Annex 3: Construction Traffic Management Plan

Glyn Taff Solar Farm

04/03/2025

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Contents

EXECUTIVE SUMMARY

3.1. This Construction Traffic Management Plan (CTMP) outlines the overall framework for managing the movement of construction and delivery traffic to and from the proposed Glyn Taff Solar Farm, as well as considering the type of traffic it will generate. The traffic assessment for the operational and decommissioning phases is also considered.

3.2. Impacts from the operational phase of the site will only consist of between 10-15 LGVs per year. This CTMP considers elements of TAN18: Transport which are relevant to this project, namely to include details of the existing conditions and issues relating to the Proposed Development.

3.3. Increased volumes of traffic will be generated by the Proposed Development during the construction period. However, the overall volumes of traffic generated by the Proposed Development during the construction period are considered to be quite low. During the anticipated twelve-month construction period, a total of 684 HGV deliveries will be made to the Site. During the peak construction period there will be an approximate maximum of 15 daily HGV deliveries.

3.4. The haulage route will likely be from the A470 to the southeast of the Site. The delivery vehicles will exit the A470 (signposted Rhydyfelin A4054) and join the A4054 to continue in a northwest direction for approximately 2.1km before taking a right turn onto Dyffryn Road. Vehicles will continue on a northeast direction for approximately 0.8km before taking a left hand turn onto Bryn Tail Lane, vehicles will continue along Bryn Tail Lane for approximately 1.4km before taking a right hand turn into Site Access 1 and left hand turn int Site Access 2.

3.5. 3.1. Due to the narrow nature of Bryn Tail Lane, additional traffic management measures will be in place all along Bryn Tail Lane leading up to the site access points. This is likely to be in the form of a banksmen-controlled entry and exit from the site, or temporary traffic lights. Additional banksmen will be placed at the bottom of Bryn Tail Lane to help alleviate any potential issues of HGVs meeting head on during the construction period. This will be agreed prior to the construction stage of the Proposed Development with the local Council.

3.6. As both the access points are located at the end of Bryn Tail Lane, there is no need to produce visibility splays.

3.7. Initial swept path analysis suggests both the existing access points require upgrading in line with the DMRB and TAN 18 standards. To facilitate this at Site Access 1; the existing entrance point will need to be widened to facilitate the construction vehicles and 7.2m of wall to be removed. For Site Access 2 the existing track will require widening to be widened to facilitate the construction vehicles.

3.8. A dedicated person will be appointed for the management of the delivery booking system during the construction stage.

3.9. Temporary construction gates will be in place to stop vehicles passing over the PRoW's freely and a banksman will be required to make sure there are no members of the public in the vicinity when vehicles are passing through.

3.10. The Applicant will conduct a pre- and post-construction condition survey of Bryn Tail Lane from the access points to its junction with Masefield Way, with the Applicant liable to repair any damage to the road attributed to the construction of the Proposed Development.

3.11. The CTMP sets out a variety of specific mitigation measures that will be implemented during construction that will minimise the impact of the construction traffic on the environment and local communities; these include:

- Limitations on working times and HGV scheduling;
- Site security and signage; and,
- Measures to control emissions of dust and other airborne contaminants.

3.12. This CTMP conforms to the policies and objectives of the LP as well as the DMRB and TAN 18.

INTRODUCTION

Background

3.13. Neo Environmental Ltd has been appointed by Renantis UK Limited (the "Applicant") to undertake Construction Traffic Management Plan ("CTMP") for a proposed solar farm (the "Proposed Development") on lands at Bryntail Farm, Bryn Tail Lane, Pontypridd (the "Application Site"). Please see **Figure 1** for the layout of the Proposed Development.

Development Description

3.14. Installation, operation and subsequent decommissioning of a renewable energy scheme comprising ground mounted photovoltaic solar arrays together with substation compound, transformer stations, internal access track, landscaping, biodiversity measures, boundary fencing, security measures, CCTV posts, monitoring house, storage containers access improvement and ancillary infrastructure. The solar arrays will have a combined capacity of up to 39.9MWp.

