

Construction Traffic Management Plan (CTMP)

(document application reference 25/01998/DOC)

Amended 15/05/2026

Tophams Solar

Applicant

PACE Jolt Energy Ltd,
Central House
20 Central Avenue
St Andrews Business Park
Norwich
NR7 0HR

Site Address

Land west of Ashwell Rd.
Bygrave,
Letchworth,
Hertfordshire,
SG7 5EB



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1. Introduction

- 1.1. This Transport Statement and Construction Traffic Management Plan (CTMP) accompanies an application for planning permission for the development of a solar photovoltaic farm (application reference 25/01998/DOC). The proposals are located within the landholding at land off Ashwell Road, Bygrave, Letchworth, Hertfordshire SG7 5EB as shown in the Site Location Plan (UKF092_08 Location Plan), planning reference
- 1.2. This application is made by Pathfinder Clean Energy UKDev Ltd (PACE). The scope of this CTMP includes access and parking arrangements for contractors and visitors to the site, as well as arrangements for the delivery and removal of construction materials. During the construction period the following activities will be undertaken:
 - Site preparation will involve mowing the site if required and marking out the proposals on the site;
 - Erecting the security fence;
 - Inserting the frames into the ground;
 - Affixing the panels to the mounting frames;
 - Trenching for the cable runs, to a depth of approximately 1m, and laying of the cables;
 - Installation of the inverter and transformer cabinets;
 - Connecting all the cables up and backfilling the cable trenches;
 - Planting of approved landscaping and mitigation works;
 - Installation of CCTV;
 - Installation of inverters, battery energy storage system;
 - Construction of access route track from permeable materials as recommended in the Flood Risk Assessment and Surface Water Management Plan which accompanies the application.
- 1.3. Below is the proposed site layout, outlining the road layout for this site, points of access, public rights of way (PRoW), elements of the installation and appropriate boundaries.

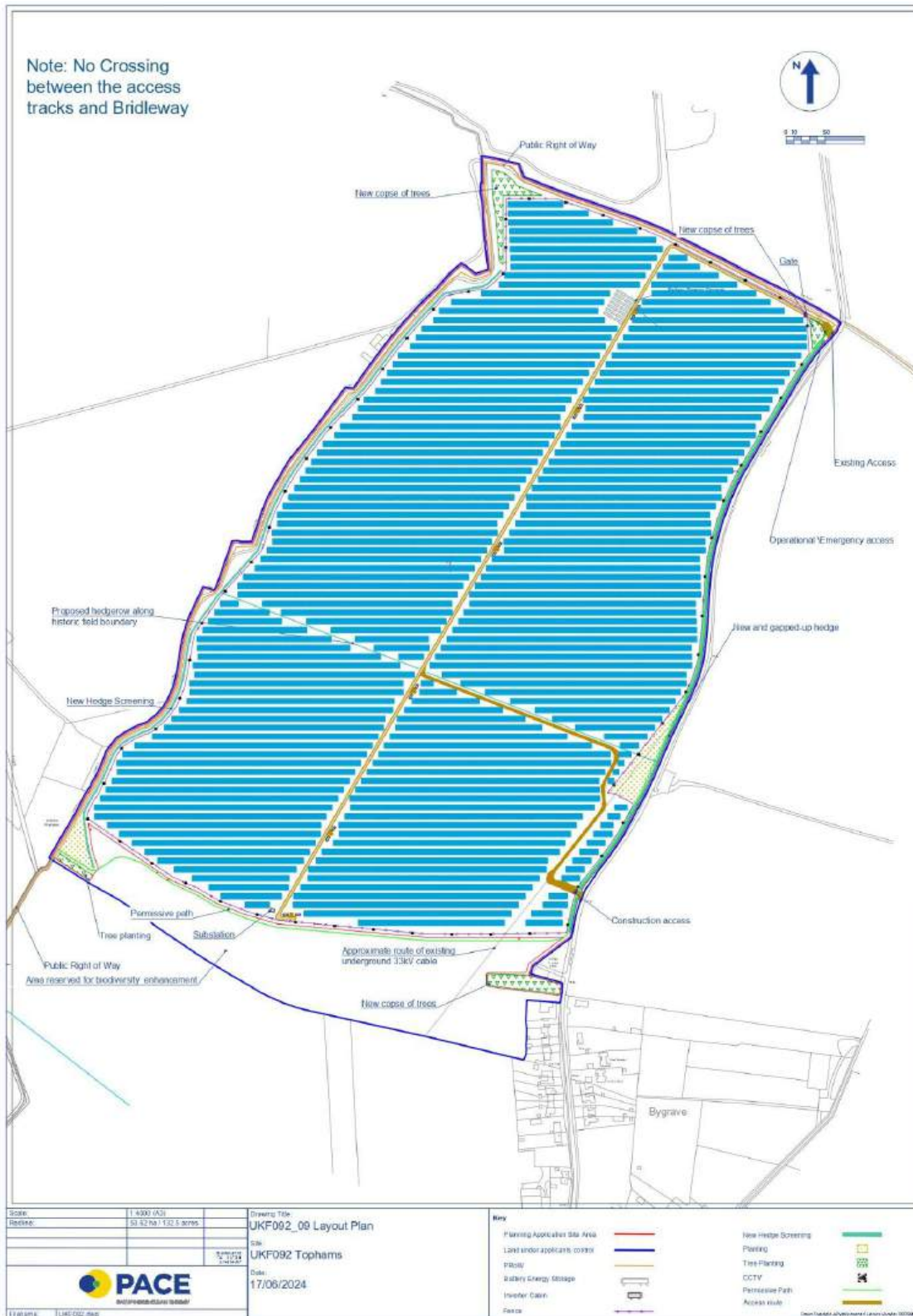


Figure 1: proposed site layout

2. CLOCS

- 2.1. Those working on the site are required to adhere to the Construction Logistics and Community Safety (CLOCS) best practice guidance. This is a mandatory requirement as set out in the condition.
- 2.2. The site manager and principal contractor will be required to ensure that all working on site are compliant to CLOCS principles. CLOCS is a national standard that requires all stakeholders in construction to take responsibility for health and safety beyond construction site boundaries. It demands collaborative action to prevent collisions between vehicles servicing construction projects and vulnerable road users. For the CTMP to be CLOCS compliant it must:
 - Outline the designated routes for construction vehicles to site and include specific information for the last mile to site and first mile from site. Deliveries to site should be scheduled and require the use of a delivery booking system.
 - Illustrate that access to sites is controlled. There should be separate pedestrian and vehicle access points to the site which are protected and clearly marked, with clearly marked pedestrian routes around the construction site.
 - Provide a site plan with vehicle routes that are segregated from pedestrian routes and other site activities including members of the public. Minimise the need for reversing with one way systems or turning points.
 - All drivers and pedestrians entering a site need to be informed of any site transport hazards and relevant rules, including the correct traffic routes to use with clear recognisable signage.
 - Traffic control measures to direct, manage and control both vehicle and pedestrian movements around the site. Including the use of:
 - Signage
 - Barriers
 - Traffic signals (when required)
 - Speed control measures
 - Traffic marshals
 - Safe pedestrian routes should be clearly marked with safe crossing points with compliance with accessibility standards for individuals with disabilities.
 - Designated loading and unloading zones clear from pedestrians with sufficient space for unloading activities.
 - Safe load handling must be outlined, explaining how equipment can be safely operated away from other site activities.
 - Construction personnel are required to be trained in the CTMP requirements. Those with specific traffic management responsibilities should have training for their role.
 - Emergency procedures must be detailed on how to manage traffic incidents, breakdowns and other emergencies on or near site. Including communication protocols for notifying authorities and stakeholders.

3. Vehicle Movements

Table 1: Vehicle movements throughout site construction

Deliveries		
Description	Vehicle type guideline (up to UK standard articulated lorry)	Estimated number of vehicles
Temporary office/stores / toilets	Low loader	20
Generator, fuel, water	Long rigid	16
Excavator	Low loader	20
Small Materials (Ducts etc.)	Long Rigid	80
Grid Cabling	Low loader	8
Crane	Low loader	12
Piling Machine, other tools/plant, electrical install	Low-Loader	25
Aggregates for access tracks/ foundations	19 tonne load HGVs	110
Fencing	HGV - Artic	5
Cabling	HGV - Artic	10
PV Panels	HGV - Artic	136
Mounting Frames	HGV - Artic	75
Inverters, transformer, comms building, switchgear housing	Low loader	15
Substation	Low Loader	1
Temporary fences and safety equipment	Low loader	5
Waste containers and removal	Waste trucks	70
Total number of vehicles		~ 603
Duration	weeks	49
Average deliveries per week based on above		8
Average deliveries per day based on	5 day working week	8

Peak delivery upper est.	avg of wk 1 & 2
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Workers and Staff		
Description	Vehicle type	Estimated number of vehicles
Workers and Staff	Minibus / Van / Car	2475
Total number of vehicles		~ 2475

- 3.1. PACE commits to limiting articulated lorry movements to a maximum of two visits per day for the duration of the construction period, in accordance with Condition 26.
- 3.2. It is acknowledged that this restriction will increase the construction period by approximately 3-months.
- 3.3. The figures above represent estimated total vehicle movements across the construction period and do not reflect fixed daily delivery limits, which will be managed through the booking system and construction phasing.

Closures of Footpath, Footways, Cycleways or Roads

- 3.4. 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 (figure 1). 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.
- 3.5. 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.

Frequency and Duration of Vehicle Movements

- 3.6. The construction phase will last for approximately 49 weeks based on the size of the proposals (this is subject to constructors' timescales). This equates to an average of 4 to 5 deliveries per day, assuming a 5-day working week.

