Dear Emma

Pre-Application Advice Enquiry

Site: **Land At Speedgate Farm, Mussenden Lane, Horton Kirby, Kent**

Development: **Proposed solar development.**

Firstly may I sincerely apologise for the delay and for any inconvenience caused to you for the in response to our meeting on the 24 February and further to the meeting notes forwarded to you.

Purpose of this letter

This letter will provide feedback on your scheme and set out some key information that may be helpful to you when considering your proposal. You are advised to seek your own independent advice on the issues raised in this email, to help you understand how planning policy may have an impact on your proposal. Appended to this letter is further information and website links, to help you research the planning issues in more detail, before submitting an application.

Summary of Pre-Application Advice

Upon reviewing the principal of the proposed development is generally accepted however there are concerns/issues, which will need to be considered /addressed before an application is submitted.

Based on the information submitted, the main issues relevant to your proposals are considered below.

Planning Assessment

Environmental Screening Opinion

As mentioned in the meeting, an Environmental Screening Opinion will be necessary to determine as to the whether an Environmental Statement will be required or not. If

required, you may wish to receive a formal determination from us on the information to be supplied in the Environmental Statement (ES) – otherwise known as 'Scoping Opinion'.

At this stage, it is not known as to whether an ES would be needed or not, as an assessment of the cumulative impact of the development has to be considered, as you were made aware, opposite to your site planning permission has been consented for a 49.9MW solar park, under planning reference 22/02599/FUL.

Statement of Community Involvement

As highlighted in the meeting, was the importance to engage with the local community and respective Parish Councils – Horton Kirkby and South Darenth Parish Council and Fawkham Parish Council. This should be done prior to submission of a forthcoming application.

Siting of the Development

As discussed in the meeting, it was agreed that any proposed scheme should be steered away from the village boundaries of Horton Kirby ad those occupiers within Saxon Place. As such, it was preferred if the scheme was to be sited more towards the eastern boundaries of the identified site, subject to further conclusions of separate impact assessments and surveys.

Green Belt

As set out in paragraph 147 of the NPPF, where a proposal is inappropriate development in the Green Belt, it is by definition harmful and should not be approved except in very special circumstances.

Paragraph 148 of the NPPF advises we should give substantial weight to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm, is clearly outweighed by other considerations. Therefore, the harm in principal to the Green Belt remains even if there is no further harm to openness because of the development.

Openness is an essential characteristic of the Green Belt and is different from visual impact. Openness is about freedom from built form. Even if there is absence of harm to openness, there can be harm in principal to the Green Belt from inappropriate development.

Paragraph 151 of the NPPF confirms that, most renewable energy projects will constitute as inappropriate development and that very special circumstances case will be required. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

In light of the above, if an application were to be submitted, it is likely that the proposed solar farm would be found to be inappropriate development in the Green Belt by

definition. The proposed solar farm is also likely to introduce significant built up structures/form into the site and is therefore unlikely to preserve the openness of the Green Belt.

A case for very special circumstances would therefore need to be presented with any submission that clearly outweighs the definitional harm, the harm to openness and any other harm identified through the formal assessment of the proposal. A possible case for very special circumstances could include the scheme's wider environmental benefits, such as its contribution to renewable energy production and energy security, and any potential biodiversity improvements.

Best and Most Versatile Land

The area of land related to this pre-application has been identified as Best and Most Versatile agricultural land which has been provisionally classified as Grades 2 and 3 in the Agricultural Land Classification (ALC) system. Paragraph 174 of the NPPF and National Planning Practice Guidance – Natural Environment are relevant and further survey of the agricultural land is required to determine the agricultural grade and soil quality, as at present it is provisionally classified 'best and most versatile land'. For further guidance please use the following internet link:

https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land

The Government's National Planning Practice Guidance (NPPG) encourages the use of previously developed and non-agricultural land for solar farms, provided that it is not of high environmental value. Any proposal involving greenfield land will need to demonstrate that the use of the agricultural land is necessary and that poorer quality land has been used in preference to higher quality land. Moreover, where greenfield land is to be used, the NPPG advises that a proposal should provide for the continued agricultural use of the land, where this is applicable and/or improvements should be given to biodiversity improvements around the arrays.

In light of the above, it would need to be demonstrated by using a sequential test to determine why the use of this agricultural land is necessary, e.g. why has this site been chosen over other sites and why is it not possible for poorer quality land/brownfield land to be used. Further to this, it is expected that a further planning assessment of the impact of the temporary loss of this land upon the economy, both locally and regionally and upon the farm unit itself (both positive and negatives).

It would need to be clearly demonstrated at the application stage that the benefits of this proposal outweigh the potential temporary loss of agricultural land and the potential impact on its soil quality, if any.

Impact upon character and appearance of the area

The proposed development should respond to the scale, height, materials and site coverage of the area and should respect the topography and character of the site and

surrounding area.

Policy L08 of the Core Strategy and policy EN1 of the ADMP would apply here.

It was discussed in our meeting that views of the solar farm may be limited from outside of the site due to the topography of the site and the surrounding area. As discussed in the meeting, the preferred siting for the 49MW solar farm would be towards the southeastern end of the site, however the cumulative impact/effect of this development and the adjacent development would need to be assessed carefully.

However, there is likely to be views within the site from the public rights of way. It was also suggested that a comprehensive landscape and visual impact assessment (LVIA) is carried out for the development to assist our understanding of how the development would appear within the landscape from key public vantage points. This assessment should include an assessment of any views from the adjacent AONB (to the west) and the listed buildings as already identified. Further to this a Glint and Glare Assessment should be submitted with any forthcoming submission. Also further information from the impacts of from ancillary equipment i.e. – fencing, CCTV. Any proposed landscaping measures would need to be native and add ecological valve to the site, so it would assist in softening and blending the site into the surrounding landscape.

Biodiversity

Policy SP11 of the Core Strategy applies here. Paragraph 180 of the NPPF states that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.
Natural England and the Forestry Commission also provide standing advice.

The has the potential to be located adjacent to a Ancient Woodland and local wildlife site of Horton Wood. Based on the information provided, the proposed solar farm should not be within the 15m buffer zone for the Ancient Woodland. However, it would still be necessary to consider the potential impacts of the development on trees and ecology. This may require arboricultural and ecological surveys to be carried out, which should be submitted alongside any forthcoming application. Subject to the findings of the surveys, there may be potential for the development to provide biodiversity improvements and further surveys may be required. If any further surveys are required as highlighted by the PEA, please ensure that are undertaken prior to the submission of any forthcoming application.

Highways

Due to rural location of the site, many roads are single carriageways. It is important that understand the routing of construction vehicles during the construction phase of the development. This was a primary concerns of the Parish Councils and Highway Authority. It is expected that a transport assessment together with a traffic management plan.

There are public rights of way which cut through the site. There is separate legislation relating to public rights of way known as the Countryside and Rights of Way Act. It is recommended that you review this and discuss the proposal with the Public Rights of Way Officer at Kent County Council (KCC) to establish whether there may be any issues in this respect.

In terms of the highways impact of the proposal, it is strongly recommended that you seek further pre-application advice from Kent County Council Highways and KCC Public Rights of Way Team. For further details, please click on the following link:

https://www.kent.gov.uk/environment-waste-and-planning/planning-and-land/planning-applications/planning-advice/highway-pre-application-advice

Impact upon existing residential amenity

Policy EN2 of the ADMP applies here. It states that development should not result in excessive overlooking or visual intrusion or result in an unacceptable loss of privacy or light enjoyed by the occupiers of nearby properties.

Paragraph 130 of the NPPF states that planning decisions should ensure a high standard of amenity for existing and future users.

Furthermore, paragraph 185 states that planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

It is important that the development is sited away from Horton Kirby and consider the use of native species planting to soften the impact of the development from any potential views.

It is not possible to fully consider the impact on residential amenities until a planning application is submitted and a site visit is made. However, with regards to noise and disturbance, a noise assessment using BS: 4142 (2014+A1 2019) guidance would need to be carried out to identify any nearby sensitive noise receptors, measure the baseline noise and assess the impact the proposed noise from the solar farm will have on the nearby receptors. With regards to the use of inverters, these should be positioned away from residential dwellings as far as possible due to potential for the associated 'humming' noise becoming a nuisance to nearby dwellings, this would also apply to any other plant.

Heritage Assets

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a requirement on a local planning authority in relation to development in a Conservation Area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on a local planning authority, in considering development which affects a listed building or

its setting, to have special regard to the desirability of preserving the building or its setting, or any features of architectural or historic interest it possesses.

The NPPF also states that great weight should be given to the conservation of heritage assets (para.199). Policy EN4 of the ADMP applies here.

The Landscape and Visual Impact Assessment may help to establish whether the proposal is likely to harm the setting and significance of the listed buildings as already identified in your submission. It is recommended that any future application be accompanied by a heritage statement. The statement should take account of the setting of each of the listed buildings. It should demonstrate that the setting and significance of the listed buildings would not be harmed, or if they would be, that justification exists for the established harm.

It is more than probable that the site may possess some archaeological features of interest. It is recommended that you should contact KCC Archaeological Officer for further details on this issue.

Contact: Wendy Rogers - Senior Archaeological Officer – Tel: 03000 413448, email – wendy.rogers@kent.gov.uk

Other Issues

It is expected that the Local Lead Flood authority would be interested in relation to the potential impact of the development by increasing surface water run-off rates and issues arising from soil erosion, due to the extent of panelled surfacing being created. Further advice from LLFA can be sought using pre-app service

> https://www.kent.gov.uk/environment-waste-and-planning/flooding-and-drainage/sustainable-drainage-systems#tab-1

High Pressure Pipeline runs across the southeastern portion of the site as submitted. To ensure that the pipeline is not compromised it would be worth considering the use of a 'no-construction' buffer zone. You may want contact the National Grid for further advice.

Any proposed lighting, should be accompanied by an external lighting assessment to order to determine whether the use of external lighting would be appropriate or not and whether any mitigation is required as the area where the solar farm is to be sited is intrinsically dark.

