



**Proposed Non-Material Amendment to
Planning Permission Ref
APP/X1925/V/23/3323321 /
21/03380/FP (As Amended by
Application Ref: 25/01033/NMA) for
Proposed Solar Array with Associated
Battery Storage Containers and
Ancillary Development Including
Means of Access and Grid Connection
Cable on Land at Graveley Lane and to
the east of Great Wymondley,
Hertfordshire**

Construction Traffic Management Plan

Prepared for



AGR Solar 4 Limited
March 2026
3004-01-CTMP02

Document Control

Revision	Date	Prepared By	Reviewed / Approved By
3004-01-CMP02 (Revised CTMP to support NMA)	02-03-2026	CZ	HW

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- Appendix A –General Arrangement Plan**
Appendix B – Construction Site Management Plans
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Appendix D – Traffic Management Site Rules
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1.0 INTRODUCTION

1.1 Background

1.1.1 This revised CTMP has been prepared in support of a Non-Material Amendment (NMA) under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission APP/X1925/V/23/3323321 / 21/03380/FP (as amended by application ref. 25/01033/NMA) for the above development (“the consented development”).

1.1.2 The proposed amendments comprise changes to the approved site layout and associated infrastructure. The key changes are as follows:

- i) Increasing the number of inverter-transformer units from 17 to 19;
- ii) Increasing the BESS units from 68 to 76;
- iii) Additional welfare / control buildings and storage buildings, from 2 to 5;
- iv) Increasing the density of solar panels;
- v) Reduction in the length of access roads proposed on site; and
- vi) Addition of a water tank and 3 harmonic filters.

1.2 Project Overview

1.2.1 Axis has been appointed by AGR Solar 4 Limited to prepare this Construction Traffic Management Plan (CTMP) in relation to the approved development of a photovoltaic array, grid connection, access improvement works and ancillary development (hereafter referred to as ‘the development’) on land at Priory Farm, Priory Lane, Great Wymondley, Hertfordshire (hereafter referred to as ‘the site’).

1.2.2 The Local Planning Authority (LPA) and Local Highway Authority (LHA) in respect of this site are North Hertfordshire District Council (NHDC) and Hertfordshire County Council (HCC) respectively.

1.2.3 NHDC resolved to grant planning permission for the Priory Farm Solar Array (application reference: 21/03380/FP) on the 22nd of November 2022. The application was called in by the Secretary of State and was subsequently consented on 11th March 2024 (ref: APP/X1925/V/23/3323321) following a Call-in Inquiry.

1.2.4 The description of the development is as follows:



Proposed Solar Array with Associated Battery Storage Containers and Ancillary Development including means of Access and Grid Connection.

- 1.2.5 A copy of the general arrangement plan is included at **Appendix A**.
- 1.2.6 The approved scheme included for a grid connection cable to National Grid's Wymondley Substation off Blakemore End Road, St Ippolyts. The approved cable runs west along Graveley Lane from Priory Farm Solar Array before heading south along Priory Lane. It then continues west along Stevenage Road, south along Blakemore End Road, and north into Wymondley Substation.
- 1.2.7 Engineering Procurement and Construction (EPC) contractor(s) are yet to be appointed to complete the detailed design and construct test and commission the development.
- 1.2.8 Condition 8 of the planning permission states;

'No development shall take place until a construction traffic management plan (CTMP) has been submitted to, and approved in writing by, the local planning authority. The CTMP shall include details of the following:

- i) Construction vehicle numbers, type, and routeing.*
- ii) Access arrangements onto the site.*
- iii) Traffic management measures.*
- iv) Areas designated for car parking, loading/unloading and vehicle turning.*
- v) Wheel washing facilities.*
- vi) Arrangements for the cleaning of site entrances, internal site tracks and the adjacent public highway.*

The development shall be implemented in accordance with the approved CTMP throughout the construction period.

Reason - In the interest of highway safety, to safeguard the living conditions of local residents, and to ensure that construction traffic does not have a harmful environmental effect'.

- 1.2.9 In developing this document consideration has been given to guidance issued by HCC (Highways) on Construction Management Plans, as set out in their Construction Management Plan Template dated March 2020.



1.3 Construction Hours

- 1.3.1 The construction schedule of the development itself is expected to last for up to 36 weeks, with an assumed commencement date of Spring 2026.
- 1.3.2 Construction activities would take place 5 days per week, during the following site hours:
- i) Monday to Friday 08:00 – 18:00; and
 - ii) Saturday 08:00 – 13:00.
- 1.3.3 Construction work would not take place on Sundays or Bank Holidays.
- 1.3.4 Deliveries will not occur outside of these hours unless such work is associated with an emergency or with the prior written consent of the local authority.
- 1.3.5 Whilst no local highway capacity concerns are anticipated, to minimise disruption construction traffic will be sought to occur outside of standard peak hours of 08:00-09:00 and 17:00-18:00 Monday to Friday. No deliveries are anticipated to take place on Sundays unless such work is associated with an emergency or with prior written consent of the local authority.

1.4 Purpose of this CTMP

- 1.4.1 The principal purpose of this document is to discharge these conditions and set out how construction traffic, including site personnel movements, will be safely managed, and controlled at the site and surrounding roads.
- 1.4.2 The CTMP ensures that the impacts of construction traffic and deliveries on the surrounding highway network are kept to a minimum by setting out a management plan of their routing, delivery phasing, delivery times and parking arrangements.
- 1.4.3 The points raised within the condition are dealt with in turn within the subsequent chapters.

