

Construction Environment Management Plan (CEMP)

Tophams Solar

Client:

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Site Address:

Land west of Ashwell Road
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Construction Environment Management Plan – Tophams Solar

DOCUMENT CONTROL

Project	Tophams Solar Farm		
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1. INTRODUCTION

1.1. PURPOSE & OBJECTIVES

This Construction Environment Management Plan (CEMP) is prepared to enable the Local County Council (North Hertfordshire Council), to understand and agree specific construction management arrangements to enable the construction of the Tophams Solar as per relevant consents in Planning Permission 22/00741/FP (17th June 2024).

1.2. CONSTRUCTION - SCOPE OF WORKS

The scope of works under the construction Contract includes all works necessary to design, construct, test, commission, energise, decommission, and train staff in the operation of a 40.00 MW Export and 8.00 MW Import co-located facility.

The site element of the scope of works consists of (but is not limited to):

- Site preparation - mowing the site (if required) and setting/marking out the installation;
- Erecting the fencing and gates;
- Construction of internal access tracks (including access/egress)
- Installing closed circuit television CCTV system;
- Inserting the Solar PV frames into the ground;
- Affixing the Solar PV panels to the mounting frames;
- Installation of the inverters, battery energy storage system BESS and transformer cabinets/containers;
- Distribution Network Operator (DNO) substation building;
- Switchgear/ control room building;
- Trenching for the cable runs, to a depth of approximately 1m, and laying of the cables;
- Connecting all the cables up and backfilling the cable trenches;
- Planting of approved landscaping and mitigation works.

2. ON-GOING CONSULTATION

The Principal Contractor is committed to ongoing dialogue with the local community and key stakeholders throughout the construction project to ensure that local views continue to be taken account of and the construction is carried out in as sensitive a way as possible.

The following consultation related activities will take place during the construction period:

- Principal Contractor to meet and introduce themselves to landowner prior to construction start date;
- Principal Contractor to meet and introduce themselves to neighbouring residential dwellings prior to construction start date;
- Principal Contractor to provide regular project progress reports to North Hertfordshire Council planning team members;
- Principal Contractor will be responsible for receiving, investigating and actioning all local community complaints and concerns during the project construction period;
- Consider welcoming North Hertfordshire Council for a site tour once construction is complete.

The above consultation related activities can be adjusted or added to at any point during the construction process.

3. CONSTRUCTION TRAFFIC MANAGEMENT

3.1. EXISTING ENVIRONMENT AND CONSTRUCTION INTERFACE

The site comprises approximately 53.62 ha and is located in the region of Hertfordshire with the following coordinates: latitude 52.017 and longitude -0.163. The nearest postcode is SG7 5EB. The site is primarily used for agriculture.

An Access Road Condition Survey will be carried out and any abnormal wear to the access route caused by the construction project traffic will be repaired following construction or as required.

Wheel washing facilities will be provided on site, to ensure that vehicles leaving the site do so with clean wheels and minimise the transportation of muck/dust off site and onto the highway. The exact location of the wheel wash will be determined during the site mobilisation period. It is currently envisaged that the wheel washing facility is to be used for the cleanliness of wheels and axles leaving the site. It is not intended as an area to wash out concrete wagons, and therefore there are no provisions for concrete residue disposal. This policy will be made clear to concrete wagon drivers.

The construction management team will also be able to arrange for a sweeping vehicle to visit the site / local highway, should debris need to be cleaned during the construction process. Should this be required, liaison with the local highway authority shall take place, as appropriate.

3.2. THE CONSENTED ROUTE TO SITE

The consented route to the site is as follows.

Construction traffic will flow from the A1 Northbound (Stotfold Interchange) marked A to the Site entrance marked B (Source: Google Maps).