As previously mentioned, it cannot be stressed enough to have dialogue with the affected Parish Councils. Early pre-application engagement with them is strongly recommended and it would be advantageous to already have earmarked likely construction transportation routes to the site, as they would be concerned how construction traffic is likely to have upon the local road network and if any, impact upon the village.

As stated at the meeting, it is recommended that your submission should be guided by the National Policy Statement (NSP) for Energy (EN-1 EN-3 2011 and the draft 2019 EN-1). This

will give you focused and valued guidance on what expected assessments would be required for a solar park of this magnitude.

Due to the size extent of the development, within the Green Belt, it is likely that if the local planning authority wishes to support the proposal, the application will need to be referred to the Secretary of State under the Town and Country Planning (Consultation) Direction 2021, to see whether the Secretary of State wishes to call-in the application or not.

You may want to consider the benefit of entering Planning Performance Agreement (PPA) with the Council and encourages joint working and setting out an efficient and transparent process for determining an application through the planning process. A PPA is agreed voluntarily between yourself and the Council prior to the application being submitted and sets out key milestones that need to be adhered to. However, it does not necessarily guarantee that you would receive a favourable decision. Should you want to enter into a PPA, in the first instance, please contact us and we can discuss this matter further.

Conclusion

Please note that this letter is not intended to provide a comprehensive response of all issues which may be relevant. The advice refers to the issues we consider likely to be the most pertinent to the consideration of an application in the event of a submission along the lines presently proposed.

This advice is without prejudice to the decision making processes of the local planning authority and in no way prejudices any future determinations or decisions made by the local planning authority.

Please review the additional information attached to this letter.

Yours sincerely

Sean Mitchell
Case Officer

APPENDIX

Planning Policy and Constraints

The planning constraints listed below may be of particular relevance to your proposal:

- Metropolitan Green Belt
- Archaeological Notification Area;
- Adjacent Ancient Woodland – Horton Wood
- Adjacent Local Wildlife Site– Horton Wood
- Gas pipeline – National Grid
- Public Right of Way – SD156, SD333
- Best and Most Versatile Agricultural Land (Provisional Grades 2 & 3)

You can find further information on other constraints that may be relevant to your proposal, by using the interactive map on our website:

https://maps.sevenoaks.gov.uk/planning/

Both national and local planning policy will be relevant to your proposal, if a planning application is submitted for the site. You can review these policies on the following websites:

National Planning Policy Framework (NPPF)
https://www.gov.uk/government/publications/national-planning-policy-framework--2

Sevenoaks District Council: https://www.sevenoaks.gov.uk/info/20014/planning_policy

In particular, please refer to the policies in the Core Strategy 2011 and the Allocation and Development Management Plan (ADMP) 2015 and our Supplementary Planning Documents.

New Local Plan

Please note that Sevenoaks District Council is currently undergoing the process to adopt a new local plan. As such, dependent upon the time of any planning applications submission local policy considerations may have changed. Planning decisions will be based upon the adopted local policies at the time of the decision. The applicant is advised to review the proposed timetable for the adoption of the new local policies, please see link below:

https://www.sevenoaks.gov.uk/info/20069131/plan_2040

Community Infrastructure Levy (CIL)

Please note under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Sevenoaks Community Infrastructure Levy (CIL) may be chargeable on this development.

Applicants are recommended to take their own advice. For further information please see the planning portal website:

https://www.planningportal.co.uk/planning/policy-and-legislation/CIL/about-CIL

and Sevenoaks District Council website:

http://www.sevenoaks.gov.uk/services/housing/planning/planning-applications/community-infrastructure-levy-cil

Consideration of this pre application response

The information and advice is this letter is not intended to provide a comprehensive response of all issues which may be relevant, but intends to set out those which I consider likely to be most pertinent to the consideration of an application in the event of a submission along the lines presently proposed.

Please note that this response is given at officer level, does not constitute a formal response or decision and should not be considered as binding on the Council in the event of a consequent planning application.

I would recommend that you research all relevant policies and guidance, which may change over time, and consider how they apply to your proposal before submitting any planning application. You may also wish to discuss your proposals with adjoining properties prior to submission as the Council will notify them of the application and you may be able to address their concerns prior to submission.

As a final note, please be advised that Planning Validation Requirements and application forms can be found on the planning section of our website. You do not need to fill out the validation list, but it will help guide you as to what information should be submitted to ensure swift validation of your application.

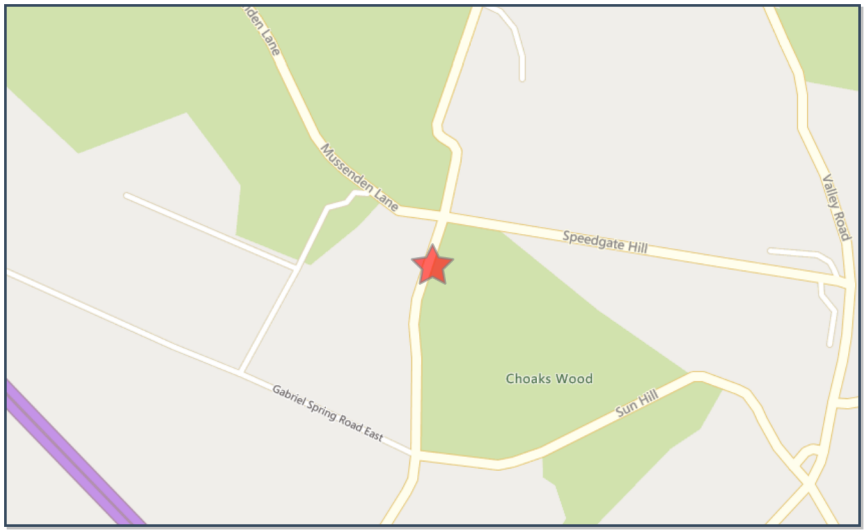
APPENDIX F – PIC DATA REPORT

crashmap.co.uk

Validated Data

Crash Date:	Sunday, May 21, 2017	**Time of Crash:**	11:14:00 AM	**Crash Reference:**	**2017460186142**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kent exc Medway Towns			**Number of Vehicles:**	1
Local Authority:	Sevenoaks District			**OS Grid Reference:**	557983 165779
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

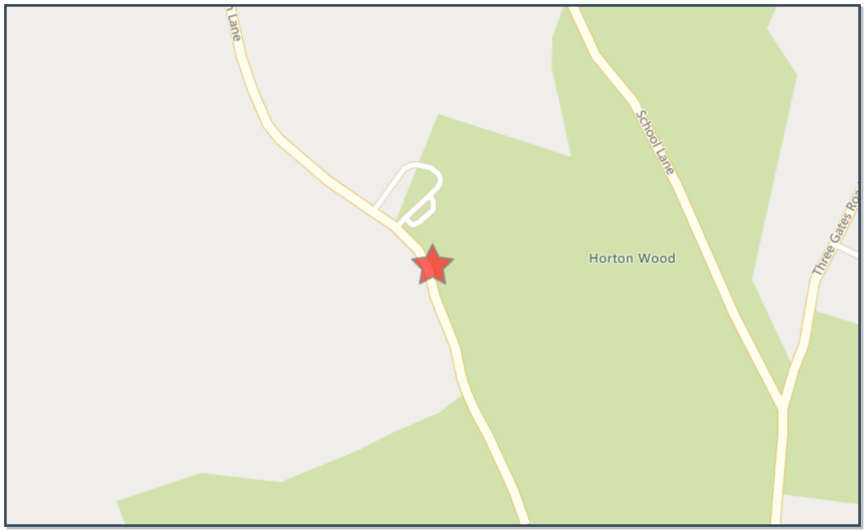
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Thursday, May 18, 2017	**Time of Crash:**	10:35:00 AM	**Crash Reference:**	**2017460193546**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kent exc Medway Towns			**Number of Vehicles:**	2
Local Authority:	Sevenoaks District			**OS Grid Reference:**	557521 166585
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	1	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Commuting to/from work	None	None

Casualties

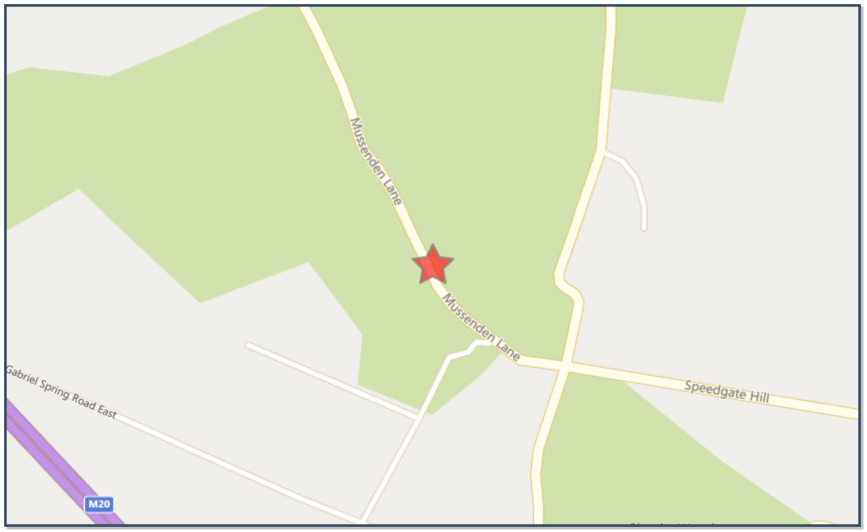
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, July 13, 2019	**Time of Crash:**	6:21:00 PM	**Crash Reference:**	**2019460866767**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kent exc Medway Towns			**Number of Vehicles:**	2
Local Authority:	Sevenoaks District			**OS Grid Reference:**	557797 165992
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Did not impact	Unknown	None	None
2	Car (excluding private hire)	5	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Did not impact	Unknown	None	None