Typical Vehicle Movements During Construction (weekly movements)



Figure 2: vehicle movements over time

- 3.7. Delivery times will be restricted to 09:30 and 14:30 from Monday to Friday and with no deliveries on Saturdays, Sundays or Public Holidays in accordance with condition 26. Light vehicles (site staff/contractors) may arrive and depart outside these HGV hours within the normal site working day (08:00–18:00 Monday to Friday; 08:00–13:00 Saturday) .

Size of Vehicles

- 3.8. Most vehicles frequenting the site will 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.
- 3.9. The largest construction vehicles will be 16.5m articulated HGVs (articulated lorries), consistent with the approved routing; access bends and junctions have been tracked for this vehicle class (see swept path analysis).

Consultation Response

- 3.10. The public consultation exercise raised concerns over the impact on the public right of way (PRoW) along the western boundary of the site from the construction works. In particular there was a concern over horses that use the PRoW. As a result of this PACE has consulted the British Horse Society (BHS) on construction measures to protect horses and riders. Details of measures are outlined in the Horse Rider Management Plan submitted on the 11th of August 2025.
- 3.11. Concerns were also raised over the originally proposed construction traffic route running along the south of Ashwell and Claybush Road via the A505. Local residents' commented over the narrow access roads and poor visibility in places along with noting the A505 junction experienced numerous accidents. Similar concerns were also expressed by Hertfordshire County Council Highways as part of pre-application advice and our Highways consultant. PACE took into consideration the feedback and revised the route as presented in this document.

4. Traffic Management Measures

Bridleways & Horse Riders

- 4.1. PACE recognise the proximity of the development to bridleways and therefore have taken advice from the British Horse Society on construction measures to protect horse and riders. Details will be agreed as part of a planning condition and will be based around the following measures:
- No construction vehicles or contractors will be permitted to enter the bridleways to minimise the risk of debris.
 - A banksman will guide construction traffic as it enters and leaves the site.
 - Formal documented system that makes all contractors aware of the route and position of the bridleway and advises them that horse riders regularly use it and surrounding roads and ensures that they are instructed that when they are using machinery and equipment within sight and earshot of the bridleway that they switch it off when horse riders are traveling along it and only switch it back on when horse riders have safely passed by.
 - Horse safe fencing along the bridleway to mitigate any potential harm to animals welfare if they kick.
 - A clear point of contact in case issues arise, available on the site entrance.

Warning Signs

- 4.2. The A1 (M) is a national speed limit road (dual carriageway, 70mph). Once vehicles turn off this road, the speed limit along the consented route via Bygrave Road and Ashwell Road is variable. Drivers must observe all posted limits, which along this

stretch include 20 mph, 40 mph, 60 mph, 30 mph and 40 mph zones. Once vehicles turn into the site entrance, the access road leading to the site, 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.



Plate 1: horse and rider



Plate 2: 10mph limit

- 4.3. 10mph speed signs will be posted as appropriate, in compliance with highway standards at the entrance to the site (plate 2) Similarly horse and rider signs (plate 1) will be placed at the entrance to the sensitivity zones (figure 3; marked in red). 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. As per CLOCs requirements directional signs to the site will be placed on the last mile to/from site.

- 4.5. These buffer zones indicate areas where enhanced care must be taken by plant operators and vehicle drivers when horse riders may be present. Horse and rider warning signs will be posted at the entrances to each sensitivity zone. Through toolbox talks, all operatives will be instructed to reduce noise and switch off machinery when horse riders are travelling within sight or earshot, and to restart equipment only once riders have safely passed.



Plate 3: construction traffic sign

- 4.6. Additional temporary construction traffic warning signs (plate 3) will be placed 150m before two tight bends along Ashwell Road/Wedon Way (marked in red below). Further signage can be found in the accompanying CEMP.



Figure 4: Ashwell Road Bends

Construction Compound & Holding Area

- 4.7. New access tracks will be implemented to facilitate traffic movements within the site (figure 1), for both construction and future maintenance. The compound will provide 20 parking spaces (with additional 20 as overflow), it includes a lay down and turning circle, acting as a passing place. This will help 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. The turning circle also functions as a holding area, should there be an excess of vehicles. Allowing a second HGV to wait parallel to one in the unloading area. Number of parking spaces is based on equivalent projects PACE have completed that reach an expected ~15 parking slots of the height of construction.

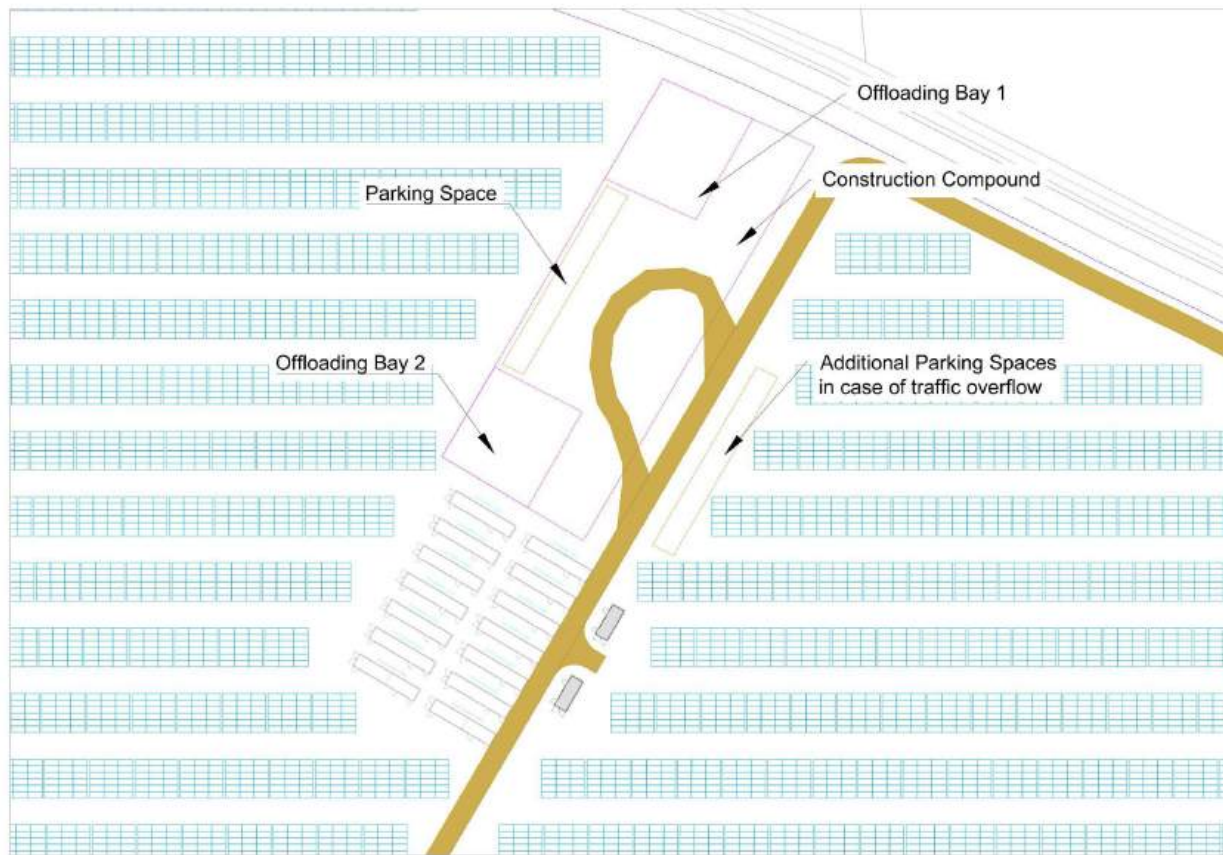


Figure 5: Construction Compound

- 4.8. 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.
- 4.9. 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 (bunded) and water bowsers;

- Temporary lighting;
 - Temporary CCTV;
 - Generator;
 - Pedestrian segregation barriers;
 - Emergency muster point;
 - Fire extinguishers;
 - Site Project Information Board.
- 4.10. In specific high-traffic locations temporary steel road plates may be utilised; this decision will be made during the site mobilisation as a response to road conditions.
- 4.11. 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.
- 4.12. 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.
- 4.13. 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.
- 4.14. 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.
- 4.15. 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. A contact detail sign will be erected at the site entrance, clearly visible from the public highway, displaying the name and direct telephone number of the designated PACE community liaison contact/site manager so that members of the public can raise queries or complaints with the site management team.
- 4.16. Figure 2 illustrates storage and (un)loading arrangements. All materials and plant associated with the development process will be stored within the footprint of the Application Site. A loading and unloading area for plant and materials will be provided within the site boundary (figure 2).

(Un)loading arrangements & Waste

- 4.17. The offloading sites will be used to take materials from deliveries with telehandlers or equivalent plant. Once unpacked it will be taken to storage containers or left in the offloading sites as necessary. Plant will be left in the compound at the end of the day. Waste will be disposed of as appropriate, using a mixture of roll-on-roll-off skips and static rental skips as required, removal will be carried out within the compound by plant/appropriate vehicles. Further details can be found in the accompanying Construction Environmental Management Plan (CEMP).

Booking System

- 4.18. On a weekly basis, the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers and nearby construction sites the Site Manager will, as far as practicable, ensure that the deliveries are spread out across the week and across the day to minimise potential disruption.
- 4.19. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that construction deliveries are managed in an efficient manner with minimal disruption and delays. Within this in mind Hauliers will be supplied with a 'delivery ticket' containing:
- The site address
 - Agreed delivery time slots
 - Consented construction route.
 - Access and egress points
 - Special instructions (e.g. no idling, wheel washing facilities)
- 4.20. 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 onsite.
- 4.21. Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting.
- 4.22. The Site Manager will ensure banksmen are on hand to assist with the manoeuvring of delivery vehicles throughout the site. The construction compound will be located off the public highway within the Application Site, accessed via the internal access road to the South (figure 1). Deliveries will be kept in between the consented time frame.