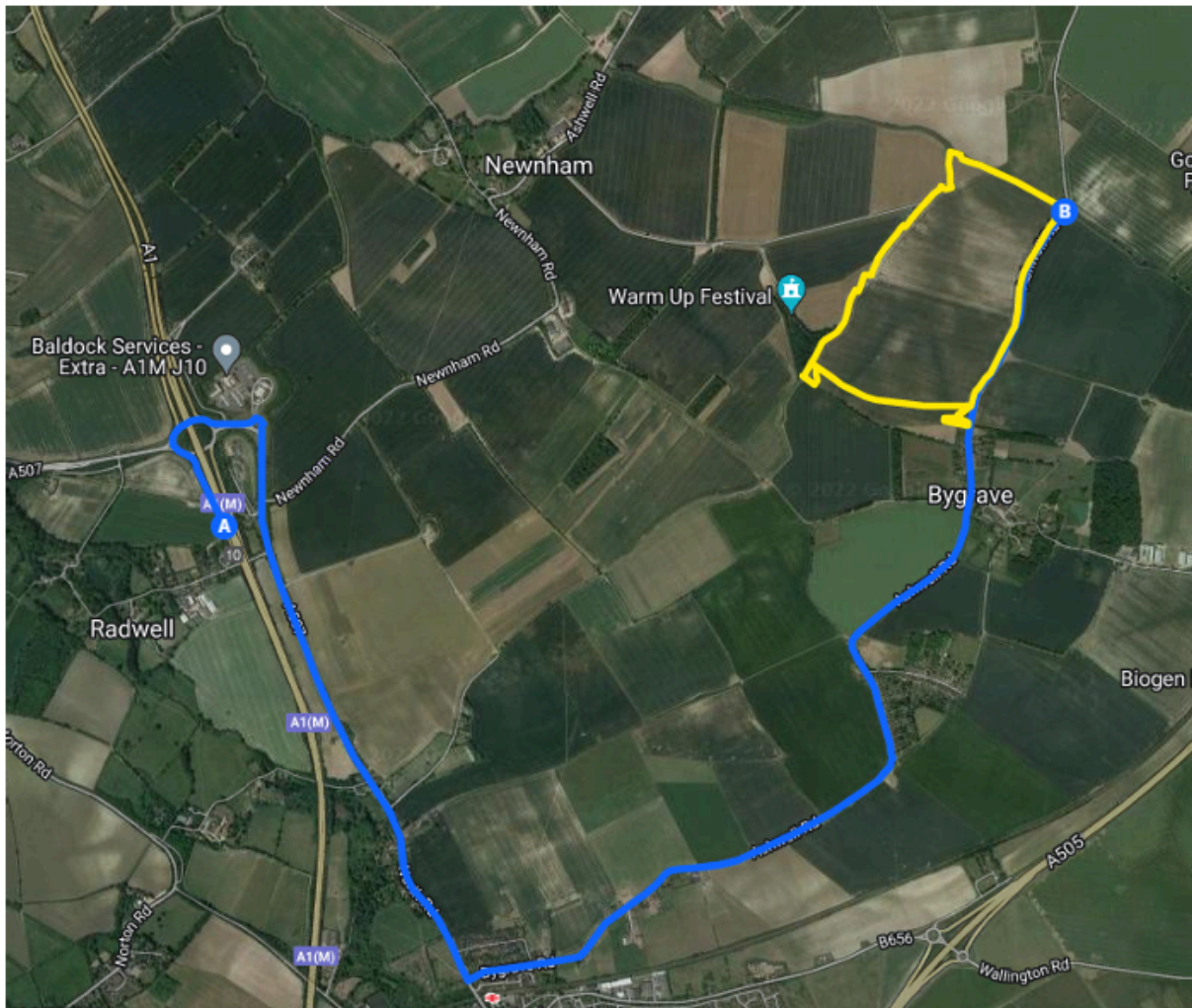


Figure 1 - The consented route to site

All construction traffic will be provided with a site access route plan, which clearly identifies the consented route. In addition to this, the Principal Contractor will ensure suitable 'Solar Farm Traffic' signs will be placed at strategic locations on this proposed route.

No work (and therefore project vehicle movements) will take place during the following times.

- 18:00 to 08:30 Monday to Friday;
- 18:00 Friday to 08:00 Saturday;
- 13:00 Saturday to 07:30 Monday;
- at any time on Bank Holidays.

Site deliveries companies will be informed to avoid the time period between 3pm-4pm Monday-Friday as this coincides with local school pickups.

Staff and construction operatives will travel to site in light vehicles, and car/minibus pooling will be actively encouraged. All general site vehicles will travel to the project site via the consented route.

3.3. ON-SITE TRAFFIC AND SITE ACCESS/EGRESS ARRANGEMENTS

New access tracks will be implemented to facilitate traffic movements within the site, for both construction and future maintenance. Sufficient parking, site compound, lay-down and turning areas will be included. Sufficient parking, lay-down and vehicle turning areas will ensure that no vehicle waiting or designated vehicle waiting areas are necessary on the highway and that vehicles are always able to leave the site in the forward gear.

