CIL LONYDD SOLAR FARM

Construction Traffic Management Plan

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Construction Traffic Management Plan
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Document Status

Version	Purpose of Document	Authored By	Reviewed By	Approved By	Review Date
-	Planning Application	Daniel Innes	Anthony Bubb	David Archibald	April 2024

Prepared by:

RPS Consulting Services Ltd

Daniel Innes
Graduate Transport Consultant

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire OX14 4SH

T 01235 432 190
E daniel.innes@rpsgroup.com

Prepared for:

Cenin Renewables Limited

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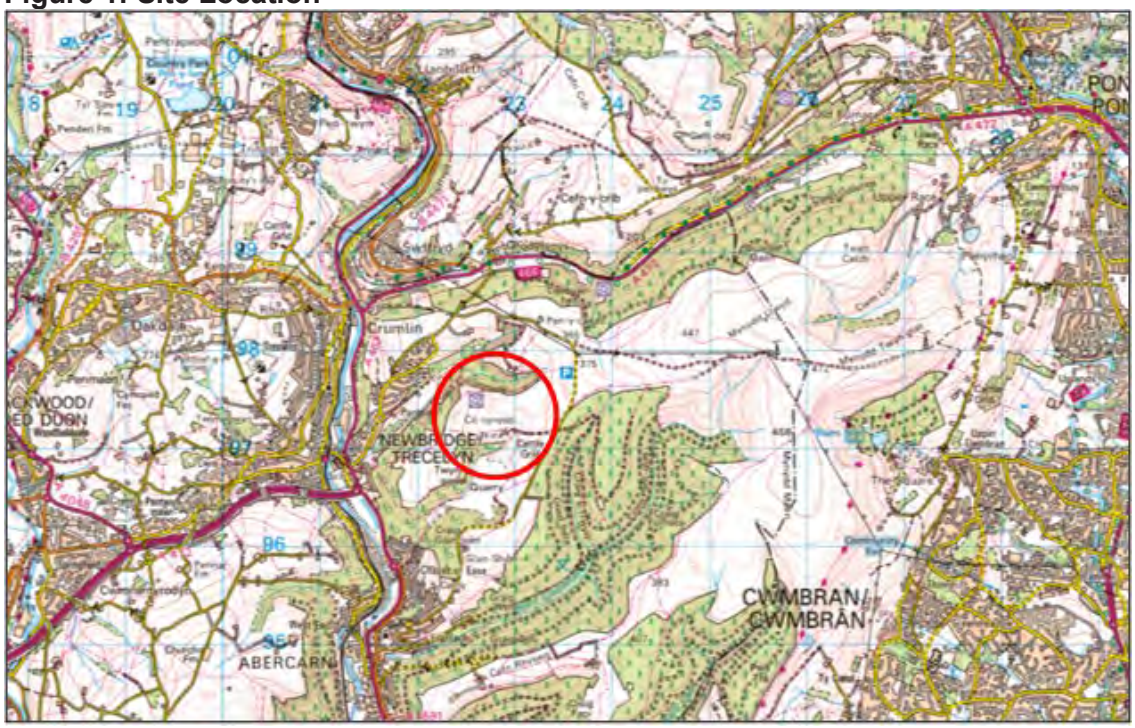
Appendices

1 INTRODUCTION

1.1 This Construction Traffic Management Plan (CTMP) has been prepared by RPS on behalf of Cenin Renewables Limited in support of a Development of National Significance application for the development of a solar photovoltaic electricity generating station (or 'Solar Farm') and associated ancillary development (the 'Proposed Development') at Cil-Lonydd Farm to the east of Newbridge within the Caerphilly County Borough Council (CCBC) administrative area (the 'Site'). The location of the Site is shown in **Figure 1** below.

Figure 1: Site Location



1.2 The Site comprises land at Cil-Lonydd Farm between the towns of Newbridge and Cwmbran and adjoins registered common land to the east. The Site is approximately 28.6 hectares in size (excluding the cable route) and consists of several parcels of land which are irregular in shape and include several agricultural fields of varying sizes primarily used for pasture grazing and bound by a mixture of mature woodland, trees and hedgerow.

Context and Scope

1.3 The principal aim of this CTMP is to ensure that the construction works are organised and delivered in a manner which safeguards the highway impact, highway safety and amenity of the area surrounding the Site.

1.4 This CTMP identifies a series of mitigation measures which aim to minimise the effect of construction traffic on the surrounding highway network, with respect to potential temporary changes to vehicular traffic and pedestrian movements.

