

Flaxlands Solar Farm

Framework Construction Traffic Management Plan

Ampyr Solar Europe

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Prepared for:

Ampyr Solar Europe

Prepared by:

AECOM Limited

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1. Introduction

1.1 Context

- 1.1.1 AECOM has been commissioned by Ampyr Solar Europe (the 'Applicant') to provide transport planning services in support of a planning application for a proposed Solar Farm on land to the north and south of Flaxlands Lane, Royal Wootton Bassett. The proposed development is located 1.7km north of the town of Royal Wootton Bassett and 3.2km west of Swindon, Wiltshire, centred on National Grid reference (NGR) SU 06910 85466 (hereafter referred to as 'the Site'). This Framework Construction Traffic Management Plan (F-CTMP) is to be submitted to Wiltshire Council Transport Development Management for comment and agreement, in its capacity as Local Highway Authority (LHA).
- 1.1.2 The purpose of a Framework CTMP is to agree the principles of the management plan at an early stage of scheme development. A detailed CTMP will be prepared by an appointed contractor, broadly in line with the Framework CTMP, prior to commencement of construction. The detailed CTMP will be submitted to the Local Highways Authority (LHA) for review and approval. This is likely to be secured by a planning condition.
- 1.1.3 It is anticipated that the Proposed Development will comprise the construction, operation, maintenance and decommissioning of a 49.9 megawatt (MW) of solar photovoltaic (PV) arrays and a 49.9 MW Battery Energy Storage System (BESS) to allow for the creation, storage and exportation of energy to the National Grid, with associated access, landscaping and other infrastructure works within an area of approximately 87.09ha (215.2 acre). The Proposed Development will comprise the following elements (subject to detailed design) and is shown in **Appendix A**:
- Rows of fixed south-facing solar photovoltaic (PV) panels with string inverters mounted to the back of the structures (string inverters);
 - 132 kV transformer substation compound inclusive of distribution network operator (DNO) equipment;
 - BESS consisting of 14 battery storage units set in two separate banks. The transformers and switchgear will be located between the two battery banks;
 - Telecommunications mast;
 - Perimeter fencing with CCTV poles;
 - Internal access tracks;
 - Internal buried cabling;
 - Temporary construction laydown area, parking and welfare facilities (located near the Site entrance); and
 - Areas for biodiversity net gain (BNG) enhancements on-site.
- 1.1.4 Four car parking spaces are proposed within the substation compound as and when maintenance checks are required.
- 1.1.5 The construction compound will remain in place throughout the entire construction phase (identified in **Appendix A**). Therefore, there will be no requirement for external operation or storage of construction materials, machinery or vehicles.
- 1.1.6 The Site is located west of the village of Hook and north of the town of Royal Wootton Bassett in Wiltshire. The Site is composed of greenfield, agricultural land presently used for livestock grazing. The Site is located approximately 150m north of the M4 (at its closest point), and 3.2km west of Swindon.
- 1.1.7 The exact construction programme has not yet been determined and so precise details concerning the construction schedule and delivery vehicle types will need to be confirmed. This will be provided in the detailed CTMP, and therefore can be addressed by an appropriately worded planning condition.

- 1.1.8 It is envisaged that the construction programme will take approximately six months based on the construction of similar developments. It is estimated that the peak of the construction of the solar farm could generate up to 14 two-way vehicle movements per day. However, it is typical with schemes of this nature that deliveries decrease as construction progresses.
- 1.1.9 It will be the responsibility of the applicant and appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

2. Existing Site and Accessibility

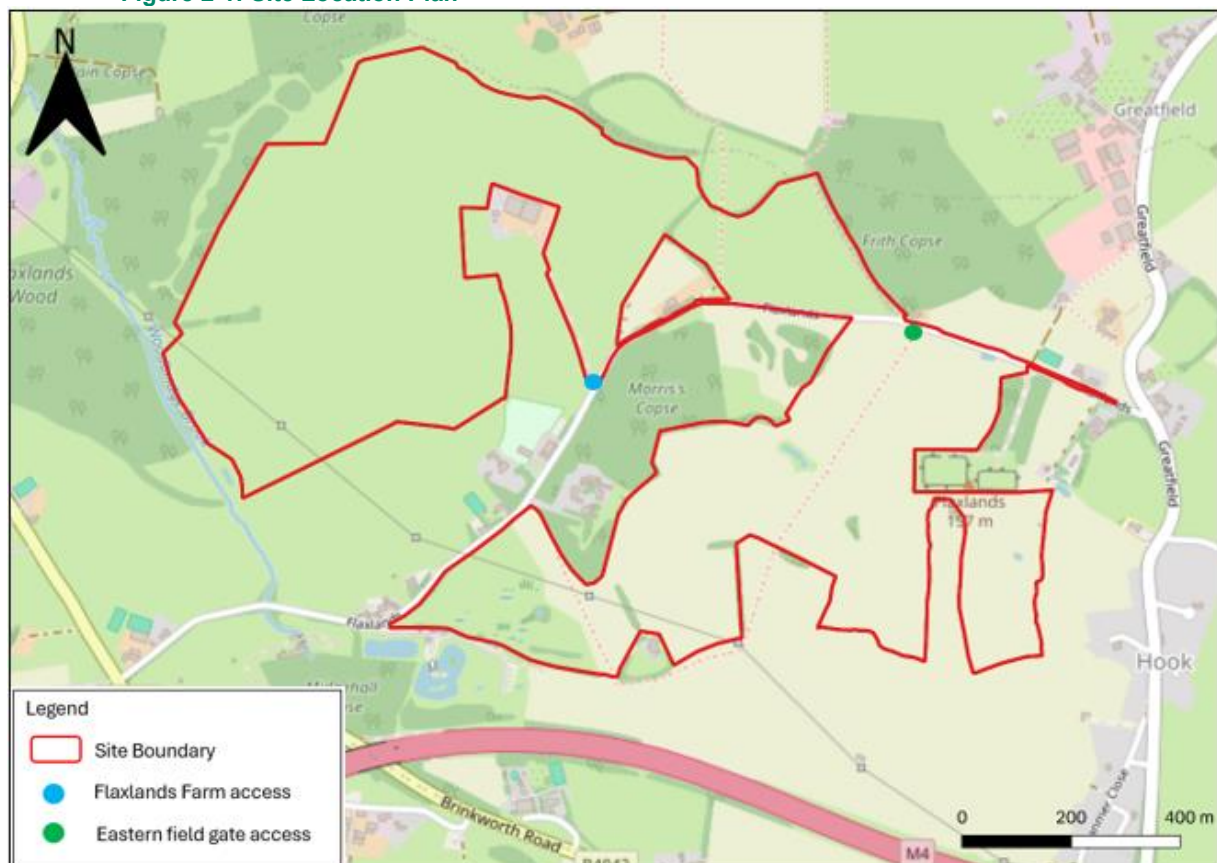
2.1 Introduction

- 2.1.1 This Section of the CTMP provides a description of the Site location and existing use, the surrounding highway network, the current highway safety and traffic conditions, and the accessibility of the Site for non-car modes of travel.