1.5 Construction Site Management Plans

- 1.5.1 Two plans of the Construction Site are provided in **Appendix B**; one plan showing the land north of Graveley Lane, and the second for the land south of Graveley Lane. These plans show a number of matters which are explained in more detail in this



document. The plans have been prepared to show the context of how the management of the construction works comes together in spatial terms. The matters shown on the plans in **Appendix B** are:

- i) Areas of the Site where construction works will take place;
- ii) Fencing and 'No Construction' Zones for protect existing trees and hedgerows;
- iii) Temporary Welfare and Materials Laydown areas;
- iv) On-site Construction Traffic Routes; and
- v) Construction Traffic Route (for deliveries) along the Public Highway.

1.6 Responsible Persons and Lines of Communication

- 1.6.1 AGR Solar 4 Limited is the client. Mark Pollard the Head of Project Delivery at AGR Renewables Limited is the client lead for the delivery of this project and acts as the responsible person for AGR Solar 4 Limited in relation to this project.
- 1.6.2 Four Square Limited will be the Principal Designer and Principal Contractor for this development. These are formal Duty Holder roles under the Construction (Design and Management) Regulations 2015 ("CDM"). Four Square Limited as Principal Contractor will appoint a Site Manager who will have overall responsibility for the safe delivery of the construction, testing and commissioning works. The Site Manager, and their Site Management Team, will be based on site throughout the duration of the works. The Site Manager will be the single point of contact for site related matters.
- 1.6.3 A site notice board will be based at both site accesses, on Graveley Lane, providing the name and contact details (telephone and email) of the site manager and emergency contact information.



2.0 CONSTRUCTION VEHICLE NUMBERS, TYPES AND ROUTING

2.1 Introduction

- 2.1.1 The construction period is anticipated to last 36 weeks with an average workforce of up to 50 personnel, although this may peak at 120 personnel for particular milestones during the construction period.

2.2 Construction Vehicles / HGV's

- 2.2.1 The maximum number of movements of construction vehicles will be circa 40 two-way HGV delivery related movements per day on average, (During weeks 1 to 4). This will be confined to the earthworks and civils phase of the project e.g. laying of tracks and pouring of concrete foundations. However, this figure will reduce to 8 two-way delivery related movements per day, on average, for the duration of the majority of the works, during weeks 4 to 36.
- 2.2.2 Trip generation should be considered with reference to the July 2022 Transport Assessment submitted in support of 'the consented development'.
- 2.2.3 The proposed NMA results in up to 13 additional HGV movements associated with the delivery of two inverter/transformer units, eight additional BESS units and three additional welfare/control buildings. As a result, the total number of one-way delivery movements would increase from 1078 to (equating to 2,182 two-way movements). Although a reduction in aggregate deliveries is anticipated due to the shortening of on-site access roads, this has not been deducted from the above totals in order to provide a robust and worst-case assessment.
- 2.2.4 On the basis that 1331 two-way delivery-related movements occur between weeks 4 and 36 of the construction programme, this would equate to an average of approximately 42 two-way delivery movements per day. The additional (if any) movements arising from the NMA would therefore result in a negligible change to the anticipated daily delivery profile.

2.3 Staff Vehicle Movement Numbers

- 2.3.1 Approximately 50 construction-related staff will require access to the site per day on average and a maximum of 120 staff may be required during peak activities. It is



anticipated that a significant number of construction staff will partake in a car share, thereby reducing the number of trips to the site accordingly.

2.3.2 For robustness, it is assumed that the average vehicle occupancy rate per vehicle would be a minimum of 2 and so the number of trips made by staff per day would be some 50 two-way staff trips per day on average or 120 two-way staff trips per day during peak activities.

2.3.3 In reality, it is anticipated that the level of car occupancy could be higher than this, i.e. perhaps 3 people per vehicle or more, and therefore adding a further layer of robustness to the assessment.

2.4 Vehicle Types

2.4.1 All solar PV panels, transformers units, inverters and associated cabling and grid related infrastructure etc will arrive on site via flatbed trucks and articulated HGVs. A detailed HGV traffic schedule has been provided within Transport Statement (TS) that accompanied the application (Table 4.1, page 19). This provides a detailed breakdown of the types of lorries and HGV delivery vehicles that will enter the site and what elements/items they will be delivering to site.

2.4.2 The types of vehicles that will visit the Site are split between light vehicles (cars, vans, and Light Goods Vehicles (LGVs)) and Heavy Goods Vehicles (HGVs). In terms of LV movements, these consist of staff/operatives attending the site by car, and contractor's vans (transit vans etc.). In terms of HGVs movements these comprise of both rigid bodied and articulated HGVs.

Rigid HGVs

2.4.3 The rigid HGVs utilised in the construction of the site will include 2, 3 and 4-Axle rigid HGVs.

2.4.4 The 4-Axle rigid HGVs utilised will consist of 'Tripper Trucks' and deliveries of 'Temporary Welfare Units'. Tipper Trucks are typically used to deliver aggregate for the construction of both temporary and permanent hardstanding and access tracks and the temporary welfare units (for instance offices, canteens, and toilets) are also typically delivered to site using 4-Axle rigid HGVs.



- 2.4.5 The 3-Axle rigid HGVs comprise 'Cement Lorries' and deliveries of 'Small Mechanical Plant' such as, mini excavators and telehandlers etc... Ready mix cement will be delivered in cement lorries and small mechanical plant will be delivered to and collected from a version of a 3-Axle rigid HGV.
- 2.4.6 The 2-Axle rigid bodied HGVs will be used for deliveries of fresh water, fuel, and the collection of wastewater.