Site Description

3.15. The area of the Proposed Development (the "Application Site") lies at an elevation of approximately 140m – 330m AOD and covers a total area of c. 70.9 hectares. It is centred around Bryntail Farm at approximate National Grid Reference (NGR) E 309333, N 189800. It is south of Eglwysilan Road. The site extends wet of Bryntail Farm and east of the Bryn Tail Lane. The site is within the administrative area of Rhondda Cynon Taf Council.

3.16. The site comprises 38 agricultural fields that are currently in use for livestock farming. It is on the east side of the Taff Valley c. 1.6 km east of Ynysangharad War Memorial Park. Access will be gained from the Bryn Tail Lane.

3.17. The site is adjacent to the Twyn Hywel Energy Park a consented wind farm including 14 turbines (DNS/3272053).

Scope of the Assessment

3.18. The purpose of this CTMP report is to provide a framework for managing the movement of traffic to and from the Site, and to minimise the impact on the local road network during the construction period of the Proposed Development. The potential impact of traffic during the operation and decommissioning periods are also assessed. This CTMP looks at the solar aspect of the Proposed Development. Impacts arising from the grid route will be covered post consent as part of a condition within the final CTMP. This CTMP looks at the solar aspect of the Proposed Development. Impacts arising from the grid route will be covered post consent as part of a condition within the final CTMP.

3.19. This CTMP will provide details of:

- Traffic route identification and assessment;
- Swept path analysis; and
- Construction traffic management procedures.

3.20. This report is supported by the following appendices:

- Appendix 3A: Figures
  - Figure 3.1: Proposed Haul Route
  - Figure 3.2: Swept Path Analysis 1
  - Figure 3.3: Swept Path Analysis 2
  - Figure 3.4: Swept Path Analysis 3

Statement of Authority

3.21. This Construction Traffic Management Plan has been produced by Michael McGhee and Tom Saddington of Neo Environmental Ltd. Having completed a civil engineering degree in 2012, Michael has worked on over 1.5GW (approximately 50 individual sites) of renewable energy Construction Traffic Management Plans across the UK and Ireland, as well as more detailed transport statements for major developments.

3.22. Tom has an undergraduate degree in Bioengineering and graduated with an MSc in Environmental and Energy Engineering in January 2020. He has been working on various technical assessments for numerous renewable energy projects in Ireland and the UK.

LEGISLATION

3.23. Future Wales – the National Plan 2040[1] is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

3.24. Policy 18 (Renewable and Low Carbon Energy Developments of National Significance) states that proposals for renewable and low carbon energy projects (including repowering) qualifying as Developments of National Significance will be permitted subject to Policy 17 (not related to transport) and the following criteria:

"there are no unacceptable adverse impacts on the transport network through the transportation of components or source fuels during its construction and/or ongoing operation".

Planning Policy Wales (PPW): Edition 12[2]

3.25. Planning Policy Wales (PPW) Edition 12 was adopted by the Welsh Government in February 2024. This replaced the previously adopted PPW and sets out the land use planning policy for Wales. Chapter 5 of the PPW outlines the planning policy in relation to 'Renewable and Low Carbon Energy'. With regards to transport, it states:

"Planning authorities should also identify and require suitable ways to avoid, mitigate or compensate adverse impacts of renewable and low carbon energy development. The construction, operation, decommissioning, remediation and aftercare of proposals should take into account:

- *the capacity of, and effects on the transportation network"*

3.26. It also goes on to state, in Chapter 4 'Active and Social Places', that "*Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment*". The Proposed Development type isn't outlined in TAN 18[3]; however, a Transport Assessment has been conducted within the Transport Chapter. Most of the impacts will be during the short-term construction phase.

[1] Ministry of Housing, Communities & Local Government, National Planning Policy Framework, Feb 2019. Available at https://gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf

[2] Welsh Government, Planning Policy Wales (PPW): Edition 12. Feb 2024, Available at https://www.gov.wales/sites/default/files/publications/2024-07/planning-policy-wales-edition-12.pdf

[3] Welsh Assembly Government, in TAN 18: Transport, March 2007, Available at https://gov.wales/sites/default/files/publications/2018-09/tan18-transport.pdf

This CTMP will consider elements of TAN18 which are relevant to this project, namely to include details of the existing conditions and issues relating to the Proposed Development.

