Great House Solar Farm

Penpergwm, Monmouthshire

Detailed Construction Traffic Management Plan

Prepared for

EUROPEAN ENERGY

European Energy

July 2025
5229-01-CTMP01

Document Control

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1.0 INTRODUCTION

1.1 Preamble

1.1.1 Axis has been appointed by European Energy (EE) to prepare this Construction Traffic Management Plan (CTMP) in relation to the approved solar farm development ('the development') on land at Great House Farm, Penpergwm, Monmouthshire, NP7 9UY (the 'site'). The site is located within the administrative boundary of Monmouthshire County Council (MCC) as Local Planning Authority (LPA) and Local Highway Authority (LHA).

1.1.2 A planning application (reference DNS/3252305) was submitted to the LPA in January 2022 and was approved by Welsh Government in January 2023. The description of the development is as follows:

The construction, operation, decommissioning and aftercare of a ground mounted solar farm. The main elements of the Development are as follows: PV panels fixed on metal frames, inverter and transformer units, green infrastructure, landscaping, biodiversity measures, new access tracks, underground cabling, perimeter fencing with CCTV cameras and access gates, a temporary construction compound and all ancillary grid infrastructure and associated works.

1.1.3 A copy of the approved site layout plan is included at **Appendix A**.

1.1.4 The purpose of this document is to detail how construction traffic associated with the development will be controlled and managed in order to ensure that safe and efficient construction traffic procedures are maintained and to minimise the impact of this activity on the local community and other users of the local transport network. This includes matters such as construction traffic routing, Public Right of Way (PRoW) management, hold off procedures, Traffic Marshals (TM), and signage.

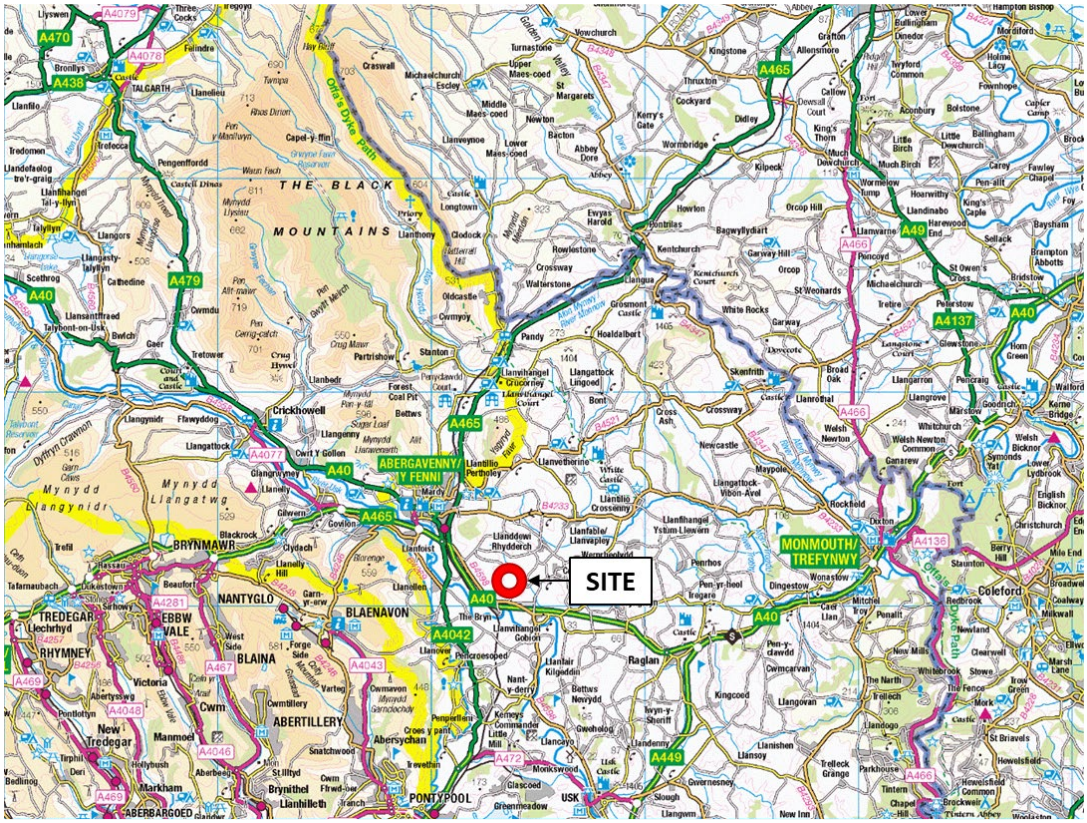
1.1.5 This CTMP has been prepared through dialogue and agreement with EE and provides an agreed set of procedures and controls to ensure that the impacts from construction traffic associated with the development are minimised. This CTMP is separate from, although draws upon, the Neo Environmental Limited CTMP dated January 2022 that was prepared and submitted at the application stage.

1.1.6 This CTMP is a 'live' document that can be revised and updated, as necessary. All those working at the site must comply with the procedures set out herein.

2.0 SITE CONTEXT

2.1.1 The location of the site in relation to the strategic highway network is shown on **Image 2.1**.

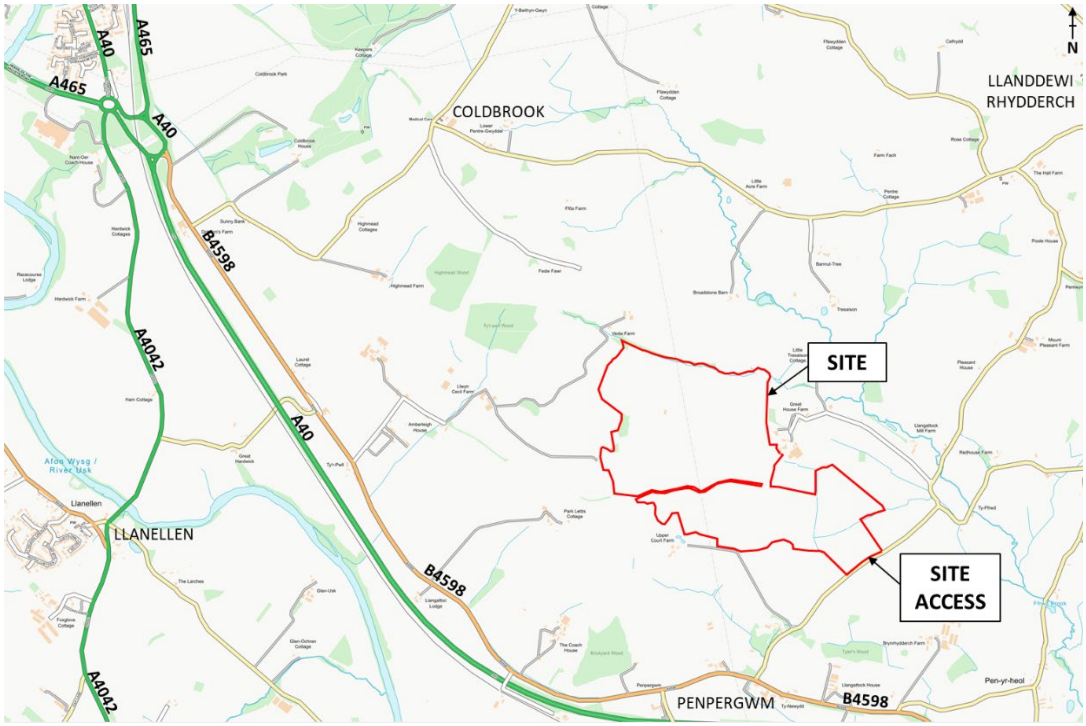
Image 2.1 – Site Location (Strategic Context)



2.1.2 The site is located approximately 800 metres north of Penpergwm and 5 kilometres southeast of Abergavenny.

2.1.3 The site is located on land at Great House Farm, Penpergwm, Monmouthshire, NP7 9UY. The location of the site in a more localised context is shown at **Image 2.2**.

Image 2.2 – Site Location (Local Context)



2.1.4 The site is located to the northwest of the road leading north from B4598 towards Coed Morgan / Llanddewi Rhydderch ('Unnamed Road'). Access to the site is provided from this location, as identified at **Image 2.2**. The site access arrangements are discussed in greater detail later in this CTMP. The local area is largely agricultural in nature, punctuated by individual properties and farmsteads.

2.2 Highway Network

A40

2.2.1 The A40 is a dual carriageway trunk road that forms part of the Strategic Road Network (SRN). It operates in a broad east-west alignment through South Wales via destinations including Abergavenny and Monmouth. Locally to the site, it provides two running lanes in each direction and is derestricted. Each carriageway is some 7.0 metres width.

2.2.2 It provides access to the A465 (Heads of the Valleys Road), A4042 and B4598 via the Hardwick Gyratory, south of Abergavenny. The road is generally unlit, aside from on approach to the Hardwick Gyratory.

B4598

2.2.3 The B4598 operates in a broad north-south alignment from the Hardwick Gyratory and continues to Penpergwm and southwards towards Usk. It is a single carriageway, two-way road with a typical carriageway width of between 5.5 and 6.0 metres.

2.2.4 The road is generally unlit, aside from on approach to the Hardwick Gyratory where streetlighting is present. The northern section (locally to the Hardwick Gyratory) is derestricted while the section further south (within and around Penpergwm) is subject to a posted speed limit of 50mph.

Unnamed Road From B4598 (Towards Coed Morgan / Llanddewi Rhydderch)

2.2.5 The Unnamed Road from the B4598 (towards Coed Morgan / Llanddewi Rhydderch) is a rural, unlit, two-way, single carriageway road. It operates for a length of some 800 metres between the site access and a simple priority junction at the B4598 in Penpergwm. This junction is shown at **Image 2.3** below.

Image 2.3 – B4598 / Unnamed Road Junction from B4598

2.2.6 The Unnamed Road is unlit and is derestricted for the majority of its length, although the southern section (on approach to the B4598) is subject to a posted 50mph speed limit.