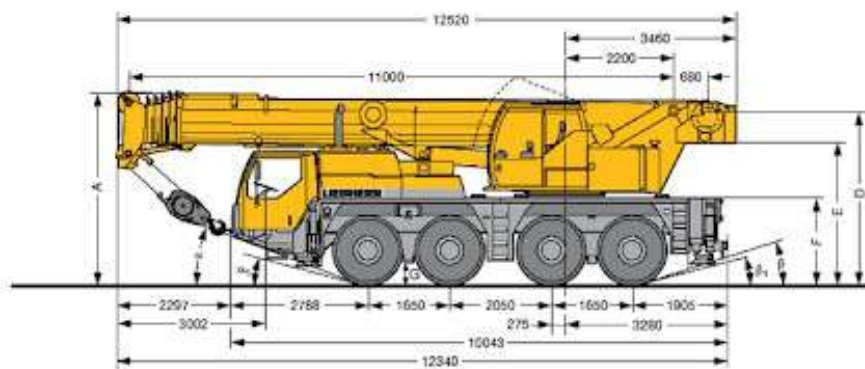
Articulated HGVs

- 2.4.7 Articulated HGVs are typically used to deliver larger equipment to Site. The solar PV panels, mounting structures, and cables etc. will be delivered to Site in 'shipping containers' using such vehicles. Similarly, the BESS containers will come to Site using articulated HGVs.

Specialist HGVs

- 2.4.8 In addition to rigid bodied and articulated HGVs there will be a single specialist HGV attending Site, this will comprise a mobile crane which will be used to lift the BESS containers into place. The crane will attend the construction site on a single day, travel between the northern and southern parcels and then leave. An example of this type of crane is illustrated below.

Image 2.1 - Vehicle and Draw-Bar Trailer 4-Axles Articulated HGV (Maximum Gross Weight 30 Tonnes)



- 2.4.9 Swept path analysis of the path of a 18m low loader has already been included on **Drawing number 3004-01-ATR03**, and it is provided again at **Appendix C** at the end of this report for completeness. This drawing illustrates the path of an 18m low loader entering and leaving Graveley Lane via High Street. With regard to the single

specialist HGV, since there is only expected to be one two-way movement of this vehicle during the whole construction period, its movement will be managed via the use of banksmen with 'stop and go' signs. Furthermore, existing pedestrian movements from the segregated footway along the eastern side of High Street will also be managed via the implementation of 'Caution Public Right of Way' and 'Caution Construction Traffic' signs, alongside the use of banksmen with 'stop and go' signs at the crossing location.

2.4.10 **Table 2.1** below sets out a breakdown of the types of vehicles that will enter the Site during Site Mobilisation (Phases Two) and Construction (Phase Three).

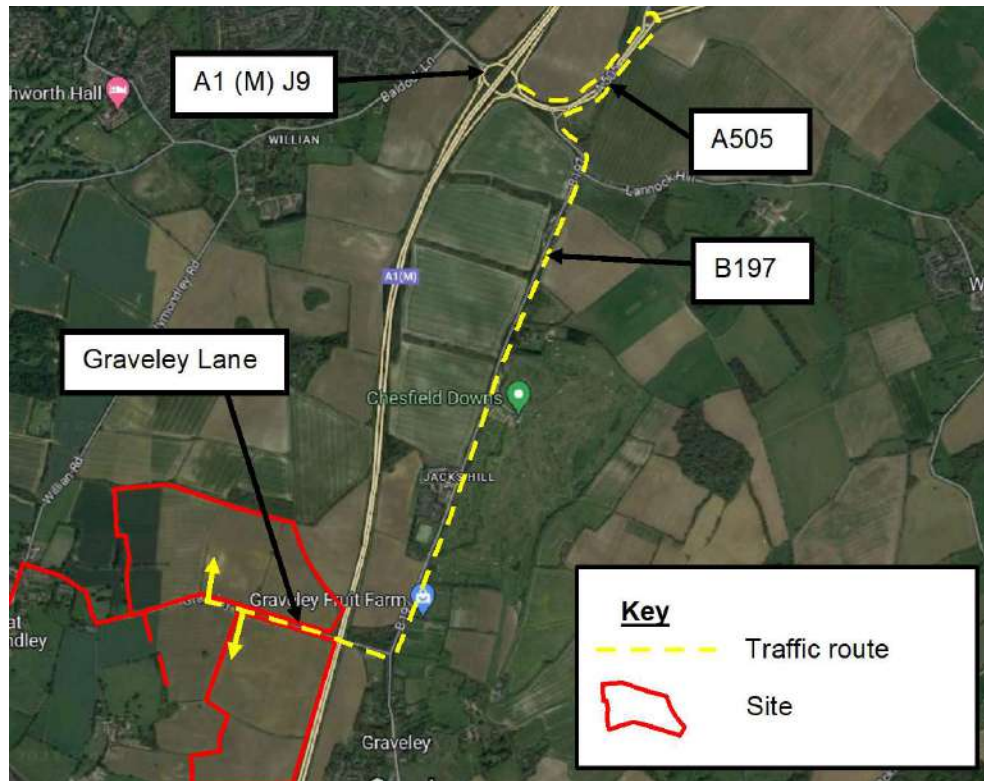
Table 2.1 – Breakdown of Vehicle Types Entering the Site

Vehicle Type	Average Daily Two-Way Vehicle Movements	Maximum Daily Two-Way Vehicle Movements
Light vehicles (cars and vans)	50	120
HGVs	8	40

2.5 Routing

2.5.1 All construction traffic will be routed via junction 9 of the A1M. HGVs approaching from either the north or the south will be required to travel along the A505 for 1km and turnaround to access the junction with the B197. See **Image 2.2** below. After a distance of 3.5km, at the junction with B197 and Graveley Lane, lorries will be signposted to turn right (west) along Graveley Lane. The site access into the solar is 650m from the junction with B197.



Image 2.2 - Routing of HGVs once exiting off Junction 9, A1M leading onto B197

- 2.5.2 Warning and directional signage will be located at road junctions and the site access to advise drivers. Detailed images of the routing steps are presented within the images following.