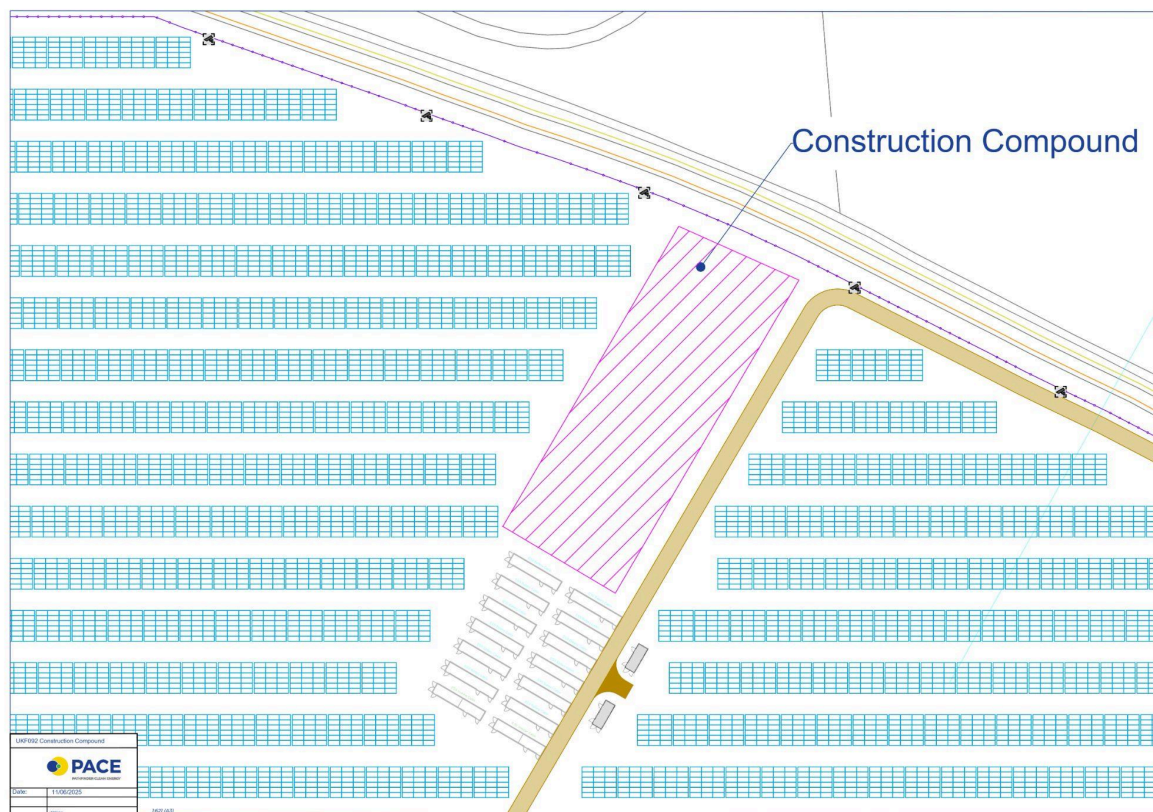


Figure 2. – On-site Traffic Arrangements

New tracks and traffic areas will be constructed in accordance with County Council specifications and drainage as recommended in the Flood Risk Assessment and Surface Water Management Plan. Topsoil layers will be excavated to expose a suitable base on which to build the track. The tracks will then be built up by laying crushed stone, rolled in layers.

The site establishment (main compound) will consist of the following:

- Offices;
- Meeting rooms;
- Canteen;
- Mess and changing facilities;
- Toilet and washing facilities;
- Storage containers;

- Fuel (bundled) and water bowsers;
- Temporary lighting;
- Temporary CCTV;
- Generator;
- Pedestrian segregation barriers;
- Emergency muster point;
- Fire extinguishers;
- Site Project Information Board.

In specific high-traffic locations temporary steel road plates may be utilised; this decision will be during the site mobilisation to use steel road plates or not will be made during site mobilisation.

There will be a reverse parking policy applied within the site compound to ensure quicker vehicle movements in the event of an emergency and minimise blind reversing incidents and accidents.

The most significant risk in this area will be the vehicle/operative interface. Therefore, to ensure segregation between pedestrian operatives and moving vehicles, a clear pedestrian route with barriers will be established.

Areas will be defined for specific plant, materials and equipment in segregated lay-down areas, when construction starts, will be co-ordinated by site management and will be subject to continual change as the project progresses.

For all site compound activities which involve lifting, risk assessments and lift plans will be formulated (i.e. office and welfare containers). Appointed persons and/or banksmen will be used to safely coordinate offloading and pickup activities.

An emergency muster point area will be established within the compound. This will be used in the event of an emergency roll call where all site-based operatives will muster and the site attendance list will be used to verify all operatives are safe. This muster point will be kept clear of vehicles, equipment and materials.