2.2.7 The section of this road between the site and the B4598 has a typical carriageway width of some 4.0 metres. Many parts of this road allow for single way working only, although two-way car movements are achievable at some locations at low speed.

2.2.8 There are limited passing opportunities for HGVs. The section of the road north of the site access is even narrower, at some 3.0 metres or so in carriageway width. There are a number of field accesses served on both sides of the road.

2.2.9 The road is signed at its southern end (at the B4598 within Penpergwm) as being 'unsuitable for heavy goods vehicles' although this appears to primarily relate to the narrower section of the road north of the site access. The sign is advisory only.

2.2.10 There is as property at the southern end of the road (immediately northeast of the junction with B4598) the wall of which abuts the carriageway edge.

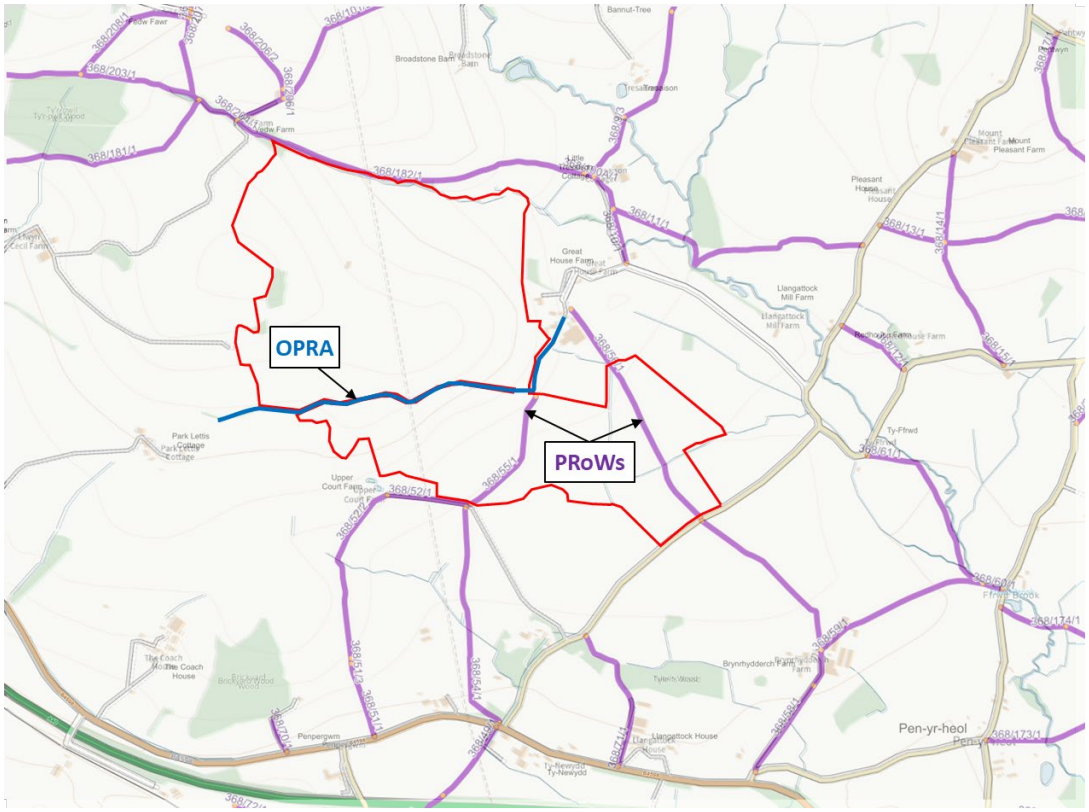
2.2.11 Whilst the road is relatively lightly trafficked, strict protocols are necessarily in place in relation to the management of construction traffic on this route, as detailed later in this CTMP.

2.3 Public Right of Way (PRoW) network

2.3.1 There are a number of PRoWs that operate through the site. This includes two PRoWs which pass through Fields 8, 9, 10 and 11 in the southern section of the site and an ORPA (Other Route With Public Access) which passes from Great House Farm along the eastern boundary of Field 14 and through the treeline on the southern border of Fields 5, 6 and 7. A further PRoW passes along the northern boundary of Fields 1, 3 and 4.

2.3.2 A plan showing all PRoWs (and the ORPA) within and around the site is provided at **Image 2.4**.

Image 2.4 – ProWs and ORPA Relative to Site



2.3.3 Measures relating to the management of these routes during construction are set out later in this CTMP.

2.4 Pre-Commencement Highway Condition Survey (Unnamed Road Between B4598 and Site Access)

2.4.1 Pegasus Group completed a Pre-Commencement Highway Condition Survey in February 2025 in relation to the 800 metres length of Unnamed Road between the site access and the B4598.

2.4.2 The northern section of the road (within the vicinity of the site access) was observed to have signs of edge deterioration, cracking and flushing. Potholes were also observed to have formed within the functional area of the carriageway. The weather conditions whilst carrying out the Condition Survey were wet with some areas of ponding/ running water.

2.4.3 Towards the southern end of the road (towards the B4598) the condition of the carriageway was identified as being in a poor condition. Significant edge deterioration was observed along with flushing and general damage to the surface. The latter has resulted in relatively large fragments of the surface becoming loose and remaining within the carriageway.

2.4.4 It was also observed that the carriageway edges on bends were damaged, potentially by vehicle over run and as a result of general deterioration of the edges of the carriageway.

2.4.5 The central section of the road was identified as being in a reasonable condition. Some edge deterioration and flushing was observed but this was limited to the outermost edges of the carriageway. There is an area which has been resurfaced, and this creates a slightly uneven road surface. Some vegetation growth from the wall of the dwelling at the southern end of the road was identified as extending into the carriageway.

2.4.6 Generally, the road between the site access and the B4598 was considered to be in a poor state and shows areas of significant deterioration and disrepair. All those accessing and egressing the site are requested to travel cautiously and to be mindful of potential highway defects along this road.

2.5 Site Access from Highway Network

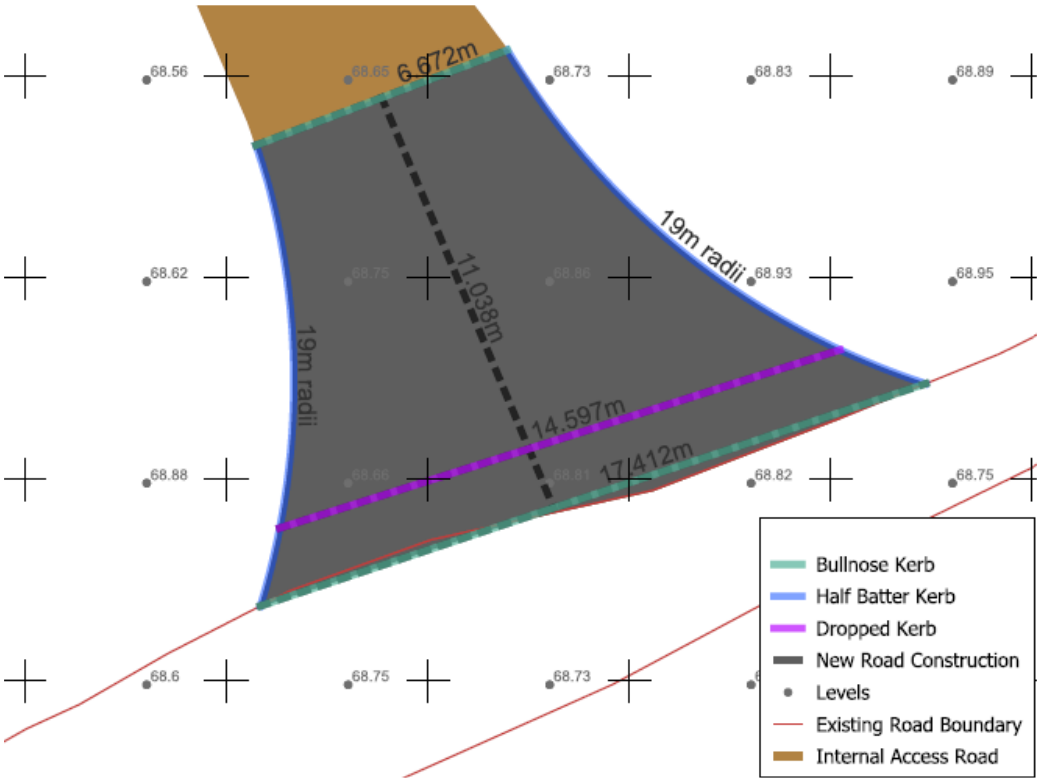
2.5.1 The approved point of access to and from the site is at the southeast boundary of the site, via the Unnamed Road leading north from B4598 towards Coed Morgan (identified at **Image 2.2**).

2.5.2 There is an existing gated field access in this locality and the road widens locally at this point (shown in **Image 2.5** below).

Image 2.5 – Site Access Junction as Existing (Site Access at Left of Photograph)

2.5.3 The site access will be subject to upgrade prior to construction works on the site commencing. This includes widening of the access and provision of formal kerbed bellmouth where the access connects to the mainline carriageway. These works are shown on the drawing at **Appendix B**. An extract is also shown below at **Image 2.6** for ease of reference.

Image 2.6 – Site Access Junction Detail



2.5.4 Alongside the above, the hedgerows on either side of the access minor arm will be cut back / realigned in order to further increase manoeuvrability and to ensure adequate visibility splays are achieved.

2.5.5 Final works to the belmouth will be completed at the end of the project construction phase.

3.0 TRAFFIC ROUTING

3.1.1 The construction traffic routing arrangements to and from the site are detailed below. These are also provided in the 'Driver Information' pack at **Appendix C**.