Casualties

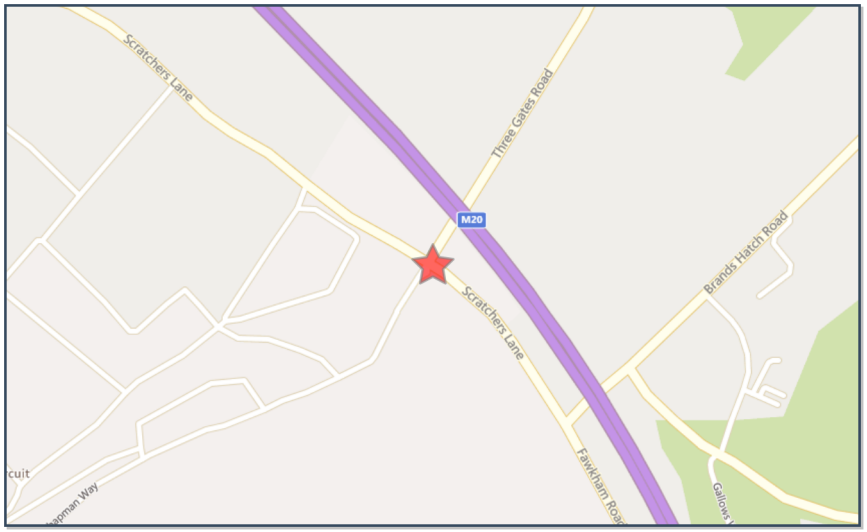
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, October 14, 2020	**Time of Crash:**	8:56:00 AM	**Crash Reference:**	**2020460992717**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kent exc Medway Towns			**Number of Vehicles:**	2
Local Authority:	Sevenoaks District			**OS Grid Reference:**	557743 165065
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	11	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

APPENDIX G – PROPOSED SITE ACCESS ARRANGEMENTS

Ref: P21-1221-TR-SK02; P21-1221-TR-SK04; P21-1221-TR-SK07

A3

N

1:500
0 12.5m

Key:

- Calculated visibility splays at site access using Manual for Streets guidance for 30mph
- Red Line Boundary
- Landholding

Vegetation to be trimmed behind Visibility Splay

Vis Splay 2.4 x 43m

Radius 3m

8m

0.5m Verge

Gabriel Spring Road East

Radius 15m
With 27m Taper

Vis Splay 2.4 x 43m

Vegetation to be trimmed behind Visibility Splay

2.54m

DNO Substation Compound

CONTEXT PLAN - NOT TO SCALE

Main Site Operational Access (SK07/08)

Main Site Construction Access (SK02/03)

DNO Substation Access (SK04/05/06)

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
02	27.10.23	Correction of Redline Boundary, Removed Draft Watermark	AJ	JB

Gabriel Spring Road East Temporary Construction Access Indicative Design

Land at Chimmens Solar Farm
Mussenden Lane, Sevenoaks

CLIENT:
RES

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
17.10.2023	1:500@A3	AJ	JB/JK

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P21-1221	TR-SK-02	02

PEGASUS GROUP

A3

Vegetation to be trimmed behind Visibility Splay

Gabriel Spring Road East

Vis Splay 2.4 x 43m

Radius 3m

0.5m Verge

6.13m

Radius 8.5m

Vis Splay 2.4 x 43m

Vegetation to be trimmed behind Visibility Splay

2.54m

DNO Substation Compound

CONTEXT PLAN - NOT TO SCALE

Main Site Operational Access (SK07/08)

Main Site Construction Access (SK02/03)

DNO Substation Access (SK04/05/06)

N

1:500

0 12.5m

Key:

- Calculated visibility splays at site access using Manual for Streets guidance for 30mph
- Red Line Boundary
- Landholding

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
02	27.10.23	Correction of Redline Boundary, Removed Draft Watermark	AJ	JB

Gabriel Spring Road East DNO Substation Compound Access Indicative Design

Land at Chimmens Solar Farm
Mussenden Lane, Sevenoaks

CLIENT:
RES

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
18.10.2023	1:500@A3	AJ	JB / JK

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P21-1221	TR-SK-04	02

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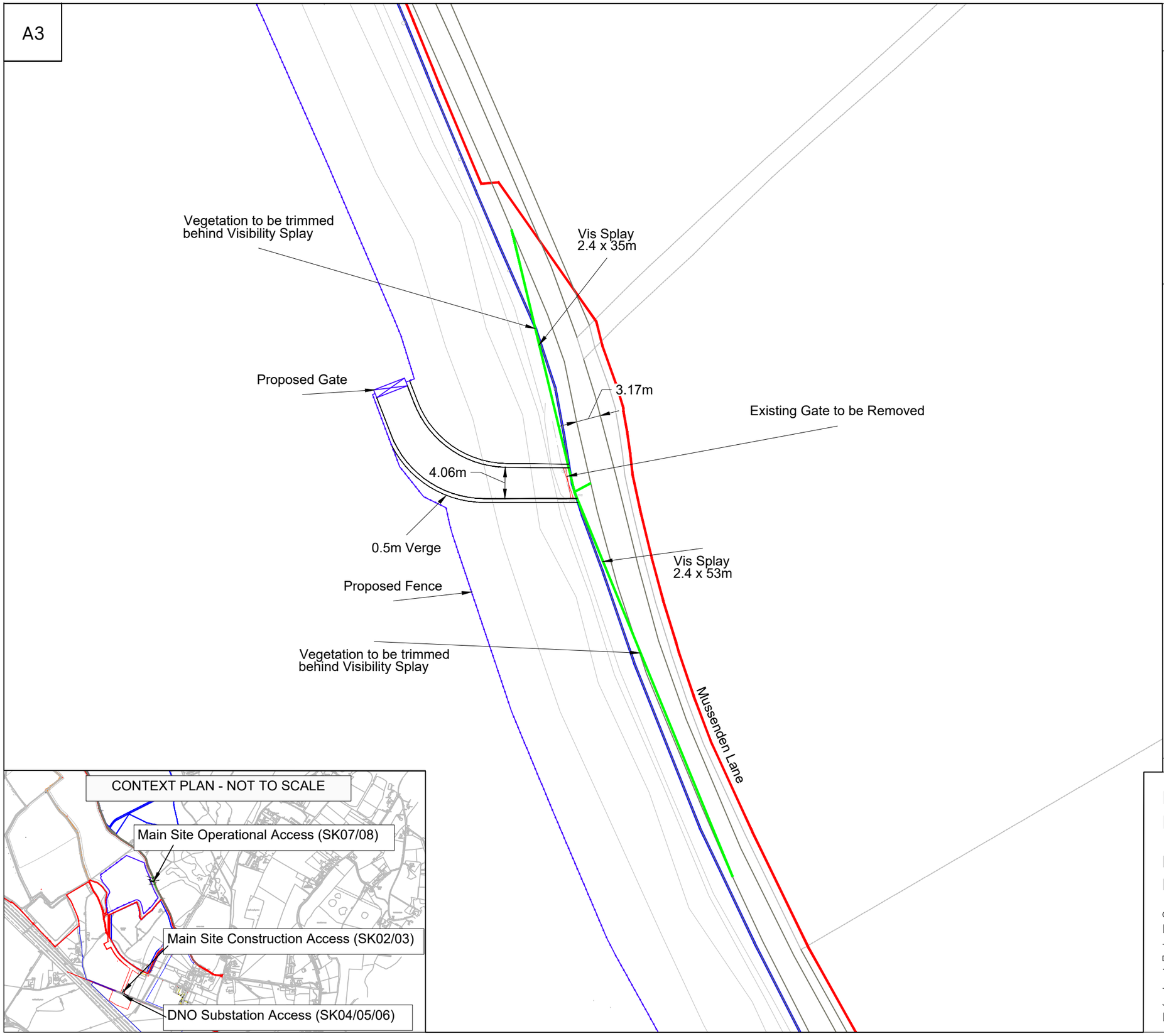
A3



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1:500 0 12.5m

Key:

- Calculated visibility splays at site access - using Manual for Streets guidance for recorded 85th Percentile Speeds
- Red Line Boundary
- Landholding

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
02	27.10.23	Removed Draft Watermark	AJ	JB

Mussenden Lane Operational Access Indicative Design

Land at Chimmens Solar Farm
Mussenden Lane, Sevenoaks

CLIENT:
RES

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
18.10.2023	1:500@A3	AJ	JB / JK

