



Great House Farm - Solar Farm

Penpergwm, Monmouthshire

Detailed Construction Traffic Management Plan

Prepared for



European Energy

August 2025
5229-01-CTMP01



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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**.

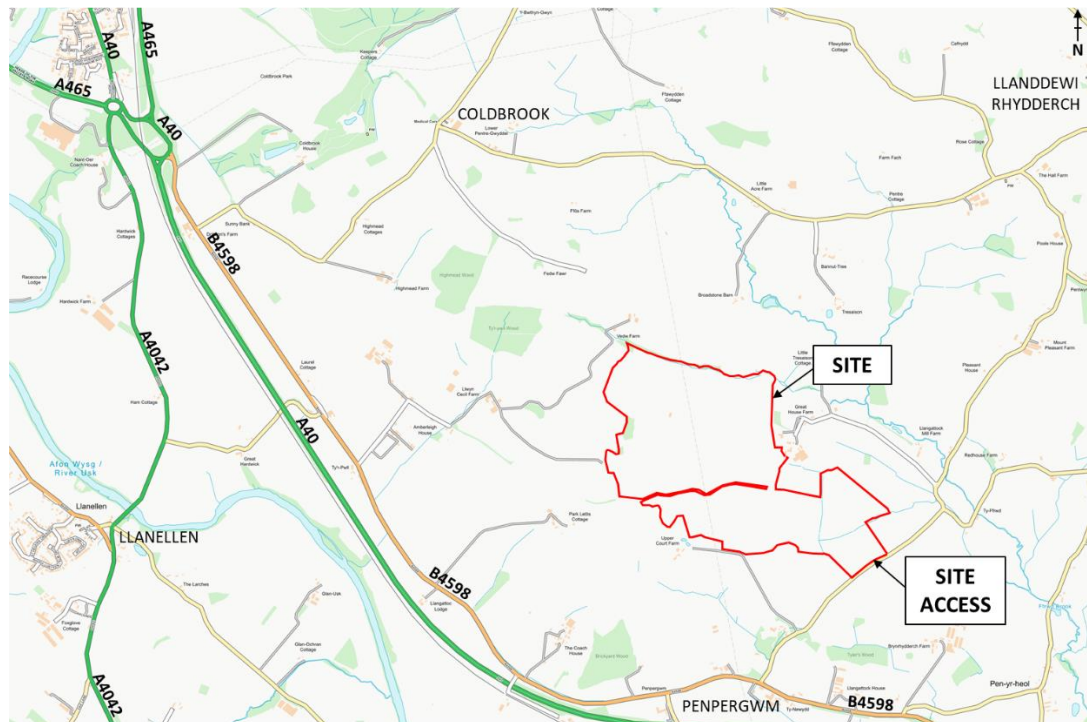
Image 2.1 – Site Location (Strategic Context)



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.

