



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

**Land at Priory Farm, Priory Lane,
Great Wymondley, Hertfordshire**

Construction Traffic Management Plan

Prepared for



AGR Solar 4 Limited

**September 2024
3004-01-CTMP01**



Document Control

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1.0 INTRODUCTION

1.1 Preamble

- 1.1.1 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').
- 1.1.2 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.
- 1.1.3 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 a consented on the 11th of March 2024 (ref: APP/X1925/V/23/3323321) following a Call-in Inquiry.
- 1.1.4 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.*
- 1.1.5 A copy of the approved general arrangement plan is included at **Appendix A**.
- 1.1.6 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 from Priory Farm Solar Array, west along Gravely Lane, before heading south along Priory Lane. The approved cable route then runs west along Stevenage Road, before heading south down Blakemore End Road, and then north into Wymondley Substation.
- 1.1.7 Engineering Procurement and Construction (EPC) contractor(s) are yet to be appointed to complete the detailed design and construct test and commission the development.
- 1.1.8 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.

- 1.1.9 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.

1.2 Construction Hours

- 1.2.1 The construction schedule of the development itself is expected to last for up to 36 weeks, with an assumed commencement date of Autumn 2024.
- 1.2.2 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.
- 1.2.3 Construction work would not take place on Sundays or Bank Holidays.
- 1.2.4 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.



- 1.2.5 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.

1.3 Purpose of this CTMP

- 1.3.1 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.
- 1.3.2 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.
- 1.3.3 The points raised within the condition are dealt with in turn within the subsequent chapters.

1.4 Construction Site Management Plans

- 1.4.1 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) 'No-Dig' construction areas to protect potential archaeology. (Please note the archaeological 'No Dig' areas are currently shown as indicative and are subject to a Written Scheme of Investigation (WSI) which once completed will illustrate the final extent);
 - iii) Fencing and 'No Construction' Zones for protect existing trees and hedgerows;
 - iv) Temporary Welfare and Materials Laydown areas;
 - v) On-site Construction Traffic Routes; and
 - vi) Construction Traffic Route (for deliveries) along the Public Highway.



1.5 Responsible Persons and Lines of Communication

- 1.5.1 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.
- 1.5.2 AGR Renewables 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"). AGR Renewables 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.
- 1.5.3 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.

2.3 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.

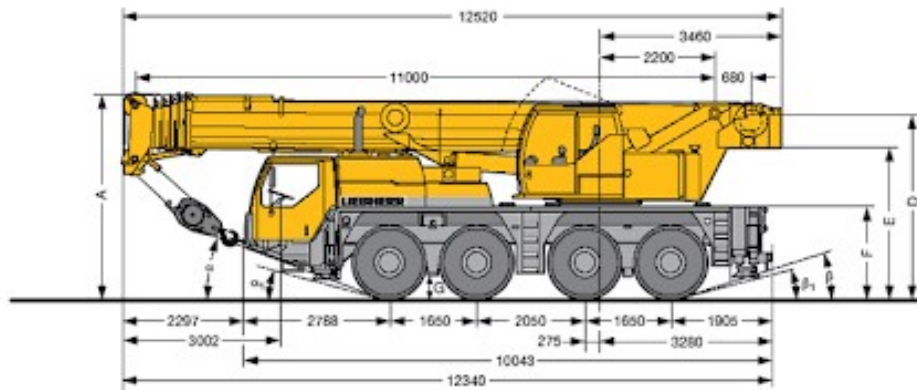
Specialist HGVs

- 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).

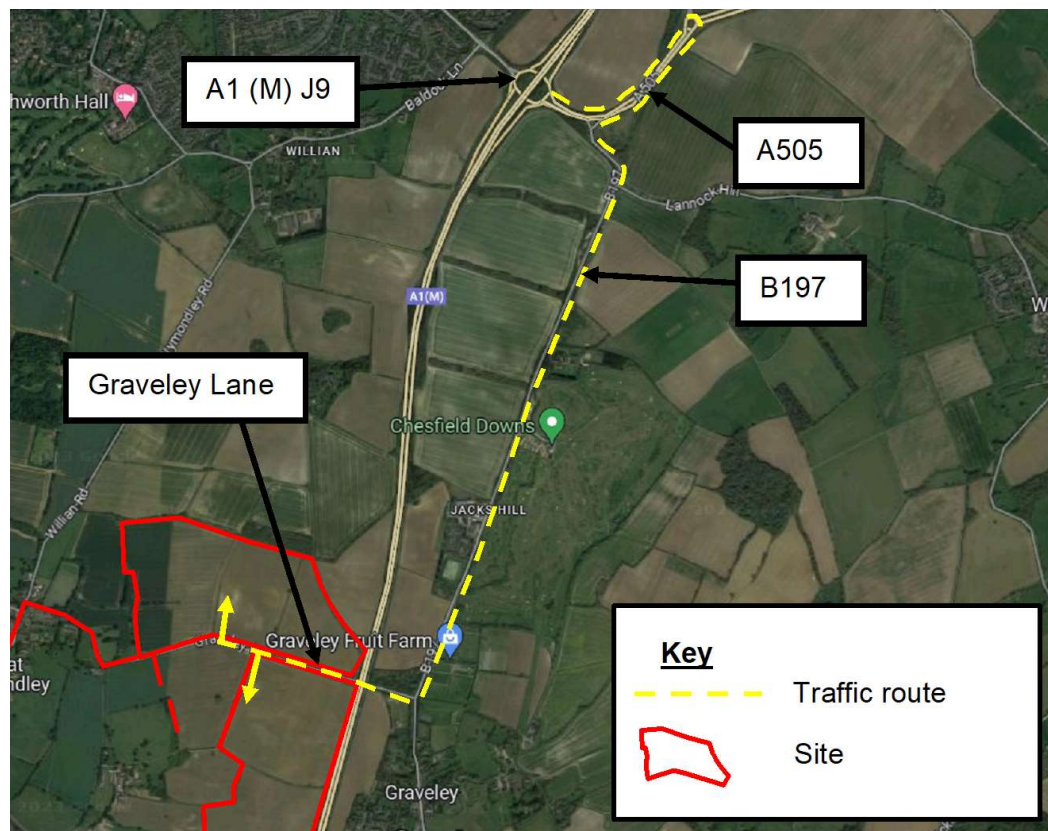
Table 2.1 – Breakdown of Vehicle Types Entering the Site

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 2.7** 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 marshalls. 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 marshalls 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).



- 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 bellmouths 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 will be undertaken during July, August, and September 2025* to facilitate connection to the grid. (**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.