Image 2.3 - Right hand turn onto B197, having left Junction 9 (A1M) and travelled for 1km on A505



Image 2.4 - Lorries to continue south along B197 for a distance of 3.5km towards junction with Graveley Lane



Image 2.5 - After 3.5km on B197, HGVs will filter right and turn west onto Graveley Lane



Image 2.6 - Lorries will travel 650m along Graveley Lane before turning right into the site entrance via an existing field opening



2.5.3 At the time of writing there are no other construction sites in the vicinity of the Site that impact upon the proposed Construction Traffic Route, nor along the 'off-site' grid connection cable route.

3.0 ACCESS ARRANGEMENTS ONTO THE SITE

3.1 Access

- 3.1.1 During the construction period, the northern and southern site parcels would be accessed from Graveley Lane, as shown within the drawings provided within **Appendix C** at the end of this report.

Design of Site Access and Post Construction Modifications

- 3.1.2 The construction site will be accessed via a site security checkpoint located at the entrance to the construction site on both the south and north side of Graveley Lane.
- 3.1.3 Once all construction works have finished, the site accesses will be reduced in scale to reflect the local character of this part of the road network.
- 3.1.4 The detailed design of the site accesses on Graveley Lane including its post construction modifications are the subject of a separate submission to the local planning authority.

Design of Passing Bay and its removal Post Construction

- 3.1.5 A passing bay is proposed on Graveley Lane, part way between the site accesses. This passing bay will be removed once construction works have finished and that part of the road network returned to its pre-construction configuration.
- 3.1.6 An indicative layout of both the site accesses and the passing bay is illustrated on the drawings contained within **Appendix C** at the end of this report.
- 3.1.7 The detailed design of the Passing Bay on Graveley Lane and the design / method for its removal is the subject of a separate submission to the local planning authority.
- 3.1.8 The construction access approved at the planning stage have been designed on the basis of both a 16.5m standard long articulated lorry along with an 18m low loader HGV. In addition to this the site will be visited by one additional specialist vehicle, (as described in paragraph 2.4.8 earlier within this report), during the whole of the construction period. Whilst this vehicle is larger than those used in the design process it is considered that its single movement throughout the construction process can be suitably controlled via the use of banksmen with stop and go signs.



3.2 Access / Traffic Management Measures

- 3.2.1** The Site Manager will be responsible for controlling all traffic movements to and from the Site. This includes construction operatives, visitors, and deliveries.
- 3.2.2** Prior to any traffic movements to site, as part of the mobilisation works the contractor will:
- i) Complete the Section 278 Agreement works, forming the Site Accesses and Passing Bay, to the satisfaction of the local highway authority, and
 - ii) Implement a scheme of Temporary Traffic Signs that direct construction traffic to use the Construction Traffic Route between A1(M) and the site accesses on Graveley Lane (This is discussed further within the following chapter).



4.0 TRAFFIC MANAGEMENT MEASURES

4.1 Site Manager

- 4.1.1 The Site Manager is responsible for controlling all traffic movements to and from the site. This includes construction operatives, visitors, and deliveries.
- 4.1.2 The Site Manager or their designated deputy will be responsible for controlling and monitoring vehicle movements to and from the site, ensuring that there are suitable arrangements for the safe delivery and collection of the vehicle load.

4.2 Mobilisation Works

- 4.2.1 Prior to any traffic movements to site, as part of the mobilisation works the Principal Contractor will:
- i) Complete the Section 278 Agreement works, forming the Site Accesses and Passing Bay, to the satisfaction of the local highway authority, and
Implement a scheme of Temporary Traffic Signs that direct construction traffic to use the Construction Traffic Route between A1(M) and the site accesses on Graveley Lane.

4.3 Temporary Traffic Signs

- 4.3.1 The Temporary Traffic Signs scheme will include signs warning other road users of the presence of the Construction Site Accesses and Construction Traffic using the public highway. The signage scheme will also include signs to prevent Construction Traffic from travelling through the adjacent villages of Great Wymondley, Little Wymondley and Graveley.
- 4.3.2 The Temporary Traffic Signs scheme, since they will be erected on the public highway, will be developed in liaison with and approved in writing by the local highway authority.

4.4 Traffic Marshalls

- 4.4.1 The Principal Contractor will deploy Traffic Marshalls ensuring that no Construction Traffic waits on or impedes the safe free flow of traffic on Graveley Lane.



4.5 Prior Information

- 4.5.1 The Site Manager will provide prior information to all of their Supply Chain informing them of the Construction Traffic Route they must use to access / egress the Site. The prior information will seek to minimise use of the construction traffic route by HGVs during 'commuting peak hours.'

4.6 Site Rules

- 4.6.1 Site Rules for transportation related matters will enforce no permitted HGV movements Monday to Friday inclusive until the end of morning 'commuting peak traffic' at 09:00 hrs, nor after 15:00hrs when the afternoon 'commuting peak traffic' starts. This will be enforced by the on-site traffic marshals. A full copy of the Traffic Site Management Rules is attached at **Appendix D** at the end of this report.

4.7 HGV Holding Areas

- 4.7.1 Designated holding area for HGVs wishing to enter the Site will be located at South Mimms Services, A1M, (for HGVs arriving from the South) and Baldock Services, J10 A1M, (for HGVs arriving from the north).
- 4.7.2 HGVs will be required to park up within these holding areas and call ahead to the traffic marshals to ascertain whether it is acceptable to move forward to the Site.
- 4.7.3 The site is a 25 minute drive (36km) from South Mimms, and from Baldock Services the site is a 10 minute drive (10km).
- 4.7.4 The provision of a holding and waiting area at these services will ensure that HGVs do not use the construction traffic route at a non-prescribed time, are therefore not unnecessarily waiting to be unloaded within the construction compound. This will avoid HGVs waiting to enter and leave the Site at the same time, thus creating a hazard on the adjacent highway.