2.2 Site Location and Existing Use

- 2.2.1 The Site is located approximately 150m north of the M4 (at its closest point) located to the west of the village of Hook and north of the town of Royal Wootton Bassett within Wiltshire Council. The Site currently comprises greenfield, agricultural land. The Site consists of two land parcels centred on Flaxlands Lane and Flaxlands Field Farm. The Site boundary is shown below within **Figure 2-1**.

Figure 2-1: Site Location Plan



Basemap Source: OpenStreetMap Contributors

- 2.2.2 The Site is made up of 20 individual fields, used largely for the grazing of livestock (currently sheep). The Site is bounded to the west and north-west by woodland, to the north by agricultural land and to the east by agricultural land, woodland, highway, Commercial and residential properties associated with the village of Hook. To the south, the Site is bounded by agricultural land, woodland and beyond, the M4 motorway.
- 2.2.3 Existing access into the Site is provided via a field gate access to the eastern field parcel (shown in green on **Figure 2-1**) and via an existing vehicle cross over access to Flaxlands Field Farm (shown in blue on **Figure 2-1**) to the western field parcel.

2.3 Local Highway Network

- 2.3.1 The local highway network in the vicinity of the Site is described in the following sections.

Flaxlands Lane

- 2.3.2 Flaxlands Lane is a narrow country lane which runs east to west between the two land parcels which make up the Site. To the east the road forms the minor arm of a priority T-junction with Greatfield and is signed as 30mph with a 7.5T weight restriction, except for access. The speed limit restriction continues for around 200m, before the road returns to national speed limit. In the west Flaxlands Lane forms the minor arm of a priority T-junction with the B4696 Lydiard Plain just north of the B4696 Brinkworth Road.
- 2.3.3 Flaxlands Lane provides access to a small number of residential and light commercial/agricultural properties on both sides of the road. The lane is a single track for its entire length, with some small passing places suitable for cars and small vans (these are mostly located at property driveways) and wide grass verges. No street lighting or footways are provided.

Greatfield

- 2.3.4 Greatfield is a single carriageway road with lane markings connecting the A3102 in the north of Wootton Bassett with Hook and Purton north of Flaxlands Lane. From the A3102 a 40mph speed limit is in place for approximately 200m before the road returns to national speed limit (60mph). A narrow footway is provided on the east side from the A3102 to the north of Hook. As the road enters Hook a 30mph speed limit is introduced, and the character changes from rural to suburban, with residential properties facing onto the street on both sides. To the north of Hook, a 7.5T weight restriction is in place on all connecting roads except Greenhill to the west, which is a no through route road.

A3102 Swindon Road

- 2.3.5 The A3102 Swindon Road connects Greatfield and the B4042 Brinkworth Road in the north of Royal Wootton Bassett with the M4 at Spittleborough Roundabout (M4 Junction 16). The road is a wide single carriageway for its entire length with sections of hatching between lanes approaching right turn junctions. No footway or lighting is provided except on approach to roundabout junctions. The route is regularly served by buses, with bus stop laybys provided at all stops. The road has a 40mph speed limit between Spittleborough Roundabout and the crematorium, and between Stoneover Lane and the B4042 roundabout. The intermediate section operates at the national speed limit (60mph).

B4042 Brinkworth Road

- 2.3.6 The B4042 Brinkworth Road is a wide single carriageway road with lane markings and connects the A3102 in the north of Royal Wootton Bassett with the village of Brinkworth, approximately 7km to the west. The road has a 40mph speed limit, footways and lighting up to the entrance of the Gerard Buxton Sports Ground. Beyond this point the road operates at national speed limit (60mph), with no footway or lighting.

B4696 Lydiard Plain

- 2.3.7 The B5695 Lydiard Plain is a single carriageway rural road which connects Flaxlands Lane and the B4042 Brinkworth Road with the village of Ashton Keynes. South of Flaxlands Lane the road operates at national speed limit and has lane markings, with no street lighting or footways. The road forms the minor arm of a priority T-junction with the B4042 at its southern end.

2.4 Walking and Cycling

- 2.4.1 A range of Public Rights of Way (PRoW) exist within the vicinity of the Site, providing walking routes to several destinations within the rural landscape. A map showing the extant routes up to 3km from the proposed of the Site is shown in **Figure 2-2**.

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- ## 2.5 Existing Highway Safety

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3. Proposed Site Access, Compound and Routing

3.1 Introduction

- 3.1.1 This Section of the Framework CTMP provides details of the proposed internal site access, site compound and vehicle routing. Details relating to the anticipated trip generation associated with the construction, operation and decommissioning phases of the Proposed Development are set out within Section 4.

3.2 Site Access

- 3.2.1 Access is proposed via three separate access points off Flaxlands Lane, as summarised below and shown in **Appendix B**.
- 3.2.2 The proposed accesses will be suitable for HGVs which will enter and exit the Site in a forward gear as there will be appropriate space within the Site for vehicles to turn and manoeuvre. The Applicant is in full control of the accesses and hedging to make any necessary amendments. Precise details regarding the turning of articulated lorries within the Site will be completed when a proposed compound plan is drawn up by the appointed contractor.
- 3.2.3 Vehicles will turn right into and left out of the Site accesses on to Flaxlands Lane. At the junction with Greatfield/Flaxlands Lane, vehicles will enter/exit along Greatfield in a north/south direction to access the wider road network due to width restrictions on Flaxlands Lane to the west.
- 3.2.4 It should be noted that the existing accesses are regularly used by large agricultural vehicles and as such local road users are aware of large vehicles currently using Flaxlands Lane and various other agricultural facilities accessed along it. In addition, due to the narrow width of Flaxlands Lane vehicles travelling along it are unlikely to be travelling at the prescribed speed limit and as such visibility requirements would be reduced below guidance for the prescribed speed limit.