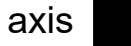


Appendix A – Approved General Arrangement Plan



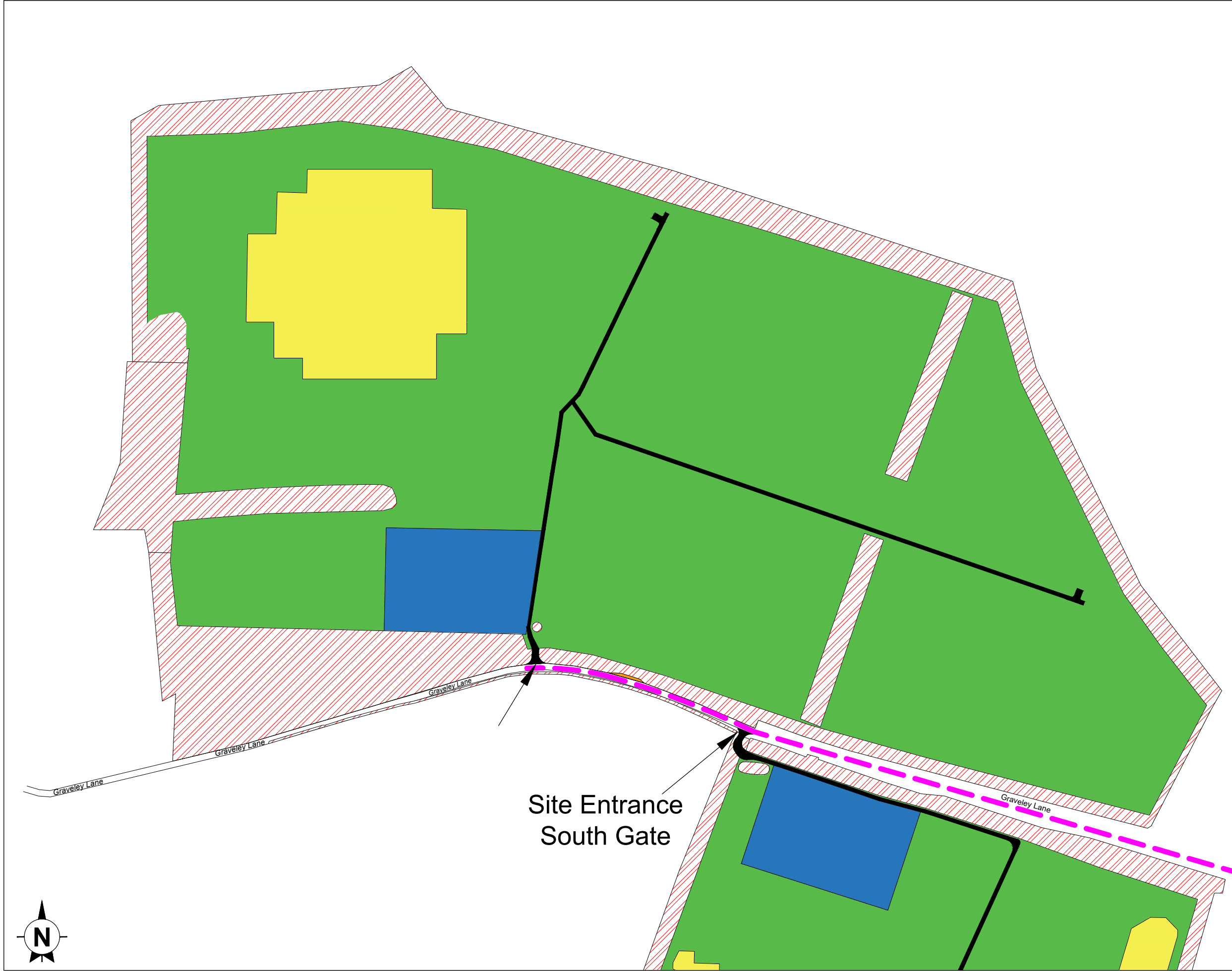
Follow any figured dimensions - do not scale for construction purposes. IF IN DOUBT ASK.

-  Application Boundary
-  Photovoltaic Panels
-  Photovoltaic Panels
- No Dig Areas
-  No Dig Construction Areas
-  Inverter / Transformer Station
-  Battery Storage Container
-  Control Building
-  Storage Building
-  Switchgear Building
-  Deer / stock fence
2.1m
-  Proposed access track
-  Proposed Permissive Path
-  Surface Water Attenuation Basin
-  Surface Water Detention Basin

Chester Office: Well House Barns Bretonton Chester CH4 6DH	South Manchester Office: Camilla House 76 Water Lane Wilmslow SK9 5BB	
0844 8700 007 - www.axissped.co.uk		
client: AGR		
project: PRIORITY FARM SOLAR ARRAY		
drawing title: GENERAL ARRANGEMENT		
date: October 2021	drawn by: TR	checked: PR
drawing number: 3004-01-003		status: ---
scale(s): 1:5,000 @A2	rev: F	
p l a n n i n g e n v i r o n m e n t d e s i g n		

Appendix B – Construction Site Management Plans





Construction Management Plan

- Wymondley Site
- 'No Dig' Zone
- 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

PROJECT	
Wymondley	
DRAWING TITLE	
Construction Management Plan	
DATE	SCALE
19.07.24	NTS @ A3
DRAWN	CHECKED
EJ	TE
DRAWING NUMBER	
W-CMP-001	