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P21-1221	TR-SK-07	02

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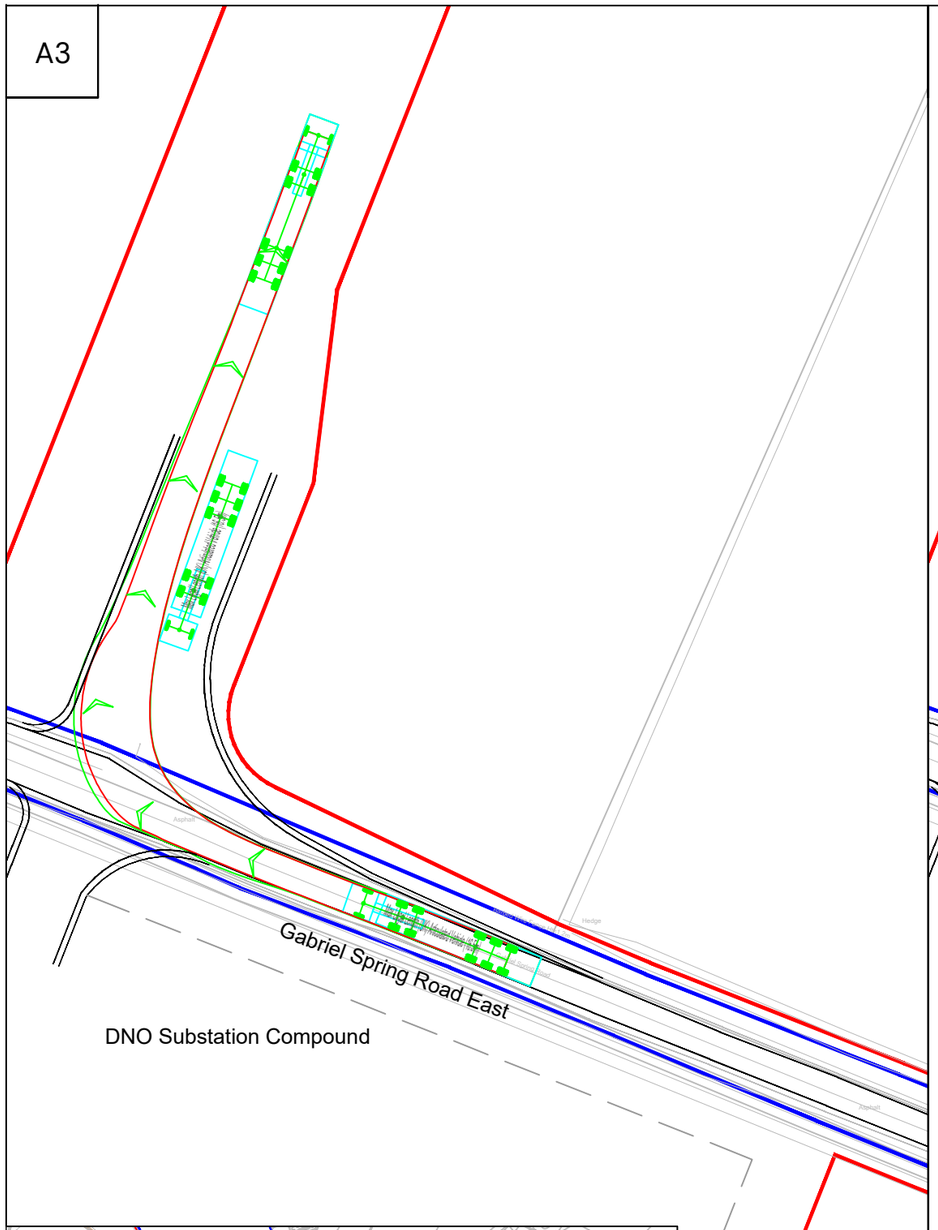
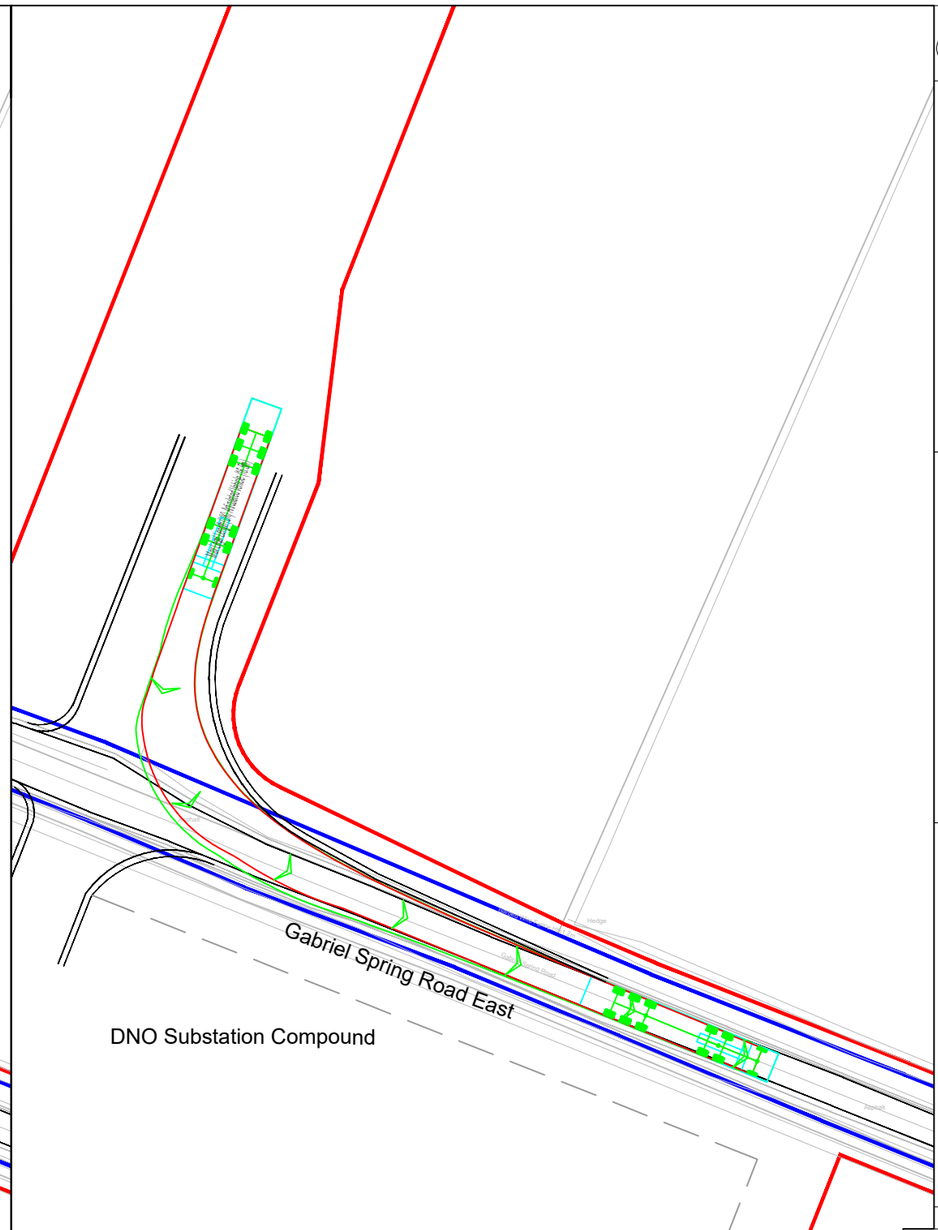
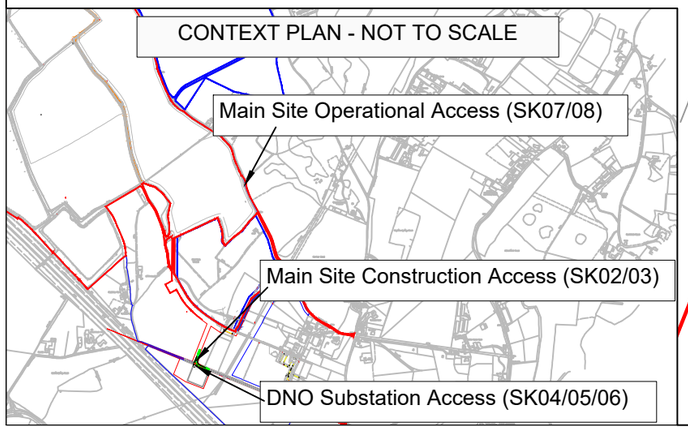
APPENDIX H – SWEPTH PATH ANALYSIS OF PROPOSED SITE ACCESSES

Ref: P21-1221-TR-SK03; P21-1221-TR-SK05; P21-1221-TR-SK06; P21-1221-TR-SK08

A3







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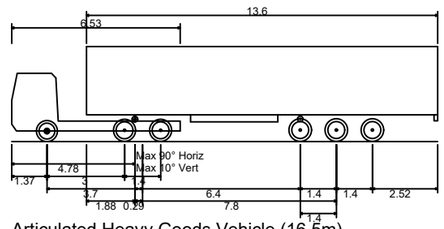
1:500
0 12.5m

Key:

Red Line Boundary

Landholding



Articulated Heavy Goods Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
02	27.10.23	Correction of Redline Boundary, Removed Draft Watermark	AJ	JB