Field Parcel Accesses

- 3.2.5 The proposed eastern site access will be located to the south of Flaxlands Lane via an existing field gate access, shown in drawing ACM-XX-XX-DR-CE-00-0009 provided in **Appendix B**. The site access will be widened as required and will be in the form of a dropped kerb vehicle crossover junction.
- 3.2.6 Visibility looking out of the access to the nearside carriageway edge of the adopted highway is approximately 2.4 x 160 metres to the right and 2.4 x 60 metres to the right which is below a 60mph sight stopping distanced (SSD) based on DMRB guidance (2.4 x 215 metres). As such, it may therefore be necessary to manage vehicle movements exiting the Site using a banksman.
- 3.2.7 The proposed northern site access will be located to the north of Flaxlands Lane via a new access point, shown in drawing ACM-XX-XX-DR-CE-00-00010 provided in **Appendix B**. The hedgerow will be partially removed as required and will be in the form of a dropped kerb vehicle crossover junction.
- 3.2.8 Visibility looking left out of the access to the nearside carriageway edge of the adopted highway is approximately 2.4 x 141 metres to the right and 2.4 x 160 metres to the right which is below a 60mph sight stopping distanced (SSD) based on DMRB guidance (2.4 x 215 metres). It may therefore be necessary to manage vehicle movements exiting the Site using a banksman; this will be considered in the detailed CTMP.
- 3.2.9 The proposed western site access will be located to the west of Flaxlands Lane via the existing farm access, shown in drawing ACM-XX-XX-DR-CE-00-00011 provided at **Appendix B**. The site access will be widened as required and will be in the form of a dropped kerb vehicle crossover junction. The western access is constrained by an ancient woodland buffer zone that covers the verge in the vicinity of this access to the east and west of Flaxlands Lane. Therefore, any widening required is proposed outside of this buffer zone and within land under the control and ownership of the Applicant.

- 3.2.10 Visibility looking left out of the access to the nearside carriageway edge of the adopted highway is approximately 2.4 x 160 metres to the right and 2.4 x 90 metres to the left which is below a 60mph sight stopping distance (SSD) based on DMRB guidance (2.4 x 215 metres). As such, it may therefore be necessary to manage vehicle movements exiting the Site using a banksman.
- 3.2.11 Once within the Site, construction and maintenance traffic will not affect the local network, due to their use of site access tracks to facilitate internal movements.

3.3 Site Compound

- 3.3.1 Due to the nature of the Site, the Applicant has confirmed that there is sufficient space to allow the construction compound to remain in place throughout the entire construction phase. Therefore, there will be no requirement for external operation or storage of construction materials, machinery or vehicles. The indicative location of the proposed construction compound is set out in **Appendix A**.
- 3.3.2 Precise details regarding the turning of articulated lorries within the Site will be completed when a proposed compound plan is drawn up by the appointed contractor.
- 3.3.3 No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the Site or the access track leading to the Site compound during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the Site. The Site manager will monitor that parking is taking place in the designated area within the compound up to four times a day.
- 3.3.4 Due to the size of the components associated with the Proposed Development, it is expected that the vehicles accessing the Site will fall into the 'normal' size category (i.e. vans and HGVs). The components which are required to construct the Proposed Development will arrive in containers up to 12m in length, carried by articulated HGVs up to 16.5m in length.
- 3.3.5 It is proposed that construction vehicles will decant their materials within the site compound, located adjacent to the site access point, before transferring the materials to a smaller vehicle for transfer around the Site. It is anticipated that the following vehicle types will serve the Site during the construction phase:
- Cars (construction staff);
 - Small vans;
 - Box vans (approximately 8.0m in length and 2.1m in width);
 - Rigid HGVs (maximum of 12m in length); and
 - Articulated HGVs (maximum of 16.5m in length).
- 3.3.6 As set out above, it is expected that the vehicles accessing the Proposed Development will fall into the 'normal' size category and no abnormal loads are therefore expected. Should any abnormal loads be required during the construction phase, the local highway authority, Wiltshire Police, and (where necessary) the Applicant will be consulted to ensure the appropriate procedures and measures are put in place.
- 3.3.7 No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the Site or the access track leading to the Site compound during the construction phase. Visitors will be advised of the parking arrangements, within the compound area, in advance of travelling to the Site. The site manager will monitor that parking is taking place in the designated area within the compound on a regular basis.
- 3.3.8 Once within the Site, construction and maintenance traffic will not affect the local network, due to their use of site access tracks to facilitate internal movements.

3.4 Internal Routing

- 3.4.1 The Proposed Development layout will include permanent four to six metres wide access tracks throughout the Site allowing for the movement of construction and maintenance vehicles. These will be completed during the initial stages of construction, so temporary haul routes will not be necessary.

- 3.4.2 The tracks will enable the HGVs and plant, and reduce the likelihood of debris being taken on to the adjacent access track and highway. Internal access tracks will be constructed of graded stone on top of permeable matting.
- 3.4.3 Wheel wash facilities will be provided in the form of a portable automated high-pressure washer with motion sensors to conserve water. All construction vehicles will therefore have to exit through the wheel wash area and as such will reduce the spread of mud and dirt onto the local highway network.

3.5 External Routing

- 3.5.1 During the construction phase, all vehicles will take the most direct route to the Site using 'higher' order roads, such as A and B classified roads.
- 3.5.2 All vehicles arriving at the Site will be required to do so via Flaxlands Lane and Greatfield. Given proximity to the M4, most vehicles are expected to arrive at the site via the M4, routing along the A3102.
- 3.5.3 Construction HGVs will be routed to / from the M4, via Greatfield and the A3102 Swindon Road as detailed in **Appendix B**. In addition, construction drivers will be advised of the local restrictions and will be instructed to only use the permitted routes.
- 3.5.4 At present there are no locations suitable for vehicles to pass HGVs on Flaxlands Lane due to the narrow road width. To allow for this, it is proposed to construct six temporary passing bays, with one approximately every 150 metres between Greatfield and the western site access. These temporary bays are appropriately sized to allow two articulated vehicles to pass each other. Details of the temporary bays proposed and associated swept path analysis are provided in **Appendix B**. These bays would be installed prior to the start of main construction, utilising 3-dimensional load bearing surface (such as cellweb or similar) to protect the soil within the Root Protection Areas (RPA) of retained trees from compaction, and removed once it is completed, as set out in the Arboricultural Impact Assessment submitted with the planning application.
- 3.5.5 Swept path analysis has been undertaken for the proposed site access route, demonstrating suitable access for 16.5m articulated vehicles, which is the maximum sized vehicle anticipated to access the Site as detailed in **Appendix C**.
- 3.5.6 The roads to / from the Site are considered suitable to accommodate the anticipated construction and operational vehicle types, as these routes are currently used by large vehicles including agricultural vehicles. Therefore, and given the low levels of vehicle movements expected (see Section 4), construction and operational traffic associated with the Proposed Development is expected to be suitably accommodated.