Parking Restrictions

- 4.23. During operation all routine maintenance including cleaning, ground keeping, inspection and preventative maintenance will be carried out by vehicles no larger than vans. Routine maintenance visits are expected to occur once or twice a month and it is not expected that there will be any need for more frequent maintenance visits.
- 4.24. The majority of the monitoring will be carried out from a central location whereby a dispatch team can be contacted to rectify any faults or issues with the site. Spare parts will be stored on site within a storage building. This will reduce the likelihood of larger delivery vehicles coming to the site. A banksman will also be available during the operational visits as a safety measure to ensure maintenance vehicles are released safely onto the public road.

Parking Restrictions

- 4.25. All parking associated with the development will be contained within the construction compound as illustrated in figure 4. Swept path analysis of the largest vehicles at the main junctions are included within the CTMP.

Wheel Wash & Highway Sweeping

- 4.26. The wheel wash will be installed near the construction access point (Wheelwash LTD ecowash product or equivalent) (figure 5) that includes on site cleaning and waste water capture systems for safe disposal on site.
- 4.27. The wheel wash facilities will be installed at the start of mobilisation. The road will be subject to ongoing visual checks as well as logged and recorded daily checks with maintenance as required. If required, a telehandler bucket brush attachment or equivalent process will be used to clean the highways at least once per week and following daily inspections that deem it necessary with a traffic marshall's supervision. These measures act to control dust and dirt on the public highway.

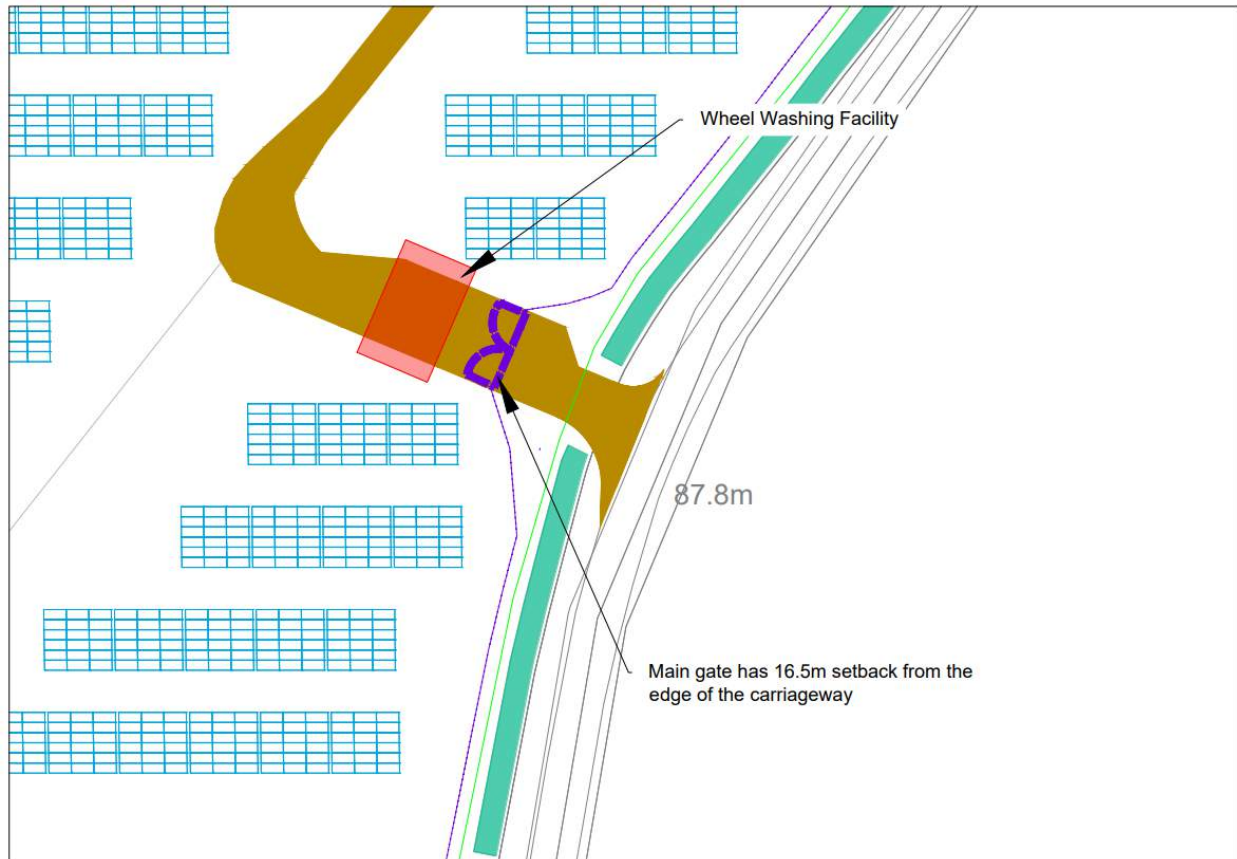


Figure 5: Illustration of wheel wash location and gate by site entrance

Storage

- 4.28. All equipment delivered to the site will be stored either within the construction compound or delivered to the point of use within the main portion of the site. The public highway will not be used for storage of any equipment. Areas will be defined for, materials and equipment in segregated lay-down areas, when construction starts, will be coordinated by site management and will be subject to continual change as the project progresses.

Security Hoarding

- 4.29. All necessary fencing and hoarding for site security and safety will be installed entirely within the boundary of the site (figure 6). 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.



Figure 6: Fencing within redline boundary

- 4.30. 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.

Waste Management

- 4.31. Construction waste generated during the development will be managed in accordance with the principles of the waste hierarchy: *reduce, reuse, recycle*, and will be handled by a licensed waste carrier holding a valid Waste Carrier's Licence.
- 4.32. Typical waste streams will include:
- Packaging materials (e.g. pallets, plastic wrapping, cardboard);
 - Redundant cable off-cuts and conduit;
 - General construction waste (timber, metal, surplus materials);
 - Welfare waste (from site cabins and staff facilities).
- 4.33. All waste will be:
- Segregated at source where practicable using dedicated on-site skips;
 - Temporarily stored within the construction compound, away from watercourses or drainage;
 - Removed at regular intervals by approved contractors to licensed recycling or disposal facilities.
- 4.34. No burning of waste will occur on site. The Principal Contractor will be responsible for maintaining waste transfer records in accordance with the Environmental Protection Act 1990 and Duty of Care Regulations 1991.

Drainage

- 4.35. As the access arrangements will not involve the introduction of impermeable hard surfacing, no additional drainage measures are required beyond those proposed in the Flood Risk Assessment and Surface Water Management Plan.

Banksmen Provision

- 4.36. In order to ensure the safe and efficient movement of construction vehicles to and from the development site, the following banksmen arrangements will be implemented:
- Appointment of Qualified Banksmen: Trained and accredited banksmen will be appointed for the duration of the construction works. All banksmen will hold site compliant Construction Skills Certification Scheme (CSCS) cards and will be specifically briefed on the site layout and managing vehicles on site.
 - Operational Hours: Banksmen will be present on-site during all periods when Heavy Goods Vehicles (HGVs) and articulated lorries are scheduled to arrive or depart. This will include the committed delivery hours of 09:30–14:30 in order to avoid peak traffic times on Ashwell Road and Bygrave Road.
 - Primary Duties:

- Directing vehicles safely into and out of the site access points.
- Ensuring vehicles do not obstruct or queue on the public highway.
- Managing pedestrian access around the site access, and ensuring pedestrians wait for vehicle pick up.
- Visual aid for plant where necessary.
- Communication: Banksman will use standardised hand signals and, where appropriate, two-way radios to coordinate vehicle movements effectively with drivers and the site management team.

5. Pedestrian Route

Route to the compound

- 5.1. Those, if any, accessing the site by foot will be required to wait within a fenced area by the entrance by the site booth away from the main road. The fencing will serve to physically separate the waiting zone from traffic. From here site security, or another relevant party will radio for a collection by vehicle to the construction compound or relevant location following site induction.

6. Vehicle Route

Route to the site

- 6.1. Vehicular access for construction and operational traffic to and from the development site will be via the existing access at the north western most corner of the site off Ashwell Road. Construction vehicles comprising Heavy Goods Vehicles would approach the site via the A507 from the A1/M1 northbound approx 2.2km southwest of the site. The route from the A507 would see vehicles turn left into Bygrave Road and continue straight on to Ashwell Road before reaching the site access. The existing access will be made suitable for HGVs. The route from the site back to the A507 will follow the reverse of this.
- 6.2. This is considered to be the route that presents the least traffic obstacles and the best option into the site in terms of highway safety. An overview of this route to the is shown under Figures 7.0+.
- 6.3. A swept path analysis under section 4 considers in greater detail vehicle movements into and out of the site access and on the key turns/bends identified along the route to and from the site.