Mayfair Office:
19 Heddons Street, Fourth Floor
London, W1B 4BG

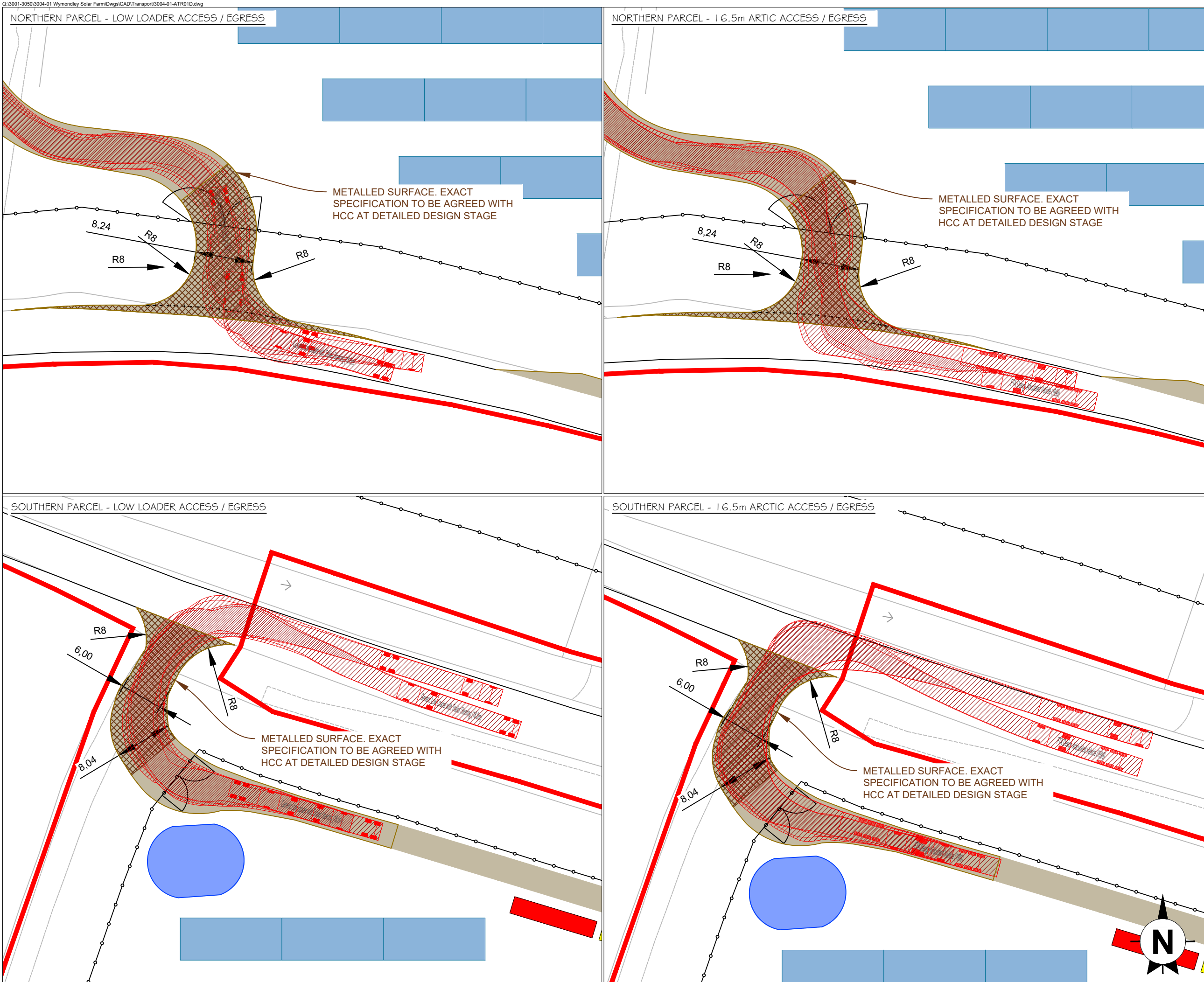
AGR

0207 042 1100 - www.agr-group.co.uk/

Positive Energy

Appendix C – Access Drawings





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Revision History		Date
A	INITIAL LAYOUT	OCT 2021
B	REVISED LAYOUT	OCT 2021
C	ADDITIONAL DIMS	JULY 2022
D	REVISED NORTHERN ACCESS POSITION SHOWN	18-09-23

VEHICLES USED IN TRACKING:

Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.918m
Overall Width 2.540m
Overall Body Height 3.408m
Min Body Ground Clearance 0.332m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

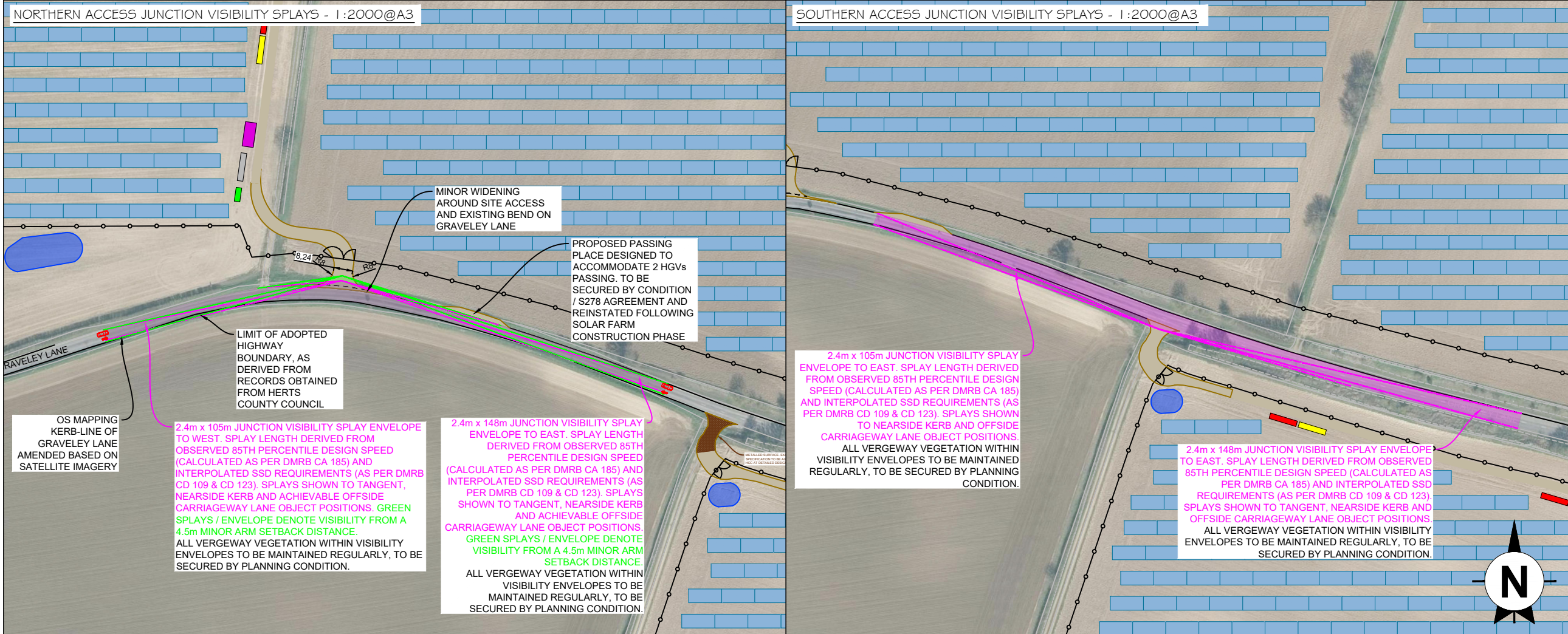
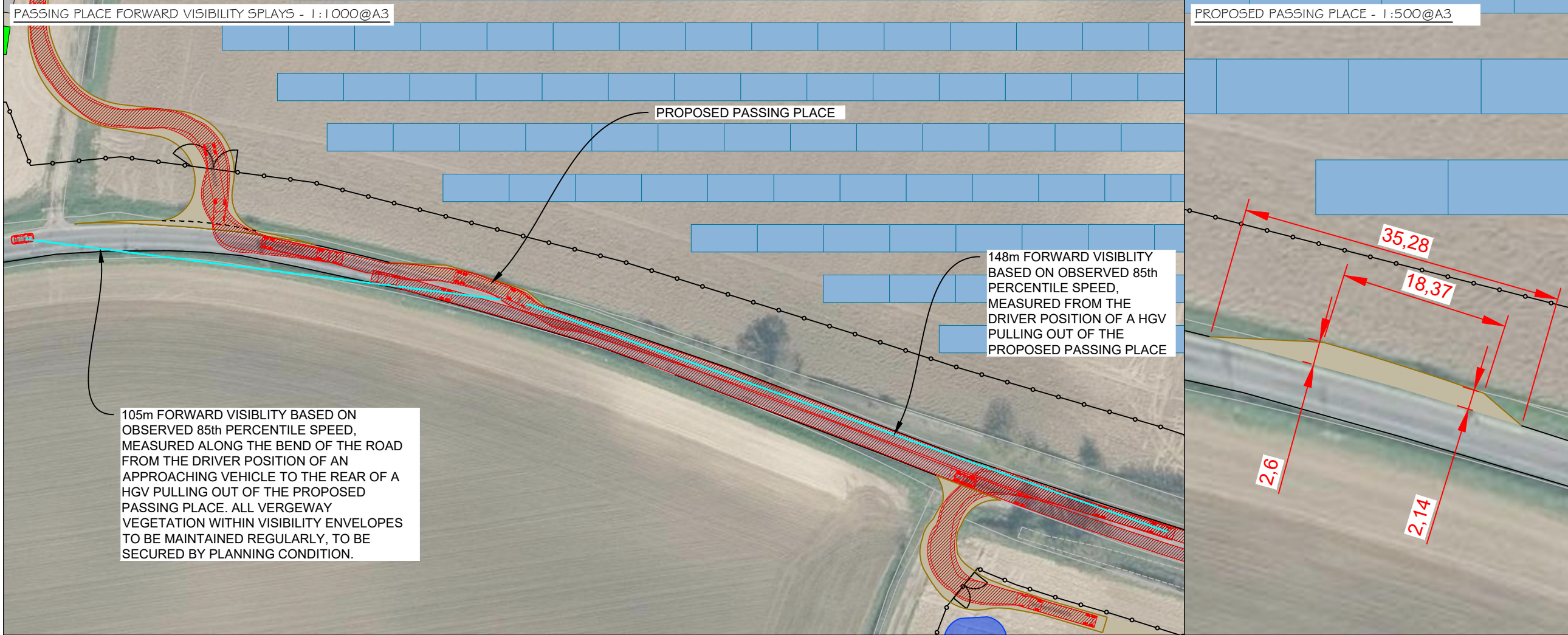
FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.550m