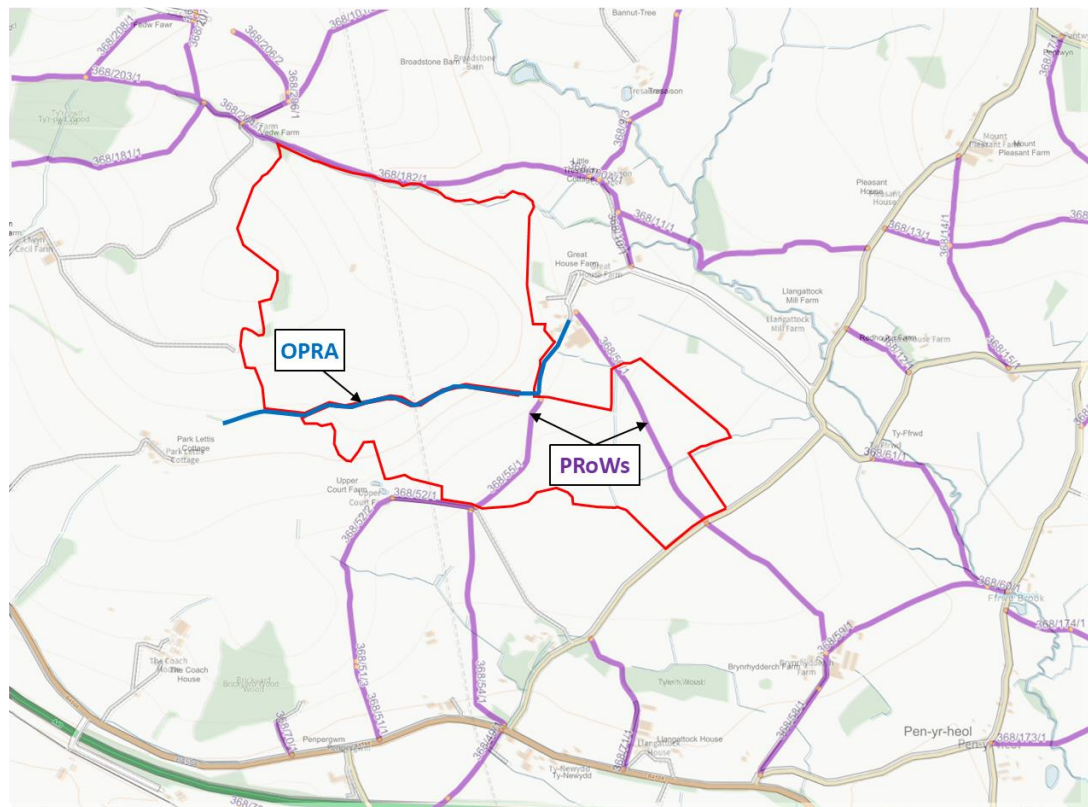
-
- 2.2.7 The section of this road between the site and the B4598 has a typical carriageway width of some 4.0 metres. Many parts of this road allow for single way working only, although two-way car movements are achievable at some locations at low speed.
- 2.2.8 There are limited passing opportunities 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 a 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 2.3**).
- 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).

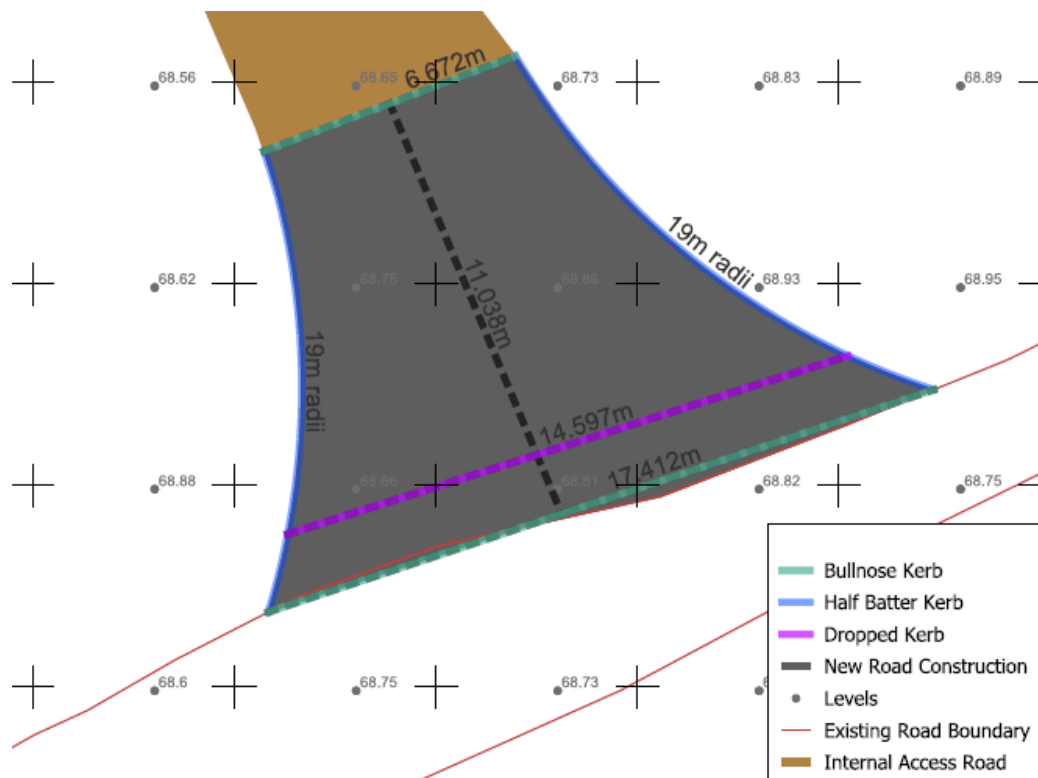


Image 2.5 – Site Access Junction as Existing (Site Access at Left of Photograph)



