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**Biffa Solar Farm,
Studley Grange**

Construction Traffic Management Plan

Final Report for:



March 2026

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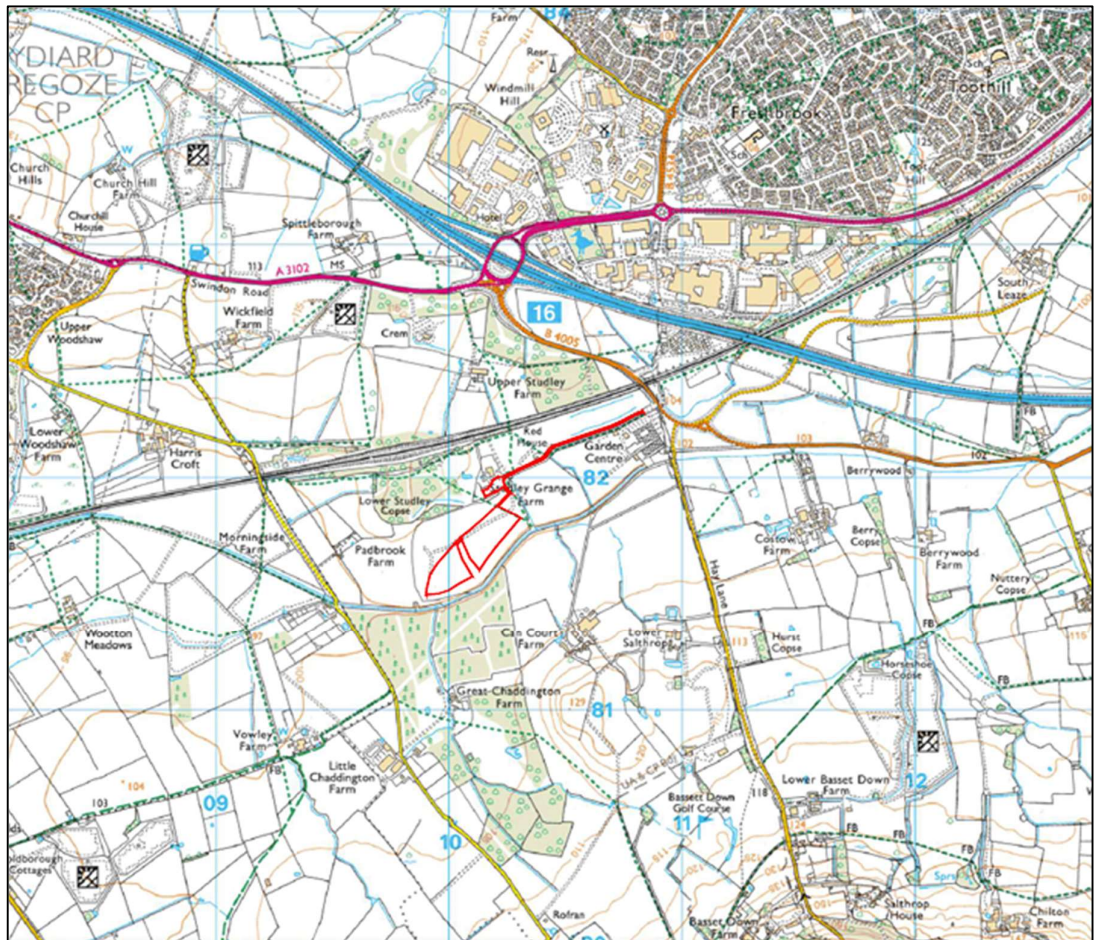
APPENDIX A – SITE LAYOUT PLANS

1.0 INTRODUCTION

1.1 Background & Location

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared in support of the planning application for a proposed solar farm and its associated infrastructure on land off the B4005, at Studley Grange, south-west of Swindon.
- 1.1.2 **Figure 1.1** provides the site location.

Figure 1.1: Site Location



- 1.1.3 The purpose of the CTMP is to demonstrate the arrangements that are to be set in place for the management of construction traffic, access and safety on site throughout the construction phase of the project.
- 1.1.4 The CTMP provides details for traffic management relating to the construction process and should be read in conjunction with the Transport Statement produced by Cora IHT Ltd and issued in support of the application. Any required alterations to the details contained within the CTMP will be communicated to the Local Highway Authority, as this information becomes available.