3.6 Management

- 3.6.1 During construction, the site access junctions detailed above will be marshalled by suitably qualified banksmen appointed by the contractor, such that all vehicle arrivals and departures are safely controlled.
- 3.6.2 To ensure two construction vehicles do not meet at the site access, exiting vehicles will be held at the site compound until entering construction vehicles have arrived on-site. This will be communicated between vehicles/site management via CB radio.

3.7 Public Rights of Way

- 3.7.1 LTRE26, 28 and 30 cross the fields south of Flaxlands Lane and all cross within the proposed boundary of the Proposed Development. It is proposed to divert these footpaths for the lifespan of the proposals to maintain connectivity with the surrounding routes and Flaxlands Lane. Further details of the proposed diversions are set out in the Planning Design & Access Statement submitted alongside this application.

4. Indicative Construction Programme

4.1 Construction Phase

- 4.1.1 The construction period is estimated to be approximately 6 months, and it is envisaged that construction will commence within 24 months of obtaining planning permission for the Proposed Development.
- 4.1.2 The construction phase for the Proposed Development is expected to include the preparation of the Site, installing the access tracks, erection of security fencing, assembly and erection of the PV strings, installation of the inverters / transformers and grid connection.
- 4.1.3 Facilities will be provided on-site for construction workers, including provision of a site office and welfare facilities (including toilets, changing and drying facilities). The internal Site layout for the construction works will include dedicated areas for laydown and storage of plant and materials and site welfare.

Heavy Goods Vehicles

Solar Modules & Mounting Structures

- 4.1.4 The components which are required to construct the Proposed Development will arrive in 12m containers, delivered by up to 16.5m long articulated vehicles. Around 140 articulated vehicles of 16.5 metres in length are required for every 10MWp at the Site, split equally between the modules and mounting structures. The Site is proposed to generate 49.9MWp and as such this will equate to approximately 700 deliveries by 16.5 metre articulated delivery vehicles. Assuming all deliveries arrive Monday to Friday within a 24-week period, this equates on average to approximately six deliveries (12 two-way movements) per day by the largest vehicles.

Battery Storage

- 4.1.5 The Proposed Development could have a total of up to 154 batteries and it is assumed that nine batteries will be transported per 16.5m articulated HGV to divide their weight and as such this would equate to a total of up to 18 deliveries.
- 4.1.6 In addition to the solar modules and mounting structures, the Distribution Network Operator (DNO) will install a 132kv substation, which connects the Proposed Development to the distribution network. Equipment will arrive at the Site by the smallest possible vehicles, which typically could be a 10m rigid lorry, with larger HGVs required for some plant to be installed.
- 4.1.7 It is anticipated at this stage that the material required for the access tracks will arrive by 10m rigid vehicles. The precise number will depend on the type and the amount of material required, but for the purpose of this assessment we have assumed that one delivery is required per five acres, resulting in a total of 43 deliveries (86 two-way movements) over the course of the construction period.
- 4.1.8 Several front-end JCBs will also be required to transport equipment around the Site and distribute stone as necessary. This is a similar size to a tractor and will be either transported or driven to the Site.

HGV Summary

- 4.1.9 A total of around seven HGV deliveries (14 two-way movements) are anticipated per day, based on Monday-Saturday deliveries throughout the shortest possible construction period of 6 months. If the construction period were to extend to the upper estimate of 12 months, the number of HGV deliveries per day would reduce accordingly as the level of equipment needed on-site to construct the Proposed Development would not change.

Other Goods Vehicles and Timings

- 4.1.10 Occasional deliveries of miscellaneous supplies via LGVs are expected, equating to approximately 20 two-way trips per month.

- 4.1.11 During the construction period, it is proposed that construction hours would be as follows:
- 08:00 – 18:00 Monday to Friday; and
 - 08:00 – 13:00 Saturday.
 - No work would be undertaken on Sundays or Bank Holidays.
- 4.1.12 Deliveries to the construction compound will be outside of the traditional weekday peak (i.e. delivery hours: 1000 to 1600). All deliveries to the Site shall be reported to the site manager and will be made on the smallest possible vehicles for each particular item of plant or material to improve safety.
- 4.1.13 Should work be required outside of these times, this will be agreed in advance and in writing with the local planning authority.
- 4.1.14 The construction period will include the use of HGVs to bring the equipment onto the Site and this will be strictly managed to ensure that vehicle movements are controlled and kept to a minimum. The Proposed Development does not require equipment to be delivered in abnormal loads (i.e. vehicles over 16.5m in length).
- 4.1.15 A maximum of 80 construction workers are anticipated to be on-site during the peak times during the construction period equating to a maximum of 40 staff vehicles anticipated to attend site each day (80 daily two-way trips) during the peak times of the construction period. A temporary construction compound will be provided for storage, parking for contractors and the turning of HGVs.
- 4.1.16 Staff travel origins are unknown at this stage as it will depend on the appointed contractor. The detailed CTMP produced by the contractor will include measures to support sustainable transport. This will include promoting car sharing and the potential to utilise minibuses for non-local workforce staying at local accommodation, to minimise the impact on the strategic and local highway network.

Construction Traffic Summary

- 4.1.17 The following heavy goods movements could be associated with the construction of the Proposed Development, as set out in **Table 4.1**.