Review of Development Plan Policy

Rhondda Cynon Taf Council Local Development Plan 2006 - 2021

3.27. The Rhondda Cynon Taf Council Local Development Plan 2006 - 2021[4] (LP) was adopted by the county council in February 2014 and sets out the Council's vision and objectives for the development and use of land in the county borough. Policies relevant to the development include:

Policy AW 5 – New Development

"Development proposals will be supported where:

…

2) Accessibility

c) The development would have safe access to the highway network and would not cause traffic congestion or exacerbate existing traffic congestion"

*"*Policy AW 12 – Renewable and Non-Renewable Energy

Development proposals which promote the provision of renewable and non-renewable energy such as schemes for energy from biomass, hydro-electricity, anaerobic digestion, on-shore oil and gas and small / medium sized wind turbines, will be permitted where it can be demonstrated that there is no unacceptable effect upon the interests of soil conservation, agriculture, nature conservation, wildlife, natural and cultural heritage, landscape importance, public health and residential amenity. Development proposals should be designed to minimise resource use during construction, operation and maintenance"

3.28. The CTMP will take into account the relevant policies from the LP, TAN18 and DMRB.

[4]Rhondda Cynon Taf Council, Rhondda Cynon Taf Council Local Development Plan 2006 - 2021 (March 2011), Available at https://www.rctcbc.gov.uk/EN/Resident/PlanningandBuildingControl/LocalDevelopmentPlans/LocalDevelopmentPlan20062021.aspx

TRAFFIC ROUTE IDENTIFICATION AND ASSESSMENT

3.29. The chosen delivery route and subsequent CTMP is based upon information provided by the Applicant as well as a thorough review of the local and national roads in the vicinity of the Site.

Site Access

3.30. The Site will be accessed from two existing access points off Bryn Tail Lane which dissects the Site. The speed limit on local rural roads such as these is 60mph as there are no repeater signs or street lighting. However, it was observed that vehicles are highly likely to travel at speeds lower than the statutory speed limit near the site entrances, as access points are located at the end of the road. This section of road, at the site entrance, contains no carriageway markings and is approximately 3m wide. There are no pedestrian facilities along this section of road and the carriageway is in an average condition.

3.31. As both the access points are located at the end of Bryn Tail Lane, there is no need to produce visibility splays.

Site Access 1

3.32. Initial swept path analysis suggests the existing entrance point will need to be upgraded to facilitate the access and egress of the largest construction vehicles. Figure 3.2: Appendix 3A shows the upgraded access point where there will be 7.2m of wall to be removed, as well as widening of the existing track. This will be designed in accordance with the Design Manual for Roads and Bridges and TAN 18.

Site Access 2

3.33. Initial swept path analysis suggests the existing entrance point will need to be upgraded to facilitate the access and egress of the largest construction vehicles. Figure 3.3: Appendix 3A shows the upgraded access point where there will be widening of the existing track. This will be designed in accordance with the Design Manual for Roads and Bridges and TAN 18.

Bryn Tail Lane

3.34. Initial swept path analysis (Figure 3.4: Appendix 3A) suggests that Bryn Tail Lane will only likely require minor works to accommodate the 13m long HGVs up to the site access points. The minor works include temporary surfacing and hedgerow trimming. However, a topographical survey of Bryn Tail Lane will be required to determine the full extent of works post consent.

3.35. The Applicant will conduct a pre- and post-construction condition survey of Bryn Tail Lane from the access points to its junction with Masefield Way, (see Figure 3.1 Appendix 3A), with

the Applicant liable to repair any damage to the road attributed to the construction of the Proposed Development.

Internal Site Tracks

3.36. Additional and upgraded access tracks will be constructed to allow access for the construction, operation, maintenance and decommissioning of the solar panels and associated infrastructure.