- 1.1.5 The CMTP provides information on the planned haulage routes to the construction site and the associated traffic management proposals required to ensure the existing public road infrastructure is maintained in an acceptable condition.
- 1.1.6 This document is also intended to provide clear guidance to all staff, site users and material suppliers regarding access routes to the site, maintenance requirements for the existing public road and restrictions to vehicle access.

1.2 Legal Compliance

- 1.2.1 Prior to commencing on site, all relevant legislation, including requirements for licenses, and/or consents shall be identified and confirmation of full compliance obtained and kept on site. The following environmental legislation is applicable to the site.

Legislation	Reference
Environment Act 1995	general
Environmental Protection Act 1990	general
Water Resources Act 1991	general
Control of Pollution (Oil Storage) Regulations 2001	general
Health and Safety Work Act 1974	general
The Control of Pollution Act 1974	general
Conservation Regulations (1994)	general
The Wildlife and Countryside Act 1981	s. 1
Control of Pollution (Amendment) Act 1989	general
COSHH Regulations 2002	general
Waste (England and Wales) Regulations 2011	general
Noise Act 1996	general
Control of Pollution Act (1974)	s31

2.0 CONTROL OF THE CONSTRUCTION PROCESS

2.1 Roles and Responsibilities

- 2.1.1 It is the responsibility of the on-site manager to ensure that a copy of the Construction Traffic Management Plan (CTMP) is always held at the Contractors administration office and that all the site operatives (including sub-contractors) are fully aware of the requirements set out within the document.
- 2.1.2 The CTMP is to be reviewed by the site manager every week and any changes to procedures, accidents, incidents or non-compliance recorded by way of an addendum / diary.
- 2.1.3 The Environment Agency will be notified as soon as possible following the detection of:
- Any malfunction, breakdown or failure of equipment or techniques, accident or emission of a substance not controlled by an emission limit which has caused, is causing or may cause significant pollution;
 - any significant adverse environmental effects.
- 2.1.4 Written confirmation of actual or potential pollution incidents and breaches of emission limits shall be submitted within 24 hours.
- 2.1.5 In the event of a reportable environmental incident the site manager will be responsible for recording and reporting the event to the Environment Agency. Environmental incidents will be recorded in the site diary.

2.2 Principal Contractor (To Be Determined)

- 2.2.1 For the development works the Principal Contractor will use its own direct resources supplemented by the appointment of external specialist consultants and subcontractors. The CTMP will be implemented through contractual arrangements with its Sub-contractors.
- 2.2.2 The Principal Contractor will hold overall responsibility for the implementation of the CTMP and oversee any environmental issues. The Principal Contractor must;
- Appoint a suitably qualified Site Manager.
- 2.2.3 The Site Manager will be an employee of The Principal Contractor. The role of the Site Manager will be to:
- Verify that Contractor and Sub Contractors have allocated sufficient resources to allow delivery of the CTMP;
 - Participate in communication with the Local Planning Authority (LPA) and other third parties as required;
 - Regularly review the findings of the monitoring programme or those delegates with environmental responsibility;
 - Arrange for periodic review and update of the CTMP; and,
 - Provide specific responsibilities for those who will be employed on the scheme.

2.3 Considerate Constructors Scheme

- 2.3.1 In order to ensure and monitor a high standard of good practice the Principal Contractor will sign up to the Considerate Constructors Scheme (an independent third-party monitor) and will adhere to the schemes code of practice. The scheme is voluntary and represents best practice in the industry. The aim of the code of practice is to:
- Minimise any disturbance or negative impact for example noise, dirt and inconvenience sometimes caused by construction sites to the immediate neighbourhood.
 - Eradicate offensive behaviour and language from construction sites and to be courteous to the public.
 - Recognise and reward the contractor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties.
- 2.3.2 The scheme sets out a code of practice against which the site performance is monitored by an independent Monitor under the scheme. The Code of Practice is summarised below:
- Considerate Good Neighbour Responsible.
 - Environment Respect Accountable.
 - Cleanliness Safe.

2.4 Health and Safety Management

- 2.4.1 The Principal Contractor must be committed to promoting a positive safety culture.
- 2.4.2 The Health and Safety of the local community and all personnel involved in the project is of the highest importance. Specific risk assessments and supplementary method statements will be produced and developed by the Principal Contractor, as appropriate, prior to the onset of the works.
- 2.4.3 The enforcing authority for Health & Safety on construction sites is the Health & Safety Executive who will be notified of this project which is a legal obligation. The site will also be managed in full compliance with the current Construction Design and Management Regulations (CDM).
- 2.4.4 Registers will be maintained to record accidents, incidents, near misses and complaints.