Gabriel Spring Road East Temporary Construction Access Swept Path Analysis

Land at Chimmens Solar Farm
Mussenden Lane, Sevenoaks

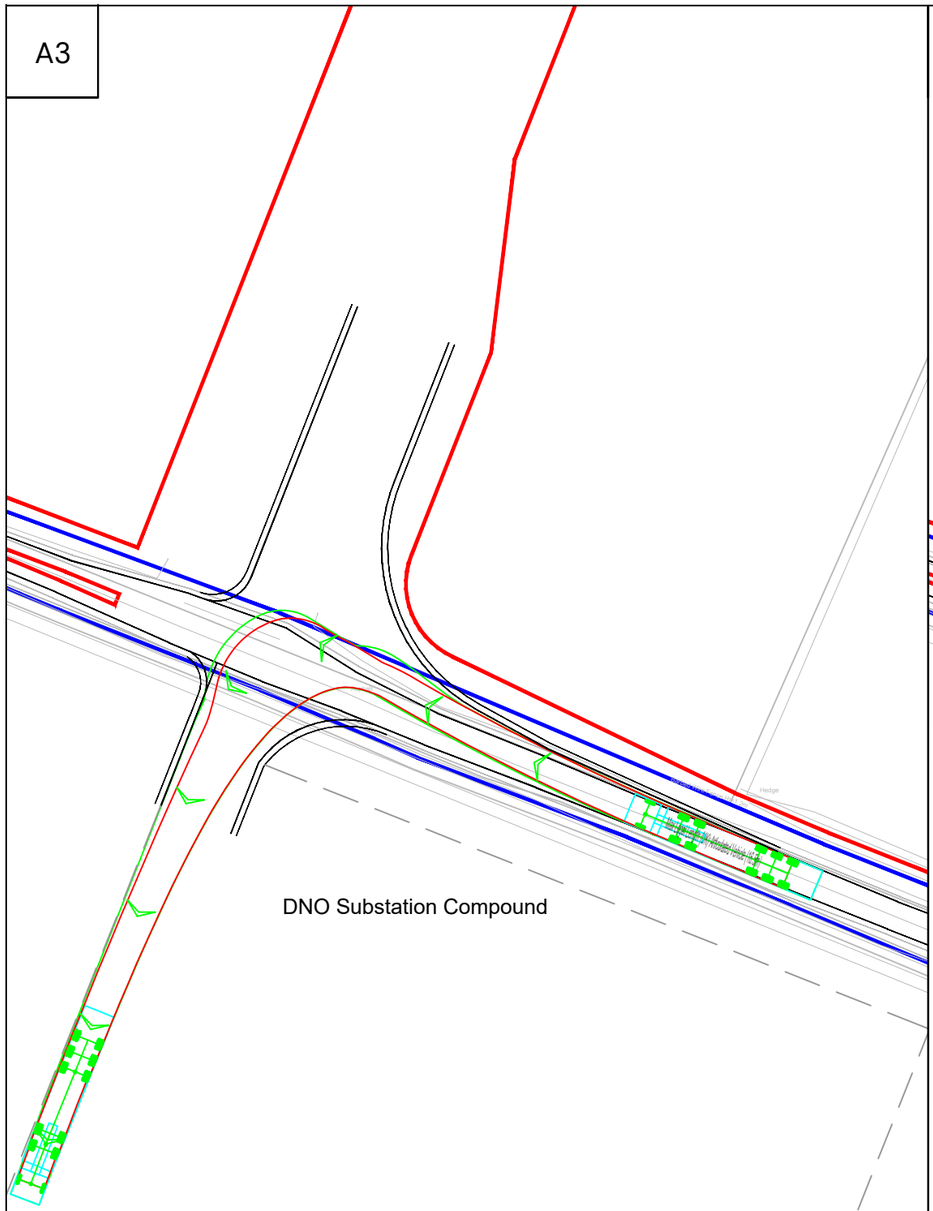
CLIENT:
RES

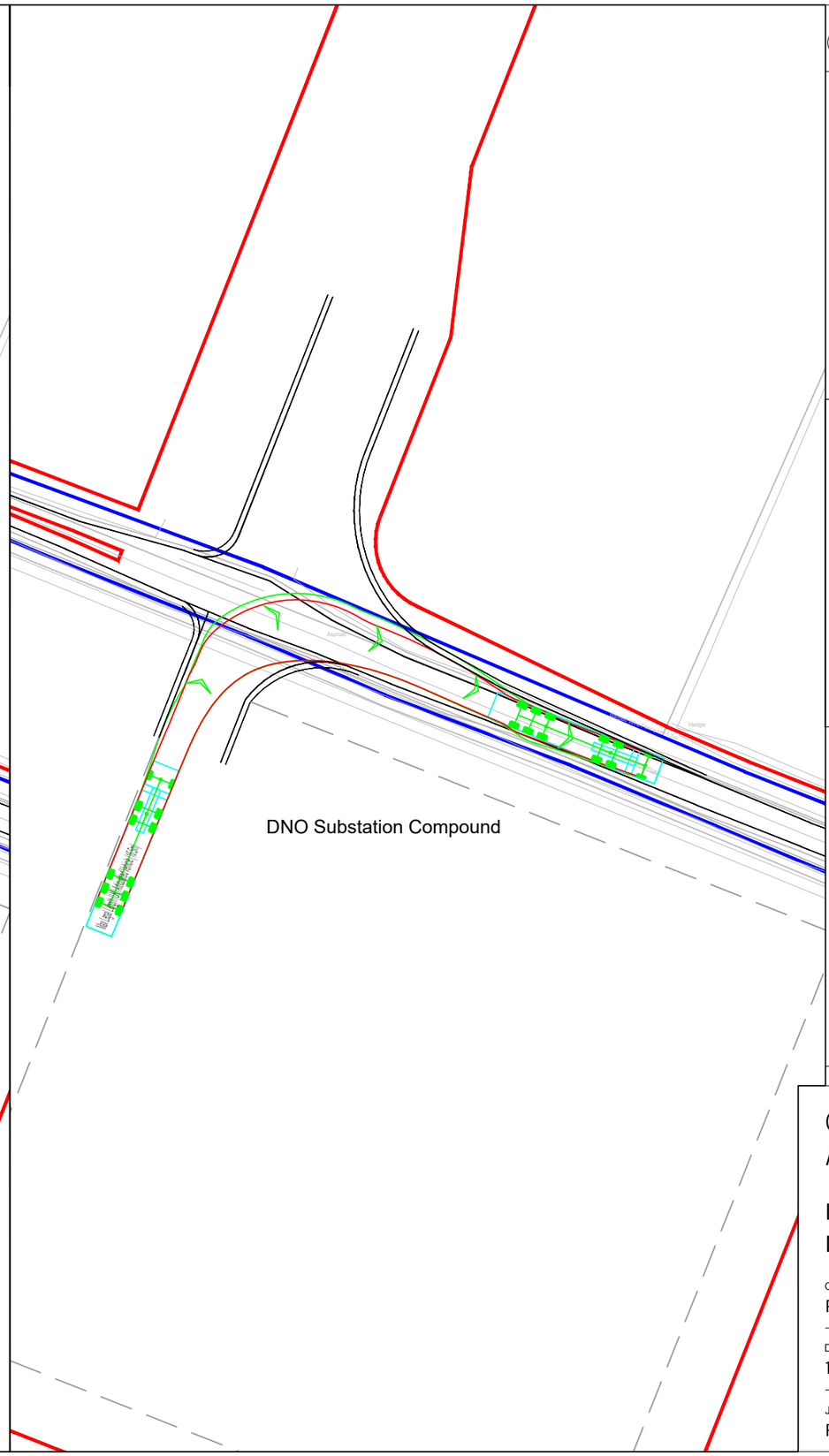
DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
18.10.2023	1:500@A3	AJ	JB / JK

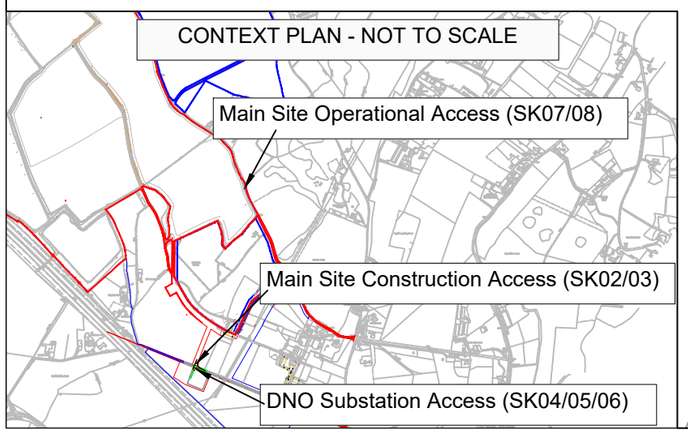
JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P21-1221	TR-SK-03	02

PEGASUS GROUP

A3







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1:500
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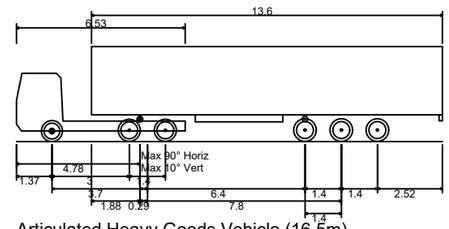
Key:

Red Line Boundary

Landholding



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Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
02	27.10.23	Correction of Redline Boundary, Removed Draft Watermark	AJ	JB

Gabreil Spring Road East DNO Substation Compound Access Swept Path Analysis for Construction Phase

Land at Chimmens Solar Farm
Mussenden Lane, Sevenoaks

CLIENT:
RES

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
13.10.2023	1:500@A3	AJ	JB / JK