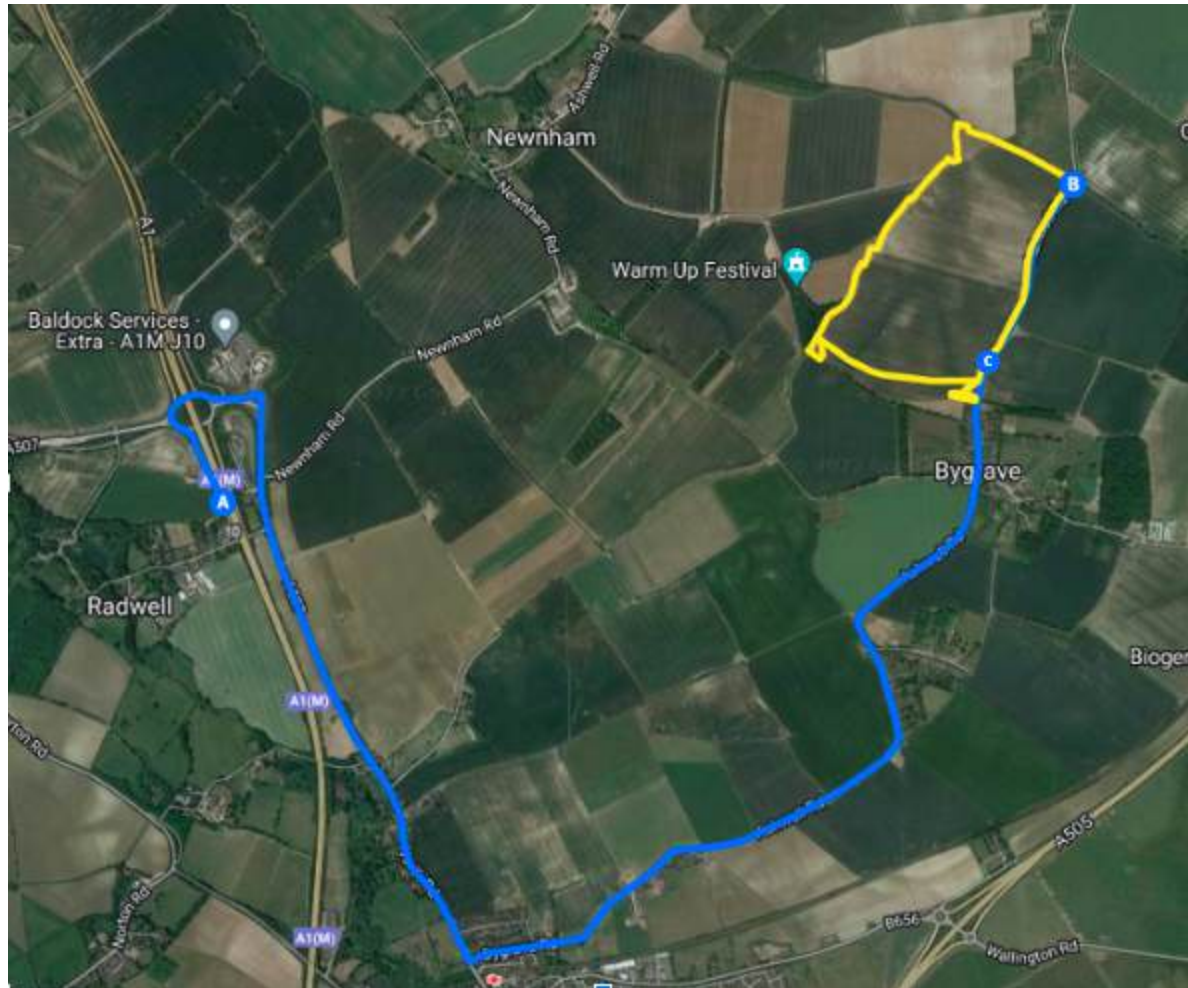


Figure 7: Overview of construction vehicle route from the A1 Northbound (Stotfold Interchange) marked A to the Site entrance marked C (emergency access point B) (Source: Google Maps).

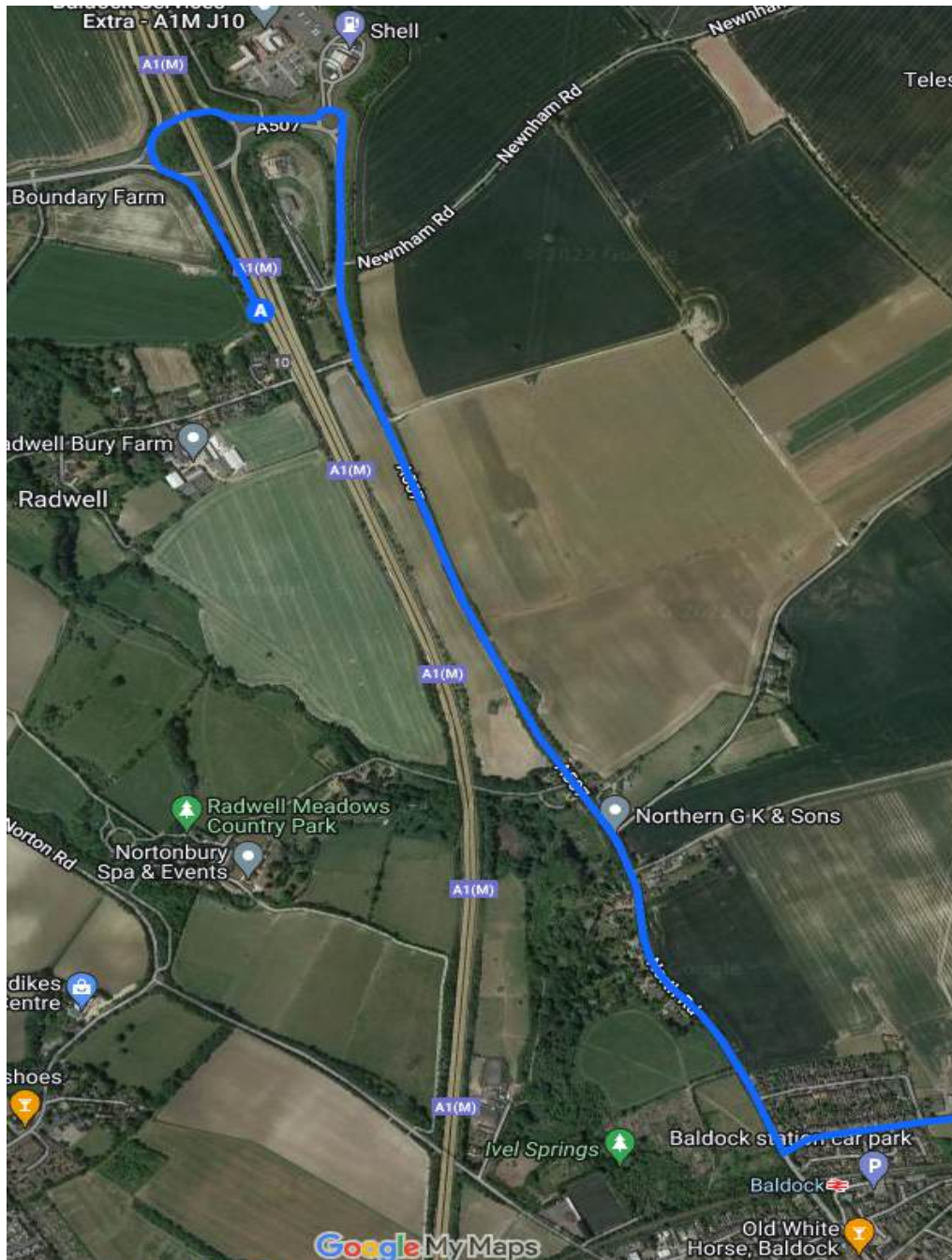


Figure 8: Detailed view of the first section of the construction vehicle route from the A1 northbound Junction 10 (Stotfold Interchange) to the A507. Construction vehicles will exit the roundabout at the Stotfold Interchange and continue straight along the A507 before exiting the roundabout at the third exit, Traffic will continue south along North Road (A507) before reaching the junction with Bygrave Road (Source: Google Maps).

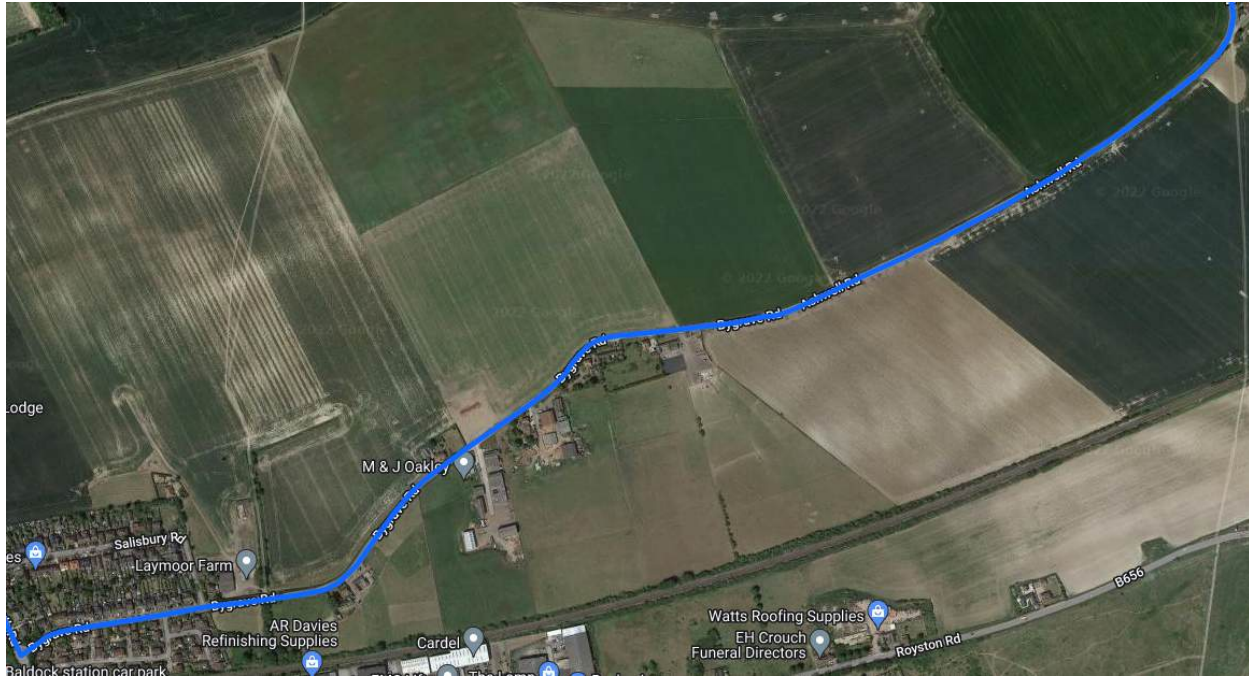


Figure 9: Detailed view of the mid section of the construction vehicle route to the site showing that vehicles would turn left onto Bygrave Road from North Road (A507) as per swept path under Figure 6.10 and continue northeast bound along Bygrave Road before merging into Ashwell Road (Source: Google Maps).