Table 4-1: Forecast Construction Traffic

Activity	Vehicle Type	Total No. of Deliveries
Solar Modules & Mounting Structures	16.5m Artic	699 (1,398 movements)
Battery Storage	16.5m Artic	18 (36 movements)
Inverters	12m Rigid	14 (28 movements)
132kv Substation	10m Rigid	1 (2 movements)
Customer Switchgear Cabinet	10m Rigid	1 (2 movements)
DNO Combiner Box	10m Rigid	2 (4 movements)
Access Tracks	16.5m Artic	43 (86 movements)
General	Front End JCB by Low Loader	4 (8 movements)
Storage Containers	16.5m Artic	4 (8 movements)
Total		786 (1572 movements)

- 4.1.18 Table 4-1 confirms that 786 deliveries (1572 movements) could be made by HGVs associated with the construction of the Proposed Development, at an average of around seven deliveries, or 14 movements per day.
- 4.1.19 In addition to the HGV movements identified in Table 4-1, there will also be several construction movements associated with smaller vehicles such as the collection of skips for waste management, the transfer of materials and plant between areas of the Site, and the transport of construction workers and sub-contractors.

5. Management and Measures

5.1 Introduction

- 5.1.1 This section of the Framework CTMP outlines the construction traffic and travel plan management measures that will be implemented in support of the Proposed Development, to minimise adverse impacts on the surrounding networks during the construction phase.

5.2 Management Measures and Controls

- 5.2.1 The following measures will be implemented to manage HGV deliveries to the Proposed Development and further details are set out under separate headings below:

- a. Delivery Management System (DMS) and Traffic Management and Monitoring System (TMMS);
- b. Suitable HGV Routes;
- c. HGV and LGV Timing Restrictions;
- d. HGV Monitoring;
- e. HGV Emission Standards;
- f. Communications Strategy;
- g. Road Condition Surveys;
- h. Site Access Arrangements;
- j. Interactions with pedestrians and cyclists; and
- k. Marshals and Site Management.

CLOCS Standard

- 5.2.2 The Construction Logistics and Community Safety (CLOCS) is a national industry standard that should be applied to all construction projects and programmes to ensure safe, efficient and environmentally friendly construction vehicle journeys. The principal contractors and fleet operators shall comply with the requirements of the CLOCS Standard by implementing a Construction Logistics Plan (CLP) and ensuring the following:
- a. Vehicle routes to and from the Site committed in the CLP are specified, communicated and followed;
 - b. Ground conditions of the Site are suitable for vehicles and vehicles are fitted with appropriate safety features;
 - c. Access to and egress from the Site is managed, marked, understood and clear of obstacles; and
 - d. Collate annual collisions and emissions performance information and, where necessary, produce an improvement plan.

Delivery Management System (DMS) and Traffic Management and Monitoring System (TMMS)

- 5.2.3 A DMS will be implemented to control bookings of HGV and LGV deliveries from the start of the construction period. This will be used to effectively plan all HGV and LGV deliveries in accordance with the construction programme, regulate the flow of HGVs and LGVs via timed delivery slots and monitor compliance of HGV routing. In addition, measures will be in place to ensure no queuing back from accesses onto the surrounding road network occurs.
- 5.2.4 A TMMS will be developed. The TMMS will provide details of the technologies and other means employed to monitor HGVs and LGVs travelling to/ from the Proposed Development (e.g. Global Positioning System (GPS), Automatic Number Plate Recognition (ANPR)). This will enable the Applicant to monitor the following:
- a. Compliance with the HGV routes;
 - b. Compliance with HGV and LGV limits in terms of number of deliveries arriving and departing at any one time and over the course of the day; and
 - c. Compliance with the timing restrictions.
- 5.2.5 If a complaint is made in relation to inappropriate routes being used, then this will be cross-referenced with the TMMS to allow appropriate actions to then be taken.
- 5.2.6 The precise form of DMS and TMMS will be determined following the appointment of a contractor and will include a summary of the contractual requirements with which those visiting the Site will have to adhere, along with the measures to be taken for non-compliance. This could include, for example, implementing a three-strike system for contractors which could lead to financial penalties.

HGV Routes

- 5.2.7 HGVs will be required to comply with the proposed routing strategy outlined in **Section 3.5** and **Appendix B** of this CTMP and in accordance with the DMS and TMMS.
- 5.2.8 In the case of exceptional circumstances where the proposed routing to the Proposed Development is compromised due to an incident or road closure for example, then it is considered acceptable for HGVs to be redirected via an appropriate alternative route or to deliver outside of the established scheduling if required.

HGV and LGV Timing Restrictions

- 5.2.9 To reduce the potential impact of HGV and LGV deliveries, the arrival and departure times will be managed to minimise the number of HGVs and LGVs travelling to the Site during the highway network peak hours. For example, HGVs and LGVs will be arranged to avoid being released from the Site during the actual PM highway network peak hour.
- 5.2.10 The timing restrictions, considered likely to be implemented at this stage are:
- a. No arrivals or departures on a weekday between 08:00 and 10:00, and between 16:00 and 18:00;
 - b. No arrivals or departures on a weekday before 08:00 or after 18:00;
 - c. No arrivals or departures on a Saturday before 08:00 or after 13:00; and
 - d. No arrivals or departures on Sundays or public holidays.
- 5.2.11 The restrictions imposed on deliveries by HGVs and LGVs will be set out within the DMS and TMSS.

HGV Monitoring

- 5.2.12 The Applicant will implement a monitoring system whereby the route of all HGVs travelling to and from the Proposed Development is recorded such that non-compliance with the CTMP can be identified and measures taken. The precise form this monitoring will take will be included within the detailed CTMP.
- 5.2.13 The Applicant is committed to undertaking robust data collection and formulating a reporting mechanism to record collisions and near misses associated with construction traffic or on construction routes. If there is a pattern of incidents that is apparent from information collected then this will be reviewed in terms of understanding causality. Understanding the underlying cause of any road safety issues will inform the approach to their resolution. Where relevant, operational measures will be considered and introduced by the Applicant to reduce the likelihood of occurrence, e.g. driver training. The Applicant will raise and discuss any apparent road safety issues with the relevant LHA.

HGV Emissions

- 5.2.14 All HGVs routing to the Proposed Development Site (with the exception of vehicles used for the transportation of AILs including cranes) will be required to be compliant with the latest emission standards at the time of construction. The HGVs will be compliant with 'Euro VI' emissions standards.

Communications Strategy

- 5.2.15 A Communications Strategy will be developed by the Applicant to ensure that the measures contained within the detailed CTMP are communicated to the workforce. This would include an information pack setting out the contractual requirements which will be provided to potential staff. Furthermore, regular meetings will be held with contractors to discuss HGV and LGV management and to address any issues associated with travel to/ from the Site as well as to relay information including any restrictions and requirements which should be followed.