3.2 Arrivals

3.2.1 The required arrival route is as follows:

i) **A40**: Travel via A40.
ii) **B4598 to Hardwick Layby**: Exit A40 at the Hardwick Gyratory (A40 / A465 / A4042 / B4598 Junction) and travel southbound on B4598 for approximately 1.3 kilometres.
iii) **Stop at Hardwick Layby**: All construction vehicles **MUST STOP** at the Hardwick layby (former public house) on the B4598 and **AWAIT INSTRUCTION** before continuing. **DO NOT PROCEED FURTHER WITHOUT AUTHORISATION**. (w3w: ///freezers.swims.powerful). A TM will be located here directing traffic.
iv) **B4598 to Penpergwn:** Once authorisation has been received, continue southwards on B4598 for approximately 2.6 kilometres.
v) **Unnamed Road Towards Coed Morgan / Llanddewi Rhydderch:** Turn Left from B4598 (opposite 'Barnes Plant') on unnamed road towards Coed Morgan / Llanddewi Rhydderch (w3w: ///launcher.torso.tuned). Continue north on unnamed road for approximately 800 metres.
vi) **Turn Left into Site** (w3w: ///tensions.satin.switch).

3.2.2 The site address is Great House Solar Farm, Penpergwm, Abergavenny, NP7 9UY

3.3 Departures

3.3.1 The egress route is as per the arrivals route. The need to stop at the Hardwick Layby however (item iii above) relates to arrivals only and is not required for departure movements.

3.3.2 The required departure route is as follows:

i) **Await Authorisation to Depart Site:** Wait within site as instructed until authorised to depart. **DO NOT DEPART SITE WITHOUT AUTHORISATION**.

ii) **Turn Right out of Site:** All vehicles **MUST TURN RIGHT OUT OF SITE**.

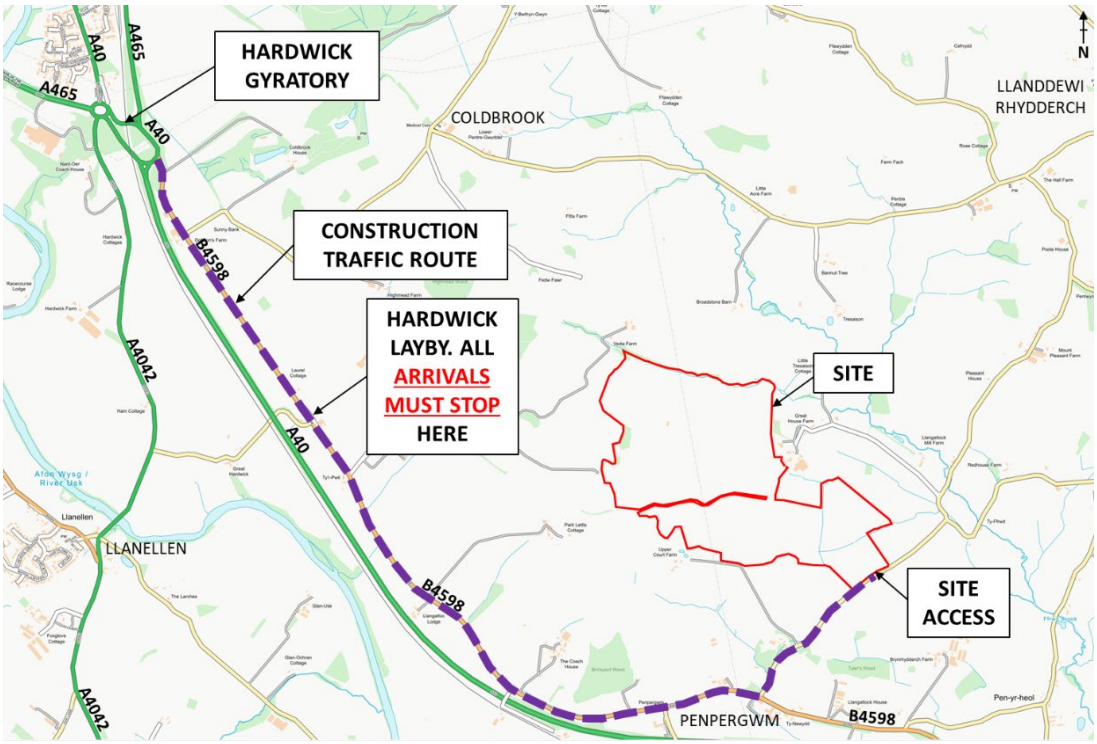
iii) **Unnamed Road Towards B4598:** Continue south on Unnamed Road for approximately 800 metres.

iv) **B4598 to A40 Hardwick Gyratory**: Turn right onto B4598 (opposite 'Barnes Plant') on B4598 towards Hardwick Gyratory. Continue north on B4598 for approximately 4.1 kilometres.

v) **Depart via A40**.

3.3.3 The construction routing arrangements are shown at **Image 3.1**.

Image 3.1 – Construction Traffic Route



3.3.4 All construction traffic must adhere to the above routing arrangements and the accompanying procedures as detailed in this CTMP at all times. Any alternative route and / or procedures must not be used.

3.4 Site Internal Routing

3.4.1 Once within the site, all drivers must report to the gate house located within the site entrance and follow instructions, as detailed later in this CTMP.

3.4.2 Adequate space for vehicle manoeuvring and turning will be available on site. Additional and upgraded access tracks will be constructed to allow access for the construction, operation, maintenance and decommissioning of the development.

3.4.3 Tracks will measure 4 metres wide; however, this will be increased at bends. All new tracks will be unpaved and constructed from local stone. Geosynthetic reinforcement or soil stabilisation may be used to reduce the depth of track construction. The surface will be a compacted granular material (crushed rock) up to an approximate thickness of 0.3m, dependent on the ground conditions.

3.4.4 Load bearing crane hardstanding areas with a high load bearing capacity will be provided to support cranes as they lift the transformers from the delivery vehicles. The site tracks can be used for this purpose, with some localised widening where required.

3.4.5 The internal access tracks will be left in situ after completion of the solar farm construction, as they will provide:

i) Access to the development for maintenance and repair works;
ii) Access for the landowner; and
iii) Access for decommissioning of the development.

3.4.6 Once the solar farm is decommissioned, unless required by the landowner and agreed with MCC, all new internal access tracks will be removed.

4.0 TRAFFIC MANAGEMENT PROCEDURES

4.1.1 A number of procedures relating to the management of construction traffic have been identified. These measures are outlined below. These procedures must be adhered to at all times.

4.2 Construction Traffic Movement Hours

4.2.1 All traffic movements will be carried out between the hours of:

i) 0700 to 1900 hours on Monday to Friday;
ii) 0800 to 1600 hours on Saturdays; and,
iii) No deliveries will be made on Sundays or Public Holidays.

4.2.2 Outside of these times works are limited to a) commissioning and testing and b) Works required in an emergency where there is the potential of harm or damage to personnel, plant, equipment, or the environment, provided EE retrospectively notifies MCC of such works within 24 hours of their occurrence.

4.2.3 Deliveries, where feasible, should also be scheduled to avoid peak times on the highway network (0800-0900 hours and 1700-1800 hours on weekdays).

4.3 Security Gate Houses

4.3.1 Security gate houses would be set up and located as follows :

i) **Southern End of Site Access Road**. This gate house would be located within the site entrance with sufficient clearance provided to the unnamed road carriageway to accommodate at least two stacked 16.5m articulated vehicles.

ii) **Hardwick Layby**. This gate house would be located at the holding area at the Hardwick Layby on the B4598. Sufficient clearance is provided at this locality to accommodate several (at least 5 no.) stacked 16.5m articulated vehicles.

4.3.2 The gate houses would be provided with two-way radio communication facilities between the other gate house and the Site Manager.

4.3.3 The gate house at the southern end of the site access road would be the 'principal' gate house and would have overall control over construction traffic on a day-to-day basis.

4.4 Delivery Booking System

4.4.1 All deliveries and collections of materials and equipment to site must be arranged and agreed in advance. 24 hr Notice is required. Hauliers will be required to contact the Site Manager (or an individual appointed by the Site Manager) to give an indicative delivery time. Approval will then be given, assuming that the Hardwick Layby / site is able to accommodate them at this time, or if not then an alternative time will be discussed and agreed as required.

4.4.2 Through discussions with hauliers, the Site Manager (or appointed individual) will ensure that construction deliveries are managed in an efficient manner, with minimal disruptions or delays.

4.4.3 Temporary signage would be used to highlight the entrance to the site and the Hardwick Layby. EE will provide banksmen / TM's to assist with the manoeuvring of vehicles to and from the site, as well as internal site movements as detailed further below.

4.4.4 To avoid any vehicles idling, sufficient time will be provided between deliveries to allow for any delays (such as loading / unloading taking longer than expected). Deliveries will be managed and scheduled to ensure that no vehicles would have to wait on the surrounding road network, with the only approved holding areas being the site itself and the Hardwick Layby.

4.5 Arrivals Procedure

4.5.1 All arriving drivers will report to the security gate house at the Hardwick Layby on the B4598 in the first instance, where their details will be recorded and will be checked against the booking log.

4.5.2 Assuming the vehicle arrives within its designated time slot, and communication between the TM at the Hardwick Laby and the TM at the site compound (via two-way radio) confirms that the vehicle can be accepted, the driver will be instructed to proceed to the site.

4.5.3 If the route is not clear (e.g. a vehicle is currently exiting the site), the driver will be directed to remain at the Hardwick Layby holding area until it is safe to continue.

4.6 Routing Procedures Within Site

4.6.1 All drivers will report to the security gate house upon entry to the site.

4.6.2 On entering the site, construction traffic will be directed to follow the established traffic management systems which will include turning facilities and one-way road systems.

4.6.3 The entrance to the site will be marked by a ‘Site Entrance’ sign. The site access will have a permanent TM on duty who will prevent unauthorised persons from entering the site.

4.6.4 All vehicles will observe a 10mph site speed limit at all times. Emergency procedures and location of assembly areas will be made known to all contractors during induction. All contractors and visitors will sign in upon arrival and upon leaving the site.

4.7 Departure Procedure

4.7.1 Drivers will be held on-site until given authorisation by the principal security gate house to proceed. In the event that a vehicle is arriving (i.e. they have departed the Hardwick Layby) at the same time that a vehicle is waiting to depart, the departing vehicle will be held within the site until the arriving vehicle has entered the site.