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P21-1221	TR-SK-05	02

PEGASUS GROUP

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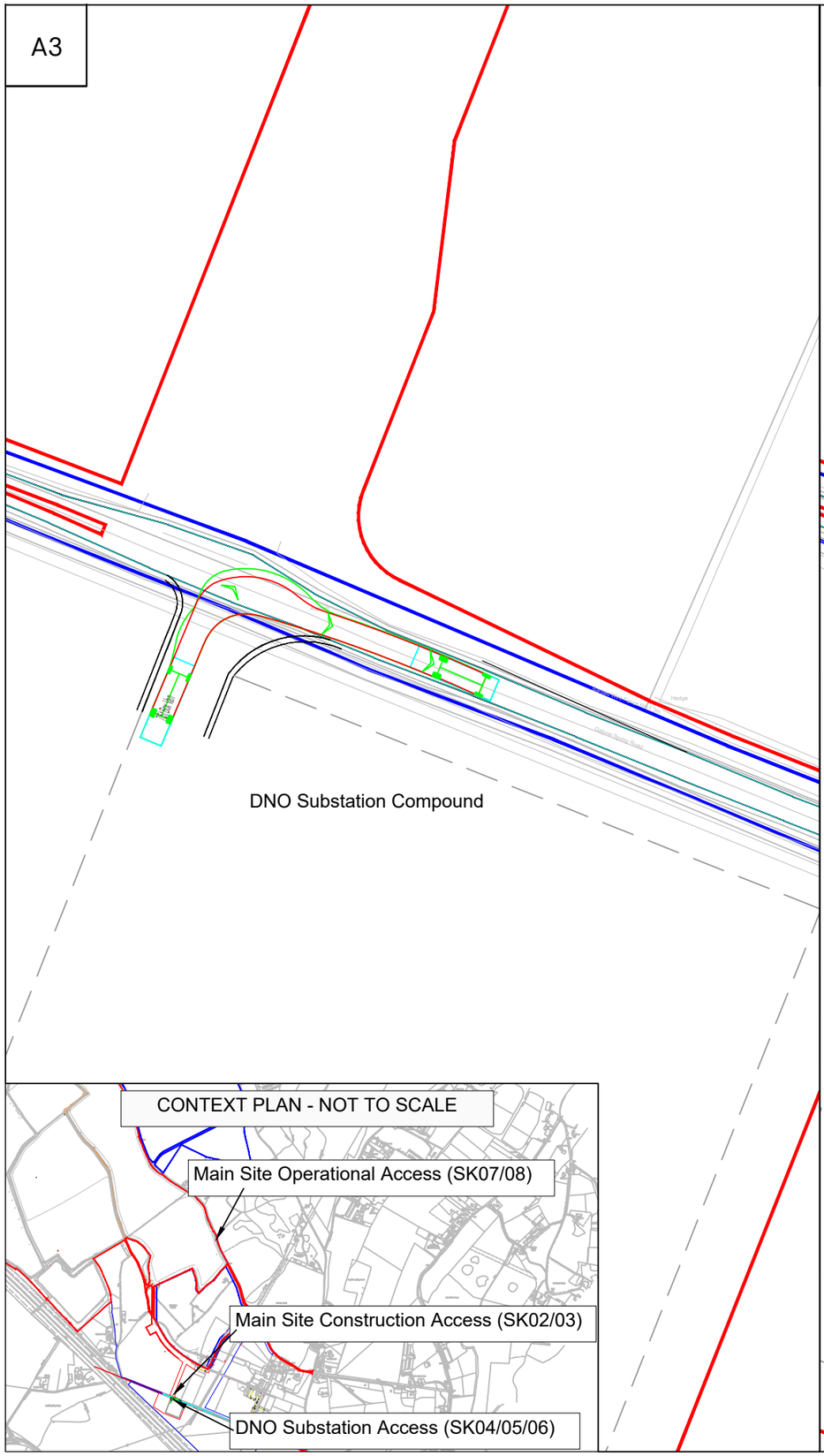
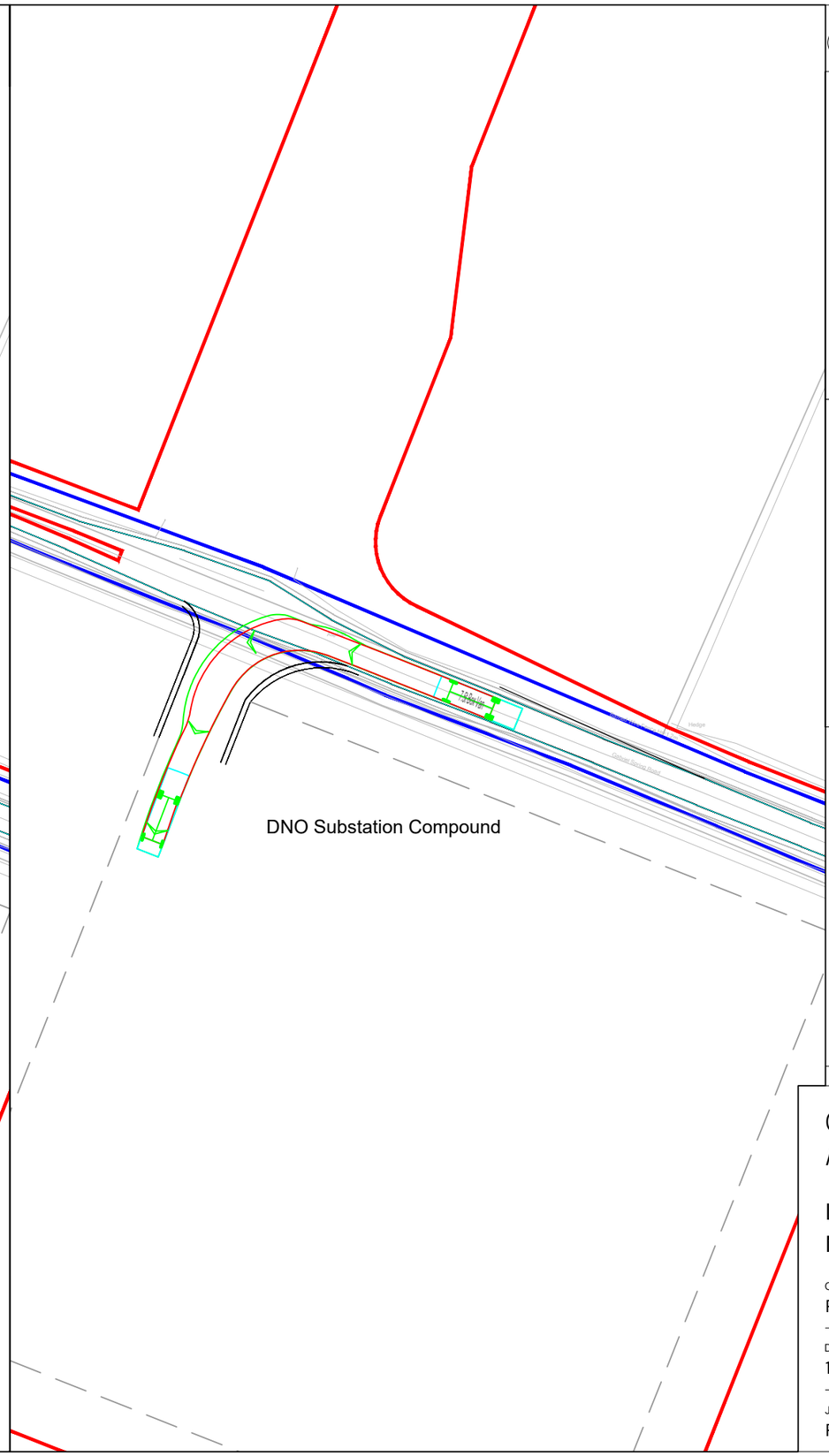




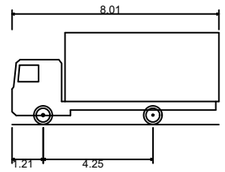
N

1:500
0 12.5m

Key:

Red Line Boundary

Landholding



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

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
02	27.10.23	Correction of Redline Boundary, Removed Draft Watermark	AJ	JB

Gabriel Spring Road East DNO Substation Compound Access Swept Path Analysis for Operational Phase

Land at Chimmens Solar Farm Mussenden Lane, Sevenoaks

CLIENT:
RES

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
18.10.2023	1:500@A3	AJ	JB / JK

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P21-1221	TR-SK-06	02

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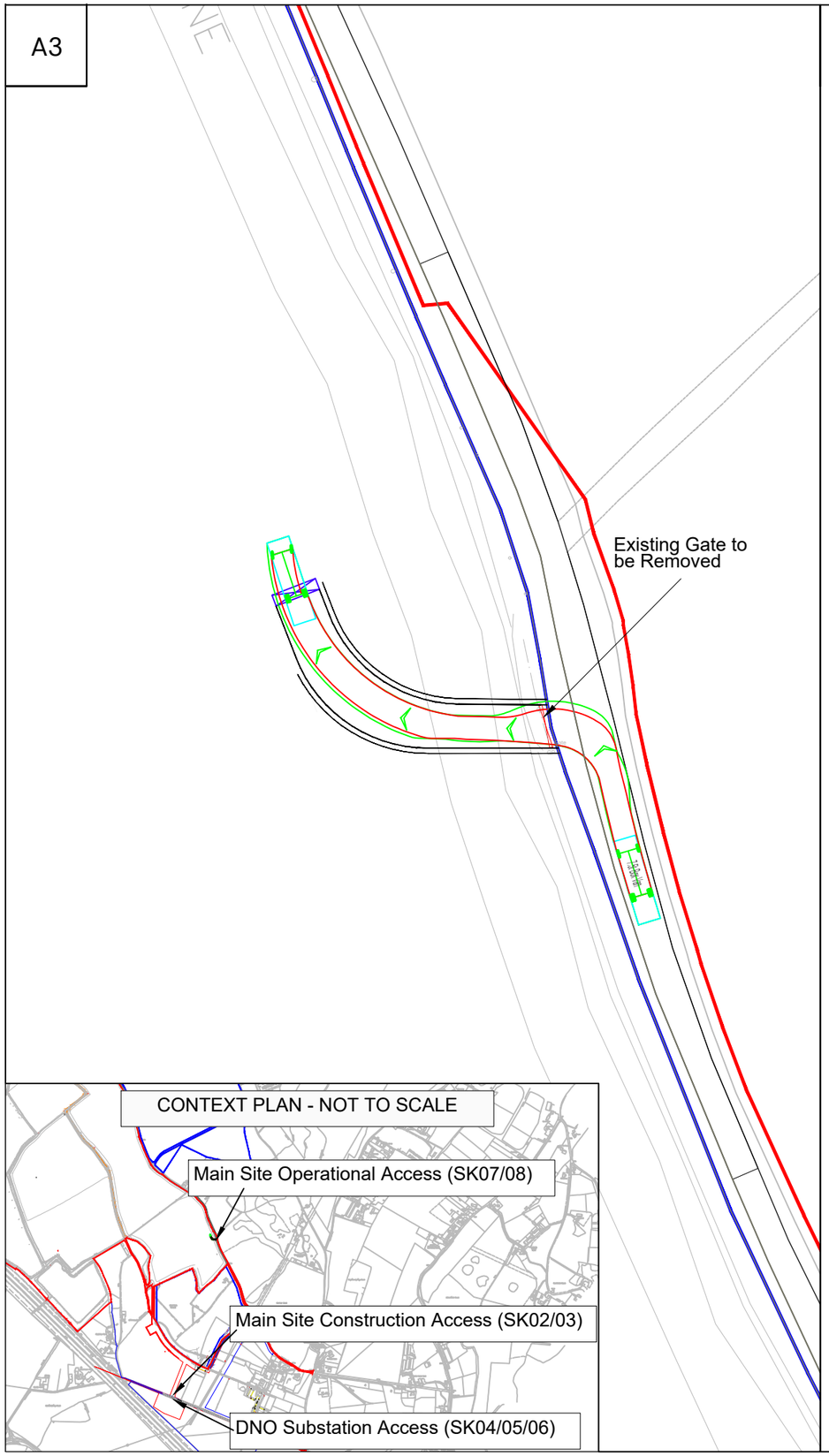
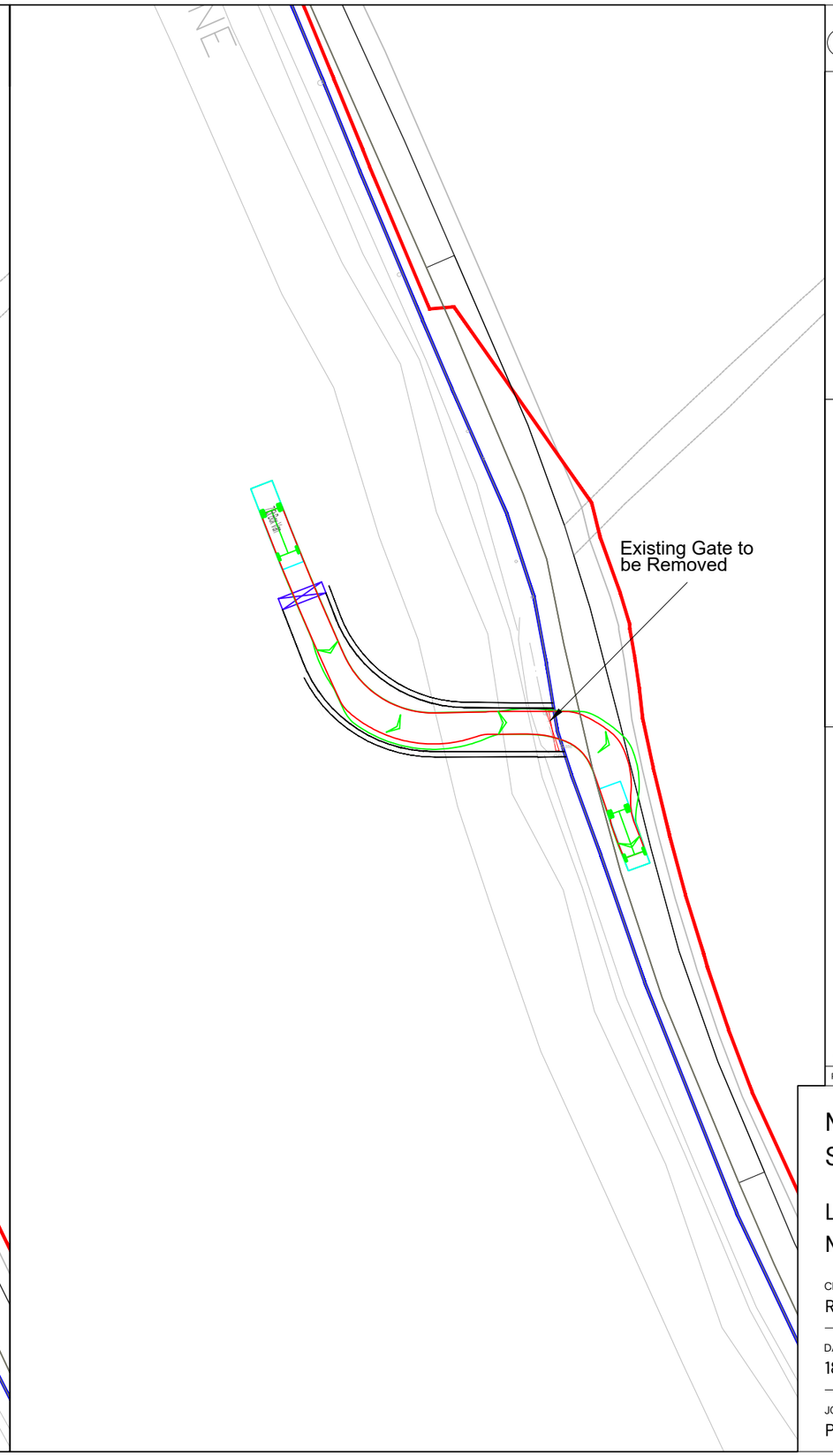
A3