4.8 Grid Connection

- 4.8.1 In addition to the works on the development site, there are works 'off-site' to connect the development to the electricity grid at National Grid's Wymondley Sub-station. These 'off-site' grid connection works will be carried out and managed on behalf of AGR Solar 4 by an Independent Connections Contractor (ICP).



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- 4.8.2 The ICP contractor will liaise with the local highway authority in respect of laying of the grid connection cable in the public highway. These works will be regulated under the provisions of the New Roads and Street Works Act 1991 (Section 50 licence) and include provisions for consultation and advanced publicity of any Temporary Traffic Orders required. This process is typically very detailed and heavily controlled by the local highway authority and requires competent contractors with a track record alongside relevant public liability and professional indemnity insurance in place.
- 4.8.3 One-way working system, temporary road closures and / or traffic diversions will be imposed to facilitate the cable laying but the duration of these will be kept as short as possible.
- 4.8.4 The cable laying process will be planned well in advance, following a 'route proving' study, and will be undertaken in sections. Consultation with local residents and business will have a very significant bearing on the timetabling and length of each works section, so as to minimise disruption, and indeed the methodology taken along each section.
- 4.8.5 Experience from other projects suggests that it may be possible to lay a 50-100m length of cable per day. The cable will typically be laid some 600mm to 750mm deep below the highway surface.
- 4.8.6 Where the road width constraints mean that a one-way working system (i.e. one controlled by traffic lights or 'stop & go' signs) cannot practically be implemented, a short term full road closure will be necessary (for example along most of Graveley Lane, Priory Lane, parts of Blakemore End Road). Where this is required, a temporary diversion route will be put in place.
- 4.8.7 Subject to consultation with local residents, businesses and the Local Highway Authority mitigation in such circumstances could include:
- i) Carrying out the cable laying works and road closures in much shorter sections, so that backfilling and route reinstatement can be completed in much shorter time periods (i.e. within a working day);
 - ii) Carrying out certain parts of the route, to minimise disruption to businesses, over weekends, rather than during working hours;
- 

- iii) With specific regard to the wedding venue at Priory Farm, gaining an understanding of the event timetable and planning the works around those events as best as possible;
- iv) Removing spoil via a 'grab wagon' to a temporary storage location off the highway to allow the above; and/or,
- v) Making provision to allow specific vehicles through the closure areas within specific time windows, whereby reinforced steel plating is temporarily laid across any open trenches and banksmen are used to guide certain higher vehicles along.

4.8.8 Where the cable works need to pass across the junction bell mouths of accesses or driveways served from the highway, typically the trench and associated road closure area will extend half-way across the said access (so that physically gaining access is still achievable via the other 'open' half of the access), then backfilling / reinstating that half of the road so that the other half can be worked on thereafter. Again, steel plating can be used to cover open trenches temporarily in these situations. There are also alternative methods available, such as directional tunnel boring machines that do not require the surface of a highway to be broken.

4.8.9 It is likely that the works to facilitate connection to the grid will be undertaken between April 2026 and January 2027*. (**The duration of the works will be less than the 3 month window currently allocated. The exact duration will be determined by the local Highway Authority and is influenced by a number of factors, including the sequencing of works relative to activity on the local road network at that time, the number of cable laying gangs permitted to work on the route at any one time, and the working hours allowed both during weekday and at weekends*).



5.0 CAR PARKING, LOADING / UNLOADING AND VEHICLE TURNING

5.1 Car parking Areas

- 5.1.1 During the construction phase, sufficient car parking for staff vehicles will be provided within the curtilage of the site.
- 5.1.2 Parking will be provided either within the welfare compound and materials laydown area, (Marked in blue in the Construction Site Management Plans contained within **Appendix B** at the end of this report), or just outside of it.
- 5.1.3 The total area of the development site is approximately 85 hectares (excluding grid connection and off-site planting), and as such there is ample space available to provide staff car parking within the site boundary, without impacting on the local highway network.
- 5.1.4 Given the level of on-site parking provided it is not considered that any staff or members of the workforce will park on the public highway. As discussed with Matthew Armstrong (HCC highways officer) a pragmatic approach has been taken. It is considered that the appointed traffic management company would monitor and enforce any on street parking that might occur. This would be supported by the inclusion of simple 'No Parking' signage facing towards the highway and layby.

5.2 Loading and unloading areas

- 5.2.1 All delivery vehicles will be unloaded or loaded within the Site clear from the Public Highway in designated materials, plant, and equipment 'laydown' areas. The Laydown areas will be located within the fields directly adjacent to the Site Accesses leading off Graveley Lane and will be fenced off with Heras fencing, gated and secured during non-operational hours. The size of the compounds has yet to be finalised but will be in the order of 20,000sqm in total split evenly north and south of Graveley Lane. All delivery vehicles and HGVs will enter and leave the site in forward gear so as to protect the safety of the users of the public highway.
- 5.2.2 The Laydown areas and internal access tracks, including those constructed for permanent use during the operational phase of the development will be constructed from granular aggregate, be unsurfaced (i.e. not asphalted) and be free draining so as to minimise surface water flooding risks.



- 5.2.3 During the construction phase of the development the laydown compounds and internal access tracks close to the site accesses will be inspected on a daily basis to ensure they are free of mud or other debris at risk of being tracked out onto the public highway.

5.3 Vehicle Turning Areas

- 5.3.1 A number of turning heads will be provided internally within the site, to cater for construction vehicles turning, as indicated within the Construction Site Management Plans contained within **Appendix B** at the end of this report.
- 5.3.2 These turning heads will be of sufficient geometry to cater for the largest delivery vehicle to adequately access, manoeuvre, and egress in a forward gear.
- 5.3.3 In addition, the material laydown areas will be of sufficient space to facilitate the turning of the largest delivery vehicles.
- 5.3.4 The need for vehicles to reverse should be avoided where possible as reversing is a major cause of fatal accidents. A one-way system will be considered since this can reduce the risk, especially in storage areas.