2.5 *Management of Unforeseen Incidents*

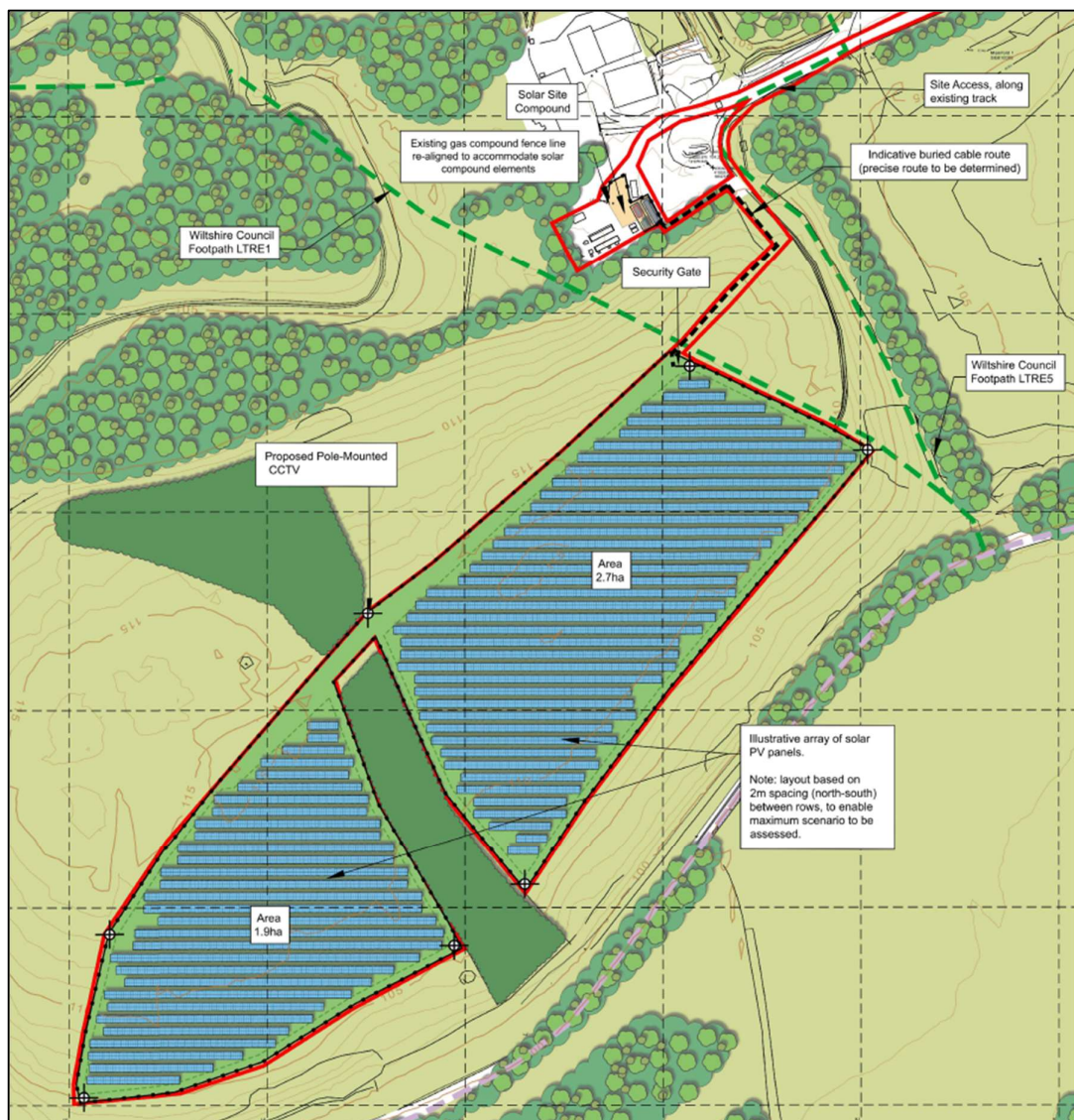
- 2.5.1 The site manager will be responsible for ensuring suitable controls are applied at all times. The site manager will liaise with the Planning Authority and Environment Agency during the works as necessary and will ensure that, in the unlikely event of any nuisance-related issues, they are dealt with effectively and promptly.
- 2.5.2 In the event of a complaint or evidence of pollution of controlled waters, the Contractor will review the incident as follows:
- the cause will be immediately investigated;
 - relevant operations will be suspended;
 - corrective measures will be applied and relevant operations will recommence;
 - if corrective measures are not effective, the relevant operations will be suspended and further controls applied; and
 - actions undertaken will be recorded in the Site Diary.

