

HILFIELD SOLAR FARM TRANSPORT NOTE

Land North of Butterfly Lane, Land Surrounding Hilfield Farm and Land West of Hilfield Lane, Aldenham.

Hertsmere Borough Council reference: 21/0050/FULEI.

Planning Inspectorate reference: APP/N1920/W/22/3295268.

27th October 2022

Overview

The refused application was accompanied by a Construction Traffic Management Plan (CTMP) (December 2020, reference: R005). This Transport Note is provided at the request of the Inspector to provide a summary explanation of construction, timeframe, timing and phasing.

The CTMP outlined the following parameters in Section 5:

- The construction phase will last for approximately 40 weeks.
- That a maximum of 1,084 deliveries (2,168 two-way movements) could be made by HGVs during the construction of the solar farm, at an average of around 5.5 deliveries, or 11 two-way movements, per day (including a 10% buffer, excluding this buffer it was anticipated 985 deliveries (1,970 two-way movements) would be required at an average of 5 deliveries per day).
- Maximum of 131 deliveries (262 two-way movements) could be made by HGV's during the construction of the battery storage facility, at an average of less than one delivery, or up to two two-way movements, per day.
- Combined, there will be approximately seven to five HGVs accessing the Site each day during the construction phase.

The solar farm and battery storage facility would likely be constructed concurrently.

Detailed Construction Programme

To further the information within the CTMP, a more detailed construction timetable is provided within Table 1, which identified that there will be some peaks within the construction period whereby a maximum of 11 deliveries (up to 22 two-way movements) will be required per day. This is off-set by other periods, where there will be significantly less vehicle movements. Overall, the number of HGV movements will accord with paragraph 5.20 of the CTMP, which stated that there will be approximately seven HGVs accessing the Site each day during the construction phase [on average].

An overview of the updated HGV construction programme is provided overleaf. This sets out the maximum number of HGV deliveries per day during different periods of the construction phase by month. These movements, and this note, are based on our past experience of developing comparable schemes.

Table 1: Maximum number of HGV deliveries per day									
	Construction Month								Total HGVs*
	1	2	3	4	5	6	7	8	
Solar Modules			4	4	>3				215
Solar Array Framework		4	4	>3					215
Inverters/Transformers						>1			16
Substation						>1			4
Internal Access Track	4	4	1					>2	215
General	>1								5
Other	2	2	2	2	2	2	2	>2	315
Battery Units					1	1	>1		50
General Battery Deliveries				1	1	1	>1		75
Contractors Compound	>1								6
Maximum HGVs per day (one way)	8	10	11	10	7	6	4	4	1,116
Maximum HGVs per day (two-way)	16	20	22	20	14	12	8	8	2,232

* Excluding 10% buffer for solar. Figures multiplied by 20 to be representative of deliveries over a one-month period.

Due to potential delays in the global supply chain it may not be possible to align both the construction of the solar farm and battery storage facility. Flexibility is therefore required in the construction programme to allow for a worst-case scenario in which the battery storage facility may need to be built at a later date.