6.0 WHEEL WASHING AND CLEANING ARRANGEMENTS

6.1 Cleaning Arrangements

- 6.1.1 A construction site can be affected by a huge range of dirt sources, from hazardous dust particles to coarser, stubborn dirt. Cleaning and occupational safety are more closely linked on a construction site than in many other workplaces. Risk factors can be prevented by regular cleaning.
- 6.1.2 On construction sites, safety and cleanliness are incredibly important. A clean environment prevents accidents and work stoppages. Whether concrete, dust or soil, any construction dirt requires regular cleaning. Maintaining a clean space during construction is vital to ensure on site safety.
- 6.1.3 In order to mitigate against dust and dirt arising from construction activities, wet cutting and vacuum extraction will be applied where possible.

6.2 Wheel Wash

- 6.2.1 Whilst it is not proposed to remove any spoil from site, the construction of temporary welfare compounds, materials/plant/equipment laydown areas and 'on-site' access tracks will involve HGVs carrying aggregates entering the site (fully laden) and leaving (empty). It is during this part of the works that the potential for mud or other debris being tracked out onto the public highway is the highest. Should weather and/or ground conditions warrant it, all HGVs will be required to drive through a wheel wash facility prior to exiting the Site.
- 6.2.2 Prior to Construction Traffic re-entering the Public Highway vehicles will be checked for the build-up of mud or other debris. If required, so as to prevent mud or other debris from being tracked out onto the Public Highway (Graveley Lane), the vehicle would be required to exit the site via a wheel washing facility. This would be installed at the site to help reduce any impact of dirt on the local highway network during construction.
- 6.2.3 Examples of wheel washing facilities that could be utilised are provided within **Appendix E** at the end of this report.



- 6.2.4 The wheel washer is a self-contained unit and does not discharge water within the site. Furthermore, the detailed design of the site access will include measures to prevent any surface water from leaving the site.

6.3 Site Entrances

- 6.3.1 Checking of the condition and cleanliness of the construction site access will take place on a daily basis.
- 6.3.2 The Site Manager will ensure that drivers adhere to 'wheel washing' protocols. This will ensure that no mud or debris is tracked out onto the site entrances. Furthermore, the site entrances will be swept using a road sweeper on a weekly basis.

6.4 Internal Site Tracks

- 6.4.1 The Site Manager will conduct visual inspections of the internal site tracks to ensure adequate measures are being implemented to control / manage dust / dirt. The frequency of such inspections will depend upon the intensity of activities on site and the prevailing weather conditions.
- 6.4.2 The movement of people and construction traffic can generate dust / dirt if not controlled adequately. The work tasks most likely to generate dust is the construction of the temporary and permanent hard standings and access tracks, and the use of the access tracks by construction vehicles. Dust suppression, for instance damping down work areas or pedestrian and construction routes during periods of dry / hot weather, or road sweeping may be required.