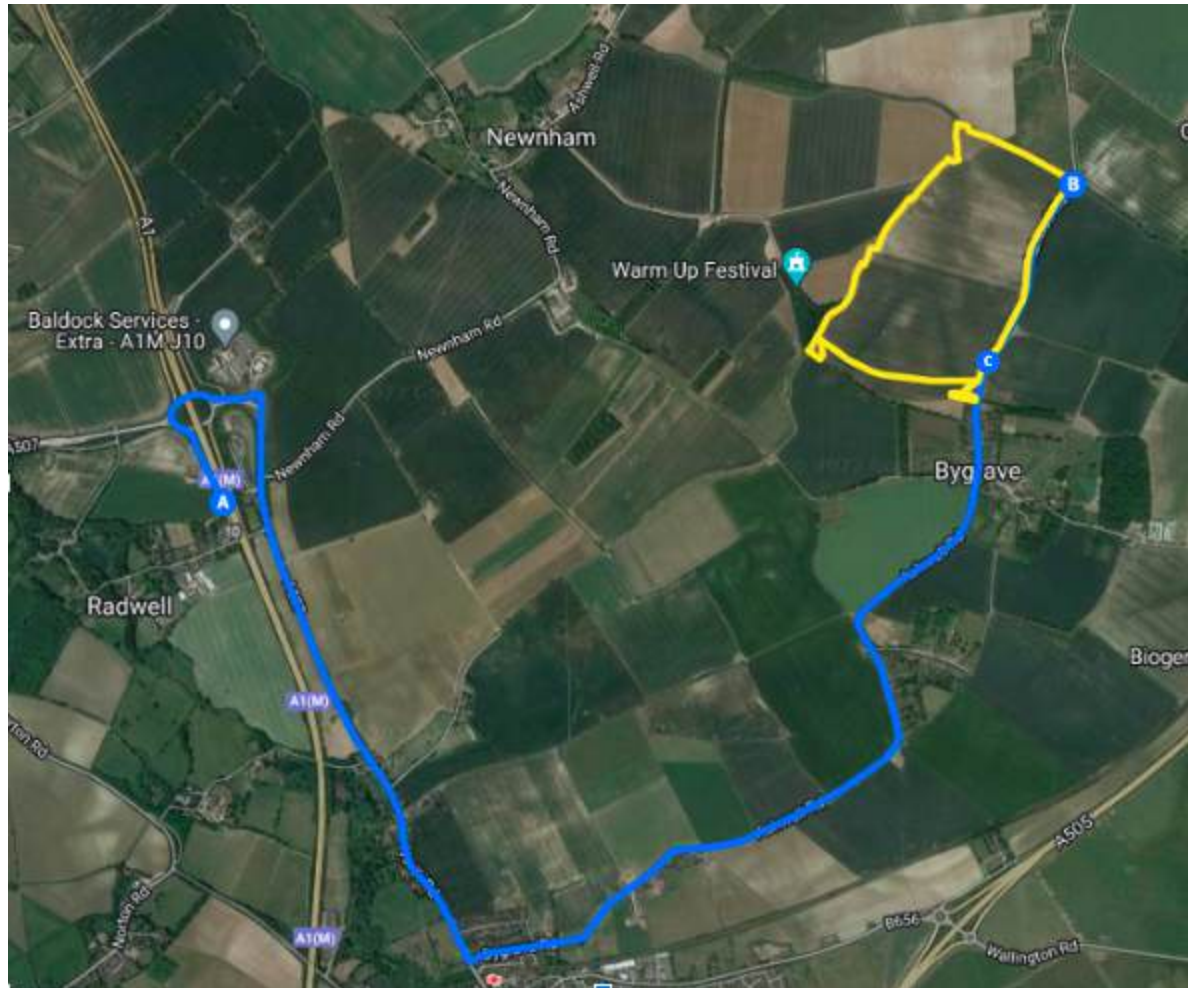


Figure 10: Detailed view of the final section of the construction vehicle route as it bends northwards along Ashwell Road and then follows a sharp bend to the right to continue along Ashwell Road. The route would go through Bygrave and enter the site at the southern most corner via the entrance (marked C), with emergency access at point B further up Ashwell Road (Source: Google Maps).

Route from the site

- 6.4. Traffic vehicles exiting the site would follow the reverse of the route to the site. The vehicles would exit the site onto Ashwell Road via a right turn and continue south past Bygrave. Vehicles will then negotiate a bend that veers to the left, past a row of houses along Ashwell Road. The route will continue in an east direction as Ashwell Road becomes Bygrave Road. Vehicle traffic will then turn right onto North Road (A507) before taking the first exit at the small roundabout to get back on the Stotfort Interchange and rejoin the A1/M1 south bound via the slip road.
- 6.5. This is considered to be the route that presents the least traffic obstacles and the best option into the site in terms of highway safety. An overview of this route from the site

marked A to the M1 J10 Southbound marked B is shown under Figure 6.5 overleaf followed by a detailed view of each of the key sections of the route under Figures 6.6 - 6.9.

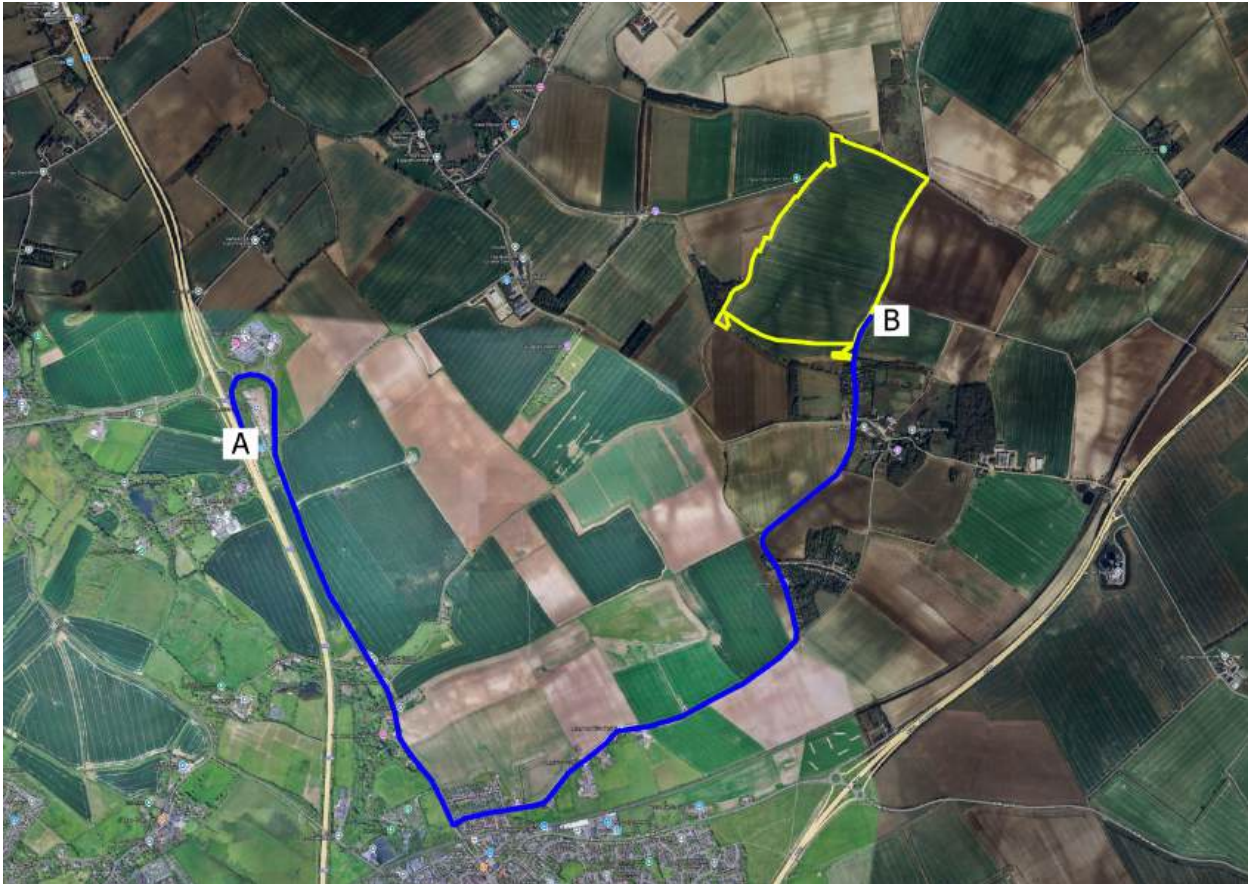


Figure 11: Overview of construction vehicle route from the Site exit marked A to the A1/M1 Southbound (Stotfold Interchange) marked B (Source: Google Maps).



Figure 12: Detailed view of the first section of the construction vehicle route as it exits the site with the aid of a banksman onto Ashwell Road and continues in a southern direction through Bygrave before and continuing onto Ashwell Road. This section shows the bend to the south along Ashwell Road that HGVs would need to negotiate as per the swept path under Figure 6.13. The swept path for the exit movement is also shown under Figure 6.12 (Source: Google Maps).



Figure 13: Detailed view of the mid section of the construction vehicle route back to the A1/M1 illustrating that once HGVs have negotiated the sharp bend as per Figure 6.6 and 6.13, they will continue along Ashwell Road heading back to the A507, which eventually becomes Bygrave Road.(Source: Google Maps).