KEY:

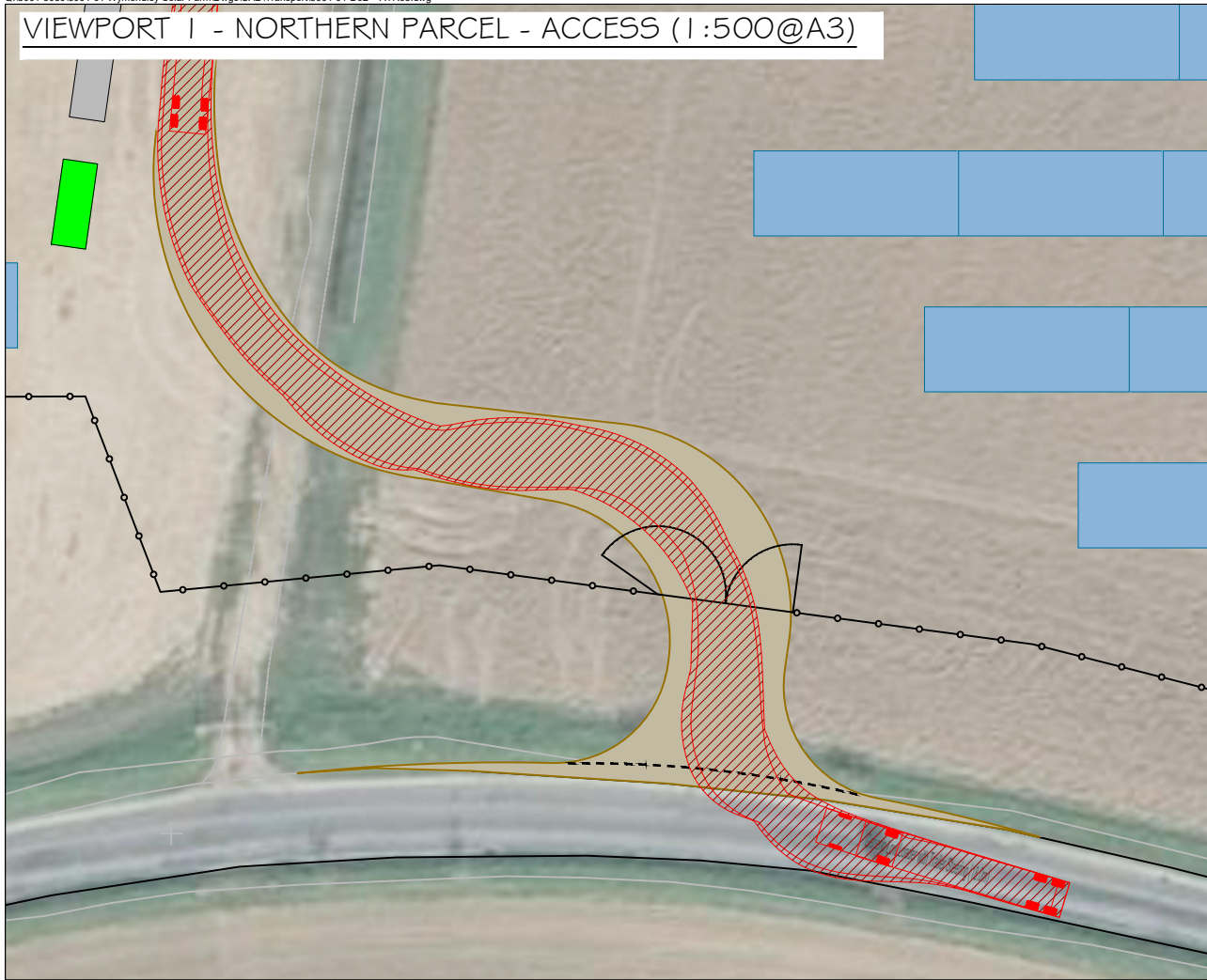
APPLICATION SITE BOUNDARY

Cheshire Office: Well House Barns Cheshire CH4 8DH South Manchester Office: Carnegie House 76 Water Lane Wilmslow SK9 5BB 0844 8700 007 - www.axisped.co.uk	axis client: AGR SOLAR 4 LIMITED project: PRIORITY FARM SOLAR ARRAY drawing title: SWEEP PATH ASSESSMENT - CONSTRUCTION PHASE date: OCTOBER 2021 drawing number: 3004-01-ATRO1 scale(s): 1:500@A3 drawn by: DC / JW status: PRELIM rev: D checked: CZ
planning environment design	