- 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 bellmouth 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) **B4598 / Unnamed Road Junction**: A manually operated Stop / Go traffic control system may be in operation at this junction (peak site phases only). **IF DIRECTED TO STOP, WAIT ON THE B4598 UNTIL DIRECTED TO PROCEED.**
- vi) **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.
- vii) **Turn Left into Site** (w3w: ///tensions.satin.switch).

- 3.2.2 The site address is Great House Farm - 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.

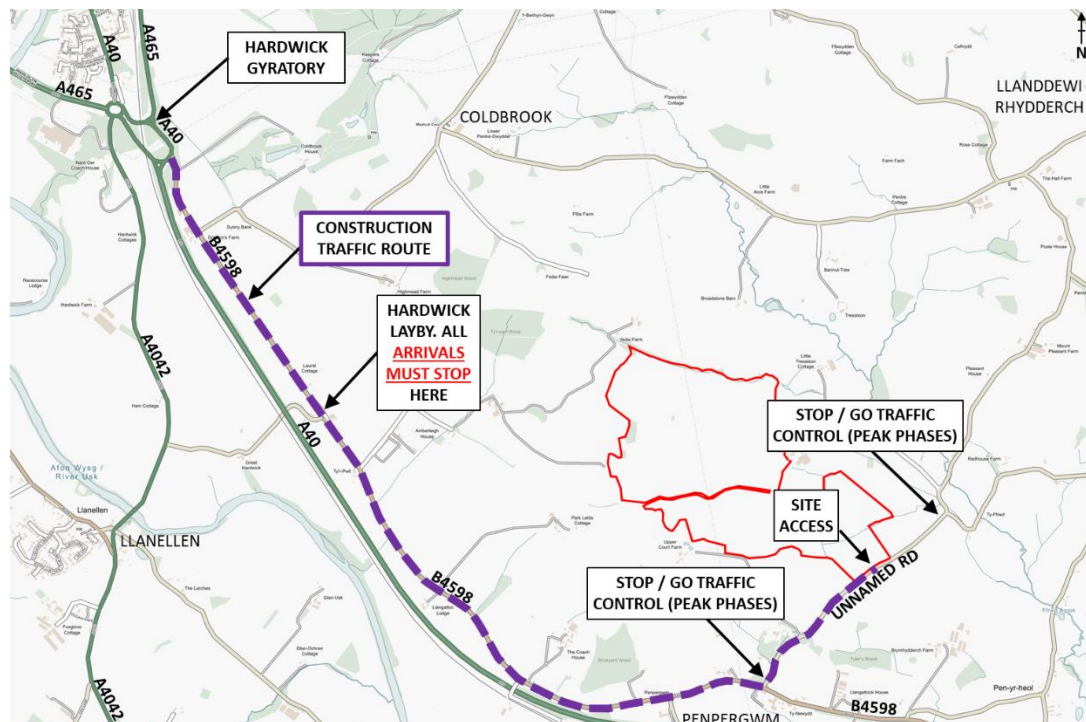
- 3.3.2 The required departure route is as follows:



- 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 Routing Strategy



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 for extensive periods, with the only approved holding areas being the site itself and the Hardwick Layby. This is notwithstanding the short period of time that a vehicle may be held at the southern end of the Unnamed Road in the event that an oncoming vehicle is approaching the B4598 from the Unnamed Road.

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 two-way radio communication between the TM at the Hardwick Laby, the TMs on the Unnamed Road (during peak phases), and the TM at the site compound 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. Each TM will be provided with two-way radio communications with the other TMs:
 - i) Site access;
 - ii) Hardwick Lay-by;
 - iii) Southern End of Unnamed Road at B4598 Junction (peak phases of site activity only); and,
 - iv) Northern End of Unnamed Road approximately 400m north of site access (peak phases of site activity only).