Site Access Arrangements

- 5.2.16 The Site access layouts have been designed to accommodate HGVs as shown by the vehicle swept paths presented in Appendix C.
- 5.2.17 A hardstanding surface will be provided at the proposed accesses to ensure the weight of the HGVs can be accommodated. In addition, wheel washing facilities will be provided at every access to minimise mud from being trafficked onto the highway.
- 5.2.18 Vegetation clearance will be carried out at the proposed Site accesses, where required, to achieve appropriate levels of visibility, subject to agreement with the LHAs.
- 5.2.19 The detailed design of the Site accesses will include measures to minimise vehicles obstructing the public highway at the access points. This will include:
- a. Any gates required or currently in situ will be located a sufficient distance into the Site to ensure that HGVs can pull off the public highway fully without causing an obstruction. All gates will open inwards to the Site.
 - b. Internal Site layout will ensure that all HGVs access and egress the Site in a forward gear, with any turning required to be accommodated on-site.
 - c. Deliveries will be managed to avoid entering and exiting vehicles meeting at an access point. In the unlikely event that this occurs, the entering vehicle will have priority, and the internal Site layout will be designed to ensure that there is sufficient space for the exiting vehicle to wait within the Site and allow the entering vehicle to pass without obstruction. Sufficient forward visibility will be provided to enable this to take place safely.
 - d. Positioning of suitably qualified banksmen at the proposed accesses for the Principal Site to allow all vehicle arrivals and departures to be safely controlled during the construction period.

e. Implementing traffic management (e.g. advanced signage to advise other users of the works) and providing manned controls at each crossing point (i.e. marshals/ banksmen). The default priority will be for construction traffic to give-way to other road users.

Marshals and Site Management

- 5.2.20 A suitably qualified marshal will be positioned at each of the proposed Site accesses and at internal crossing points (as well as any locations which may require temporary traffic management) when required, to allow vehicle arrivals and departures, as well as internal vehicle movements to be safely controlled during the construction period. This includes the network of internal access routes and the PRow crossing points within the Proposed Development.
- 5.2.21 Visibility will be maximised between construction vehicles and other users at the crossing points and advanced signage will be provided to warn users of the potential presence of construction vehicles and crossing points. Manned controls will be provided at each crossing point (marshals and gates), with a default priority that construction traffic will give-way to other users.

Staff Measures and Controls

- 5.2.22 Staff movements will be managed through the implementation of the following measures:
- a. A cap on construction staff vehicle parking (monitored and with some flexibility provided if required to prevent any off-site parking);
 - b. Encouraging car sharing;
 - c. Staff arrival and departure times;

Car Sharing

- 5.2.23 To reduce the potential impact of vehicles associated with the local staff during the construction period, the Applicant will implement measures to encourage car sharing to reduce the number of vehicles travelling to/ from the Site each day. The benefits of car sharing will be promoted to encourage multi-occupancy vehicle use, such as reduced fuel costs and ease of parking with guaranteed spaces for those car-sharing within the compounds. A Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from the Proposed Development Site.
- 5.2.24 Due to the rural location of the Proposed Development, it is anticipated that the majority of staff will drive or be a vehicle passenger to / from the Site.

Management Structure

- 5.2.25 The overall management and implementation of the Detailed CTMP will be the responsibility of the Applicant. A Transport/ Travel Plan Co-ordinator will be appointed by the Applicant to implement, manage and develop the detailed CTMP at the appropriate time/ stage. The detailed CTMP will include the following information:
- a. Specifics of carriageway widening or improvement works;
 - b. Specifics of the design of TTM measures;
 - c. Details of the works to accesses, including provision of visibility splays;
 - d. Information on sanctions for breaches of the routing strategies.
- 5.2.26 The Transport/ Travel Plan Co-ordinator will:

- a. Liaise proactively as appropriate with local transport and traffic groups, local planning authorities, LHAs, the police, Parish Councils, the public, and the emergency services. The Transport/ Travel Plan Co-ordinator will be responsible for recording and collating any complaints related to transport aspects of construction activities;
- b. Monitor the CTMP to identify what is working well and what can be improved;
- c. Promote the CTMP to all staff and contractors travelling to and from the Site to ensure compliance with its contents;
- d. Monitor data relating to HGV routes, timing of HGV and LGV arrivals and departures, how contractors are utilising the DMS and the emission standards of vehicles;
- e. Manage the external shuttle service between local worker accommodation and the Principal Site;
- f. Monitor data relating to levels of staff vehicles using each car park and introduce measures to ensure that it remains below the established caps;
- g. Monitor data on road safety, including collisions and near misses, liaise with the LHAs and introduce measures to manage road safety risk where appropriate;
- h. Manage the Car Share Proposed Development Site;
- i. Assign staff to the most appropriate staff car park including the provision of a car parking permit system; and
- j. Discuss issues which come to light with the relevant parties and discuss any amendments required to ensure that compliance with the CTMP is maintained.

6. Compliance and Enforcement

6.1 Introduction

- 6.1.1 This section of the Framework CTMP provides a summary of the mechanisms that will ensure compliance with the detailed CTMP.

6.2 Compliance

- 6.2.1 There are three areas under which enforcement of the CTMP will be imposed: Best Practice, Contractual Conditions and Default Mechanisms.

Best Practice

- 6.2.2 The Applicant will use internal management procedures to ensure compliance with the requirements of the CTMP, including:

- a. Contractor Kick off meetings: Contractors will be reminded of the Applicant's standards and expectations as set out in contract documentation.
- b. Site induction: Driver induction to include briefing on aims and objectives of the CTMP, including booking system, designated routes and driver behaviour. A copy of the CTMP will be provided to each of the companies who provide services to the Proposed Development so that all are informed of how the Site is being managed and what the Applicant expects all contractors to adhere to.
- c. Reporting: Incidences of non-compliance with the CTMP will be investigated. Reports from each incident will be raised and shared with the relevant contractor. Where appropriate updates to the CTMP will be considered, in accordance with the provisions of the DCO, to resolve the risk of repeated breaches.

Contractual Conditions

- 6.2.3 Upon appointment, each contractor will be provided with a contract setting out their contractual requirements in terms of compliance with the Framework and/ or detailed CTMP.
- 6.2.4 A copy of the CTMP will be provided along with confirmation of the routes that vehicles are required to take to reach the Site from their starting location as well as the access which they will use and the time of entry, in order to ensure HGVs acknowledge that this route is to be followed.