4.7.2 All departing vehicles will be checked for wheel cleanliness and sheeting as necessary (discussed later in this CTMP) and will be instructed to proceed when able to do so. They will be reminded to turn right out of the site.

4.8 Traffic Marshals

4.8.1 TM’s will be positioned at the following locations:

i) Site access; and,
ii) Hardwick Lay-by.

4.8.2 Whilst the above booking and management procedures should ensure that no site associated vehicles meet along the narrow, 800 metres section of Unnamed Road between the B4598 and the site access, the TM's will help to further ensure the free flow of traffic along the section of road between the B4598 and the site entrance, including in relation to the integration of movements between site construction traffic and non-site related vehicles.

4.8.3 Any reversing manoeuvres by construction traffic within the site will be controlled by a qualified banksman.

4.8.4 All Banksmen / TM's working on the highway will be New Roads and Street Works Act (NRSWA) qualified, so that they are qualified to control traffic entering and exiting the site.

4.9 Vehicle Holding Areas

4.9.1 The Hardwick Layby on the B4598 will serve as a vehicle holding area. All arriving construction vehicles routing to the site will be required to stop at the Hardwick Layby (former public house on the B4598) and await instructions.

4.9.2 At least 5 x 16.5m articulated vehicles can easily be held within the Hardwick Layby at any one time. Welfare facilities (including toilets) will be provided at the Hardwick Layby.

4.9.3 The site itself is also sufficiently large such that more than one lorry can easily be stored within the site at any given time.

4.9.4 It will be communicated to the contractor and supply chain that they are not permitted to wait on the public highway or at any other off-site areas aside from the Hardwick Layby. The contractor and supply chain will be advised in advance of the times when deliveries can be received and will be required to meet those delivery windows.

4.10 CCTV

4.10.1 CCTV towers capable of providing live feeds to both security gatehouses will be installed on-site. There will also be the option to install additional monitoring screens at ground level for enhanced surveillance.

4.10.2 CCTV cameras will be strategically located at key points along the internal construction routes. These CCTV towers will be installed prior to the commencement of construction activities.

4.10.3 Additionally, a CCTV unit will be installed at the site access point to monitor all arrivals and departures to the site.

4.11 Communication with Suppliers

4.11.1 An information pack will be distributed to all suppliers involved in the transport of materials and plant to and from the site. The pack will be a convenient size so it can be stored in a truck cab.

4.11.2 The pack will include key information on delivery routes and will clearly set out the abovementioned procedures, as well as those for dealing with emergencies and disciplinary measures for non-compliance.

4.12 Signage and Access Control

4.12.1 During the construction phase, clear construction warning signs will be placed on the Unnamed Road leading to the site access, as well as on the B4598 – namely at the Hardwick Layby (**Image 2.3**) - in accordance with Traffic Sign Regulations and General Directions (TSRGD).

4.12.2 The entrance to the site will be marked by a 'Site Entrance' sign as per the below image, or similar.

Image 4.1 – Site Entrance Sign

4.12.3 The following signs will be provided on the site / local highway network:

i) "Site Entrance" signage – at Site Access;
ii) "Great House Solar Farm – Hardwick Layby" signage – at Hardwick Layby on B4598;
iii) "Great House Solar Farm Site" directional signage – at B4598 / Unnamed Road junction; and,
iv) "Turn Right" and "No Left Turn" signage – at southern end of site access track upon site exit.

4.12.4 Access to the site will be controlled and all visitors will be asked to sign in and out of the site.

4.12.5 Emergency procedures and location of assembly areas will be made known to all contractors during induction. All contractors and visitors will sign in upon arrival and upon leaving the site.

4.13 Minimising Vehicle Mileage

4.13.1 Measures will be implemented to minimise the number and length of journeys made in relation to the construction. These include:

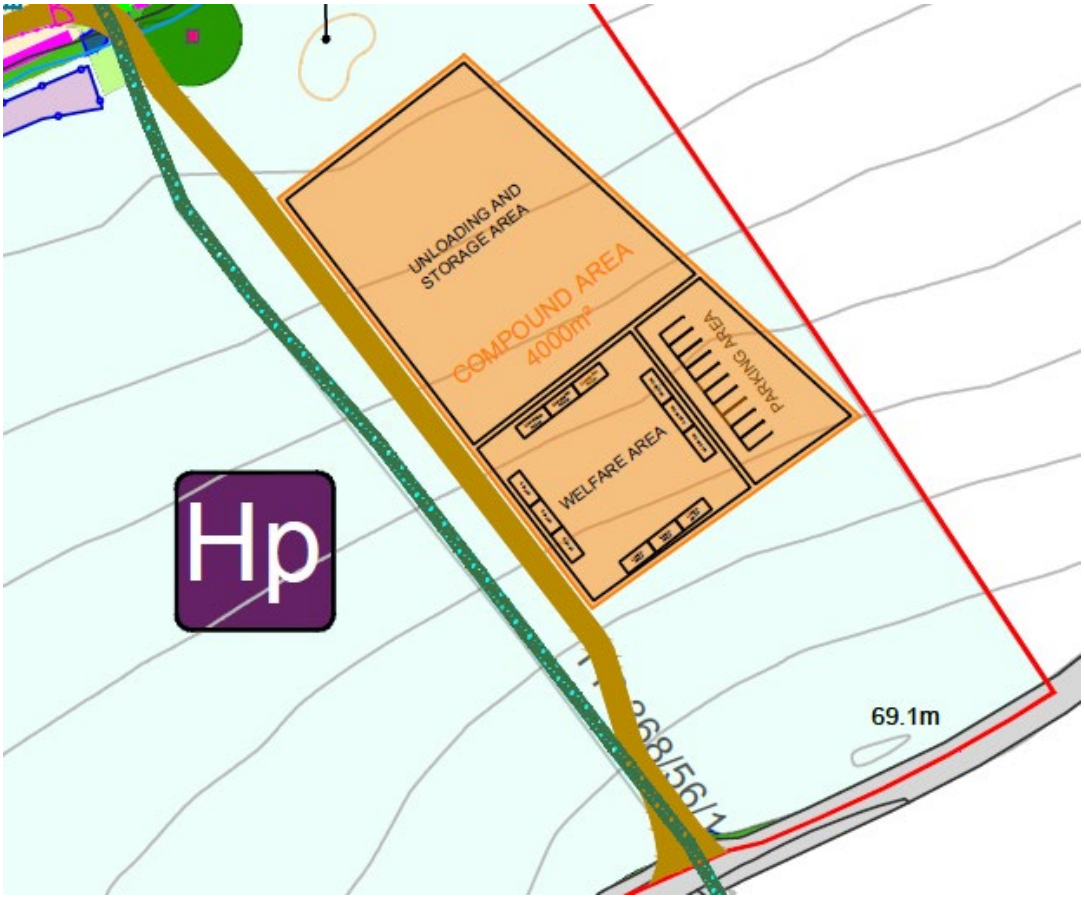
i) Providing a staff minibus and encouraging car sharing from home or local accommodation; and
ii) Making reasonable endeavours to use local suppliers for materials and labour where this is possible.

5.0 SITE SAFETY AND FACILITIES

5.1 Construction Compound

5.1.1 A construction compound will be provided on-site during the course of the works. The indicative location of the compound is shown at **Appendix A**, an extract of which is also shown below at **Image 5.1**.

Image 5.1 – Indicative Location and Layout of On-Site Compound



5.1.2 The compound will contain the following:

i) Temporary site facilities (Port-a-Cabin type) to be used for site office and welfare facilities, including welfare facilities with provision for sealed waste storage and removal;
ii) Container storage unit(s) for tools and equipment storage;
iii) Container storage unit(s) for components and materials;
iv) Refuelling compound for construction vehicles and machinery;
v) Chemical toilets;
vi) Adequate parking area for cars, construction vehicles and machinery;

vii) Designated skips for construction waste; and,
viii) Wheel washing facility.

5.1.3 As well as being a location for TM, welfare facilities (including toilets and refreshments) will also be provided at the Hardwick Laby - primarily for use by the TM located at the Hardwick Layby.

5.1.4 The above provisions will be kept clean at all times. Site facilities may vary over the duration of the project.

5.1.5 It would be a requirement of the project that all personnel working or carrying out deliveries to the site would require as a minimum 3-point PPE (hard hat, hi-vis vest / jacket, and safety boots). Spares will be on site for temporary visitors, if required.

5.1.6 Temporary safety and emergency lighting would be installed and maintained to provide a safe level of illumination in and around the site during the works.

5.2 Dust and Dirt Control

5.2.1 To control, prevent and minimise dirt on the access route and emissions of dust and other airborne contaminants during the construction works, the following mitigation measures will be implemented:

i) Wheel washing equipment will be available and used on-site within the construction compound, as required, to prevent the transfer of dirt and stones onto the public highway;
ii) All drivers will be required to check that their vehicle is free of dirt, stones and dust prior to departing the site;
iii) Dampening of site roads to minimise dust emissions;
iv) Any soil stockpiles will be covered and / or lightly tracked when left for extended periods of time;
v) Drivers will adopt driving practices that minimise dust generation including a 10mph internal access road speed limit;
vi) Provision of adequate sheeting of vehicles carrying waste materials; and,
vii) Any dust generating activities will be avoided or minimised, wherever practical, during windy conditions.

5.2.2 An approved mechanical road sweeper will be used to clean the highway of mud or debris that is deposited by site vehicles within the vicinity of the site. The sweeper will be stored on site. The surrounding highway would be monitored daily, and the road would be cleaned with a mechanical sweeper as and when required.

5.2.3 The frequency of inspections and cleaning activity would be increased during periods of higher traffic movements or following inclement weather. Cleans will focus on site exits points and surrounding public highway where mud is most likely to be deposited.