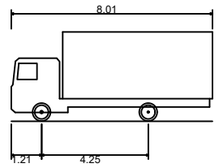
N

1:500
0 12.5m

Key:

Red Line Boundary

Landholding



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

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
02	27.10.23	Removed Draft Watermark, Updated SPA Track for inbound vehicles	AJ	JB

Mussenden Operational Access Swept Path Analysis

Land at Chimmens Solar Farm Mussenden Lane, Sevenoaks

CLIENT:
RES

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
18.10.2023	1:500@A3	AJ	JB / JK

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P21-1221	TR-SK-08	02

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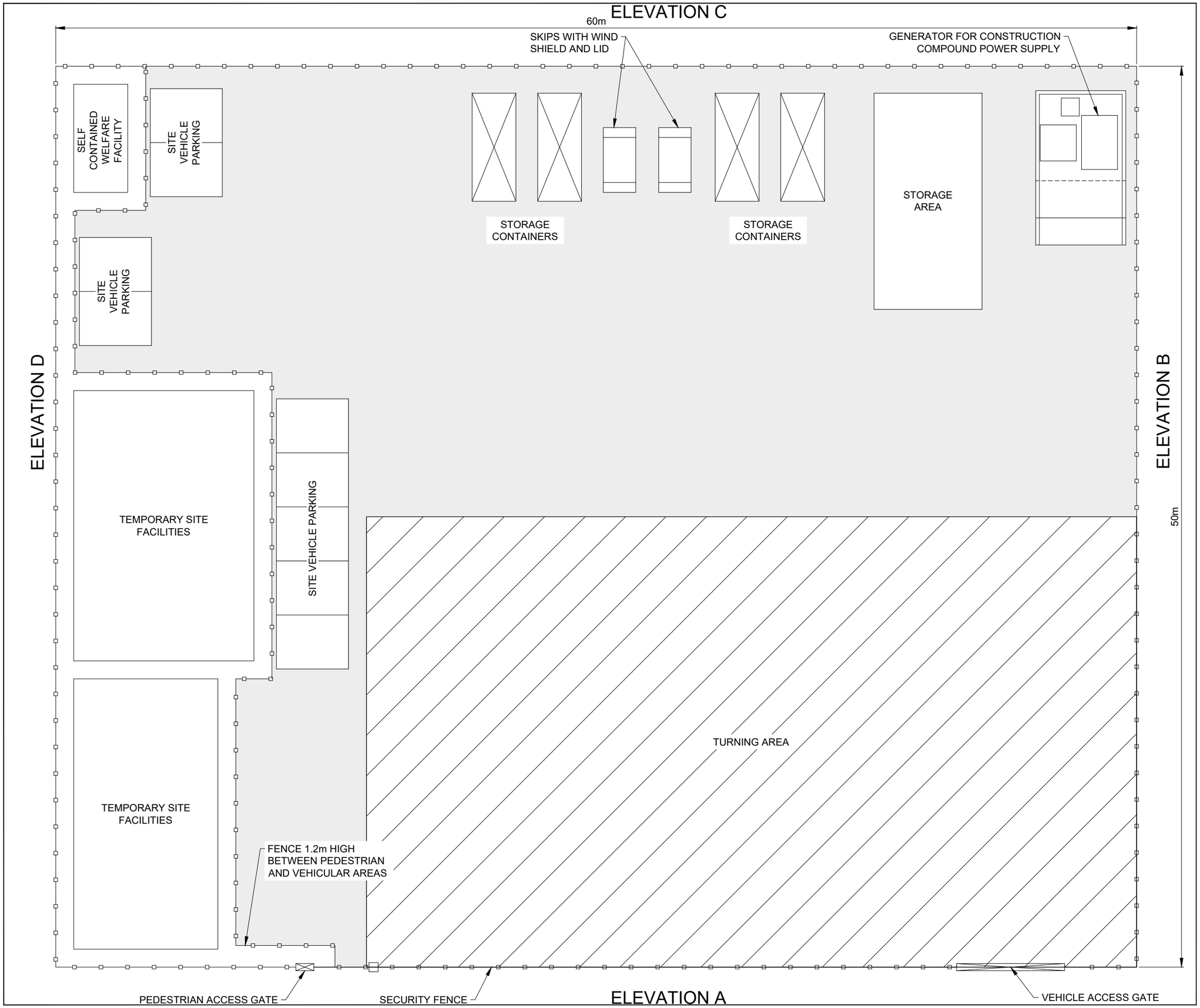
APPENDIX I – TYPICAL TEMPORARY CONSTRUCTION COMPOUND LAYOUT

Ref: Figure 7 - Typical Temporary Construction Compound Layout - 05009-RES-CTN-DR-PT-001 Rev 1



NOTES

1. COMPOUND LAYOUT AND ELEVATIONS REFER TO COMPOUND 1 (WEST), COMPOUND 2 (EAST) AND COMPOUND 3 (SOUTH).
2. SIZE, NUMBER AND LOCATION OF COMPOUND EQUIPMENT AND FACILITIES ARE INDICATIVE ONLY.
3. STRUCTURE TO BE TEMPORARY AND TO BE REMOVED AFTER CONSTRUCTION.
4. COMPOUND HARDSTANDING CONSISTING OF COMPACTED STONE OVER A LAYER OF GEOTEXTILE TO PROVIDE A CLEAN, FIRM, LEVEL AND FREE DRAINING SURFACE SUITABLE FOR CABINS AND HEAVY TRAFFIC.
5. VEHICULAR ACCESS GATE TO BE 6m WIDE CONSISTING OF 2 x 3m LEAVES.

COMPOUND 1 (WEST)

COMPOUND 2 (EAST)

COMPOUND 3 (SOUTH)

SHEET 1 OF 2

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	PM	2023-10-04	First Issue

PURPOSE: PERMITTING	COORDINATES: N/A
SCALE: 1:200 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
CHIMMENS SOLAR FARM

DRAWING TITLE
FIGURE 7
TYPICAL TEMPORARY CONSTRUCTION COMPOUND LAYOUT

RES DRAWING NUMBER: 05009-RES-CTN-DR-PT-001
REV: 1

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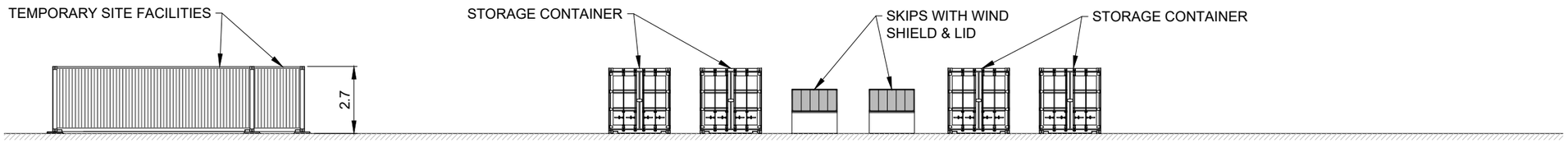
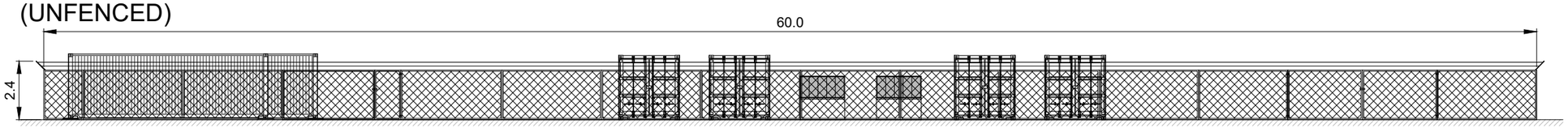