Report Structure

1.5 Following this introduction, the structure of this CTMP is as below.

- **Section 2 – Construction Process**: Provides details of the proposed indicative development schedule and construction methodology.
- **Section 3 – Construction Traffic Generation**: Outlines the anticipated composition and volume of traffic during the construction phase of the Proposed Development.
- **Section 4 – Construction Vehicle Access**: Provides details of the access route to be used by HGVs during the construction phase of the Proposed Development.
- **Section 5 – Measures, Management and Control Processes:** Ensures that a suitable management strategy and structure is in place to control activity on site and to ensure a suitable reporting procedure for residents and stakeholders.
- **Section 6 – Construction Travel Plan**: Outlines appropriate travel planning measures.

2 CONSTRUCTION PROCESS

2.1 This section of the CTMP outlines the proposed indicative development schedule and construction methodology as well as the way in which deliveries to the Site will be managed and controlled.

Proposed Development

2.2 The Proposed Development will comprise of a Solar Farm and BESS with the additional project components stated in the list below. The proposed layout of the Proposed Development is shown on the Masterplan in **Appendix 1** and comprises:

- Solar panels mounted on fixed frames in rows (arrays).
- A 40MW BESS facility comprising of storage units with associated transformers.
- Solar inverters and transformers.
- Internal access tracks.
- Perimeter security fencing (deer fencing).
- CCTV security cameras.
- Enhancements to landscaping and biodiversity.

2.3 The Proposed Development will also include a 3,043m long cable across Mynydd Maen Common which will connect to the substation of the Mynydd Maen Wind Farm development proposal. A secondary application under Section 38 of the Commons Act will be submitted to enable temporary works to be undertaken during construction of the Solar Farm, with trenches of approximately 1.0m deep and 0.5m wide required for the underground cable route.

Delivery and Storage of Plant and Materials

2.4 All plant and materials associated with the Proposed Development will be stored within the footprint of the Site. A loading and unloading area for the plant and materials will be provided within the Site. It is anticipated that most deliveries will be made by rigid and articulated HGVs.

Working Hours

2.5 All work will be undertaken between 08:00 and 18:00 hours Monday to Friday, with limited construction activities on Saturdays between 08:00 and 13:00 hours. No construction activities will take place on a Sunday or Bank Holiday.

3 CONSTRUCTION TRAFFIC GENERATION

3.1 This section of the CTMP sets out the estimated volume and type of vehicles that will be generated by the Site throughout the construction phase of the Proposed Development. This information has been used in subsequent sections to inform the set of management measures to be implemented.

3.2 It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change following the appointment of a construction contractor and prior to work commencing on Site. Any substantial changes in the build programme and / or number of vehicle movements will be communicated to CCBC as the Local Highway Authority.

Construction Vehicles

3.3 The potential trip generation of the Site during the construction phase of the Proposed Development has been informed through discussions with the Applicant based upon the construction programme and experience of similar projects across the United Kingdom.

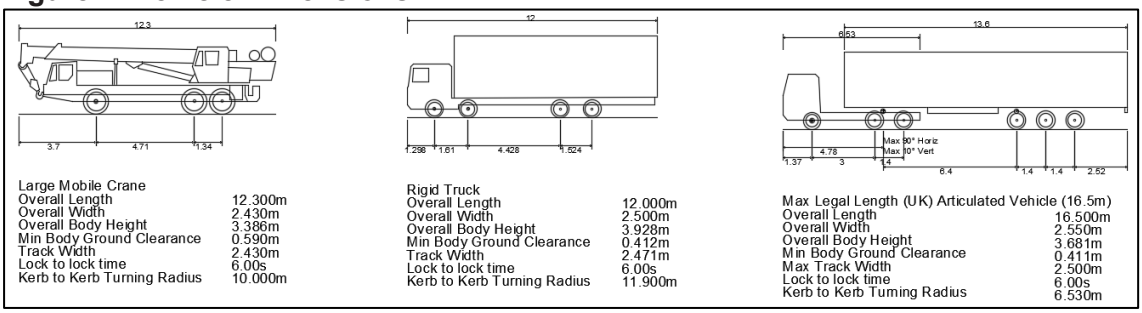
3.4 The types of HGV and other construction vehicles that could typically be used for the construction of all elements of the project are set out in **Table 3.1** below. The use of these vehicles will be subject to the contractor.