5.3 Noise

5.3.1 Control measures to reduce the impact of noise would include (but not limited to):

i) Vehicle noise would be kept as low as possible (e.g. excessive revving of vehicles would not be permitted, engines would be turned off rather than left idling);
ii) Loading and unloading of vehicles around site would be conducted in such a manner as to minimise noise generation. Where possible, these actions would be conducted away from noise sensitive receptors; and,
iii) Noise complaints, breaches of any Section 60 notices or exceedances of action levels would be reported to and investigated by the Site Manager.

5.4 Waste Management

5.4.1 All spoil generated on site as a result of the construction process would, wherever possible, remain on site and aid in the formation of the landscaping proposals. Other wastes would be disposed of using skips.

5.4.2 All miscellaneous waste generated during construction would be tidied into skips / bins on a minimum daily basis, and special waste; for example Control of Substances Hazardous to Health Regulations (COSHH) waste; would be put into containers appropriate to its nature, where relevant.

5.4.3 All statistics associated with waste generation and reprocessing would be collated on a monthly basis and stored in the site waste management file.

5.5 Staff and Visitor Parking

5.5.1 No parking will be permitted on the public road network or at any other off-site locations at any time (aside from the Hardwick Layby).

5.5.2 Designated car parking for staff and visitor cars / vans will be provided within the on-site compound area as shown at **Image 5.1**. Staff and visitors will be required to park in this area only at all times.

5.5.3 Special precautions will be taken when catering for any disabled staff / visitors to ensure that all access / egress to parking and other facilities are safe, practical, and reasonable.

5.6 Site Security

5.6.1 To ensure safety and security, the site will be enclosed with security fencing and access will be restricted by a locked gate. The only exception will be at the Public Rights of Way (PRoW) and ORPA network, where controlled and managed access will be maintained, as outlined later in this Construction Traffic Management Plan (CTMP).

5.6.2 The perimeter security fencing will be erected at the outset of the construction phase and will remain in place throughout the operational period until the solar farm is decommissioned.

5.6.3 Access to the construction site during working hours will be managed by personnel stationed at the entrance. All visitors will be required to sign in and out with site security.

5.6.4 All site visitors will receive a Health and Safety induction, be provided with appropriate Personal Protective Equipment (PPE), and must be accompanied by a qualified escort at all times while on-site.

5.7 Storage

5.7.1 A temporary laydown area for plant, equipment and construction materials will be provided on the site - at the compound area identified at **Image 5.1**.

5.7.2 During the winter months when the hours of daylight are reduced, and the construction site is open, temporary lighting will be provided within the laydown compound. This lighting is required to ensure the safety of operatives and delivery drivers. There is a risk that the lighting could cause 'light pollution' or be a distraction to users of public roads, or neighbouring residential properties. To mitigate this risk only temporary lighting that can be angled and baffled will be used. The Site Manager will conduct an audit of all temporary lighting immediately after its first installation to ensure it is fit for purpose and avoids the creation of light pollution.

5.7.3 All materials on site will be stored in accordance with the Control of Substances Hazardous to Health (COSHH) regulations and supporting COSHH assessments and data sheets.

5.8 Public Access Management

5.8.1 As set out previously and as shown at **Image 2.4**, there are two Public Rights of Way (PRoWs) and an Other Route with Public Access (ORPA) that operate through the southern part of the site. Further routes are also located close to the site, including a PRoW that operates along the northern boundary of the site.

5.8.2 All of the above routes will remain open during construction. The frequency of use of the PRoWs and ORPA is likely to be low, however additional signage and temporary barriers will be placed at the PRoWs and ORPA where they cross the internal tracks in order to highlight to PRoW and ORPA users the potential presence of construction vehicles. This is indicatively shown on the plan at **Appendix D**.

5.8.3 It should be noted that one of the PRoWs operates alongside (to the west of) the site access track from the southern edge of the site. Whilst largely set back from the site access track, the southern part of this PRoW shares the site access junction with vehicles.

5.8.4 All site personnel will be made aware of the potential presence of non-motorised users both within and around the site. Drivers will be instructed to give priority to pedestrians and other active travel users in the vicinity of the site.

6.0 COMMUNITY ENGAGEMENT, REPORTING AND ENFORCEMENT

6.1 Community Engagement and Reporting

6.1.1 It is important that members of the public and other interested parties are kept fully informed about the construction works and are able to raise any issues that may arise during the course of the works. Measures set out within this CTMP seek to avoid potential impacts on sensitive receptors as much as possible.

6.1.2 Valid complaints can provide a valuable feedback mechanism, which could help reduce identified potential impacts on sensitive features or sensitive areas and also allow the construction traffic routing and site procedures to be assessed, refined, and improved.

6.1.3 The Site Manager will act as the single point of contact for site related matters throughout the construction programme, and they are responsible for ensuring any reports received from local people are acted upon promptly and feedback provided.

6.1.4 The Site Manager (main contractor) will conduct a letter drop to local residents and businesses. This will be undertaken following discussions with the Parish Council, which will be held on 15th July 2025. The letter will include the following information:

i) Key dates and operation hours;
ii) Contact details for the site, including telephone number and email address;
iii) An overview of the proposed development;
iv) A summary of the construction phases;
v) Information on the designated construction traffic route; and
vi) A Frequently Asked Questions (FAQs) section addressing common queries anticipated from the local community.

6.1.5 EE acknowledges that, as identified during the planning application process, the construction of the development may cause temporary inconvenience to local residents and businesses. However, the construction process will be carefully managed to ensure the safety of users of the existing highway network and public access routes, with appropriate measures in place to mitigate any potential impacts.

6.1.6 The Site Manager will be proactive in ensuring the construction site is a good neighbour, and that local people are kept informed and if concerns are raised, they are acted upon promptly and feedback given.

6.2 Communication

6.2.1 A Site Notice Board will be installed at the site entrance, clearly displaying the name and contact details (telephone and email) of the Site Manager, along with emergency contact information. This allows members of the public to report any concerns or issues directly. The Site Manager is responsible for ensuring that all reports are addressed promptly and that appropriate feedback is provided to the reporting party.

6.2.2 The Site Manager will ensure that all installation teams, contractors, and operatives working on or traveling to the site are fully briefed on the procedures outlined in this Construction Traffic Management Plan (CTMP), as well as any additional site-specific traffic management requirements.

6.2.3 It is the responsibility of the Site Manager to enforce the requirements of this CTMP and to ensure full compliance from all contractors, subcontractors, and site personnel.

6.3 Enforcement

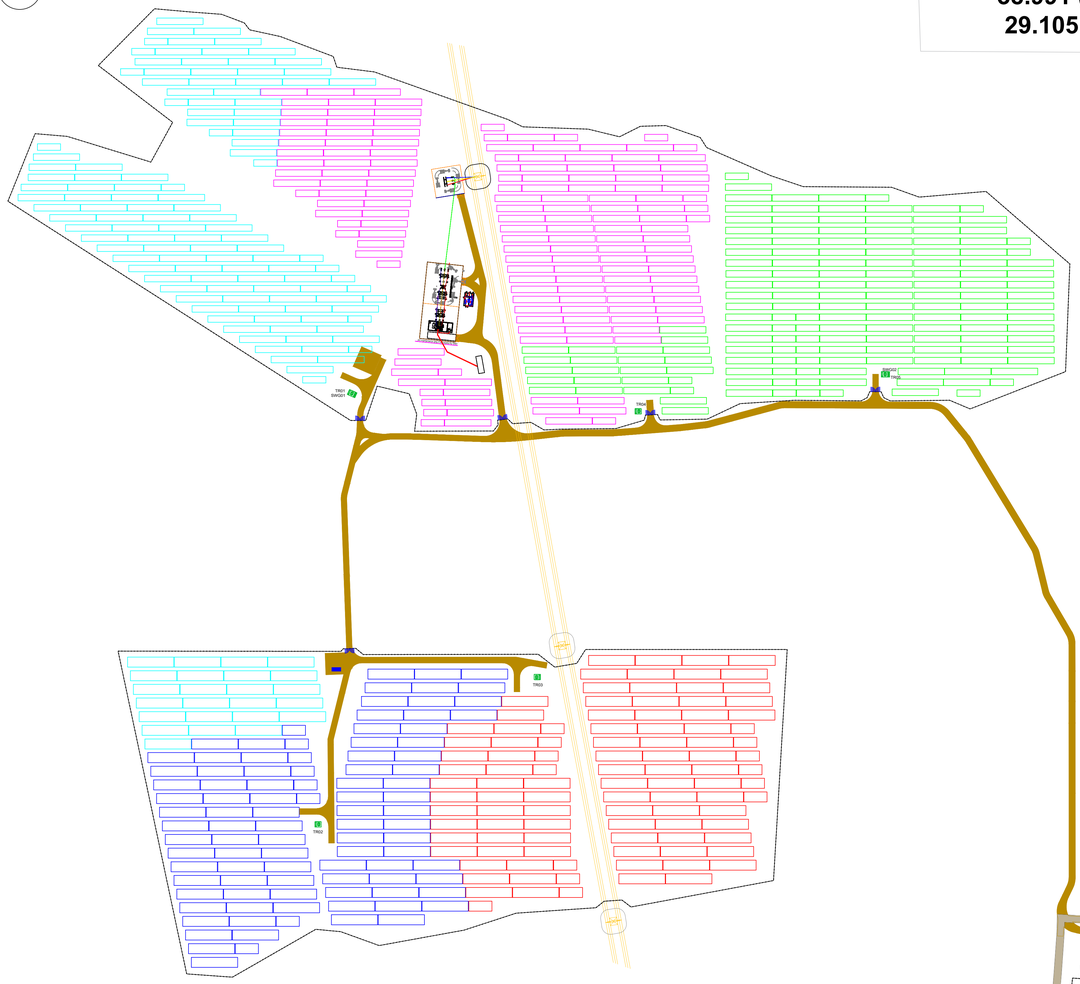
6.3.1 Should any driver be observed violating the traffic management procedures or be in breach of the rules—either through direct observation or via a public complaint—will be subject to disciplinary action that may lead to expulsion from the site.