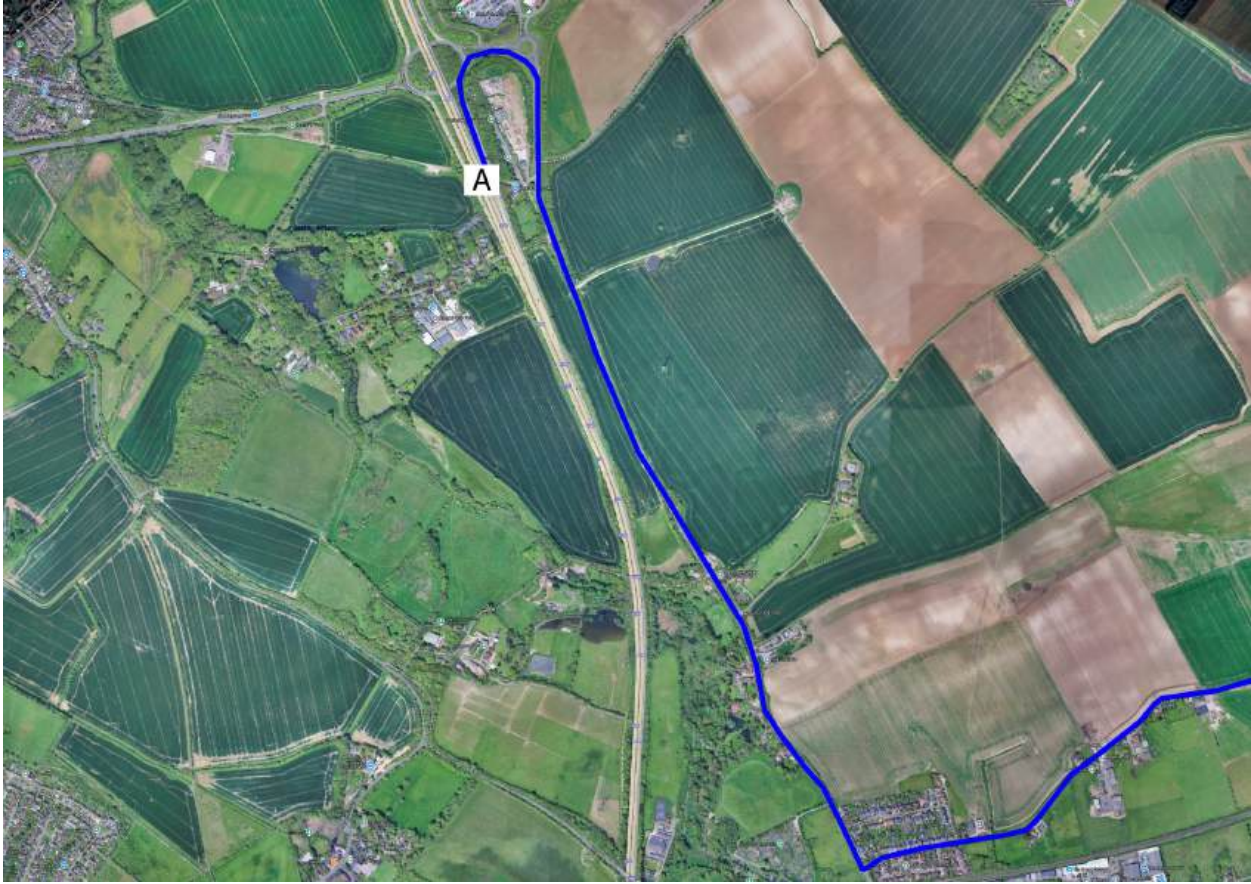


Figure 14: Detailed view of the final section of the construction vehicle route back to the A1/M1 as it turns right at the junction between Ashwell Road and North Road (A507) as per the swept path under Figure 6.14. The route would continue back along the A507 till the roundabout where it would take the first exit left. The final leg of the route would see construction traffic joining the A1/M1 either southbound. (Source: Google Maps).

Last Mile & First Mile Signage

- 6.6. The first mile to/from site will have clear directional signage guiding traffic intended to/from the site along the consented construction route. Signage will appear at any change in direction that is not 'straight ahead' along the route

Highways Condition Survey (Before & After)

- 6.7. In accordance with Condition 26 of the planning permission, a photographic and written Highways Condition Survey will be undertaken prior to the commencement of construction works, and repeated following completion of construction. This survey will cover the agreed vehicle route from the site entrance to the A507 via Ashwell Road and Bygrave Road, and will document:
- Carriageway condition (including any potholes, surface damage or cracking);
 - Verge, footway, and drainage infrastructure condition;
 - Existing signage and road markings.
- 6.8. The survey will be undertaken not less than two weeks prior to commencement and again within three weeks of completion. The survey will comprise an initial, and post completion video. Alongside geo-referenced digital photographs and a written schedule noting carriageway, verge/footway, drainage, signage, road markings and overall road quality (eg. potholes, subsistence) every 6 weeks containing any updates of note (eg. new/growing pot hole) from the start of construction until its end. A copy of each survey will be issued to the highway authority with any abnormal wear attributable to construction traffic agreed for remediation by PACE.
- 6.9. The post-construction survey will identify any abnormal wear and tear attributable to construction traffic. Where damage is identified, PACE will work with the Highway Authority to agree and implement suitable remedial measures at its own cost.

7. Swept Path Analysis

- 7.1. PACE has assessed the suitability of the access road for the proposed vehicle types. Ashwell Road is under the national speed limit of 60mph. The guidance advises that, for a road with a speed limit of 60mph, a visibility splay of 215m should be achieved on either side of the access onto the road.
- 7.2. PACE has assessed the suitability of the access road for the proposed vehicle types. Although Ashwell Road is subject to the national 60 mph speed limit, a speed survey was undertaken at the proposed access location which found that vehicles travel significantly slower in practice, with 85th percentile speeds of 35.8 mph from the south and 44.2 mph from the north. Using these real-world speeds in line with Manual for Streets 2 guidance, the required visibility distances are 55.4 m and 95 m respectively. A visibility splay of 4.5 m x 90 m has therefore been provided, which was

reviewed and agreed by the Local Highway Authority during consultation on the parent application.

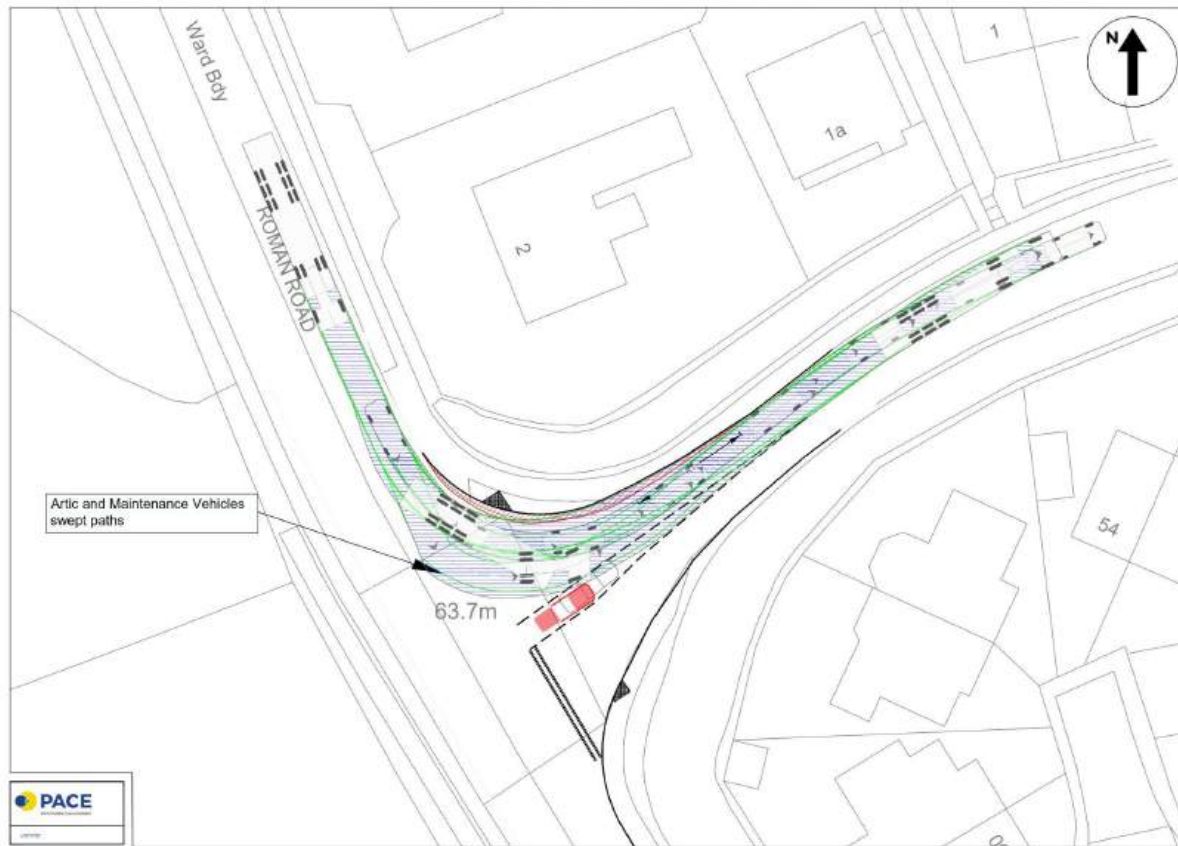


Figure 15: Swept path diagram showing vehicles turning left from North Road (A507) onto Bygrave Road. Although the enclosed cargo space partly overhangs the kerb of the pedestrian refuge island, there is enough room to safely pass the bollards. The tractor unit and wheels remain within the carriageway.