- 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, during peak phases of traffic activity at the site, TM's at the southern and northern ends of the Unnamed Road will help to further ensure the free flow of traffic along the section of the Unnamed 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 This process will be undertaken through the implementation of a manually controlled stop / go traffic system at the northern and southern ends of the Unnamed Road. This system would be overseen by the TM's located at these positions.
- 4.8.4 Any reversing manoeuvres by construction traffic within the site will be controlled by a qualified banksman.
- 4.8.5 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 Stop / Go System on Unnamed Road North of B4598 (Peak Phases of Site Activity)**
- 4.9.1 In order to minimise instances of site related traffic and non-site related traffic meeting on the Unnamed Road between the B4598 and the site access, additional mitigation procedures would be put in place during peak phases of activity.
- 4.9.2 A manually operated stop / go traffic control system will be implemented at the northern and southern ends of the Unnamed Road. These locations are identified at **Image 3.1** earlier in this CTMP while further detail of this arrangement is provided at **5229-D01 at Appendix D**.
- 4.9.3 The stop / go system will be operational during peak phases of activity at the site. Site Management will determine appropriate periods for its use, based on the respective phase of works and the associated level of construction traffic anticipated.
- 4.9.4 Manually controlled traffic signs will be located at the northern and southern ends of the Unnamed Road that will communicate to road users that traffic controls are in place / are not in place.



- 4.9.5 The northern stop / go system will comprise boards operated by hand by the TM sited at this location while the southern stop / go system will comprise a manually operate traffic signal controlled by the TM sited at this location.
- 4.9.6 Welfare facilities will be provided on the southern side of the B4598 for the TM in this location. The TM located at the northern end of the Unnamed Road will be able to use the welfare facilities at the main site compound, a short walk from this location.
- 4.9.7 The TM's located on the Unnamed Road will manage this traffic control system through radio communications with the other TM's. This will ensure that any vehicle that is accessing / egressing the site does not meet non-site related through traffic on the Unnamed Road.
- 4.9.8 For example, if a site-related vehicle is approaching the Unnamed Road from the B4598 but a non-site related vehicle has already commenced its journey southbound from the northern end of the Unnamed Road, the vehicle approaching from the B4598 will be held at the B4598 by way of a 'Stop' direction (either a board or traffic signal) until the southbound vehicle has passed and has continued its journey along the B4598. Similarly, if a site-related vehicle has entered the Unnamed Road from the B4598 and a non-site related vehicle then approaches the northern end of the Unnamed Road in order to travel in a southbound direction towards the B4598, the non-site related vehicle will be held at the northern end of the Unnamed Road until the construction vehicle has entered the site.

4.10 Advisory Alternative Route for Non-Site Traffic

- 4.10.1 In practice, if a non-site related vehicle is seeking to route via the Unnamed Road north of the B4598 (i.e. they are not accessing a property that is located on the Unnamed Road itself) they are likely to utilise an alternative route, and this would be advised to the driver through signage, as well as by the TM's at either end of the Unnamed Road during peak phases.
- 4.10.2 An advisory alternative route is set out at **Image 4.2** later in this CTMP. The additional waiting time at the stop / go arrangement (during peak phases) means that the advisory route will often be quicker for local residents. EE will engage with the LHA to seek regular maintenance of the advisory route.

4.11 Construction Traffic Convoys (Peak Phases of Site Activity)



4.11.1 In order to further improve the overall operation and flow of traffic along the Unnamed Road north of B4598 during peak phases of activity at the site, construction vehicles will travel in convoy to / from the site (2-3 or so construction vehicles at a time).

4.11.2 This measure will reduce the overall level of disruption to users on the Unnamed Road through consolidating several construction movements into one convoy and consequently reducing the overall amount of time that the Unnamed Road is occupied by construction traffic than would otherwise be the case.

4.12 Vehicle Holding Areas

4.12.1 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.

4.12.2 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.

4.12.3 The site itself is also sufficiently large such that several lorries can easily be stored within the site at any given time.

4.12.4 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, or in the event that they are temporarily held by the TM at the southern end of the Unnamed Road on the B4598.

4.12.5 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.

4.13 Communication with Suppliers

4.13.1 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.