ELEVATION A (UNFENCED)



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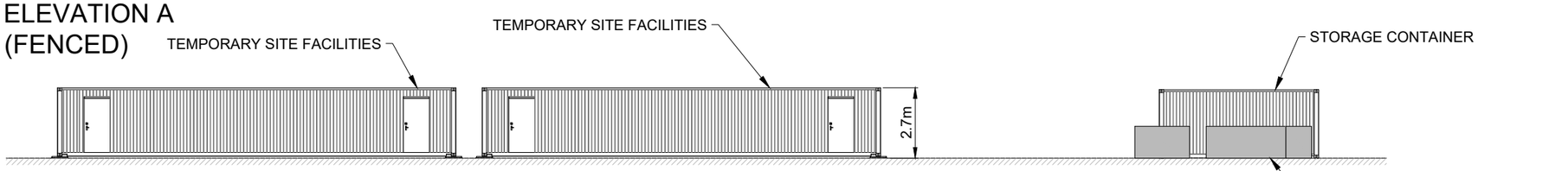
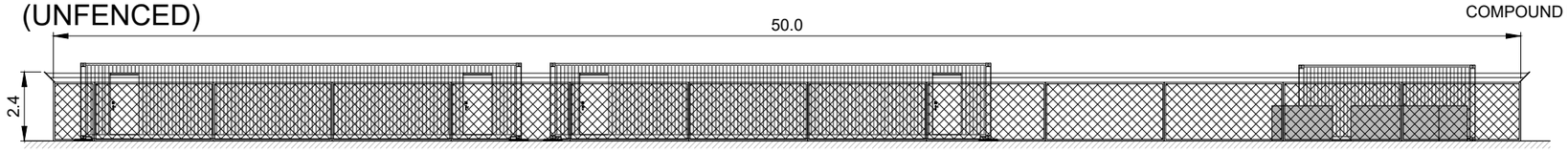


ELEVATION B (UNFENCED)



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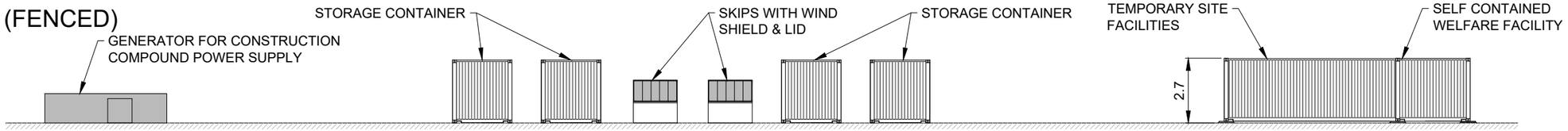

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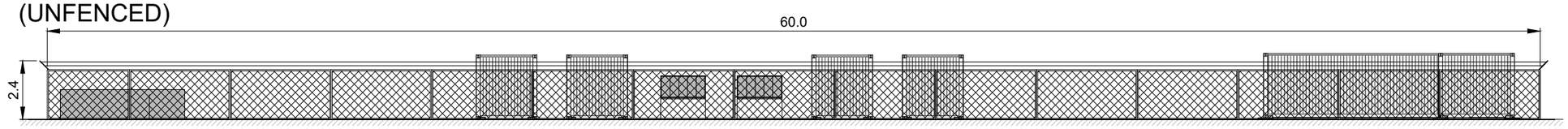

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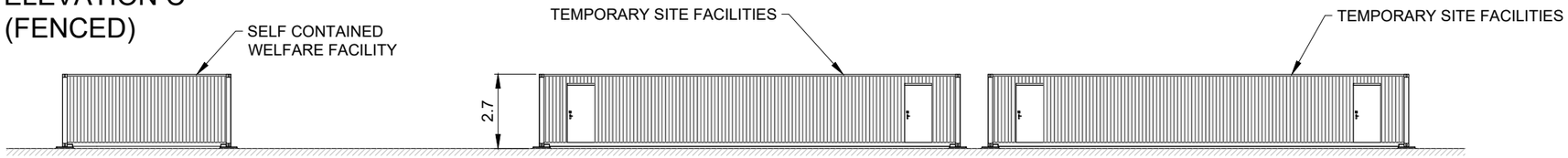
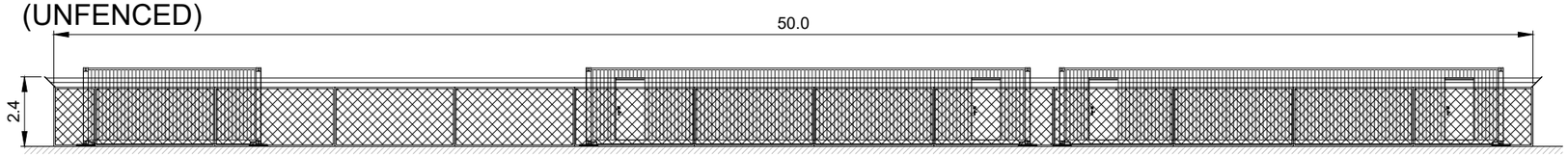


ELEVATION D (UNFENCED)



ELEVATION D (FENCED)

NOTES

1. COMPOUND LAYOUT AND ELEVATIONS REFER TO COMPOUND 1 (WEST), COMPOUND 2 (EAST) AND COMPOUND 3 (SOUTH).
2. SIZE, NUMBER AND LOCATION OF COMPOUND EQUIPMENT AND FACILITIES ARE INDICATIVE ONLY.
3. STRUCTURE TO BE TEMPORARY AND TO BE REMOVED AFTER CONSTRUCTION.
4. COMPOUND HARDSTANDING CONSISTING OF COMPACTED STONE OVER A LAYER OF GEOTEXTILE TO PROVIDE A CLEAN, FIRM, LEVEL AND FREE DRAINING SURFACE SUITABLE FOR CABINS AND HEAVY TRAFFIC.
5. VEHICULAR ACCESS GATE TO BE 6m WIDE CONSISTING OF 2 x 3m LEAVES.

COMPOUND 1 (WEST)

COMPOUND 2 (EAST)

COMPOUND 3 (SOUTH)

SHEET 2 OF 2

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	PM	2023-10-04	First Issue

PURPOSE: PERMITTING	COORDINATES: N/A
SCALE: 1:200 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE: CHIMMENS SOLAR FARM

DRAWING TITLE: FIGURE 7 TYPICAL TEMPORARY CONSTRUCTION COMPOUND LAYOUT

RES DRAWING NUMBER: 05009-RES-CTN-DR-PT-001 REV: 1

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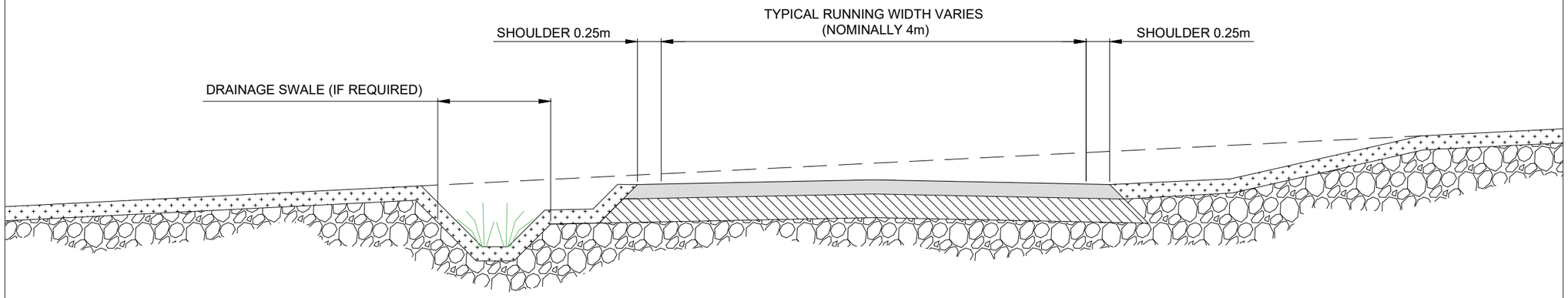
APPENDX J – TYPICAL ACCESS TRACK DETAIL

Ref: Figure 6 – Typical Access Track Detail - 05009-RES-ERW-DR-PT-001 Rev 1



TYPICAL TRACK SECTION

KEY

- RUNNING SURFACE
- BASE/CAPPING LAYER
- TOPSOIL
- SUBGRADE
- EXISTING GROUND LEVEL

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL EMBANKMENT SLOPES TO BE PROVIDED AT A STABLE ANGLE BASED ON THE PROPERTIES OF THE MATERIAL ENCOUNTERED ON SITE.
3. TRACK CONSTRUCTION TYPE TO BE DETERMINED DURING DETAILED DESIGN. LAYOUT OF DRAINAGE MAY VARY.
4. RUNNING SURFACE AND BASE/CAPPING LAYER TO BE FORMED FROM SUITABLE MATERIALS COMPACTED IN LAYERS.
5. GEOSYNTHETIC REINFORCEMENT OR SOIL STABILISATION MAY BE USED TO REDUCE THE DEPTH OF TRACK CONSTRUCTION. REQUIREMENT TO BE DETERMINED DURING DETAILED DESIGN.
6. OPTIONAL DRAINAGE SWALES SHOWN. ACTUAL REQUIREMENTS TO BE DETERMINED DURING DETAILED DESIGN.

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	DC	PM	2023-10-03	First Issue

PURPOSE: PERMITTING	COORDINATES: N/A
SCALE: 1:50 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE: CHIMMENS SOLAR FARM

DRAWING TITLE: FIGURE 6 TYPICAL ACCESS TRACK DETAIL

RES DRAWING NUMBER: 05009-RES-ERW-DR-PT-001 REV: 1

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