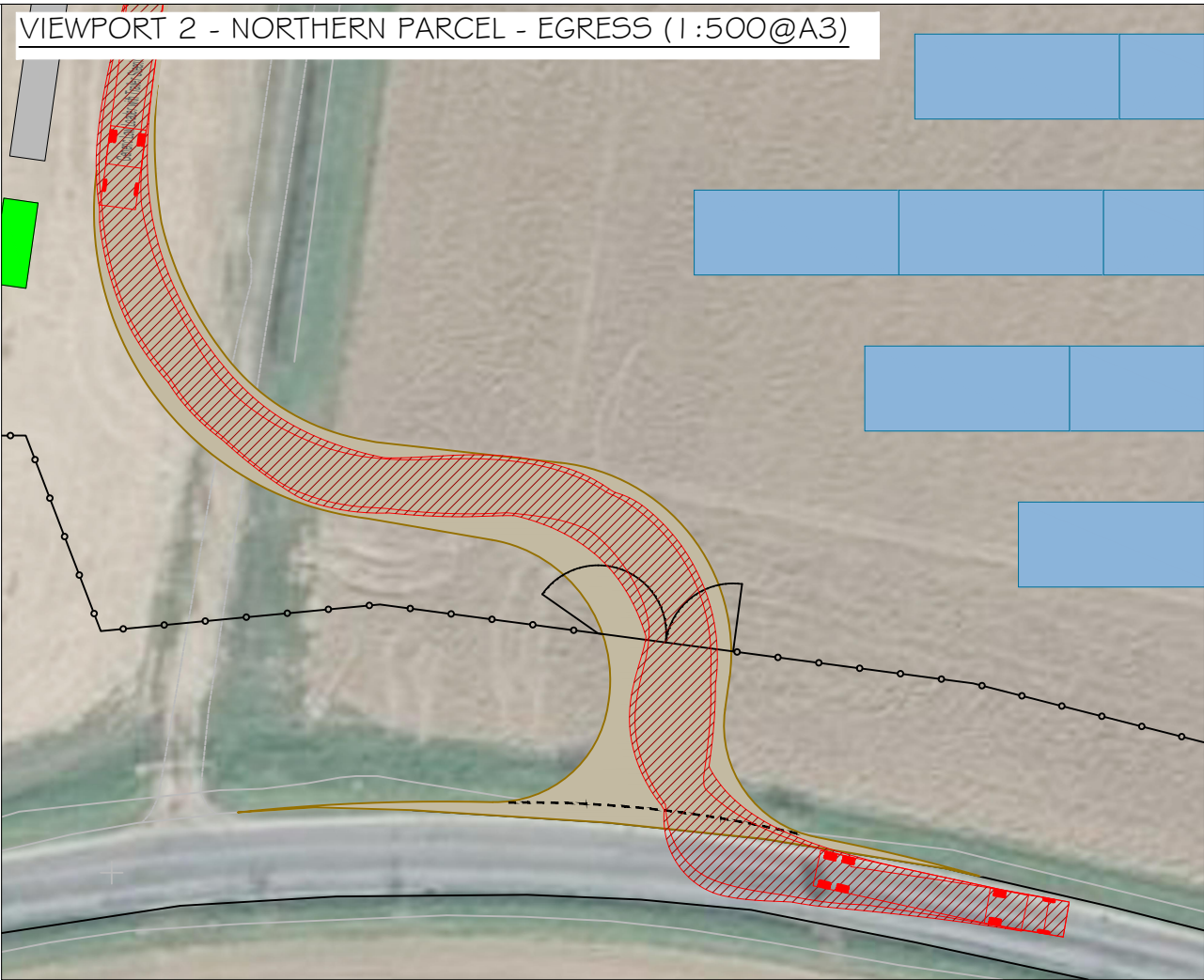
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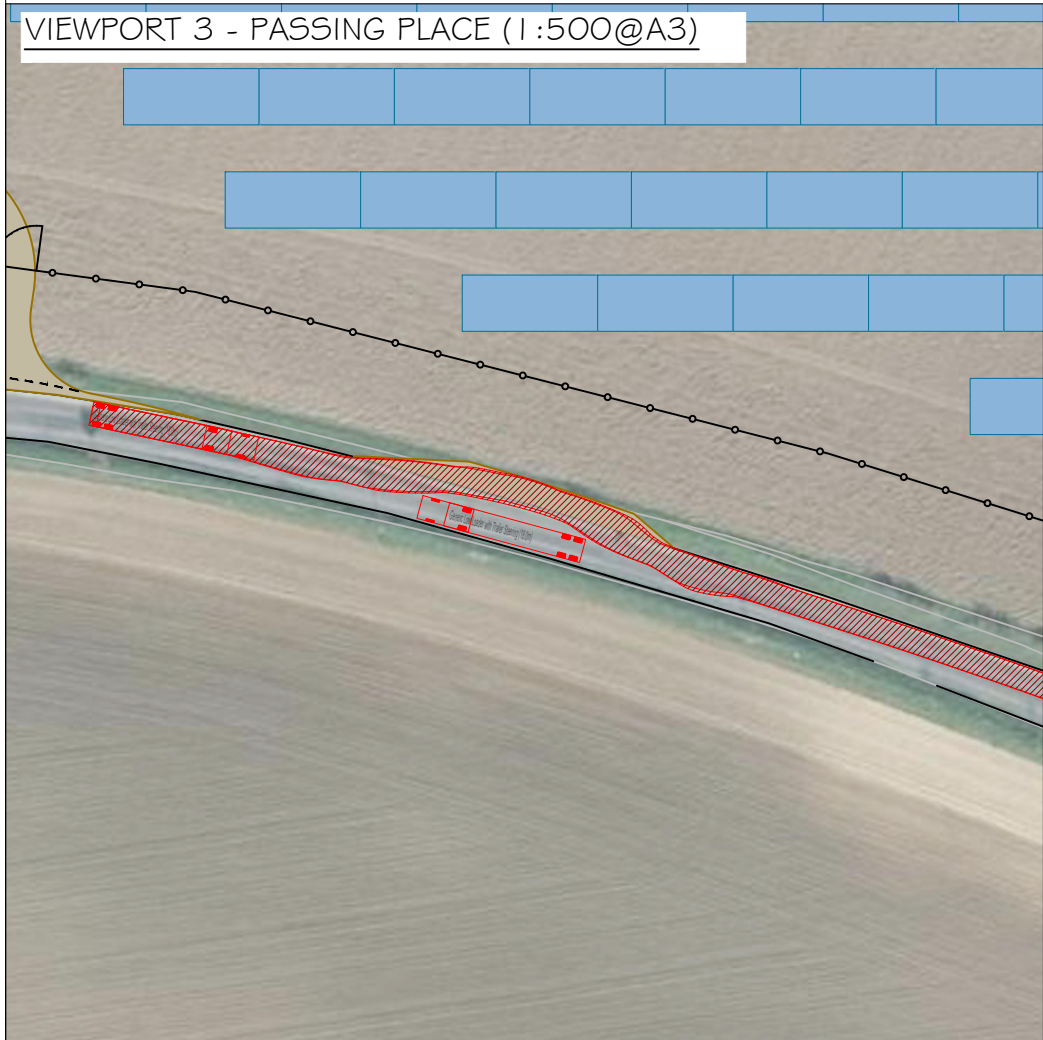
VIEWPORT 1 - NORTHERN PARCEL - ACCESS (1:500@A3)



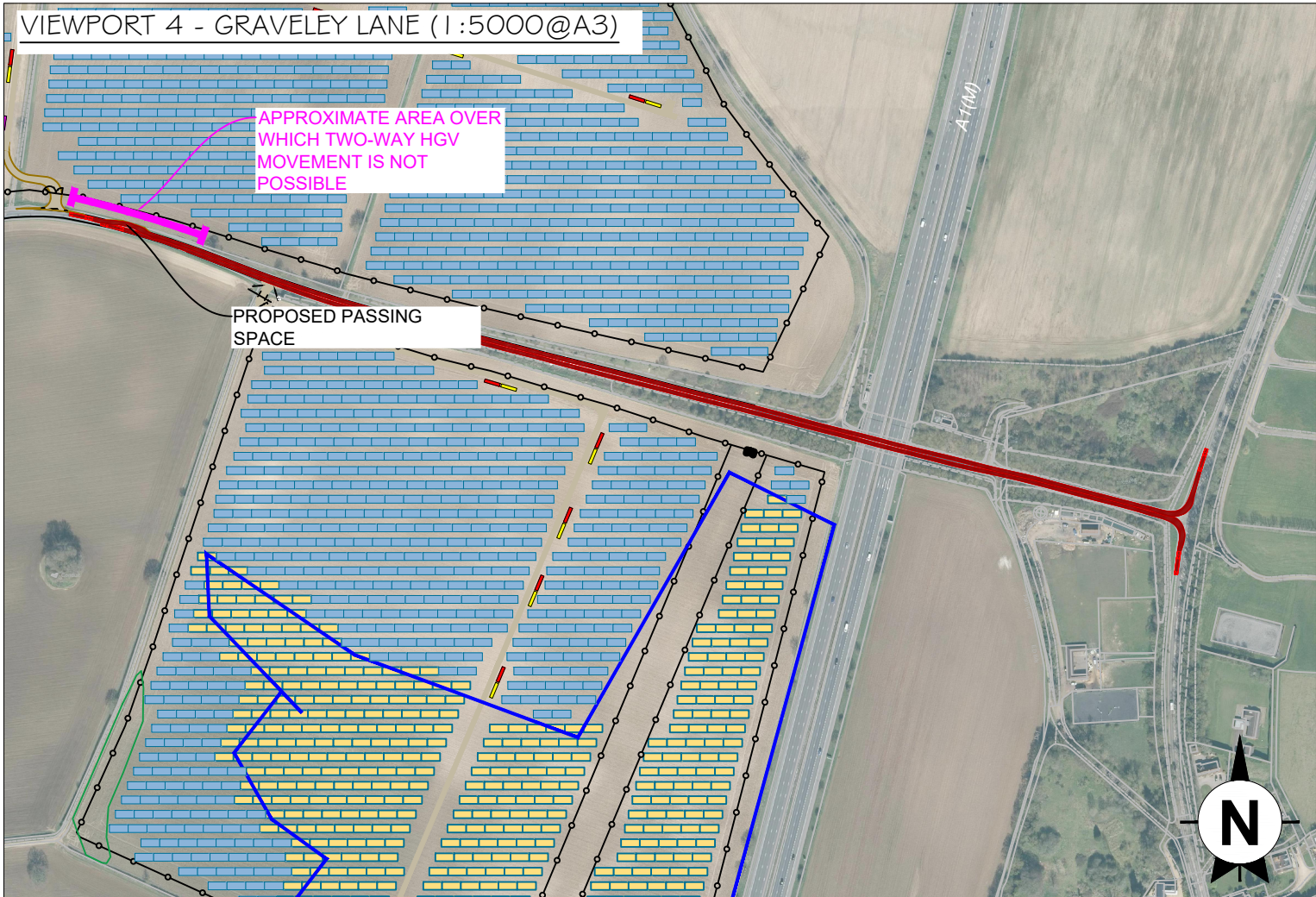
VIEWPORT 2 - NORTHERN PARCEL - EGRESS (1:500@A3)