6.3.2 If necessary, reminder notices outlining correct procedures will also be circulated to all contractors.

6.3.3 This policy is intended to promote accountability and ensure that all personnel contribute to a safe and respectful working environment for both site operatives and the surrounding community.

Appendix A – Site Layout Plan

UK046 GREAT HOUSE
38.991 (MWp)
29.105 (MW)



TR	Panel rating (Wp)	Modules	Strings	Strings per inverter	N Inverter	Notes
1	615	8232	294	25/24	12	25 String Inv 04,05,06,07,08,09
2	615	7896	282	24/23	12	24 string Inv 01,02,03,04,05,06
3	615	8064	288	24	12	
4	620	8064	288	24	12	
5	620	8064	288	24	12	
6	620	7532	269	23/22	12	23 String Inv 01,02,03,04,05
7	620	7728	276	23	12	
8	620	7504	268	23/22	12	22 string Inv 01,02,03,04,05,06,07,08
Total		63084	2253		96	

	DRAWING LIST
CP	COVER PAGE
G-101	CONSTRAINT MAP
G-102	CONSTRUCTION LAYOUT
G-103	HSE LAYOUT
CW-101	TOPOGRAPHIC LAYOUT
CW-102	SURVEYING MARKERS
CW-105	WATER MANAGEMENT
CW-106	ACCESS & ROADS
CW-107	TYPICAL DETAILS (CW)
CW-108	CONSTRUCTION NOTES (CW)
S-101A	SLOPE ANALYSIS E-W
S-101B	SLOPE ANALYSIS N-S
S-102A	STRUCTURAL DETAILS 3P
S-102B	STRUCTURAL DETAILS 2P
S-201	PILE RAMMING LAYOUT
S-202	TRANSVERSAL SECTIONS
S-203	CONSTRUCTION NOTES (S)
E-101	AC CABLE LAYOUT
E-101B	AC HV CABLE ROUTE
E-102	DC STRING LAYOUT
E-103A	TRENCH LAYOUT
E-103B	TRENCH LAYOUT (crossings)
E-104	EARTHING LAYOUT
E-105	TYPICAL DETAILS (E)
E-106	CONSTRUCTION NOTES (E)
E-201	SLD
E-202	AC/DC CABLE CHART
C-101	MONITORING DIAGRAM
C-102	MONITORING LAYOUT
C-103	FIBER OPTIC CONNECTIONS
C-201	CCTV LAYOUT

ISSUED FOR CONSTRUCTION

PROJECT NAME	Great House
PROJECT NO.	UK046
ADDRESS	Abergavenny NP/ 9UY, United Kingdom
COORDINATES	51.797180°, -2.959515°
COORDINATE SYSTEM	27700
1st DWG DATE	18/12/2023
DRAWN BY	REN
CHECKED BY	APC
APPROVED BY	GCG
FORMAT	A0@1:500
SCALE	0m 25m 50m 75m 100m

PLANT SPECIFICATIONS	
DC RATING (MWp)	38.991 MWp
AC RATING MW (MVA)	29.105 MW (30.637 MVA) @ POC
POWER RATIO	1.34
MODULE TYPE	Bifacial 38%615Wp 62%620Wp
MODULE QTY	63084
MOUNTING TYPE	Fixed Tilt
PV TABLE TYPE	2P28/2P14 & 3P28/3P14
TILT/ANGLE/AZIMUTH	15º(3P) 20º(2P)
PITCH	7000(2P) mm 9449(3P) mm
ROW FREE DISTANCE	2500 mm
INVERTER TYPE	String 350 kVA
INVERTER NO.	96
TRAFO RATING	4400 kVA
TRAFOS NO.	8
FENCE LENGTH	5262 m
FENCED AREA	31.5 ha
HEDGE LENGTH	0000 m
GATE(S)	10
ROAD LENGTH	3327 m
TOTAL AREA	31.5 ha
COMPOUNDS	3 (775 m²)

LEGEND	
	Fixed Tilt 2P28 (367)
	Fixed Tilt 2P14 (64)
	Fixed Tilt 3P28 (452)
	Fixed Tilt 3P14 (66)
	MV Transformers (6)
	MV Transfor. with SWG (2)
	Maintenance Road
	20ft Storage Container
	Gates
	Fence
	Bellmouth acces road
	Public Right of Way.
	Compounds 15x15m
	Overhead Line

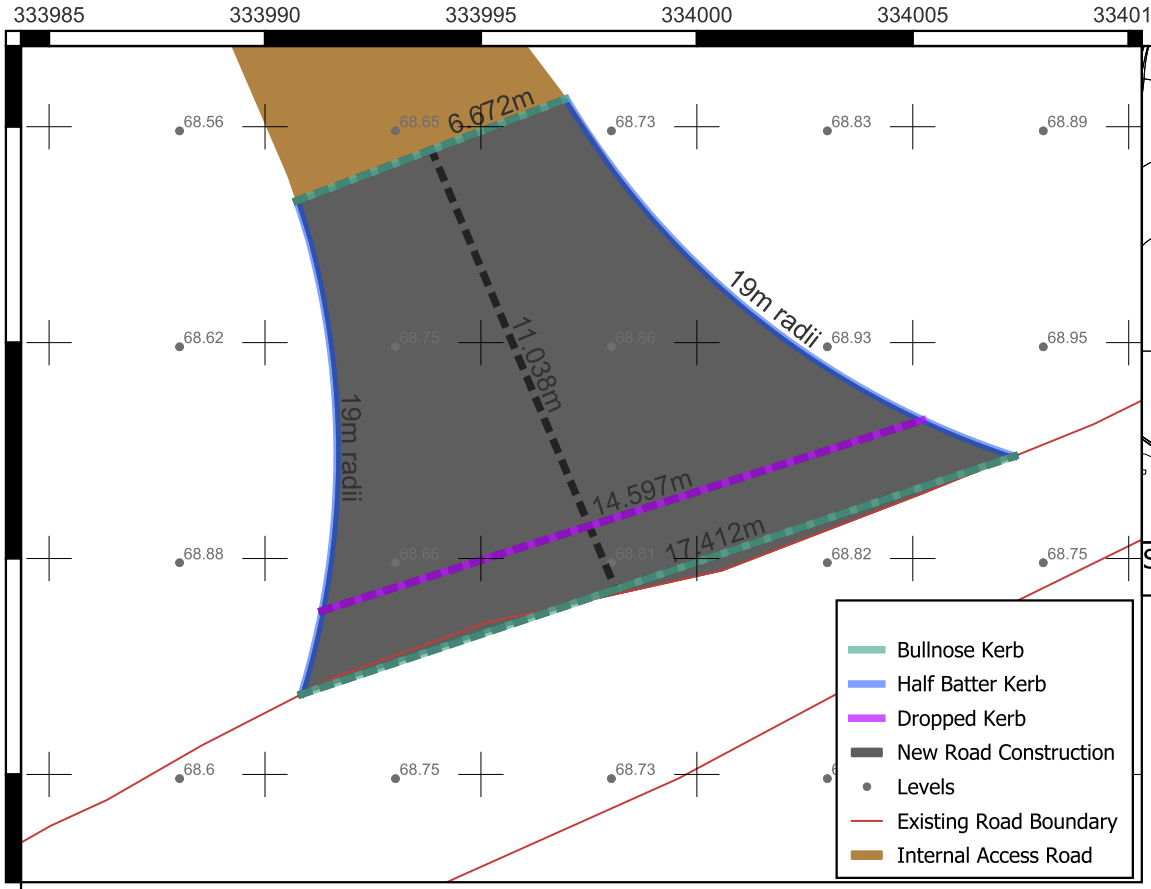
REVISION LOG		
REVISION	DATE	NOTES
CP RV01	02/05/25	FIRST ISSUE
CP RV02		
CP RV03		
CP RV04		

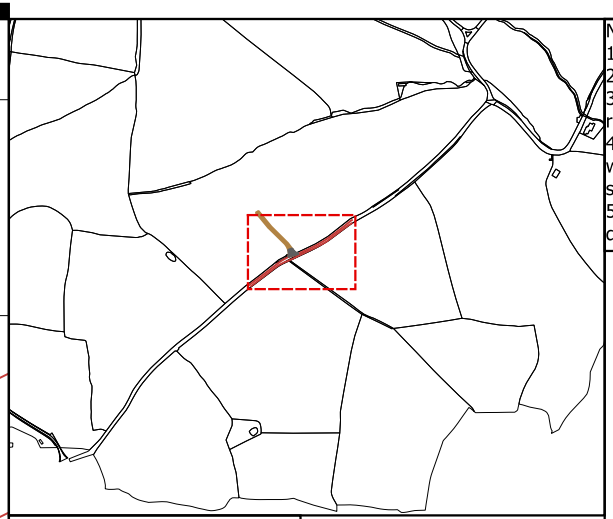
EUROPEAN ENERGY
Gyngemose Parkvej 50, 2860, Søborg, Denmark
www.europeanenergy.dk

COVER PAGE

CP

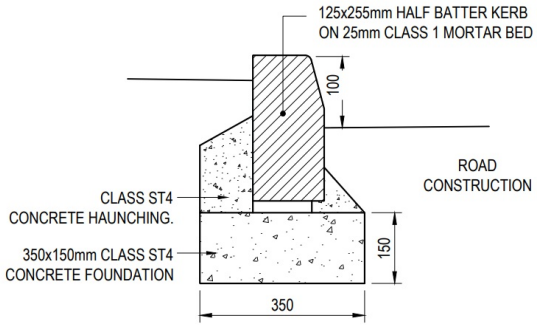
Appendix B – Site Access Arrangement Drawing