3.0 SITE OPERATION

3.1 Proposed Development

- 3.1.1 The proposed development consists of the construction of a 2.2MW solar farm across 2 areas totalling 4.6ha and will comprise of an array of PV panels, inverter and transformer units, new access tracks, underground cabling, perimeter fencing with pole-mounted CCTV cameras and a control building.
- 3.1.2 **Figure 3.1** provides an extract of the site plan. **Appendix A** provides the full site layout plan.
- 3.1.3 The solar panels and other site construction materials could be transported to the Site on articulated lorries up to 16.5m in length.

Figure 3.1: Site Layout Plan



3.2 Construction Trip Generation

3.2.1 The Proposed Development comprises two phases: construction and operation. The following Table 3.1 summarises the number and type of deliveries that are anticipated to be made to the site during an anticipated 8-week construction period.

Table 3.1: Transport Description & Number of HGV Movements

Transport	Vehicles	Total Arrivals
Delivery of Mounting Frames	16.5m Artic	7
Delivery of PV Panels	16.5m Artic	10
Fencing	12m Flatbed	5
Cable	12m Flatbed	3
Delivery of Inverters/Transformers/Grid/Substation	12m Flatbed	1
Delivery of Gravel Hard Core Material	10 Tonnes Tipper	24
Crane	12.3m Crane	1
Total		50

3.2.2 The development is anticipated to be constructed over an 8-week period (2 months), generating approximately 50 HGVs, or 100 two-way (to and from the site) movements.

3.2.3 Assuming that the construction would be operating on a 5-day working week, this would equate to a maximum of 2 deliveries per day, or 4 two-way daily movements.

3.2.4 It is estimated that on average there would be an additional 10 staff movements, or 20 two-way movements.

3.2.5 The total vehicles trips generated by the site per day is 12.

3.2.6 There are no abnormal loads proposed in relation to the Proposed Development.

3.2.7 It can be concluded that during construction there would be negligible traffic impact.

3.3 Operational Trip Generation

3.3.1 During the operational phase, traffic movements are expected to be minimal equating to approximately three visits to the site per year for equipment maintenance. These would typically be made by light van or 4x4 type vehicles.