VIEWPORT 3 - PASSING PLACE (1:500@A3)



VIEWPORT 4 - GRAVELEY LANE (1:5000@A3)

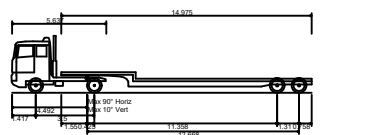


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Follow any figured dimensions - do not scale for construction purposes. IF IN DOUBT ASK.

Revision History	Date

VEHICLES USED IN TRACKING:



Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.918m
Overall Width 2.540m
Overall Body Height 3.408m
Min Body Ground Clearance 0.332m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

Chester Office: Well House Barns Chester CH4 8DH		South Manchester Office: Carnegie House 76 Water Lane Wilmslow SK9 5BB		axis
0844 8700 007 - www.axisped.co.uk				
client: AGR 4 SOLAR LIMITED				
project: PRIORY FARM SOLAR ARRAY				
drawing title: SWEEP PATH ASSESSMENT - REVISED NORTHERN ACCESS AND GRAVELEY LANE				
date: AUG 22	drawn by: LK	checked: LK		
drawing number: 3001-01-ATRO3	status: Prelim			
scale(s): AS STATED@A3	rev:			
planning environment design				

Appendix D – Traffic Management Site Rules

Working Hours

- i) Normal Working Hours Monday to Friday 08:00 until 18:00 (excluding Bank Holidays). Saturday 08:00 until 13:00;
- ii) Piling shall only be undertaken between 09:00 and 17:00 Monday to Friday; and
- iii) HGV delivery hours – During Normal Working Hours but Monday to Friday not before 09:00hrs or after 15:00hrs (so as to avoid 'commuting peak hours').

Site Inductions

All personnel will complete a Site Induction.

All operatives must be competent and suitably trained to complete their works. Everyone during the Site Induction process will be asked to provide proof of professional competence, for example CSCS / IPAF. Failing to comply to prove proof will result in being refused entry to Site.

On Completion of the Site Induction when reporting to Site for the first time the Site Manager, or their designated deputy, will escort operatives around the welfare compound and their work area to identify any site hazards and to allow the operative to familiarise themselves with the environment of the construction site.

Risk Assessments and Method Statements

No works shall be permitted to take place unless appropriate Risk Assessments and Method Statements (RAMS) have been submitted to and agreed by the Site Manager. RAMS should be submitted a minimum of 1 week in advance of the planned works. The Site Manager will respond to submitted RAMS using the Contractor RAMS Review form.

All operatives must read, agree, and sign on to their RAM's.

All works will be carried out according to the agreed RAMS. No deviations from the RAMS without prior approval. It is the duty of individual operatives to know the content of the method statement for their works. Everyone is responsible for knowing the contents of the COSHH assessment for any material they are working with and adhering to the control measure(s) detailed within.



Where works are required to deviate from agreed RAMS, or in the case of unplanned 'urgent' works then a Point of Work Risk Assessment must be completed and agreed by the Site Manager.

Signing In and Out

Every contractor and visitor MUST sign in and out of Site. Signing in/out forms will be held in contractors Site Offices.

Safe Working

Every individual has a duty to take care of the health and safety of themselves and those who may be affected by their works.

Permits are required, these will be requested prior to work commencing. The range of Permits include:

Issued by Site Manager

- i) General Permit to Work;
- ii) Permit to Work at Height;
- iii) Permit to Excavate;
- iv) Permit for Hot Works; and
- v) Permit to work in an Enclosed Space

Issued by Commissioning Senior Authorised Person:

- i) Limitation to Access Permit;
- ii) LV Sanction to Test Permit;
- iii) HV Sanction to Test Permit;
- iv) LV Permit to Work; and
- v) HV Permit to Work.

No work will proceed until Permits have been authorised and issued.

All personnel must ensure that they are wearing and using the appropriate PPE and that it is in good condition with no defects. Any defects will be reported your site supervisor and will not be used. PPE must be worn in accordance with the method statement and Site minimum ('three-point') requirements of safety helmet, hi-vis, and safety footwear.

Before starting work, the work area will be inspected by the operative to make sure the area is safe to start work. If the area is deemed unsafe this will be reported to the Site Manager, and until the area has been deemed safe to work, no work will proceed.



All tools and equipment will be inspected prior to use to ensure they are in good condition and suitable for the task required. Any defects will be reported to your site supervisor and will not be used.

Site operatives will strictly adhere to designated work areas (Zones) and access routes. These areas are to be kept in good order throughout the works.

All plant and equipment will be maintained in good condition. Inspection of tools and equipment will be carried out at regular intervals and records kept on site for inspection as and when requested.

No person shall be within 5m of moving plant. Exceptions to this rule shall only be permitted where adequate physical barriers exist separating the moving plant from people, or if the movement of plant is undertaken under the control of a competent banks person to ensure the safety of anybody potentially affected by the moving plant.

All reverse manoeuvres must always have a competent banks person in place.

General

Welfare facilities will be kept clean and tidy. Good housekeeping will be maintained always, and before the end of the working day Sub-contractors will offer up work areas for inspection, to the Site Manager, making sure that the areas are clean, tidy, and safe.

Smoking only in designated areas only.

Use of mobile phones: Stop work move to a suitable safe location. (DO NOT WALK AND TALK and DO NOT DRIVE AND TALK).

Waste management is the responsibility of all sub-contractors. The Site Manager will agree a location where skips can be placed. Skips to be exchanged/removed when full. Skips must be enclosed / sheeted to prevent waste from being blown out onto the site.

No food or drink with working areas, with the exception of bottled water.

No Horseplay. Bullying and discrimination of any kind is not tolerated on Site.

A zero-tolerance drug and alcohol policy exist throughout the Site. Testing may be carried out.

All personnel must adhere to site signage.