The Site Project Information Board will contain health & safety related information and other important information deemed necessary to communicate with the workforce. This board will also contain contact details for the Principal Contractor and site management team. It is also envisaged that a similar contact detail sign will be erected at the site entrances whereby the public and local community members can safely reach to gain contact details and get in touch with the site management team if they have a query or complaint.

3.4. PARKING OF VEHICLES

Provision has been made for on-site parking for all construction-related vehicles. A total of 20 marked parking spaces will be provided within the main construction compound for use by site operatives and visitors throughout the construction period.

The designated parking area is located entirely within the site boundary, away from public highways, to prevent any risk of overspill parking onto Ashwell Road or surrounding local roads. The area will be surfaced with compacted stone and clearly delineated to ensure efficient vehicle management.

Should additional parking be temporarily required during peak delivery periods, a supplementary overflow area within the construction compound boundary will be made available. All parking arrangements will be managed under the supervision of the site manager to ensure safety and prevent congestion or obstruction.

3.5. CONSTRUCTION TRAFFIC SPEED LIMITS

The A1 (M) is a national speed limit road (dual carriageway, 70mph). Once you turn off this road onto Ashwell Road, the speed limit becomes variable, ranging from 40mph to 60mph .

Once vehicles turn into the site entrances, the access road leading to the site establishments, will have a strict 10mph speed limit.



A maximum speed limit on the site access tracks will also be 10mph, however operatives will need to take appropriate precautions towards ground and environmental conditions, which may require slower speeds.

Speed signs will be posted as appropriate, in compliance with highway standards. Risks will also be managed by including relevant management strategies in toolbox talks, including complying with posted speed limits and reducing speed to suit weather conditions.

3.6. SIZE OF VEHICLES

Most vehicles frequenting the site would be light vehicles and include employee vehicles, buses and utility vans. Larger vehicles required throughout the construction period including but not limited to will be articulated lorries, low-loaders, tele-handlers, dumpers, mobile cranes, and HI-ABS. These larger vehicles have been considered in the swept path analysis to ensure that the consented route is suitable.

Standard UK articulated lorries (approximately 12m in length) will be the largest of the vehicles employed during the construction project.

3.7. CUMULATIVE IMPACTS

At present the Principal Contractor is not aware of any local developments or construction projects which would have any impact on the construction management plan. If any such projects come to light, this section will be updated accordingly.

3.8. CLOSURES OF FOOTPATHS, FOOTWAYS, CYCLEWAYS OR ROADS

The site benefits from a dedicated access route located off Ashwell Road that avoids direct interaction with public rights of way or pedestrian/cyclist infrastructure. All construction traffic, including the delivery of plant and materials, will enter and exit the site exclusively via this designated route, thereby eliminating the need for any diversions, temporary closures or traffic management measures affecting the public highway or active travel networks.

As such, the development will not give rise to any interruption of public access routes during the construction period, and no Temporary Traffic Regulation Orders (TTROs) will be sought in relation to this project.

3.9. SECURITY HOARDING AND SCAFFOLDING AFFECTING THE HIGHWAY

All necessary fencing and hoarding for site security and safety will be installed entirely within the boundary of the site. These installations will not obstruct or encroach upon the adopted highway, footpaths, or verges, and will be maintained throughout the construction phase in accordance with relevant health and safety standards.

As there is no anticipated requirement for highway-based hoarding or scaffolding, no licence applications or highway authority consents will be sought in this regard. This ensures full compliance with the condition and maintains unobstructed highway use for all road users.

3.10. MAINTENANCE & EMERGENCY REPAIRS

A regular maintenance schedule for all plants and vehicles, including heavy vehicles will be implemented by the Principal Contractor and their relevant Sub-Contractors. The maintenance schedule would include but is not limited to the following:

- Plant and Vehicles will be maintained as per manufacturer's instructions;
- Records of maintenance and use of any consumables, tyres, oils, batteries etc will be maintained for relevant vehicles;
- Spillage kits will be provided to all relevant vehicles;
- All operators of plant and vehicle drivers will be trained regarding their responsibilities, policies, procedures and work instructions.

In cases where plant and machinery breakdown on site, the Sub-Contractor responsible for this equipment will be contacted immediately, and a suitable and specific repair, recovery, and/or replacement plan will be formulated. Broken down plants and machinery will be suitably isolated and secured, and if necessary, will be fenced off.

In cases where maintenance and emergency repairs need to take place on site, this will be controlled through risk assessments and method statements, and will be supervised by the site management team.

3.11. ENVIRONMENTAL ASPECTS

All environmental control measures relating to traffic management and the wider construction of the solar farm will be detailed in the Construction Environmental Management Plan.