3.37. Tracks will measure approximately 3.5m 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. Details of the access track construction can be found in Figure 6: Volume 4.

3.38. Load bearing crane hardstanding areas with a high load bearing capacity will be required during construction 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.

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

- Access for the Proposed Development maintenance and repair works;
- Access for the Landowner; and
- Access for decommissioning of the Proposed Development.

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

Proposed Haul Route

3.41. The proposed haul route has been identified by considering the ability of the route to physically accommodate the required vehicles, in addition to the sensitivity of the route to potential disruption by the movements of traffic to and from the site.

3.42. The haulage route will likely be from the A470 to the southeast of the Site. The delivery vehicles will exit the A470 (signposted Rhydyfelin A4054) and join the A4054 to continue in a northwest direction for approximately 2.1km before taking a right turn onto Dyffryn Road. Vehicles will continue on a northeast direction for approximately 0.8km before taking a left hand turn onto Bryn Tail Lane, vehicles will continue along Bryn Tail Lane for approximately 1.4km before taking a right hand turn into Site Access 1 and left hand turn int Site Access 2.

3.43. Due to the narrow nature of Bryn Tail Lane, additional traffic management measures will be in place all along Bryn Tail Lane leading up to the site access points. This is likely to be in the form of a banksmen-controlled entry and exit from the site, or temporary traffic lights. Additional banksmen will be placed at the bottom of Bryn Tail Lane to help alleviate any potential issues of HGVs meeting head on during the construction period. This will be agreed prior to the construction stage of the Proposed Development with the local Council.

3.44. A map showing the proposed local access route is presented in **Figure 3.1: Appendix 3A**.

3.45. Autotrack analysis was carried out at a junction on the haul route for a 13m articulated vehicle representing the largest vehicle that will be used to access the Site for the Proposed Development (**Figure 3.2: Appendix 3A**).

Route Assessment

3.46. This route assessment was conducted as a desk-based exercise. Where required, swept path analysis has been conducted using Autotrack software to model the movement of the most onerous load to determine what actions are required to address any issues identified.

3.47. As per the specifications provided, the most onerous loads for the purpose of the swept path are the deliveries of the modules and mounting systems. As part of the swept path analysis, the following vehicle was used:

- Articulated Vehicle of 13m in total length

3.48. The UK max length of 16.5m articulated HGVs will not be used for the delivery of loads, with the maximum length vehicle used being a 13m articulated HGV only.

3.49. The exact dimensions of this vehicle and turning details can be found on the drawing in **Figures 3.2: Appendix 3A.**

3.50. The analysis was conducted using Ordnance Survey (OS) mapping data.

3.51. No allowances have been made for the provision of independent driver-operated rear steering. The approved haulage operator for the project will confirm final vehicle types prior to construction.

3.52. The load bearing capacity of any bridges or structures have not been measured. As the Proposed Development will not require abnormal roads, any bridges on the main transport network should be capable of carrying all the transport loads. As there will be no abnormal roads, the consultation point regarding the protection of bridges, culverts and other structures will not apply.

3.53. All traffic management and safety implications will be considered by suitably qualified and experienced personnel when arranging the transit of the loads and can be agreed through a suitably worded condition following planning approval.

3.54. Table 3-1 provides a brief commentary of the route analysis at specific points on the haul route. These points can also be viewed on Figure 3.2 Appendix 3A.

Table 3-11: Route Analysis

Ref	Manoeuvre Required	Analysis	Required Action	Swept Path Drawings
1	Vehicles will need to take a right-hand turn Bryn Tail Lane into the site entrance point.	The existing access point has been upgraded so that the largest construction vehicles can access the site.	Topsoil strip, land clearing, surface widening and 7.2m of wall removal.	Figure 3.2 of Appendix 3A
2	Vehicles will need to take a left-hand turn from Bryn Tail Lane into the site entrance point.	The existing access point has been upgraded so that the largest construction vehicles can access the site.	Topsoil strip, land clearing and surface widening.	Figure 3.3 of Appendix 3A

Summary of Enabling Works

3.55. As the proposal includes an upgraded access point (see Figure 3.2: Appendix 3A), enabling work will be required for access into the Site. This will include topsoil strip, land clearing and track widening as well as the removal of 7.2m of wall. Design details of the access track can be found in the planning application drawings that have been submitted alongside this report.