3.4 Access Arrangement

3.4.1 Access to the site is proposed via the existing ghost-island right-turn off the B4005.

3.4.2 To provide access to the solar panel areas the existing internal access routes will be utilised.

4.0 CONSTRUCTION MITIGATION MEASURES

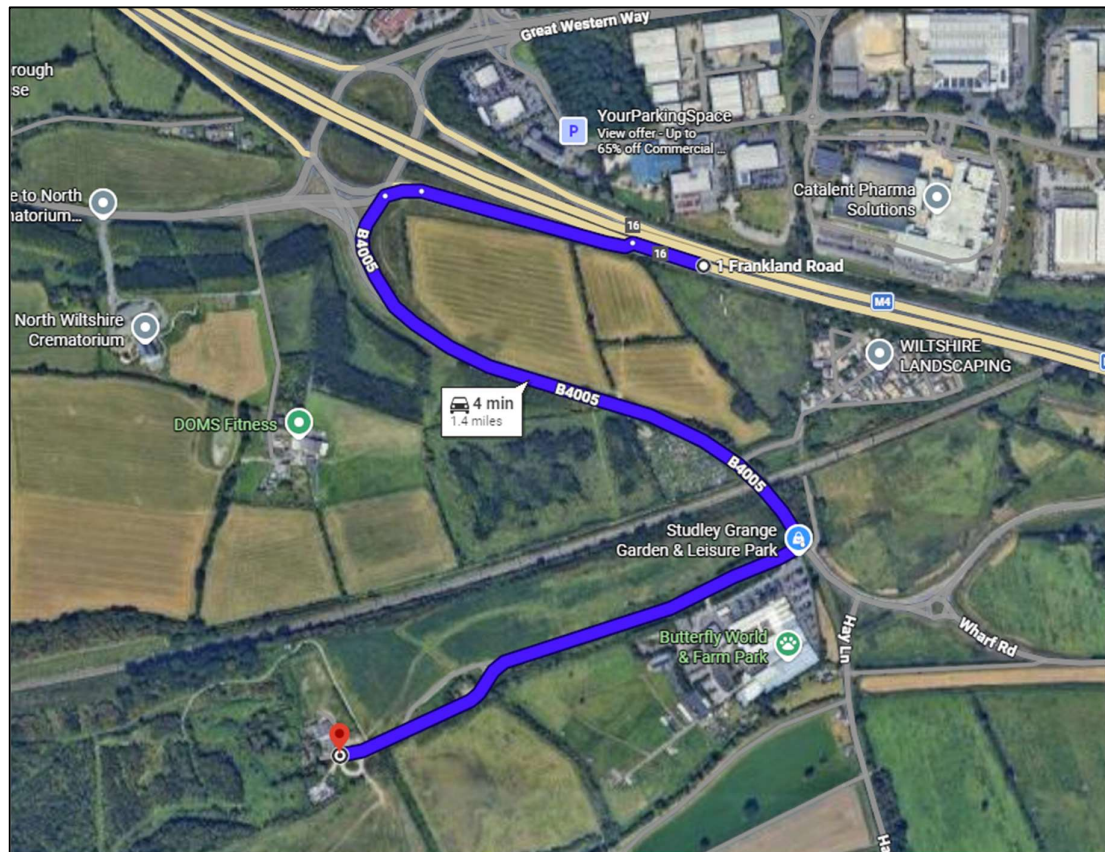
4.1 Brief

- 4.1.1 Due to the nature of the area surrounding the site, this report also includes consideration of the potential nuisance relating to the movement of HGVs by road during construction. This will consider working hours, noise, vibration, dust, odour and debris or mud on the highway.

4.2 Vehicle Routing

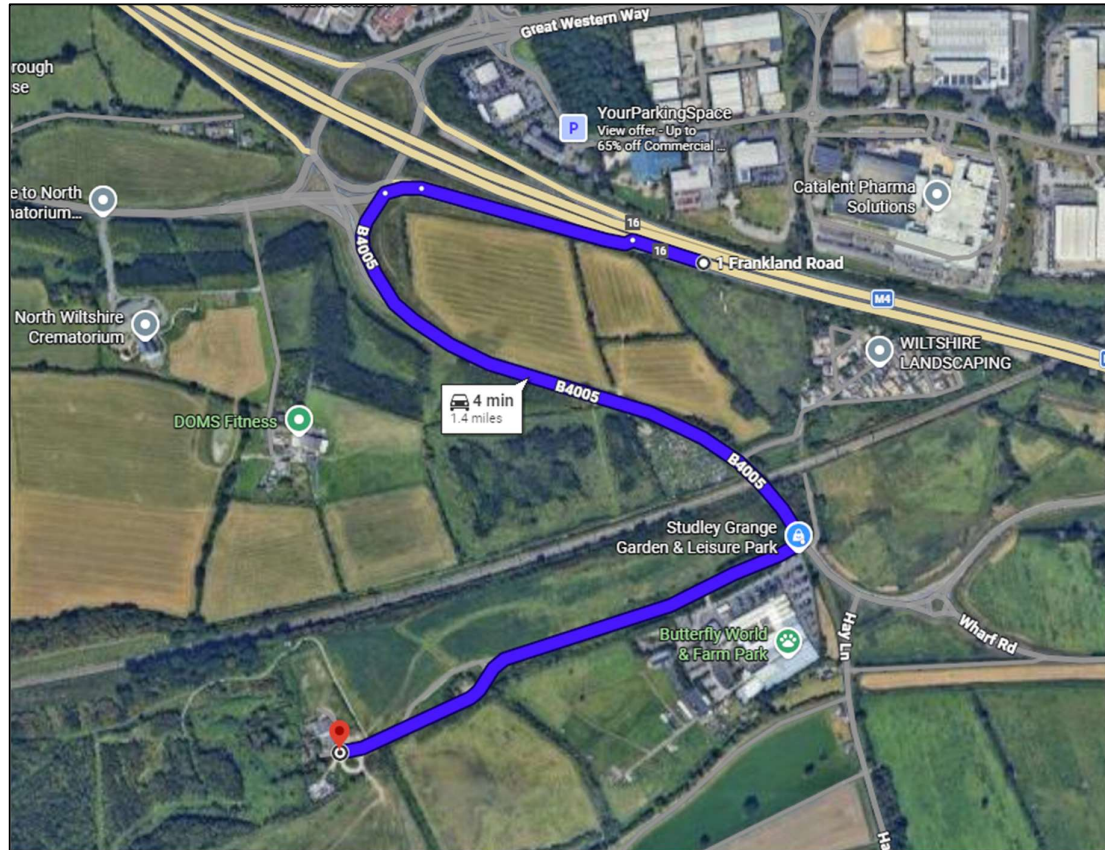
- 4.2.1 The routing of HGVs will be considered to minimise the impact on residential areas. During construction access to the site for construction vehicles will be via Junction 14 of the M4 and the B4005.
- 4.2.2 It is proposed that all HGV construction traffic will route to the Site via the M4 Junction 16 just to the north of the development and the B4005. **Figures 4.1 and 4.2** shows the construction routes from the east and west respectively.