Information Packs and Communications

- 6.2.5 Information packs will be provided to all contractors once they have been confirmed. The information pack will form part of the agreement between the Applicant and the designated contractors. The information pack will include details of the following:
- a. Code of Good Practice;
 - b. Details of the Transport/ Travel Plan Co-ordinator;
 - c. Delivery routing restrictions;
 - d. Worker routing;
 - e. Emergency procedures;
 - f. Non-compliance guidance; and
 - g. Complaint procedures.

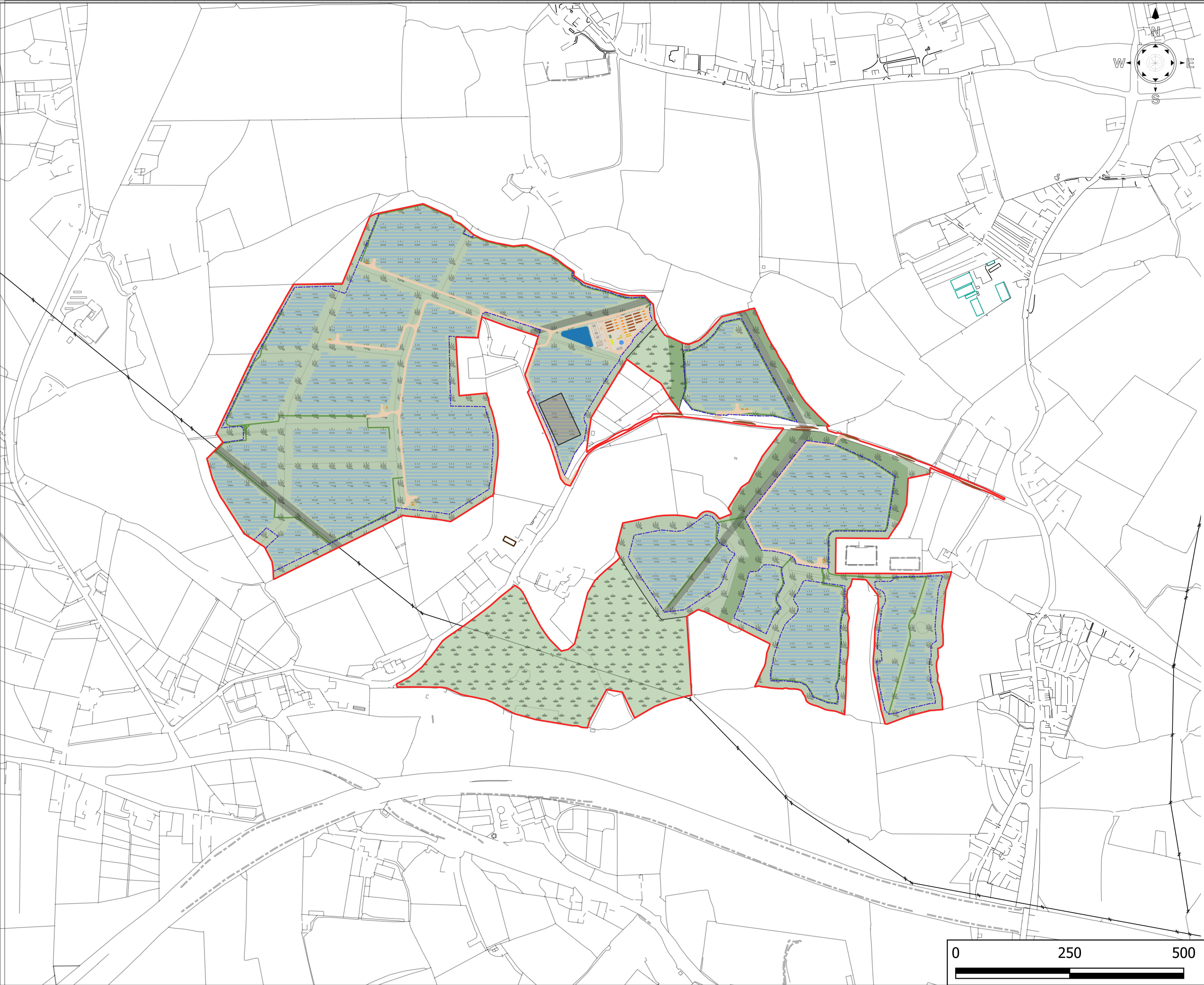
Enforcement

- 6.2.6 If despite the careful efforts of the Applicant and its contractor, there are breaches of the movement arrangements as set out in this CTMP during the construction phase, the enforcement procedures are as follows.
- a. The Transport/ Travel Plan Co-ordinator will notify the Applicant of a breach of the CTMP arrangements as and when they occur;
 - b. The Applicant will issue a warning letter to the relevant contractor outlining what action would be taken in the event of a further breach. Details relating to the action which would be taken will be provided within the detailed CTMP;
 - c. The Applicant will report the details of the response to the Transport/ Travel Plan Co-ordinator as part of the monitoring report. The monitoring report will be made available to the relevant local planning authorities and relevant LHAs at their request to ensure compliance and that action is being taken where breaches are occurring.
- 6.2.7 Mechanisms will be established to provide all parties with an understanding of the enforcement procedures to be applied and further detail on the sanctions which could be applied would be included within the detailed CTMP.

7. Conclusions

- 7.1.1 The purpose of this Framework CTMP is to focus on the management of construction traffic along the local highway network within the vicinity of the Proposed Development during the construction period of the works, to limit any potential disruptions and implications on the wider transport network.
- 7.1.2 This Framework CTMP sets out the proposals to manage construction traffic and staff vehicles during the construction of the Proposed Development. It identifies the management of freight traffic (HGVs), as well as LGVs and construction staff vehicles.
- 7.1.3 It should be noted that as this is a framework document, certain details will remain to be developed as the Proposed Development progresses into detailed design stage. The full details of all measures may not be available until after consent for the Proposed has been granted and will be provided within the detailed CTMPs as necessary.