CONSTRUCTION TRAFFIC MANAGEMENT

Construction Programme

3.56. Construction of the Proposed Development is anticipated to occur over a 12-month period. During this period, there will be a combination of HGVs (for the component and material deliveries) and cars/vans (for construction staff) on site. HGV movements are expected to be the most intense during the first few weeks of construction, reducing in numbers towards the final weeks. Car/van movements are expected to be constant throughout.

3.57. Table 3-2 shows the estimated number of deliveries and movements for the main infrastructure.

Table 3-22: Estimates HGV Deliveries for construction equipment and infrastructure

TRANSPORT	ESTIMATED NUMBER OF VEHICLES	MOVEMENTS
Delivery of Mounting Frames	80	160
Delivery of Modules	160	320
Delivery of Inverters/Transformers/Grid	19	38
Delivery of Cables	40	80
Delivery of Plant Equipment	80	160
Delivery of Gravel Hard Core Material	285	570
Delivery of Fencing	20	40
Total	**684**	**1368**

3.58. Additional site visits may be required due to site conditions, weather restrictions, and due to unforeseen circumstances and therefore, these numbers should be treated as a guideline for planning purposes only. In total, the construction of the solar farm is expected to give rise to 684 HGV deliveries over the 12-month construction period. A daily maximum of approximately 15 HGV deliveries (30 HGV movements) is anticipated.

3.59. The expected HGV volumes are based on best estimates of trips generated for similar sized solar farms and will be subject to amendments based on local conditions and contractor working practices.

Delivery Booking System

3.60. On a weekly basis, the appointed Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers, the Site Manager will ensure that that construction deliveries are managed in an efficient manner, with minimal disruption and delays.

3.61. It is proposed that temporary signage would be used to highlight the entrance to the site and to direct construction traffic to the site via the public road network. The Applicant will provide banksmen to assist with the manoeuvring of delivery vehicles to and from the site, as well as internal site movements.

3.62. Hauliers will be required to contact the Site Manager to give an indicative delivery time, to ensure that the delivery space and banksmen are ready for their arrival on site.

3.63. To avoid any vehicles waiting, sufficient time will be provided between deliveries to allow for any delays (such as loading/unloading taking longer than expected).

3.64. Deliveries will be managed and scheduled to ensure that no vehicles would have to wait on the surrounding road network.

Timing Restrictions

3.65. All traffic movements will be carried out between the hours of 07.00 to 18.00 on Monday to Friday and 07.00 to 13.00 on Saturdays. Outside of these times works are limited to:

- Decommissioning and testing; and
- Works required in an emergency where there is the potential of harm or damage to personnel, plant, equipment, or the environment, provided the developer retrospectively notifies the Council of such works within 24 hours of their occurrence.

3.66. Deliveries, where possible, will be scheduled to avoid peak times where relevant, e.g. avoiding rush hours and after school drop off and pick up times.

Temporary Site Construction Compound

3.67. One temporary construction compound will be required during the construction phase of the Proposed Development. The proposed compound is shown on Figure 7: Volume 4 and consists of an area measuring 50m by 60m. The compound will contain the following:

- 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;
- Container storage unit(s) for tools and equipment storage;
- Container storage unit(s) for components and materials;
- Refuelling compound for construction vehicles and machinery;
- Chemical toilets;
- Adequate parking area for cars, construction vehicles and machinery;
- Designated skips for construction waste; and
- Wheel washing facility.

Construction Parking

3.68. It is forecast that there will be approximately 50 staff on site at any one time during the construction period, although this will vary subject to the overall programme of works. It is likely that there will be a degree of vehicle sharing by staff and therefore, less than 40 staff vehicles (estimated maximum at 35-40 per day at peak construction periods) are expected to arrive on site each day. Labour vehicle sharing will be actively encouraged to reduce vehicular movements.