Figure 16: Swept path diagram showing vehicles continuing north along Ashwell Road via the bend in the road with enough space for oncoming vehicles.



Figure 17: Swept path diagram showing vehicles successfully negotiating the bend along Ashwell Road before continuing southwards towards the A507.

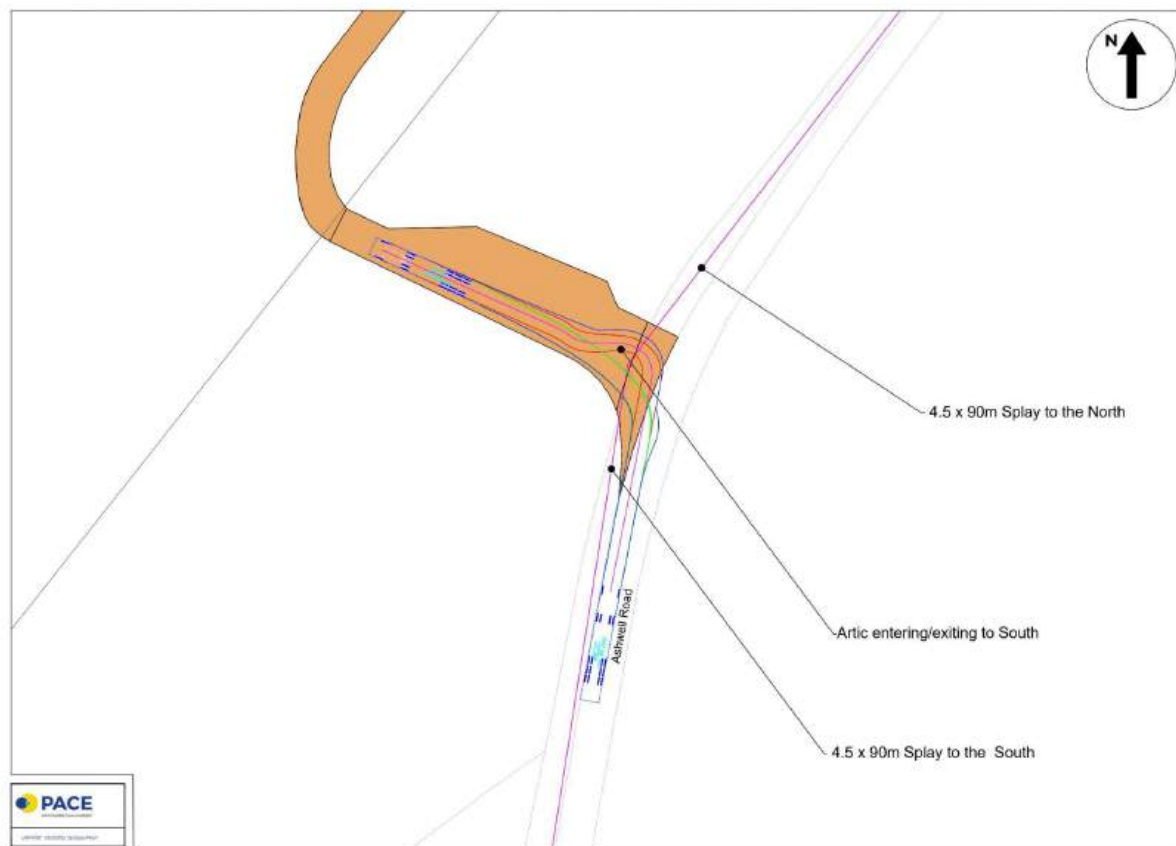


Figure 18: Swept path diagram showing HGVs are able to safely turn left into the site from Ashwell Road in forward gear with the aid of a banksman and without the need to remove hedging either side of the access.

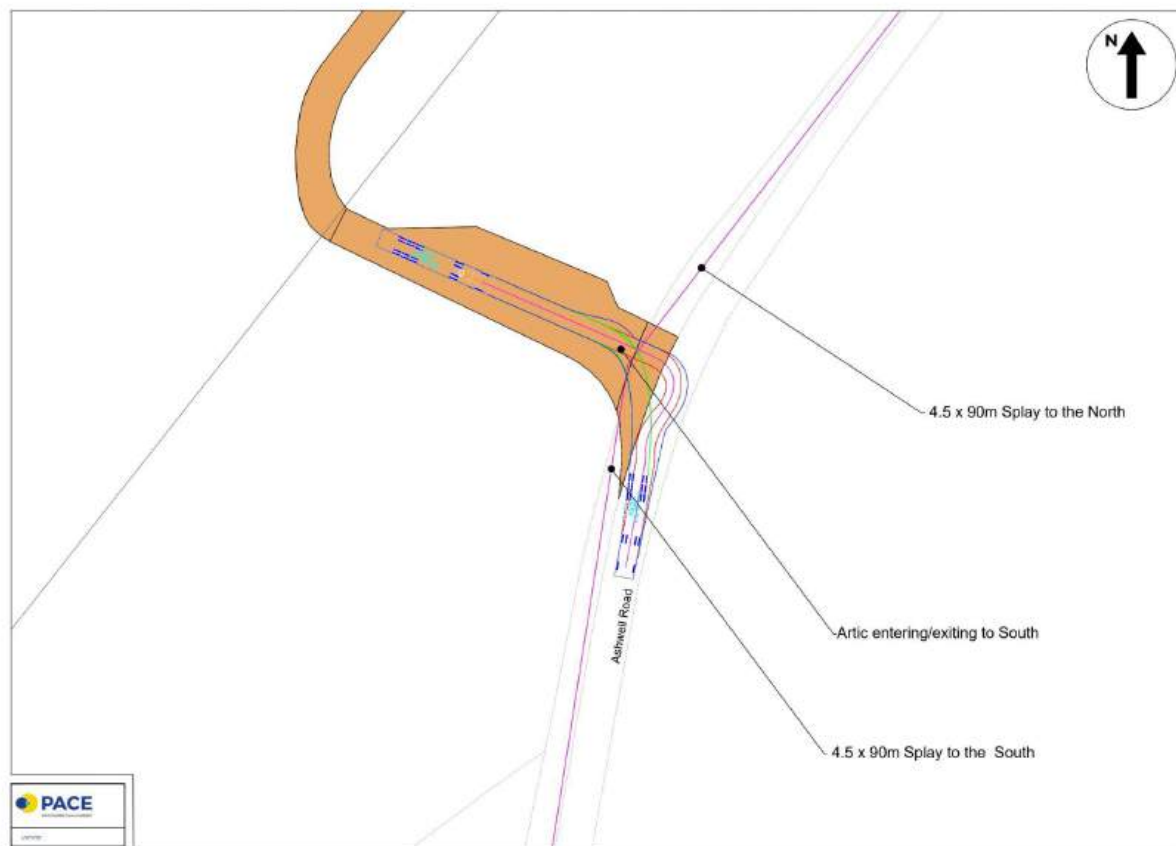


Figure 19: Swept path diagram showing HGVs are able to safely turn right from the site onto Ashwell Road in forward gear with the aid of a banksman and without the need to remove hedging either side of the access.



Figure 20: Swept path diagram showing vehicles successfully negotiating the bend along Ashwell Road before continuing southwards towards the A507.



Figure 21: Swept path diagram showing vehicles successfully negotiating the bend along Ashwell Road before continuing North to the A507.

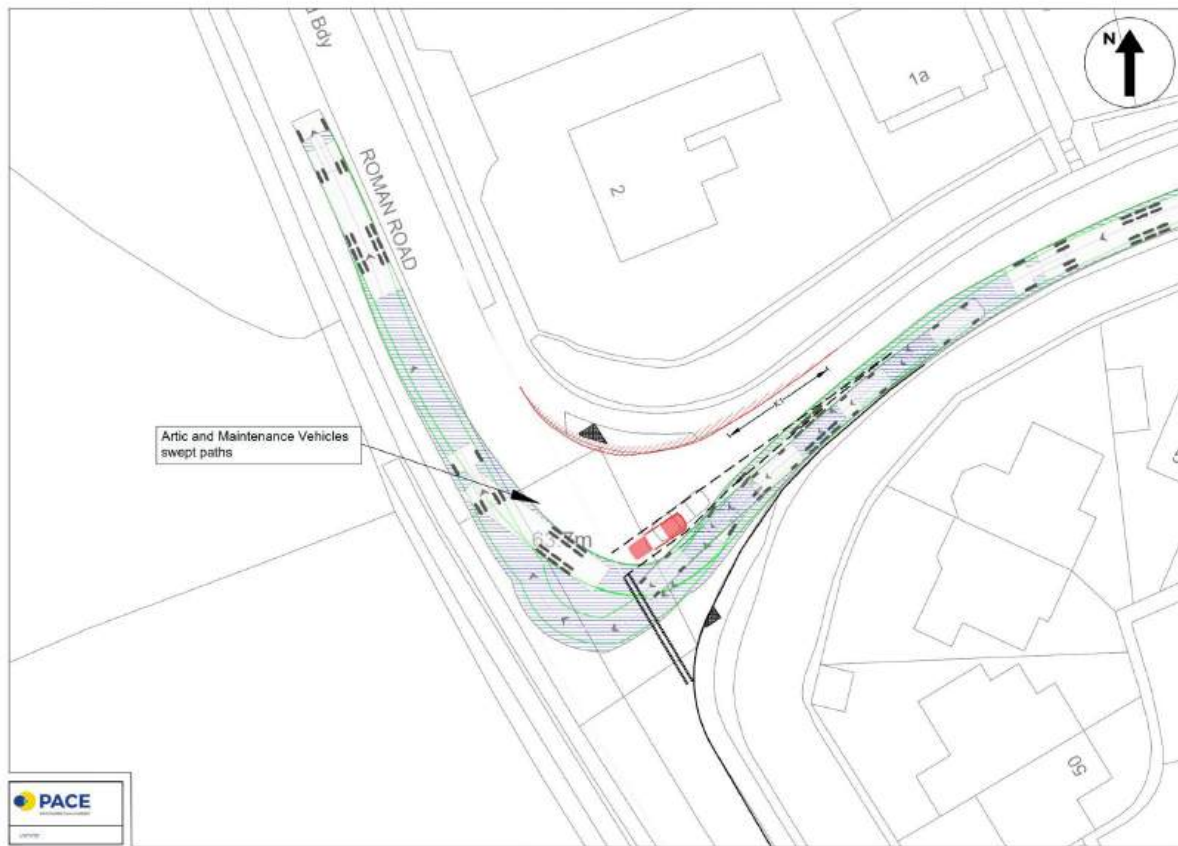


Figure 22: Swept path diagram showing vehicles turning right from Bygrave Road to North Road (A507).