Figure 4.1: Construction Route (East)



- 4.2.3 All heavy goods vehicle turning manoeuvres will be undertaken within the site such that vehicles exit and enter the highway in forward gear.

Figure 4.2: Construction Route (West)



4.3 Instructions for Drivers

4.3.1 Drivers will ensure they minimise noise disturbance in the following areas:

- Brake applications;
- Engine revs;
- Gear selection;
- Opening / closing of cab doors; and
- Cab radios must be switched off.

4.3.2 Driver training and best practice will be deployed to ensure minimal noise disturbance from vehicles when departing the site.

4.4 Instructions for Staff

4.4.1 Throughout the delivery day, the site manager will be regularly checking vehicle arrival times. Staff will be asked to follow these instructions:

- Always be mindful of neighbours whilst unloading vehicles and ensure that noise is kept to a minimum;
- Radios to be switched off / turned down while in the marshalling / unloading area;

- No shouting or whistling;
- Ensure that the compound area access road is clear of obstructions, so vehicles can move easily; and
- Make sure the delivery point is ready for the vehicle before it arrives to avoid vehicle idling.

4.5 Noise and Vibration

4.5.1 The developer remains responsible for managing noise and vibration levels at the site. Mitigation measures may include but are not limited to:

- The use of well-maintained vehicles and equipment;
- Vibrations and noise from vehicle and plant movements to and from the site will be managed through the enforcement of the designated site access point and journey route.

4.6 Dust and Odour

4.6.1 The contractor will conduct material handling operations in a manner which:

- Minimises dust and odour generation, through the use of enclosed handling and off-loading facilities;
- Minimise dust from being carried beyond the periphery of the site through regular cleaning of roadways.

4.7 Mud, Litter and Debris

4.7.1 During normal operations, HGV deliveries will be on the agreed routes. The contractor will ensure that site roadways are kept free of mud, litter or debris, to minimise the risk of carry over onto the public highway.

4.7.2 The contractor will provide facilities to ensure that, prior to departure from the site, all vehicles shall have wheels free from excessive mud or debris.

4.7.3 During the construction phases wheel cleaning facilities will be operated for all construction traffic accessing non-hardstanding areas. The facility consists of hand operated jet washes. This is to ensure the external road network is maintained free of mud and dust is minimised at all times.

4.7.4 The site hardstanding and state of the external road network will be inspected daily. As determined necessary through a daily inspection regime a road sweeper will be instructed to sweep both internal hardstanding and external roads.

4.8 Communication

4.8.1 The site will be operated with due respect to the local environs. Working hours will be adhered to and persons employed on the site will be required to deal with any issues raised by third parties in a courteous and responsive manner.