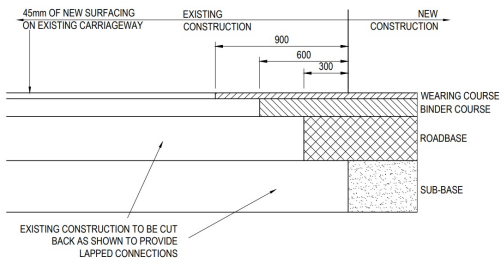


SITE LOCATION PLAN

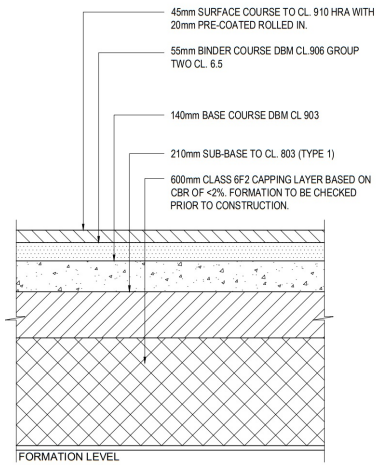
Notes:
1) Do not scale from drawing
2) All levels are in metres
3) Ground to be graded to suit new access road levels
4) This drawing is to be read in conjunction with relevant architetural, strucural and services drawings
5) All setting out to be as per the architects drawings



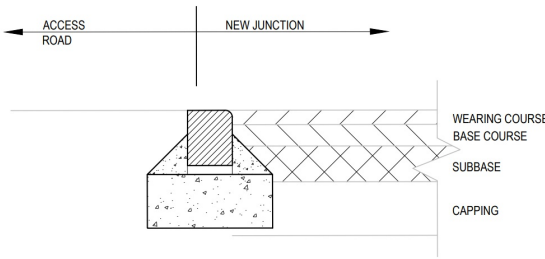
TYPICAL UPSTAND KERB DETAIL
SCALE 1:10



NEW/EXISTING ROAD TIE-IN DETAIL
SCALE 1:20



JUNCTION/PASSING PLACE ASPHALT ROAD MAKE-UP
SCALE 1:10



EXISTING TRACK/ ACCESS MOUTH TIE-IN DETAIL
SCALE 1:10

Drawn: MW
Revision: 5
Date: 25/02/25

EUROPEAN ENERGY

Great House Solar Farm,
Penpergwm, Monmouthshire

PROPOSED JUNCTION LAYOUT

Appendix C – Driver Information Pack

SITE NAME:

GREAT HOUSE SOLAR FARM

TRAFFIC MANAGEMENT PLAN AND DRIVER INFORMATION

By European Energy

19th May 2025
UK046 – HSE 025 Version 4

EUROPEAN ENERGY

Site Information and Safety Induction for Delivery Drivers

1. European Energy Objectives

We are building a 39MW solar park

Our Objectives are to complete this project with

- *Zero Incidents*
- *Zero Injuries*
- *Zero Environment Damage*
- *To operate as a Sustainable Site*
- *To promote safety, health & wellbeing*

This includes the safe movement of vehicles, safe deliveries and maintaining a safe site

2. Site Team – Contact Numbers

Please keep a note of the following numbers:

Simon Bohan EE Site Manager: 07716 131505

Hardwick Layby Traffic Marshall: tbc

Barnes Plant Traffic Marshall: tbc

Site Entrance Traffic Marshall: tbc

GreenFrog Site Manager: tbc

Sunotec Site Manager: tbc

CCL Civils Contractor Site Manager: tbc

Emergency Ambulance/Police: 999

3. Traffic and Site Risks

The Principal Risks for drivers are:

- *Speeding or failing to drive safely onsite or on the public roads which are narrow with few passing places*
- *Pedestrians, farm vehicles and animals, particularly on the public roads*
- *Being struck by moving vehicles or mobile plant when out of the vehicle – especially during deliveries or offloading*
- *Nearby site construction traffic*
- *Slips and falls – the ground is uneven and slippery, particularly near deep drainage channels*
- *Overturning vehicle due to narrow roads, soft verges drainage channels or excavations*
- *Contact with HV overhead lines*
- *Entering an exclusion zone where high-risk activities are taking place including excavations work at height, drainage or electrical work*
- *Wandering around unaccompanied and endangering yourself and others*
- *Handling sharp objects or debris leading to cuts – eg damaged pallets*
- *Failing to comply with the Site Rules*

4. Personal Protective Equipment (PPE)

You MUST have the following for your safe visit onsite:

Safety Footwear

Hi-Vis Vest or jacket

Safety Helmet

You must wear these if you leave your vehicle cab, even for short periods such as for opening curtain-sides or the rear of containers

5. Site Rules – All persons

Do not use a mobile phone in areas where vehicles or mobile plant are operating or whilst driving

No use of drugs or alcohol is permitted

Smoking only in designated smoking area

Do not throw litter away – respect the environment, our neighbours and the land

Site Directions for Delivery Drivers

6. Site Access

Site Address:

Great House Solar Farm, Penpergwm, Abergavenny, NP7 9UY.

Site Entrance What 3 Words: ///tensions.satin.switch
Hardwick Pub Lorry parking w3w: ///freezers.swims.powerful

From the A40 Abergavenny roundabout take the 5th exit towards the Hardwick Gyratory B4598

Slight Right to stay on the Hardwick Gyratory/A40

1 Keep Left to continue on the B4598

2 All delivery vehicles ***MUST STOP*** at the Hardwick layby and await instruction to continue

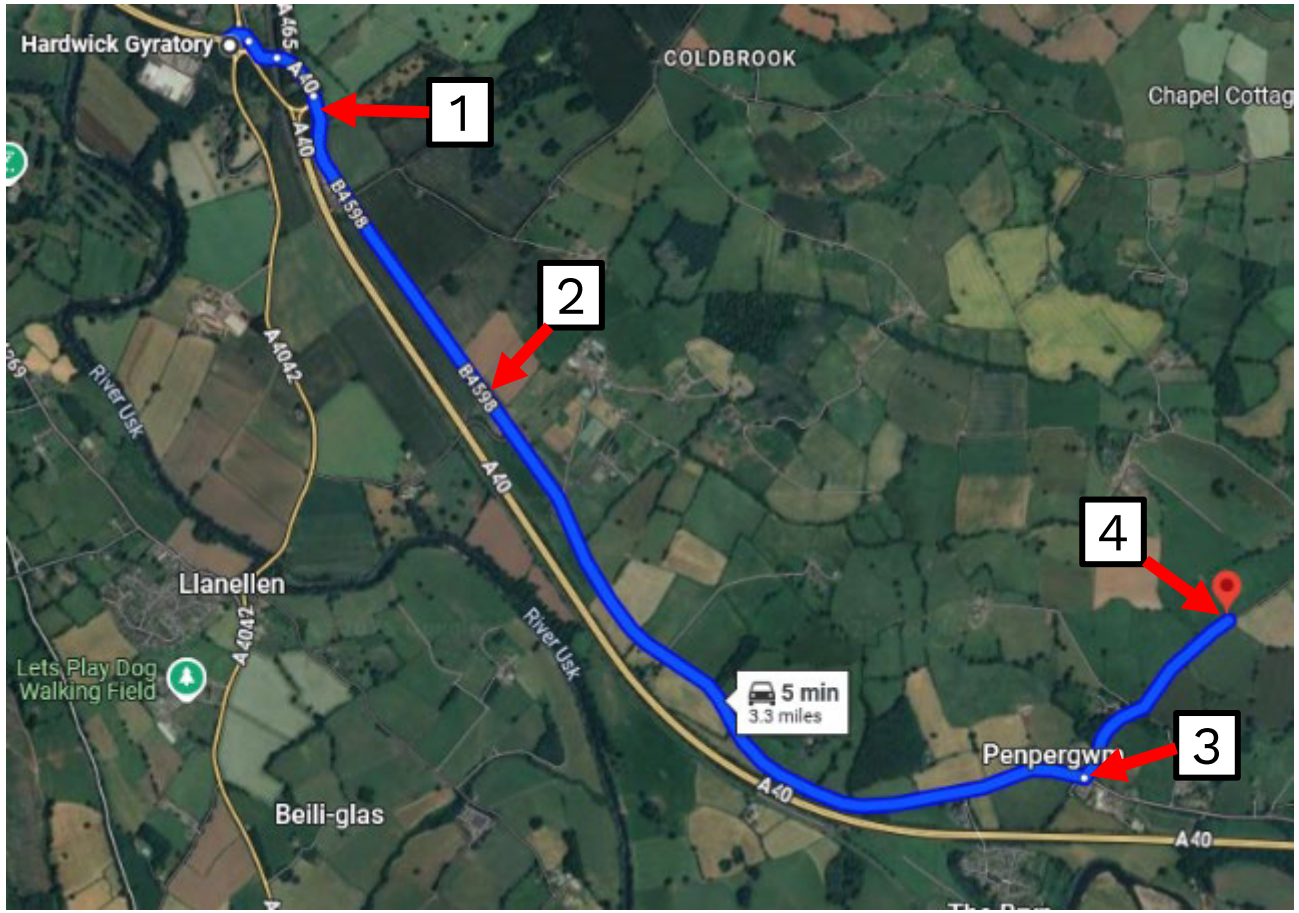
DO NOT PROCEED TOWARD SITE WITHOUT AUTHORISATION