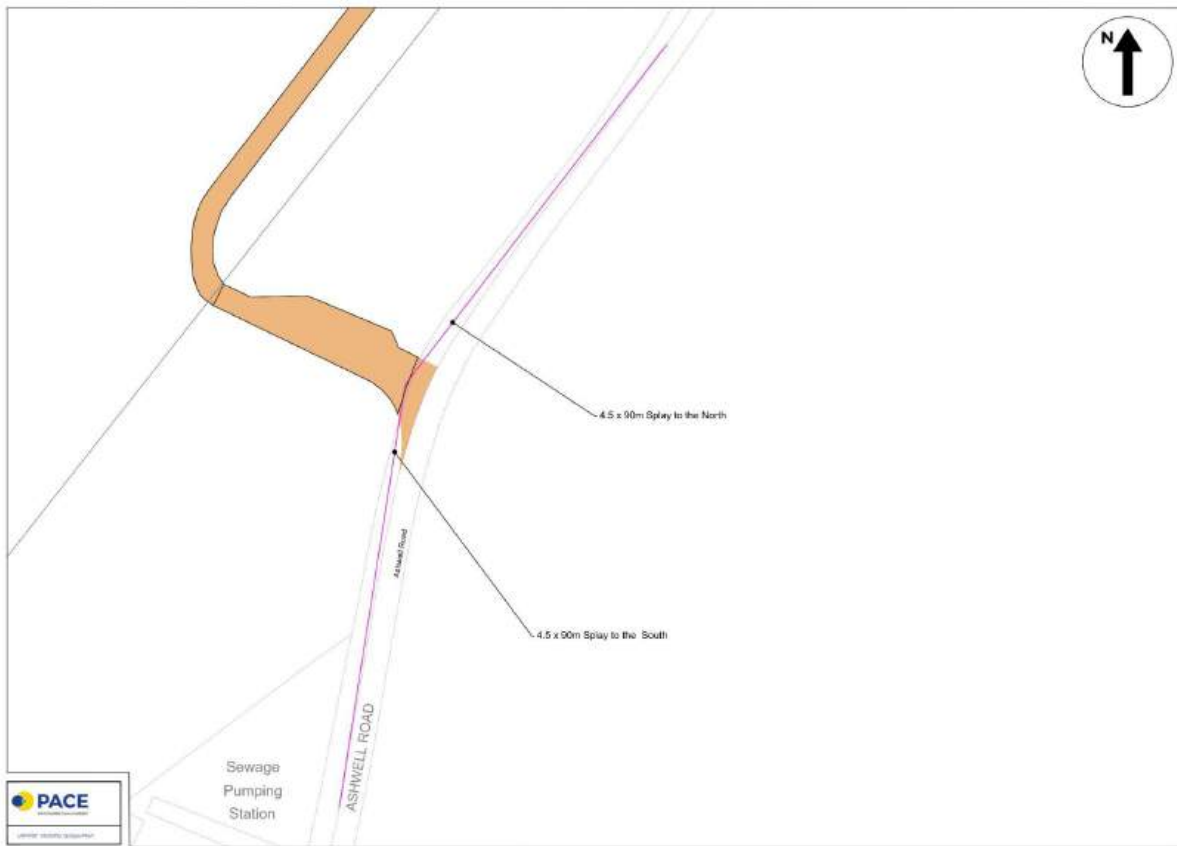


Figure 23: Visibility Splays illustrated from either direction of the site entrance.

8. Holding Areas

- 8.1. The above Figure 23 demonstrating the visibility splays also identifies the on-site holding area for articulated vehicles. This arrangement ensures that any waiting, marshalling or temporary holding of construction vehicles can take place entirely within the site boundary, thereby avoiding the need for vehicles to wait on the public highway or verge and preventing any requirement for alterations to the existing highway layout.

9. Communications on Construction Movements

Construction Traffic Liaison

- 9.1. A PACE-appointed Construction Traffic Liaison Officer (CTLO)/site manager will be designated prior to commencement of works. This individual will be the point of contact for all construction traffic and community liaison queries throughout the construction programme, including queries from residents, businesses, Bygrave Parish Council, and the Local Planning and Highway Authorities. The same contact will be identified in the accompanying CEMP and on the site contact board at the site entrance. Their name, telephone number and email address will be confirmed and sent along with the pre-commencement letter.

Consultation with Local Businesses and Residents:

- 9.2. A pre-commencement letter will be distributed no less than three weeks prior to the start of construction to all residential properties, Bygrave Parish Council and businesses within 500 metres of the site on Ashwell Road and Bygrave Road and those further along the construction route. This letter will introduce the site contacts, summarise the construction programme, confirm HGV operating hours and the consented vehicle route, and provide details of the complaints procedure;
- Introduce the CTLO/site manager and provide their contact details;
 - Outline the construction timeline and key milestones;
 - Summarise daily HGV hours of operation (9:30am–2:30pm weekdays only, per Condition 26);
 - Confirm the vehicle routing strategy and prohibit use of the right-of-way network;
 - Invite feedback and highlight the complaints and response procedure.



List of homes and businesses to be contacted

During Construction

- Regular written progress reports will be provided to North Hertfordshire Council's planning team;
- All community complaints and concerns will be received, investigated and if necessary actioned by the Principal Contractor. A log of all complaints and responses will be maintained and shared with Bygrave Parish Council upon request;
- Bygrave Parish Council and residents are welcome to schedule visits to see progress on site.

9.3. A site contact board will also be erected at the site entrance, clearly visible from the public highway or available in the construction booth displaying contact details.

9.4. Copies of consultations letters will also be sent to the location authorities network management team on (nm.north@hertfordshire.gov.uk).

Engagement with Other Local Construction Sites:

9.5. Through the use of North Hertfordshire planning portal PACE has identified a potential disruption along the consented construction route. If overlapping

construction traffic is identified, PACE will coordinate with site operators to mitigate potential cumulative impacts. This may include:

- Adjusting delivery windows;
- Implementing shared signage or HGV holding areas;
- Maintaining regular coordination through the CTLO.

9.6. The CTLO will maintain a Construction Route Monitoring Log to record:

- Any third-party construction conflicts;
- Local feedback and complaints received;
- Actions taken to address issues.

9.7. Along the route a recent development has been identified and will be contacted - firstly to identify if the works are still ongoing, and secondly what delivery schedules they expect within the proposed developments timeline. As it stands one development has been found along the construction route.

- Ref. 25/00402/DOC - Bygrave Road, Baldock SG7 5DS: Two new-build dwellings (reserved matters under outline permission 23/02113/OP).
- Ref. 25/02219/FP - Construction of a new dwelling on land immediately adjacent to the solar farm site;
- Ref. 25/01672/S73 - Construction of a new dwelling on Ashwell Road, Upper Bygrave.
- 25/03197/FP: Erection of detached industrial storage building following demolition of two existing industrial storage buildings and installation of external lighting and increase in material storage height to 6.0m. (Development has commenced).
- 25/03245/AG: Erection of straw shed (very low impact).

10. Emergency Procedures

10.1. In the event of a traffic-related incident, vehicle breakdown, or other emergency occurring on or near the site, the following procedures will apply to ensure the safety of road users, site personnel, and the general public:

Immediate Response

- The driver or site operative involved will immediately stop in a safe location, switch on hazard lights, and contact the Site Manager and/or Traffic Marshal
- If there is any risk to life, obstruction to the public highway, or damage to property, emergency services (999) will be contacted without delay.
- Where safe to do so, site personnel will implement temporary traffic control measures (e.g., cones or barriers) to warn approaching traffic.

Communication Protocols

- The Site Manager will be the first point of contact for all emergencies and will coordinate the response.
- The Site Manager will notify relevant authorities as required, including:
 - Local Police and Highways Authority (in case of obstruction or major incident).
 - Local Council / Planning Authority (as part of reporting obligations).
 - Project Principal Contractor.
- The Site Manager will also inform neighbouring stakeholders (e.g., local businesses, residents, schools) if the incident has the potential to affect access or safety.

Vehicle Breakdown Procedures

- If a construction vehicle breaks down on the public highway or access route:
 - The vehicle will be moved to a safe location if possible.
 - Breakdown recovery will be arranged through the contractor's approved recovery service.
 - Site traffic marshals will assist in diverting traffic and maintaining access until the vehicle is cleared.

Incident Recording and Review

- All incidents, near-misses, or breakdowns will be recorded in the Site Incident Log and reviewed as part of ongoing traffic management monitoring.
- Where required, a report will be submitted to the local authority and CLOCS Coordinator outlining the nature of the incident and corrective actions taken.

Emergency Contact Details

- 10.2. A list of emergency contacts (including site management, local police, highways authority, and emergency recovery services) will be displayed at the site entrance and within the site office. All drivers and delivery contractors will be briefed on these procedures during site induction.