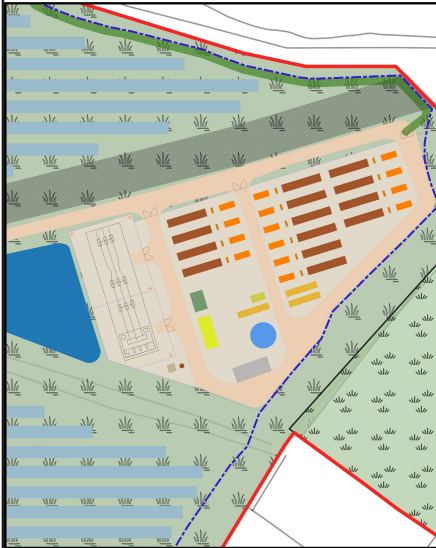
Appendix A – Development Layout Plan



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- LEGEND:**
- Red Line Boundary
 - Perimeter Fence
 - Solar Panels
 - Access Roads
 - Perimeter track
 - Passing Places
 - Substation and BESS Area
 - Substation Design
 - BESS Units
 - BESS Management Units
 - MV Station
 - DNO Control Substation
 - Customer Substation
 - DNO Waste
 - Segregated Waste Management
 - Storage Container
 - Communication Tower
 - Car Parking
 - Flood Lights
 - Gates
 - Water Tank
 - Indicative Construction Compound
 - Overhead Electricity Line Buffer
 - Attenuation Basin
 - Proposed PRoW 15m buffer
 - BNG Areas
 - Grazing/ Meadow Seed Mix

Inset map showing substation design:



As built	Information only	For approval	For construction
	X	X	

REVISION HISTORY			
Rev	Date	Remarks	Prepared by
R11	25.04.25	Updated Design	MB

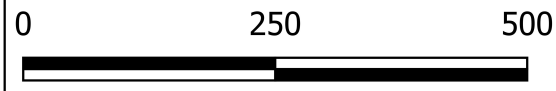
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PROPOSER: AMPYR Solar Europe

DRAWING TITLE:
Concept Design

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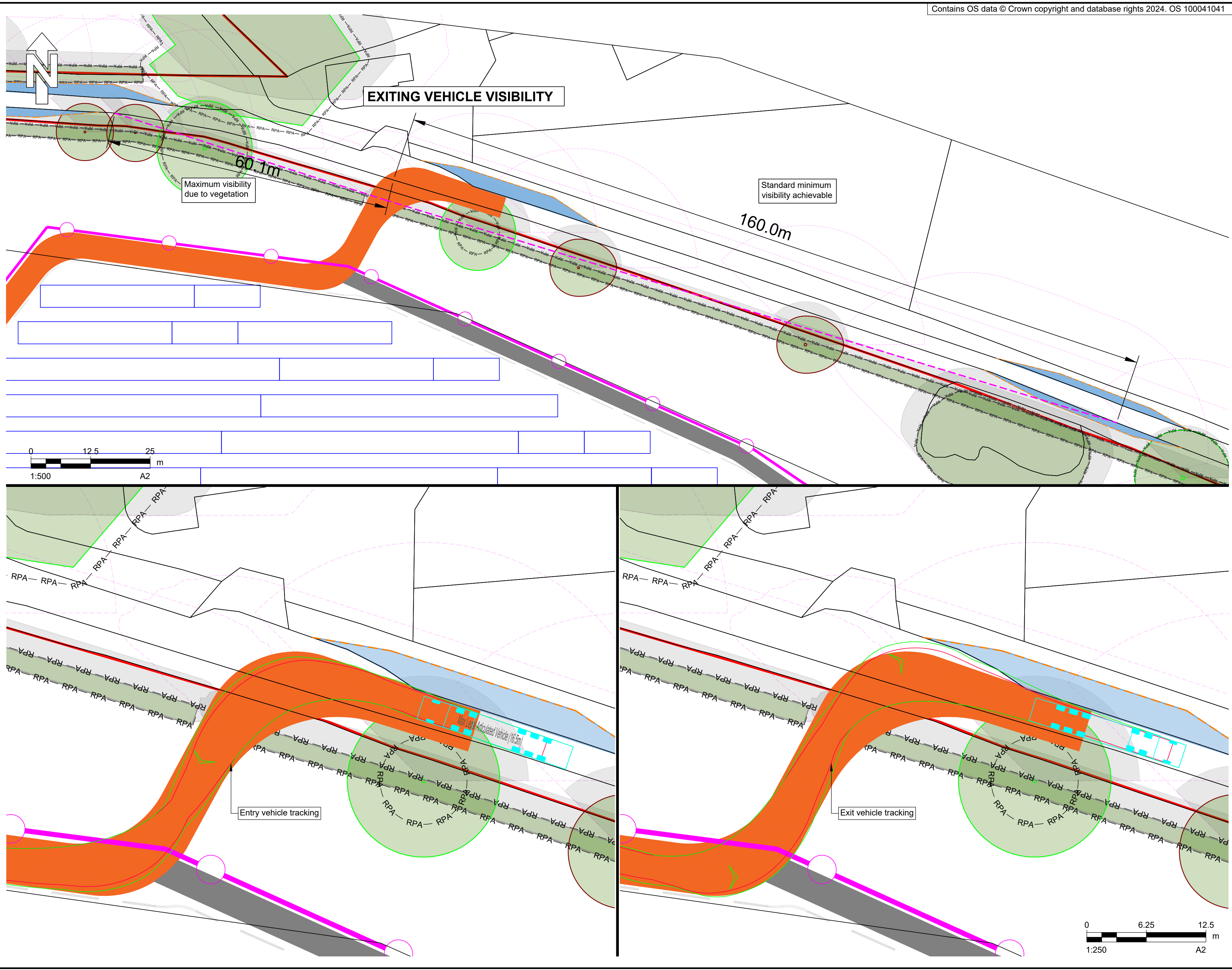


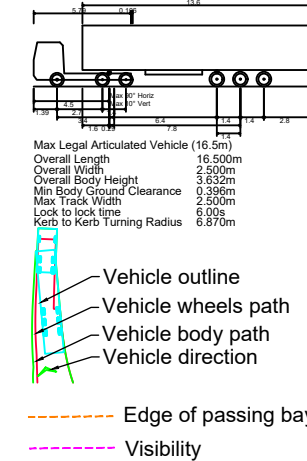
Appendix B – Construction Traffic Route



ISSUE/REVISION	

Appendix C – Swept Path Analysis and Access Layout





NO	DATE	DESCRIPTION
PS1	22/04/2025	PASSING BAY UPDATE
PS1	21/03/2025	FIRST ISSUE
IPR		DATE DESCRIPTION