3.69. Upon entrance/exit to and from the site, workers vehicles will report directly to the area of hard standing at the temporary site construction compound near the site entrance, where there will be sufficient space for parking and turning. Site opening and closing will be outside morning and evening peak traffic times, minimising local traffic disruption during busy periods.

3.70. No parking will be allowed for construction workers on the public road network in the vicinity of the site. A number of additional unscheduled visits may be required throughout the construction period for site inspections and due to unforeseen circumstances, which is accounted for in the existing car parking plans.

Turning Facilities

3.71. The construction compound has been designed to provide adequate space for vehicle manoeuvring and turning, and all HGV deliveries will report here for unloading. The turning area will ensure that all vehicles will ingress and egress in a forward gear to maintain safety on the public highway.

Site Security

3.72. For security and safety purposes, the Proposed Development will be closed to the general public via security fencing and a locked gate. The security fence installed around the perimeter of the solar farm will be erected at the start of the construction programme and will remain for the duration of the operation until decommissioning of the solar farm.

3.73. Access to the construction site during construction hours will be controlled by personnel located at the entrance of the development. All visitors will sign in and out with security. Visitors to the site will be given a Health and Safety site induction, provided with Personal Protective Equipment (PPE), and will remain with an appropriately trained escort at all times.

Bridleways and Public Right of Ways (PRoW)

3.74. Two Public Rights of Way (PRoW), pass through the Site. One PRoW dissects Field 5, 7 and 8 from Field 9, 10 and 11, whils the other PRoW dissects Field 21 and 22 from Field 24.

3.75. They will both remain open during the construction period; however, some sections will need to be closed for short periods of time as vehicles pass through them. At these points, there will be construction gates which will be closed unless a vehicle is required to access them and a banksman will make sure that there are no members of the public on the PRoW before opening the construction gates and allowing the traffic to pass through.

Operational Period

3.76. The operational phase of the solar farm is anticipated to have negligible trip generation potential with approximately 10-15 Light Goods Vehicles (LGVs) expected every year for scheduled maintenance checks, with additional visits required to attend to remedial issues when necessary.

Decommissioning Period

3.77. The number of HGVs required for the decommissioning period will be slightly higher than the construction phase due to the materials not being as neatly packed as when shipped from factory conditions. Whilst the construction phase had a total of approximately 1,368 movements, the decommissioning phase will have a total of circa 1,505 movements (estimate includes a 10% increase on the construction stage). This increase is not considered to be significant.

MITIGATION

3.78. The impact of the Proposed Development has been identified as **temporary** in nature and associated with short construction and decommissioning phases only. It is still important that any impact is minimised as far as possible and, in light of this, the following mitigation measures have been considered:

- A dedicated Site Manager will be appointed for the management of the delivery booking system during the construction stage. It will also be this person's duty to make sure haulage companies use the chosen haul route (See **Figure 3.1: Appendix 3A**), without fail.
- Temporary construction gates will be in place to stop vehicles passing over the PRoWs freely and a banksman will be required to make sure there are no members of the public in the vicinity when vehicles are passing through.
- Due to the narrow nature of Bryn Tail Lane, additional traffic management measures will be in place all along Bryn Tail Lane leading up to the site access points. This is likely to be in the form of a banksmen-controlled entry and exit from the site, or temporary traffic lights. Additional banksmen will be placed at the bottom of Bryn Tail Lane to help alleviate any potential issues of HGVs meeting head on during the construction period. This will be agreed prior to the construction stage of the Proposed Development with the local Council.
- The Applicant will conduct a pre- and post-construction condition survey of Bryn Tail Lane from the access points to its junction with Masefield Way, with the Applicant liable to repair any damage to the road attributed to the construction of the Proposed Development.
- Traffic movements will be limited to 07:00 - 18:00 on Monday to Friday and 07:00 – 13:00 on Saturdays, unless otherwise agreed in writing with the Council. Deliveries will be scheduled to avoid morning and evening peak hours. This will avoid HGV traffic

arriving during the morning peak hours, creating conflict with local residents' commute or school run. Construction personnel will be encouraged to car-pool, or to travel to site in minibuses.