4.8.2 A representative will be assigned to the site for contact by members of the public or other interested parties.

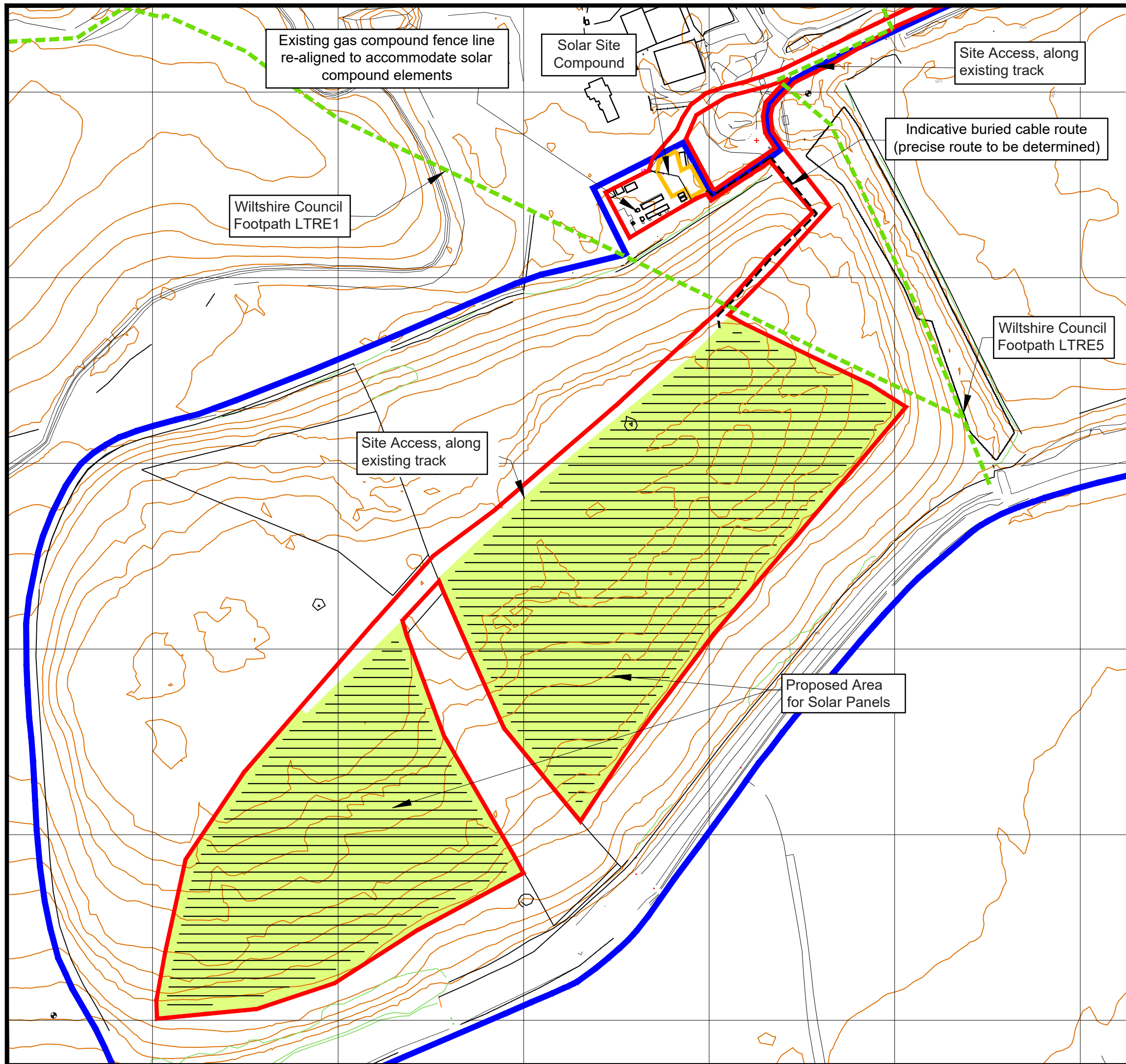
4.8.3 A telephone number and contact details will be published on the site notice board so that members of the public can request a copy be sent to them.

-
- 4.8.4 A notice board is to be located near the site entrance giving a telephone number for the site to communicate comments or complaints to the contractor.

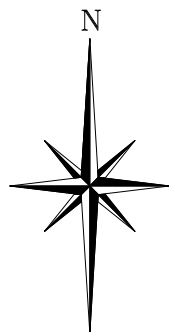
4.9 *Parking*

- 4.9.1 All construction operatives will park vehicles within the site compound and not on adjoining highway.