4.13.2 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.

4.14 Signage and Access Control



- 4.14.1 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 in accordance with Traffic Sign Regulations and General Directions (TSRGD).
- 4.14.2 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

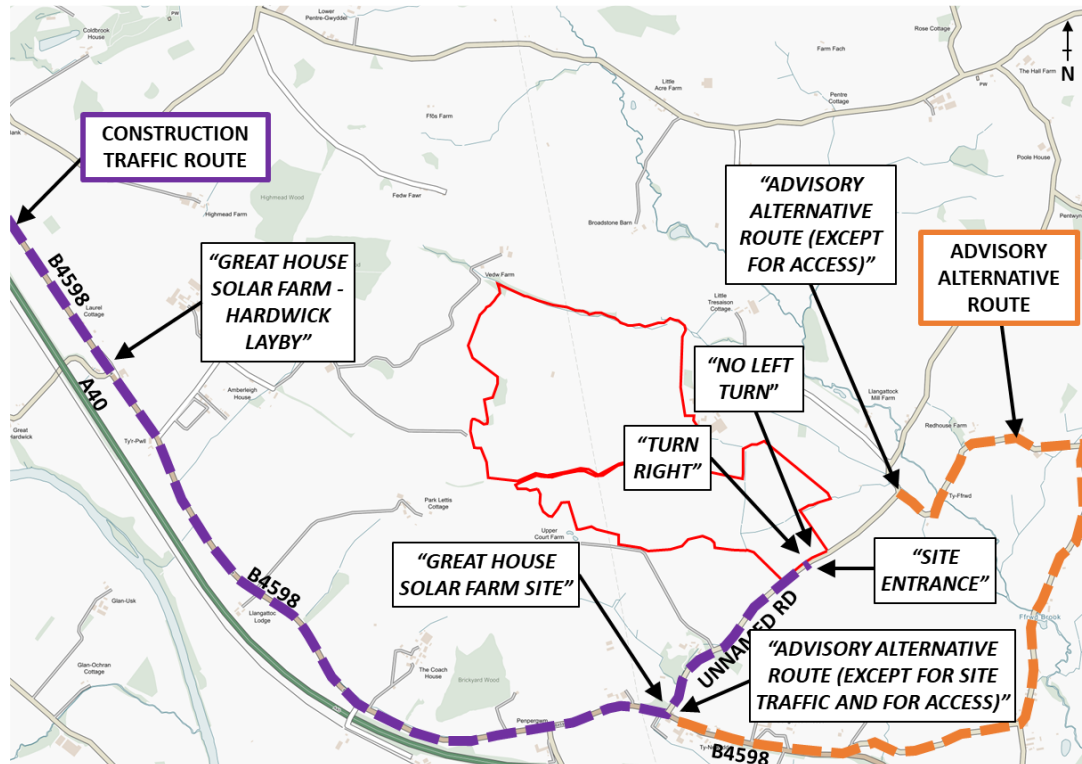


- 4.14.3 The following signs will be provided on the site / local highway network:
- i) **"Site Entrance"** – at Site Access;
 - ii) **"Great House Farm - Solar Farm – Hardwick Layby"** – at Hardwick Layby on B4598;
 - iii) **"Great House Farm - Solar Farm Site"** directional signage – at B4598 / Unnamed Road junction;
 - iv) **"Turn Right"** and **"No Left Turn"** – at southern end of site access track upon site exit;
 - v) **"Advisory Alternative Route (Except for Site Traffic and For Access)"** directional signage – at B4598 / Unnamed Road junction and at the northern end of Unnamed Road;
 - vi) **"Signal Control in Use / Not in Use"** - at southern end of Unnamed Road (Peak / Off-Peak Phases);
 - vii) **"Stop / Go System in Use / Not in Use"** - at northern end of Unnamed Road (Peak / Off-Peak Phases);
 - viii) **"When Stop Sign Shows Wait Here"** – at northern end of Unnamed Road (Peak Phases Only);
 - ix) **"When Red Light Shows Wait Here"** – at southern end of Unnamed Road (Peak Phases Only);
 - x) **Construction Traffic 10mph Speed Limit** - on Unnamed Road, enforced by handheld radar speed gun operated by Site Management;
 - xi) **Traffic Signals Ahead** – On B4598 both east and west of Unnamed Road; and

xii) **Single File Traffic** – At bell mouth of Unnamed Road.