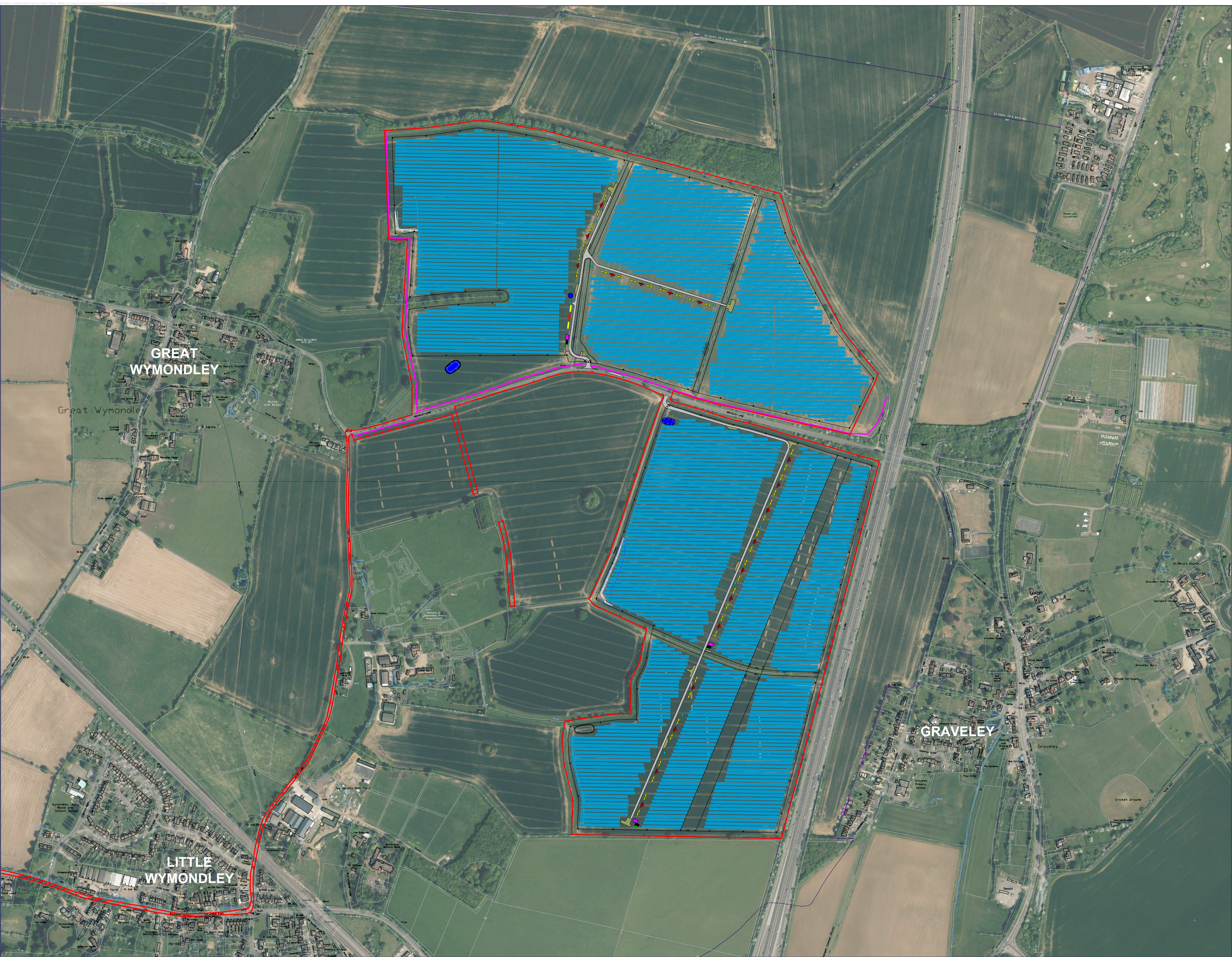
6.5 Adjacent Public Highways

- 6.5.1 The Site Manager will ensure that all drivers adhere to 'wheel washing' procedures (see chapter 6 earlier), prior to leaving the site.
- 6.5.2 The Site Manager or his designated deputy will on a daily basis monitor the condition of Graveley Lane so ensure it remains free from mud or other debris generated by construction traffic. If the condition of the public highway is of concern the matter will be reported to the local highway authority it will be swept, using an appropriate 'Road Sweeper' to the satisfaction of the local highway authority.



Appendix A – General Arrangement Plan





- Site Boundary
- Photovoltaic Panels
- Solar Transformer
- Inverter / Transformer Station
- Battery Storage Container
- Storage
- Welfare
- Switchgear Building
- Deer / stock fence 2.1m
- Stock fence 1.2m
- Proposed access track
- Permissive Path
- Surface Water Attenuation Basin / Flood Storage Area
- Permeable Grasscrete Turning/Passing Area
- Water Tank
- Water Hydrant
- CCTV
- Harmonic Filters

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Project

Priory farm Solar Array

Drawing Title

General Arrangement

Scale

1:5000 @A2

Date

January 2026

Dwg no

3004-01-003

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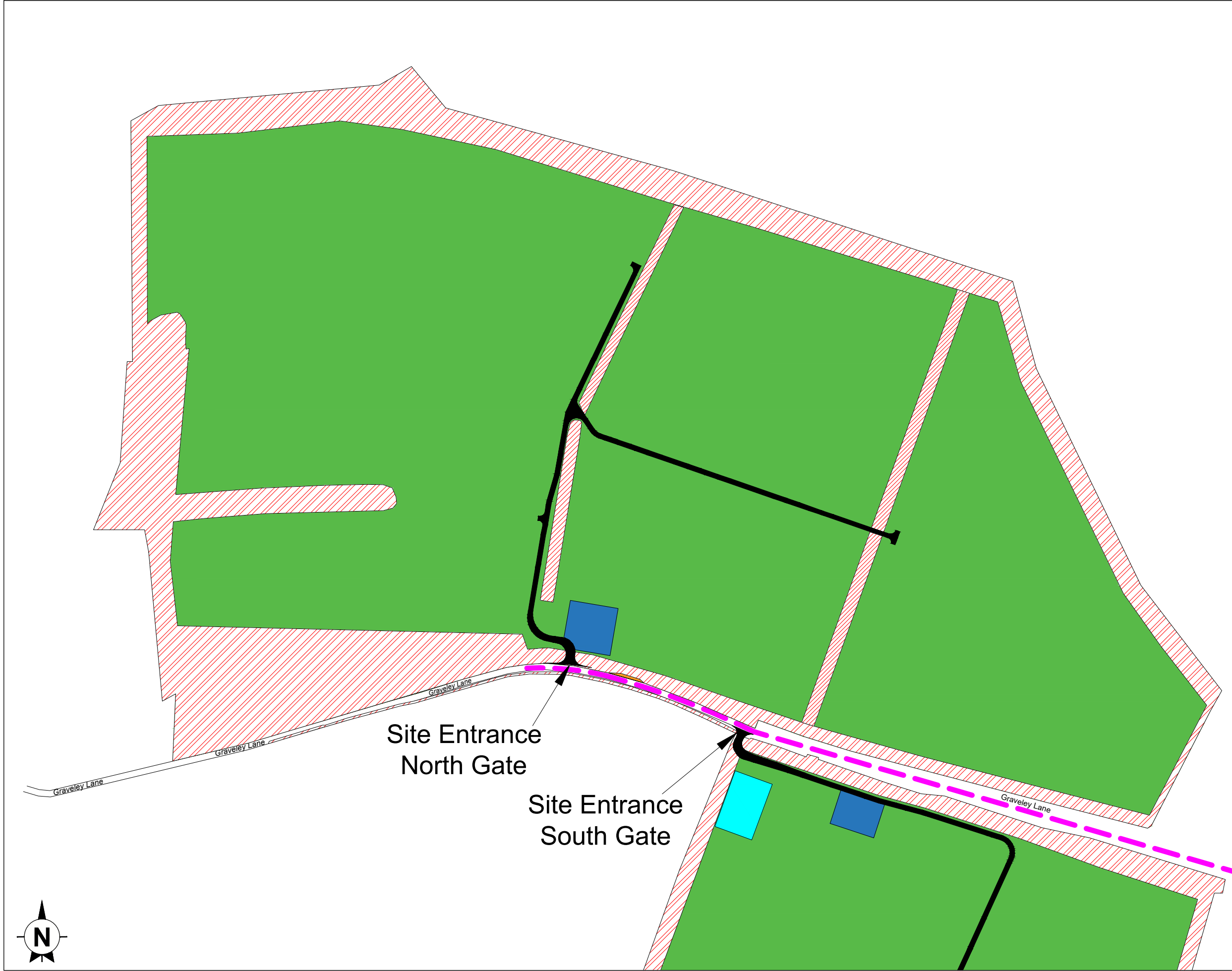
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Appendix B – Construction Site Management Plans