3 Turn Left opposite Barnes Plant

CAUTION – BE AWARE OF PUBLIC AND FARM VEHICLES AND PEDESTRIANS AND ANIMALS. SITE SPEED LIMIT 10MPH

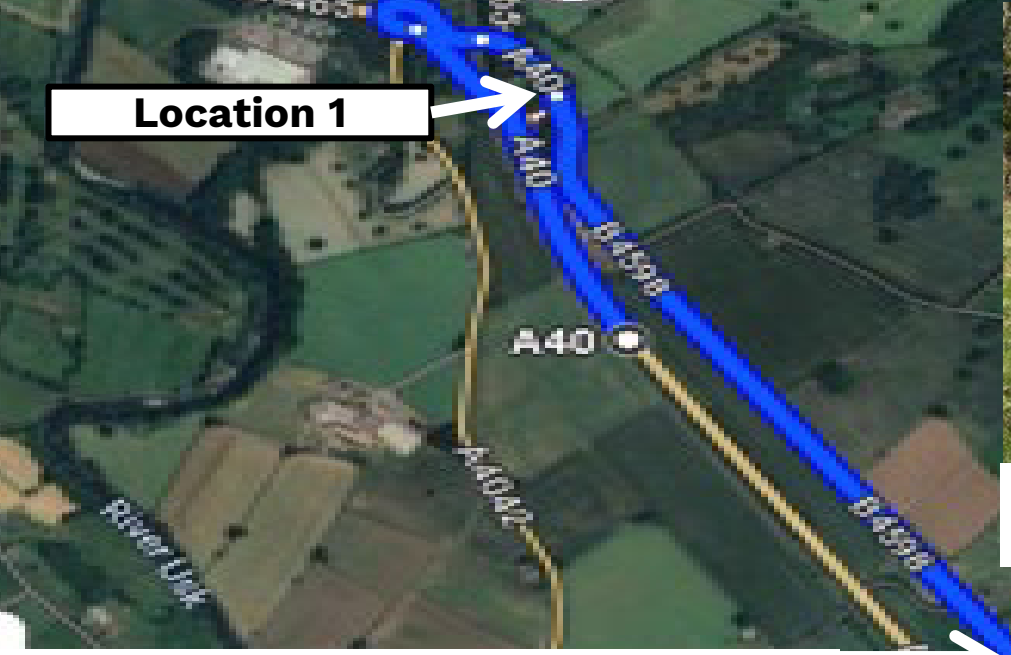
4 Continue 0.5 of a mile to the signposted site on the left

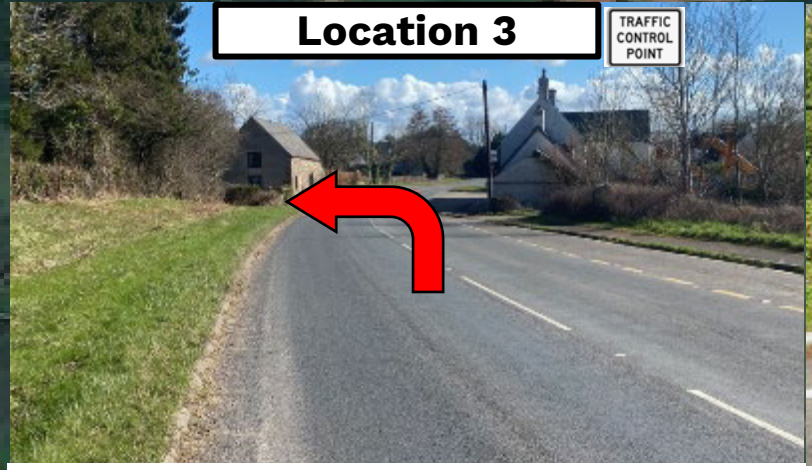
Do not use any alternative routes.
Upon exiting site all vehicles to travel along the same route to the B4598 and then on to the A40 at Hardwick Gyratory

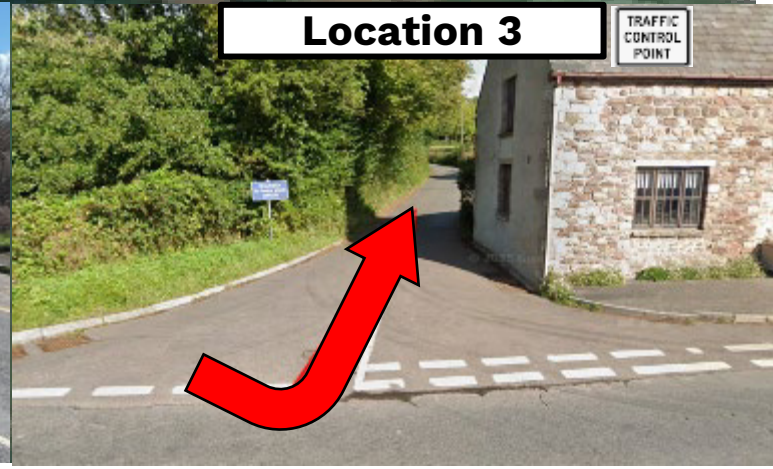


Site Access Navigation (what3words):

1. ***A40/A465 Hardwick Gyratory turnoff onto B4598 w3w: ///rainwater.seating.debate***
2. ***Hardwick Pub Lorry parking w3w: ///freezers.swims.powerful***
3. ***Entrance off B4598 w3w: ///launcher.torso.tuned***
4. ***Site Entrance w3w: ///tensions.satin.switch***

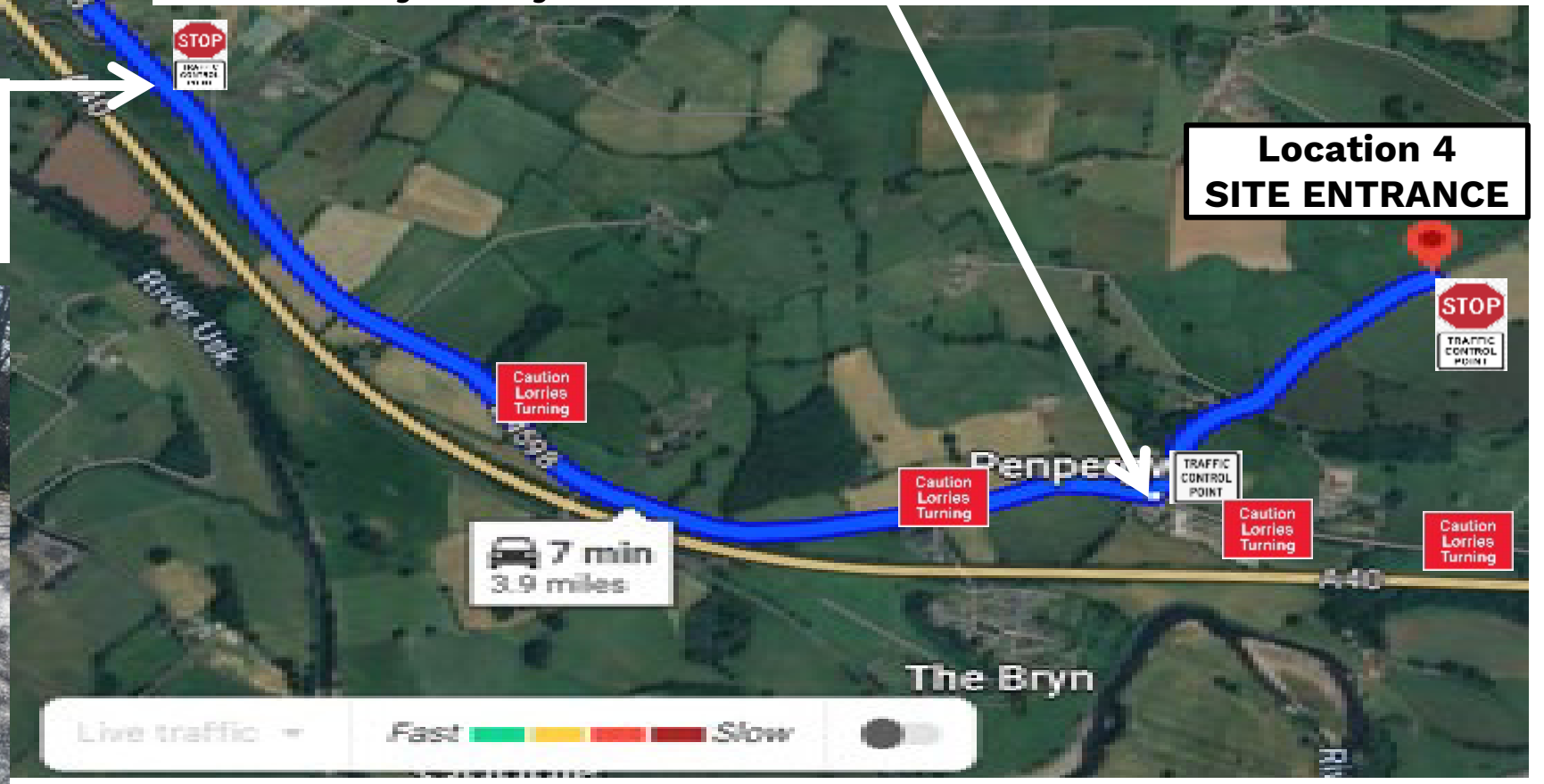






All vehicles to enter site access road via the left turn opposite Barnes Plant – you may be asked to wait for other vehicles to exit first

All HGV's (3.5t+) *MUST STOP* at the signposted European Energy checkpoint At Location 2 prior to approaching the solar farm site.



Appendix D - Public Access Management Plan

Key

- Development Boundary
- Solar PV Array
- Access Track
- Upgraded/Existing Access Track
- Construction Compound
- Transformer
- Substation
- Security Fencing
- Existing Vegetation
- CCTV
- Root Protection Areas
- Existing PRoW
- Gate
- MV Cable
- LV Cable
- Barriers
- Warning Sign

Banksmen to place barriers prior to plant crossing

511 Heavy Plant Crossing

HEAVY PLANT CROSSING

Banksmen to place barriers prior to plant crossing

511 Heavy Plant Crossing

HEAVY PLANT CROSSING

Ver.	Date	Comments
A	20/01/2022	

neo ENVIRONMENTAL

Warrington Office: T:01925 661716 E: info@neo-environmental.co.uk

Glasgow Office: T: 0141 773 6262 E: info@neo-environmental.co.uk
Naas Office: T:00353 (0)45 844250 E: info@neo-environmental.ie
Ballymena Office: T:0282 565 0413 E: info@neo-environmental.co.uk

Project: Penpergwm Solar Farm
Client: Renewable Connections

Drawing: PROW Management Plan

Project No.: NEO00668
Drawing No.: NEO00668_123I_C Figure 4

Drawn: JM **Checked:** MM **Approved:** PN

Scale: 1:4,000 @ A3 **Revision:** A
Date: 20 January 2022