Incident Reporting

Any accident, incident, near misses or uncontrolled hazards will be reported as soon as practicable to the Site Manager in addition to following and own company procedures.

Traffic Management

Access to the sites will be as indicated in the Site's Construction CDM Zones and Construction Traffic Management Plan.

CDM Zones and Construction Traffic Access Routes may change during different phases of the development. When changes occur, all personnel will be briefed and the latest copy of Construction CDM Zones and Construction Traffic Management Plan will be displayed on Health and Safety Noticeboard throughout the site.

Drivers shall:

- i) Stick to designated routes;
- ii) Not use mobile phones or two-way radios when driving on site these can distract attention;
- iii) Observe on site 10mph speed limit. Reduce speed on rough ground or in adverse conditions (e.g. ice, mist, and fog);
- iv) Be aware of pedestrians;
- v) Ensure the vehicle is not overloaded; loads are evenly distributed and secured;
- vi) Not reverse without a Banksman, observe all signals. Ensure the reversing beacon is operational;
- vii) Ensure that visibility aids (mirrors, cameras, etc.) are fitted to vehicles to remove blind spots, that they are serviceable and properly adjusted;
- viii) Be aware of any services, bollard, over ground pipe and structure support;
- ix) Be aware of overhead services (e.g. power lines, telephone cables, etc.);
- x) Report large potholes, ruts, debris, and other obstructions on traffic routes;
- xi) Regularly check vehicles for leaks (e.g. engine oil, fuel, hydraulic oil) especially during periods of extreme frost and repair before commencing work;
- xii) Regularly check vehicle tyres, brakes, lights, steering, note & repair faults before driving;
- xiii) Before leaving site, check the vehicle for build-up of mud, stone, or other debris. If necessary, clean vehicle / wheels to avoid the tracking out of mud or debris onto the Public Highway. Ensure all loads are enclosed / sheeted to ensure no dust or debris is blown from the vehicle when driving on the Public Highway;
- xiv) Use high level beacons when driving on site;
- xv) Use hazard warning lights where beacons are not available;
- xvi) When leaving the vehicle wear PPE (minimum safety boots and hi visibility vest). Beware of rough ground when stepping off the vehicle;



- xvii) Park the vehicle where it is safe to gain access and egress, i.e. not on slopes; and
- xviii) Be competent to drive the vehicle under their control. Where the driver is also expected to operate vehicle mounted plant and equipment (e.g. lifting equipment) additional competency requirements will apply

Transport used on site should be assessed and selected for suitability so as to be safe and right for the job to deal with site conditions, e.g. rough terrain, enforced speed limits. Subject to proper maintenance, repair, and inspection. Only driven or operated by suitably trained persons. Certain plant and equipment may need a Banksman and/ or Supervisor as set out in the task specific RAMS.

All plant and materials must be correctly stored to prevent traffic routes being blocked.

Any item of plant not in use or awaiting repair must have a sign "This item of plant is out of use" placed on it.

All vehicles, plant, and machinery not in use must have the keys removed and remain locked at all times. When vehicles and materials are being stored on site permission must be sought from the Site Manager prior to the works being undertaken. This will ensure traffic routes and work areas remain clear.

All plant operators are required to hold on their person a suitable CSCS/CPCS training certificate or equivalent to operate that particular type of plant.

All vans must be kept in a tidy manner to ensure that loose material does not interfere with pedal control.

Seat belts should be worn at all times whilst driving a company or personal vehicle, it will be considered a breach of Site Rules should any person be seen operating plant / machinery or driving their vehicle on site without one. Seat belts must only be removed when the vehicle is parked in reverse position at the workplace.

Operators of plant / machinery must ensure they carry out a daily pre use check of their machine prior to starting work each morning and in particular during spells of cold weather to ensure that hydraulic systems are working effectively.

Weekly checks will be made, and any defects will be noted on the weekly vehicle defects sheet.

The use of mobile phones / radios is not permitted under any circumstances whilst operating plant / machinery or whilst driving any vehicle on site.

Flashing beacons / reversing beacons / hazard lights must always be used whilst operating plant on site.



Re-fuelling is only permitted in authorised and designated areas. These areas are clearly signed and are within the designated materials Laydown areas. No re-fuelling of vehicles within the areas where construction work is taking place (unless prior permission is obtained from the Site Manager).



Appendix E – Wheel Wash

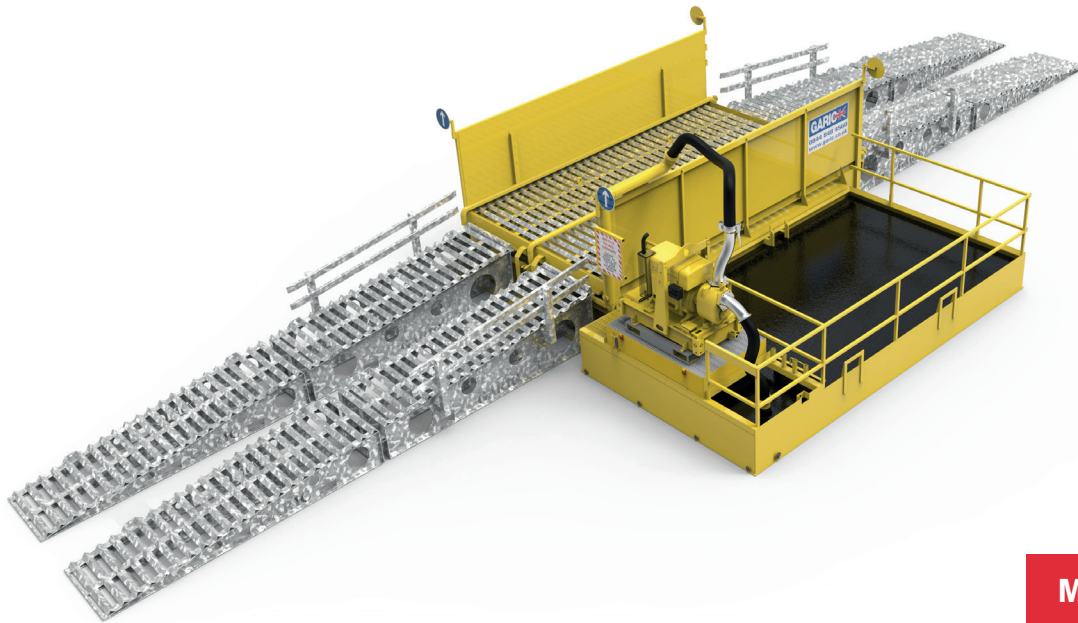




ON-DEMAND, ON-SITE, ON-TIME.