APPENDIX A – SITE LAYOUT PLANS

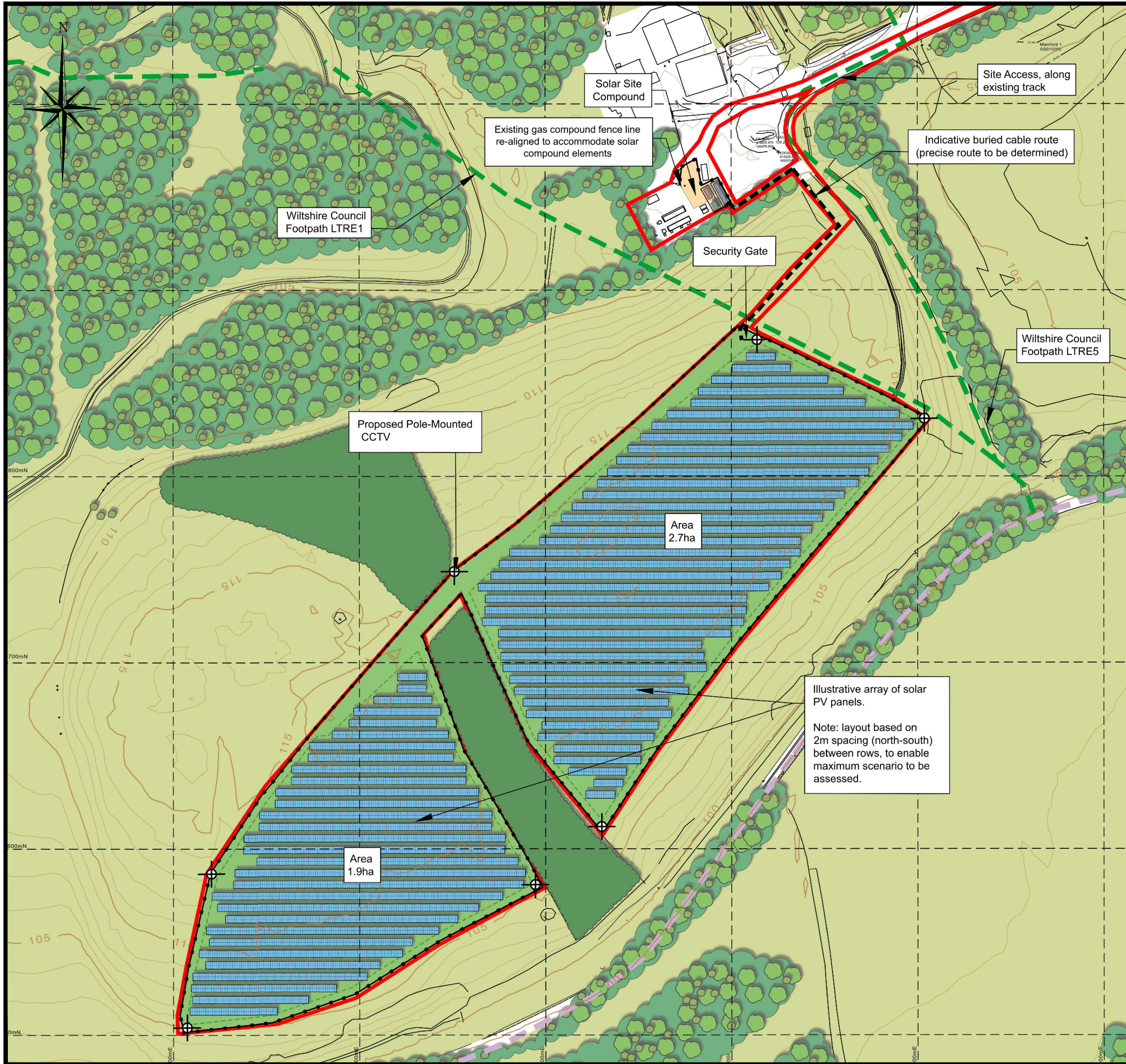


- Legend
- Application Site Boundary (6.5ha)
 - Other Land under Applicants Control
 - Solar Site Compound Area (0.1ha)
 - Solar Panel Development (Area 4.6ha)
 - Indicative Buried Cable Route
 - Wiltshire Council Rights of Way
 - Grassland Enhancement, around field margins and below /between panels (5.2ha)



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PROJECT		Planning	
LOCATION		Studley	
DRAWING TITLE		Site Plan	
DRAWING No.		HEA064-002	COMPUTER REF. ***
DRAWN		H/PLANNING	DATE 12/03/26 SCALE(S) 1:2000 ©A3



- Legend**
- Application Boundary
 - Public Right of Way
 - Permissive Footpath
 - Indicative buried cable route (precise route to be determined)
 - Existing Contours (5m intervals)
 - Existing Vegetation
 - Landfill Restoration Planting
 - Illustrative Solar Panel Array
 - Proposed PV Field Area
 - Proposed Perimeter Security Fence
 - Proposed Pole-Mounted CCTV
 - Proposed Inverter
 - Control Building
 - Transformer And Plinth
 - Hard Standing
 - Switch Gear
 - Proposed Grassland Enhancement, around field margins and below /between panels

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PROJECT	Planning
LOCATION	Studley
DRAWING TITLE	Proposed Illustrative Site Layout
DRAWING No.	HEA064-003
COMPUTER REF.	***
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DATE	12/03/26
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