- During the construction phase, clear construction warning signs will be placed on the local access road leading to the Proposed Development access, as well as on the B4598 in accordance with Chapter 8 of the Traffic Signs Manual. The Site Entrance will also be appropriately signed. Access to the construction site will be controlled by onsite personnel and all visitors will be asked to sign in and out of the site by security/site personnel. Site visitors will receive a suitable Health and Safety site induction and Personal Protective Equipment (PPE) will be worn.
- 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 also be implemented:
  - Wheel washing equipment will be available and used onsite within the construction compound, as required, to prevent the transfer of dirt and stones onto the public highway. All drivers will be required to check that their vehicle is free of dirt, stones and dust prior to departing from the site;
    - Wheel washing facilities will consist of a water bowser with pressure washer.
    - The bowser will contain water only and no other additives.
    - Run-off from this activity will be directed to the drainage situated on the lower boundary of the construction compound.
  - Dampening of site roads to minimise dust emissions;
  - Any soil stockpiles will be covered and / or lightly tracked when left for extended periods of time;
  - Drivers will adopt driving practices that minimise dust generation including a 5m/h internal access road speed limit; and,
  - Any dust generating activities will be avoided or minimised, wherever practical, during windy conditions.

- Once construction of the Proposed Development is completed, all portacabins, machinery and equipment will be removed and hard standing excavated. The area will be regraded with the stockpiled topsoil to a natural profile.

SUMMARY

3.79. This CTMP outlined the overall framework for managing the movement of construction and delivery traffic to and from the Proposed Development, as well as considering the type of traffic it will generate. The traffic assessment for the operational and decommissioning phases were also considered.

3.80. Impacts from the operational phase of the site will only consist of between 10-15 LGVs per year. This CTMP considers elements of TAN18: Transport which are relevant to this project, namely to include details of the existing conditions and issues relating to the Proposed Development.

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3.83. 3.1. Due to the narrow nature of Bryn Tail Lane, additional traffic management measures will be in place all along Bryn Tail Lane leading up to the site access points. This is likely to be in the form of a banksmen-controlled entry and exit from the site, or temporary traffic lights. Additional banksmen will be placed at the bottom of Bryn Tail Lane to help alleviate any potential issues of HGVs meeting head on during the construction period. This will be agreed prior to the construction stage of the Proposed Development with the local Council.

3.84. As both the access points are located at the end of Bryn Tail Lane, there is no need to produce visibility splays.

3.85. Initial swept path analysis suggests both the existing access points require upgrading in line with the DMRB and TAN 18 standards. To facilitate this at Site Access 1; the existing entrance point will need to be widened to facilitate the construction vehicles and 7.2m of wall to be removed. For Site Access 2 the existing track will require widening to be widened to facilitate the construction vehicles.

3.86. A dedicated person will be appointed for the management of the delivery booking system during the construction stage.

3.87. Temporary construction gates will be in place to stop vehicles passing over the PRoW's freely and a banksman will be required to make sure there are no members of the public in the vicinity when vehicles are passing through.

3.88. The Applicant will conduct a pre- and post-construction condition survey of Bryn Tail Lane from the access points to its junction with Masefield Way, with the Applicant liable to repair any damage to the road attributed to the construction of the Proposed Development.

3.89. The CTMP sets out a variety of specific mitigation measures that will be implemented during construction that will minimise the impact of the construction traffic on the environment and local communities; these include:

- Limitations on working times and HGV scheduling;
- Site security and signage; and,
- Measures to control emissions of dust and other airborne contaminants.

3.90. This Construction Traffic Management Plan conforms to the policies and objectives of the LP as well as the DMRB and TAN 18.

APPENDICES

Appendix 3A - Figures

- Figure 3.1: Proposed Haul Route
- Figure 3.2: Swept Path Analysis 1
- Figure 3.3: Swept Path Analysis 2
- Figure 3.4: Swept Path Analysis 3