Construction Management Plan

- Wymondley Site
- Welfare Compound
- Material Laydown
- Passing Bay
- Construction Track
- No Construction Zone
- Site Fencing
- Construction Traffic Route (Public Highway)

REV	DESCRIPTION	DATE
A	Removal of redline boundary	05/07/24
B	Amendment to welfare area	12/07/24
C	Amendment to attenuation basin	19/07/24
D	Amendment to attenuation basin	27/02/25
E	Amendment to welfare & material laydown area	06/03/25
F	Removal of no dig zones & amendment of roads	26/02/26
G	Amendments to roads	04/03/26

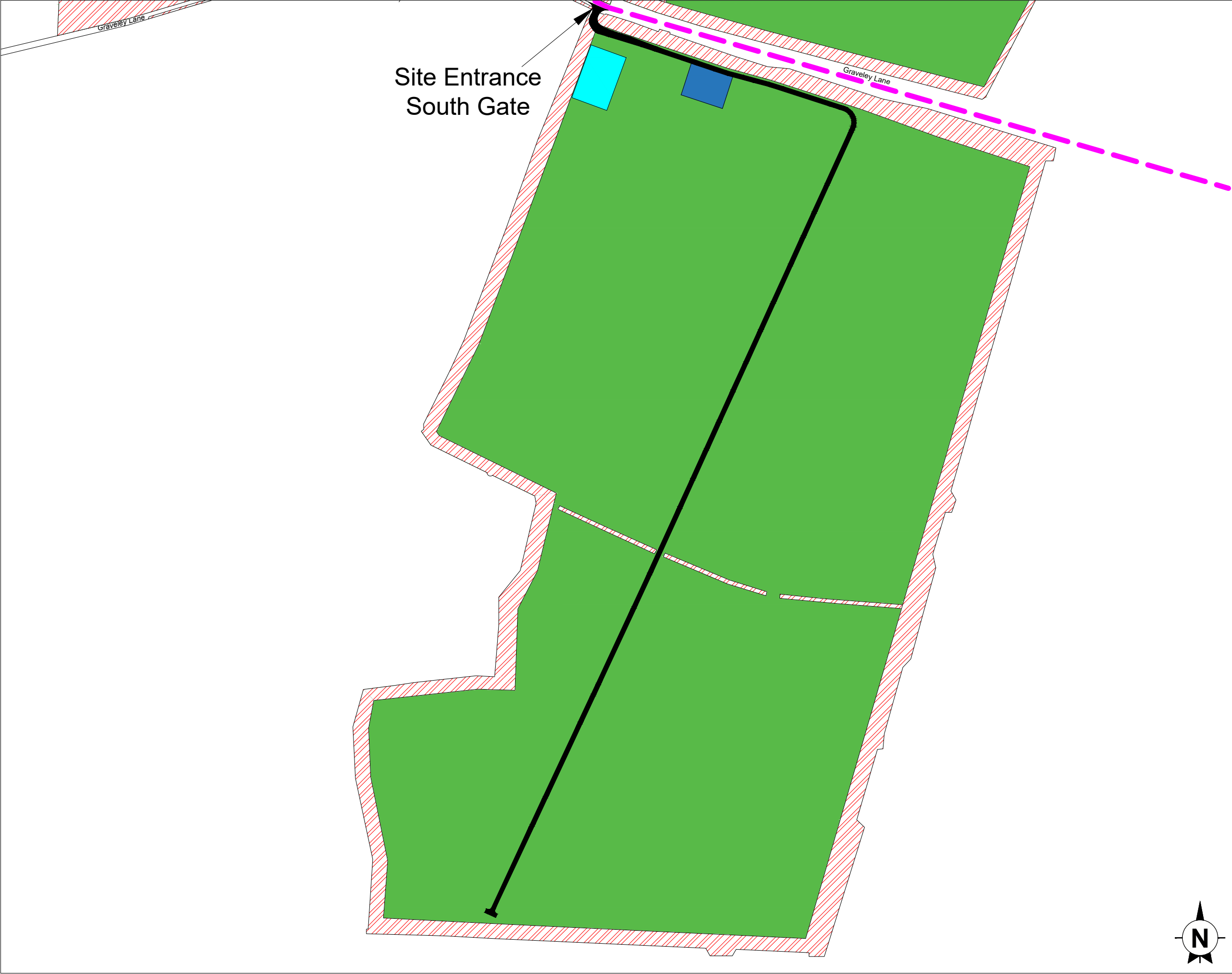
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Wymondley	
DRAWING TITLE	
Construction Management Plan	
DATE	SCALE
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DRAWING NUMBER	
W-CMP-001	

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Construction Management Plan

Wymondley Site

Welfare Compound

Material Laydown

Passing Bay

Construction Track

No Construction Zone

Site Fencing

Construction Traffic Route (Public Highway)

REV	DESCRIPTION	DATE
A	Removal of redline boundary	05/07/24
B	Amendment to welfare area	12/07/24
C	Amendment to attenuation basin	19/07/24
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F	Removal of no dig zones & amendment of roads	26/02/26
G	Amendments to roads	04/03/26

PROJECT
Wymondley

DRAWING TITLE
Construction Management Plan

DATE
04.03.26

SCALE
NTS @ A3

DRAWN
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DRAWING NUMBER
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Appendix C – Access Drawings