ELEVATED ENVIRO WHEEL WASH

A HISTORY OF INNOVATION



MIN 1 WEEK HIRE

STANDARD SPECIFICATIONS:

Product Code	300001
Unit Name	Elevated Enviro Wheel Wash
Dimensions (with ramps)	66 x 24ft / 20 x 7.3m
Dimensions (without ramps)	22 x 24ft / 6.7 x 7.3m
Weight (without ramps)	9300Kg
Weight (with ramps)	11300Kg
Power type	6" Diesel water pump
Steel fabricated wash area	✓
Internal removable rumble road sections	✓
25mm water inlet (c/w ball cock fitted)	✓
Heavy duty lifting/lashing points	✓
Automated magic eye system	✓

KEY FEATURES:

- Powered heavy duty wheel wash
- Steel fabricated wash area
- Heavy duty lifting and lashing points
- Cleanin area with vertical spray jets
- Automatic sensors

OPTIONAL EXTRAS AVAILABLE

- Electric pumps
- Water Fills
- Header Tank / Bowser



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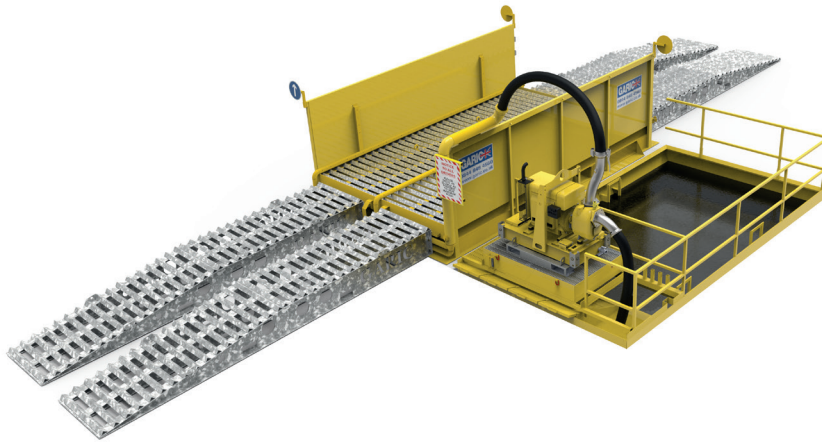
*All data is based on Garic product specifications. If unavailable at the time of hire, an alternative specification model may be supplied.



ON-DEMAND, ON-SITE, ON-TIME.

ENVIRO WHEEL WASH

A HISTORY OF INNOVATION



MIN 1 WEEK HIRE

STANDARD SPECIFICATIONS:

Product Code	300002
Unit Name	Enviro Wheel Wash
Dimensions with ramps	62 x 24ft / 20 x 7.3m
Dimensions without ramps	22 x 24ft / 6.7 x 7.3m
Weight	8500Kg
Weight (with pump)	17000Kg
Power type	6" Electric water pump
Steel fabricated wash area	✓
Internal removable rumble road sections	✓
25mm water inlet (c/w ball cock fitted)	✓
Heavy duty lifting/lashing points	✓
Automated magic eye system	✓
Dig Measurements	6.3m length x 1.02m depth x 3.5m width

Our enviro wheel wash is the ideal solution for demolition, quarrying and ground works sites where trucks, dumpers and lorries are regularly passing through heavy duty mud, dirt and debris.

Our fully automated and totally self-sufficient enviro wheel wash is perfect for sites where sticky clay and mud can be a big problem. As vehicles pass through the wheel wash, exceptionally powerful jets spray water onto the wheels, chassis and undersides, cleaning the vehicles without them even needing to stop. The wheel wash is environmentally friendly and utilises the latest water filtration technology combined with a 100 percent water recirculation system. It doesn't require an operative and is easy to maintain due to an innovative easy-clean water catchment area. Furthermore, it requires no electricity power source because it runs off a simple yet reliable 6" diesel pump.

The enviro wheel wash can be elevated and placed directly onto a surfaced area with ramps or excavated into the ground making it suitable for a large variety of sites.

KEY FEATURES:

- Powered heavy duty wheel wash
- Steel fabricated wash area
- Heavy duty lifting and lashing points
- Cleaning area with vertical spray jets
- Automatic sensors

OPTIONAL EXTRAS AVAILABLE

- Electric pumps
- Water fills
- Water Tank / Bowser
- Header Tank / Bowser

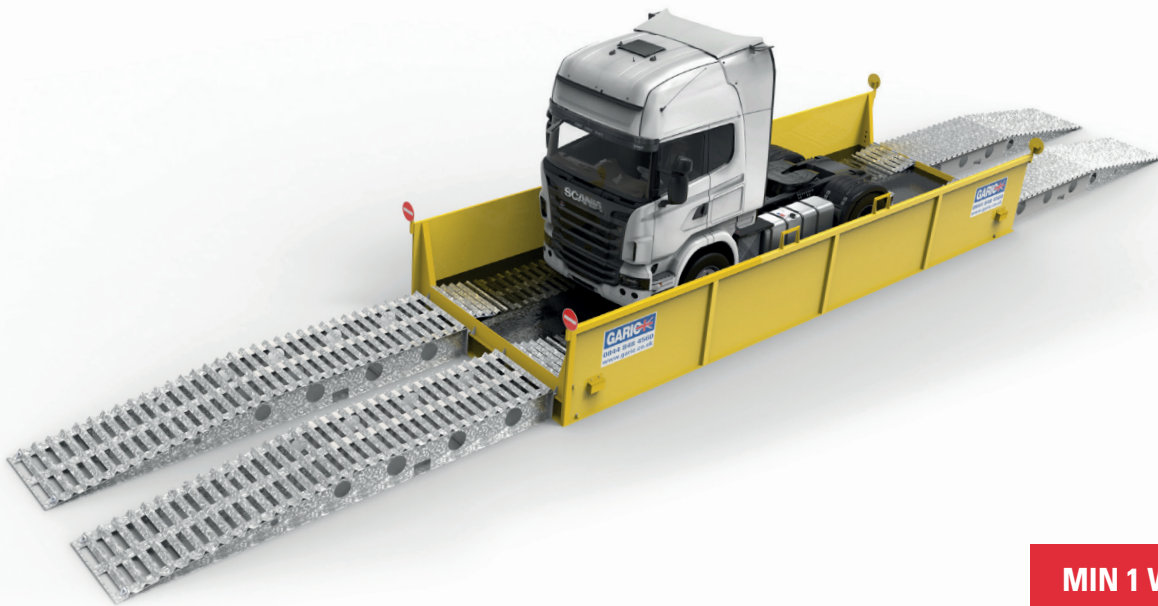




ON-DEMAND, ON-SITE, ON-TIME.

DRIVE THROUGH BATH

A HISTORY OF INNOVATION



MIN 1 WEEK HIRE

STANDARD SPECIFICATIONS:

Product Code	303500
Unit Name	Drive Through Bath
Dimensions with ramps	77 x 12ft / 23.4 x 3.6m
Dimensions without ramps	35 x 12ft / 10.6 x 3.6m
Weight (bath only)	6300Kg
Weight (with ramps)	15900Kg
Power type	Unpowered
Steel fabricated wash area	✓
Internal removable rumble road sections	✓
25mm water inlet	
(c/w ball cock fitted)	✓
Heavy duty lifting/lashing points	✓

Garic's unpowered drive through bath is an inexpensive yet very efficient vehicle wash system. It is ideal for sites that have moderate mud and dirt and is quick and easy to install, doesn't require an operative and is very easy to maintain.

Trucks, dumpers and lorries are cleaned as they drive over a series of rumble strips which shake off the heaviest earth. They are then washed as the wheels, chassis and undersides pass through a water lagoon to provide a quick, safe and effective cleaning system. If required, extra road rumble strips are available.

Like our enviro wheel washer, the drive through bath can be elevated and placed directly onto a surfaced area with ramps or excavated into the ground making it suitable for a whole host of site needs.

KEY FEATURES:

- Steel fabricated wash area
- Removable rumble road sections
- Heavy duty lifting and lashing points

OPTIONAL EXTRAS AVAILABLE

- Ramps
- Water Fills
- Water Tank / Bowser
- Header Tank / Bowser



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*All data is based on Garic product specifications. If unavailable at the time of hire, an alternative specification model may be supplied.