4.14.4 The signage locations are set out at **Image 4.2**. Further detail relating to signage is provided at **5229-D01 (Appendix D)**.

Image 4.2 – Signage Strategy



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

4.14.6 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.

4.15 Minimising Vehicle Mileage

4.15.1 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.

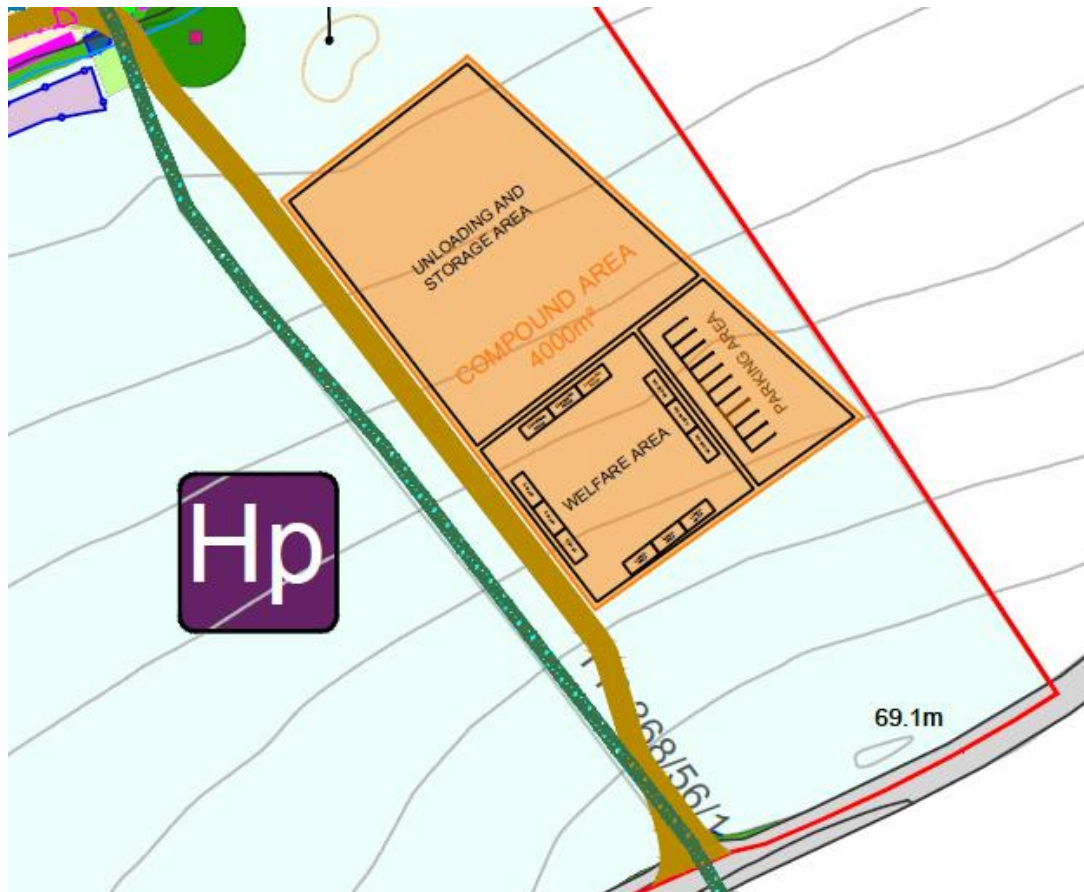


5.0 SITE SAFETY AND FACILITIES

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 speed limit on the internal access roads and on the Unnamed Road north of B4598 (construction traffic speed limit only);
- 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 Site Management would undertake a daily checklist, which includes reviewing and arranging for the picking up of any litter on the Unnamed Road.

5.2.4 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



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- 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 E**.
- 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 Letter drops to local residents 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



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- 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



Appendix B – Site Access Arrangement Drawing



Appendix C – Driver Information Pack



Appendix D – Signage Arrangement Drawing



Appendix E - Public Access Management Plan