Table 3.1: Construction Vehicles

Item	Vehicle Type
Battery Storage Units	16.5m Articulated HGV
Solar Panels	Rigid / Articulated HGV
Mounting System	Rigid HGV
Prefabricated Building	Rigid / Articulated HGV
Unloading Buildings	Mobile Crane
Cables	Rigid / Articulated HGV
Fencing	Rigid HGV
Small Deliveries	Rigid HGV
Plant Delivery	Rigid / Articulated HGV
Aggregate	Rigid HGV
Concrete	Rigid HGV

3.5 A range of vehicles will need to access the Site during the construction of the Proposed Development. These will include rigid and articulated HGVs, with the largest type of vehicle being a 16.5m long articulated HGV, as well as a large mobile crane associated with delivering the requisite and prefabricated buildings The dimensions of the vehicle types are shown below in **Figure 2**.

Figure 2: Vehicle Dimensions



3.6 While the construction phase will take between 6 and 9 months to complete, the number of vehicle trips to and from the Site will fluctuate over this time. Some periods will see more trips when for example, deliveries are made to the Site, while other periods will see fewer trips when for example, only work at the Site is being undertaken.

3.7 The number of construction HGV movements per day will vary as the construction works progress and will be dependent upon the activities being undertaken at the Site. It is estimated however that there will be an average of six movements (three inbound movements plus three outbound movements) per day during the construction phase of the Proposed Development.

3.8 The Proposed Development will give rise to a maximum of 20 HGV movements (10 inbound movements plus 10 outbound movements) per day at the peak of the construction phase, with fewer number of HGV movements per day outside of peak activities.

Dwell Time

3.9 All delivery vehicles are likely to attend the Site for approximately one hour per vehicle. There will be sufficient space within the curtilage of the Site compound to ensure that no vehicles will have to wait on the surrounding highway network or Abercarn Mountain Road through Mynydd Maen Common. Further measures that will be employed to control the number and frequency of vehicles arriving at the Site are detailed further below.

Construction Staff

3.10 During construction, there is a balance to be made between the intensity of on-site activity and duration of activity. Experience of similar developments elsewhere suggests that car sharing promotion by the contractor will reduce the number of cars on Site. This will be achieved through management of staff travel patterns and activity encouraging car sharing as set out further in **Section 6**.

3.11 While the number of construction staff will fluctuate depending upon the Site activity taking place, it is estimated that the Site will generate up to 50 two-way construction staff trips during the construction phase of the Proposed Development.

3.12 All members of staff will be encouraged to car share through the management of travel patterns and travel planning measures to reduce the number of construction staff vehicle trips to and from the Site per day during the construction phase. The Site Manager will promote car sharing as the primary method for construction workers to travel to and from the Site should they drive in by car, which will be enforced.

3.13 An area for car parking will be provided within the Site. No contractor or visitor will be permitted to park their cars along the local highway network or Abercarn Mountain Road south through Mynydd Maen Common at any time during the construction phase and this will be strictly enforced by the Site Manager. All visitors will be advised of the car parking arrangements prior to travelling to the Site. **Section 6** of this CTMP sets out full details on construction worker trips and seeks to minimise travel by construction workers.

3.14 All staff are anticipated to arrive at the Site during the 30-minutes preceding the start of the working day (07:30 to 08:00 Monday to Saturday) and to depart the Site during the 30-minutes following the end of the operating day (18:00 to 18:30 Monday to Friday and 13:00 to 13:30 on Saturdays). It is anticipated that staff will likely travel to and from different origins and destinations and hence spread their movement across the local highway network.

Operation and Maintenance

3.15 Once operational, the Proposed Development will be monitored remotely and will not require any permanent staff to be located on Site; therefore, only occasional visits (typically once a quarter) by 4x4 vehicles / LGVs will be required for maintenance, monitoring and cleaning purposes.

3.16 Due to the minimal vehicle movements generated by the Proposed Development during the operational phase, the Proposed Development will not have a significant impact upon the local highway network.

Decommissioning

3.17 At the end of the operational phase, the Solar Farm will be fully decommissioned, with all project elements removed from the Site and recycled where possible. Any waste generated during this process will be removed and transported by a certified and licensed contractor. The solar panels will be removed from the Site, while the cables interconnecting the solar panels to the electricity grid system will be de-energised and removed along with any cable marker signs.

3.18 The decommissioning of the Site will be expected to generate a similar (or fewer) number of vehicle trips as the construction phase, since there will not be the same requirement to transport the material separately. The vehicle movements associated with the decommissioning phase will be discussed with CCBC prior to commencement and appropriate measures will be agreed as necessary at that time.

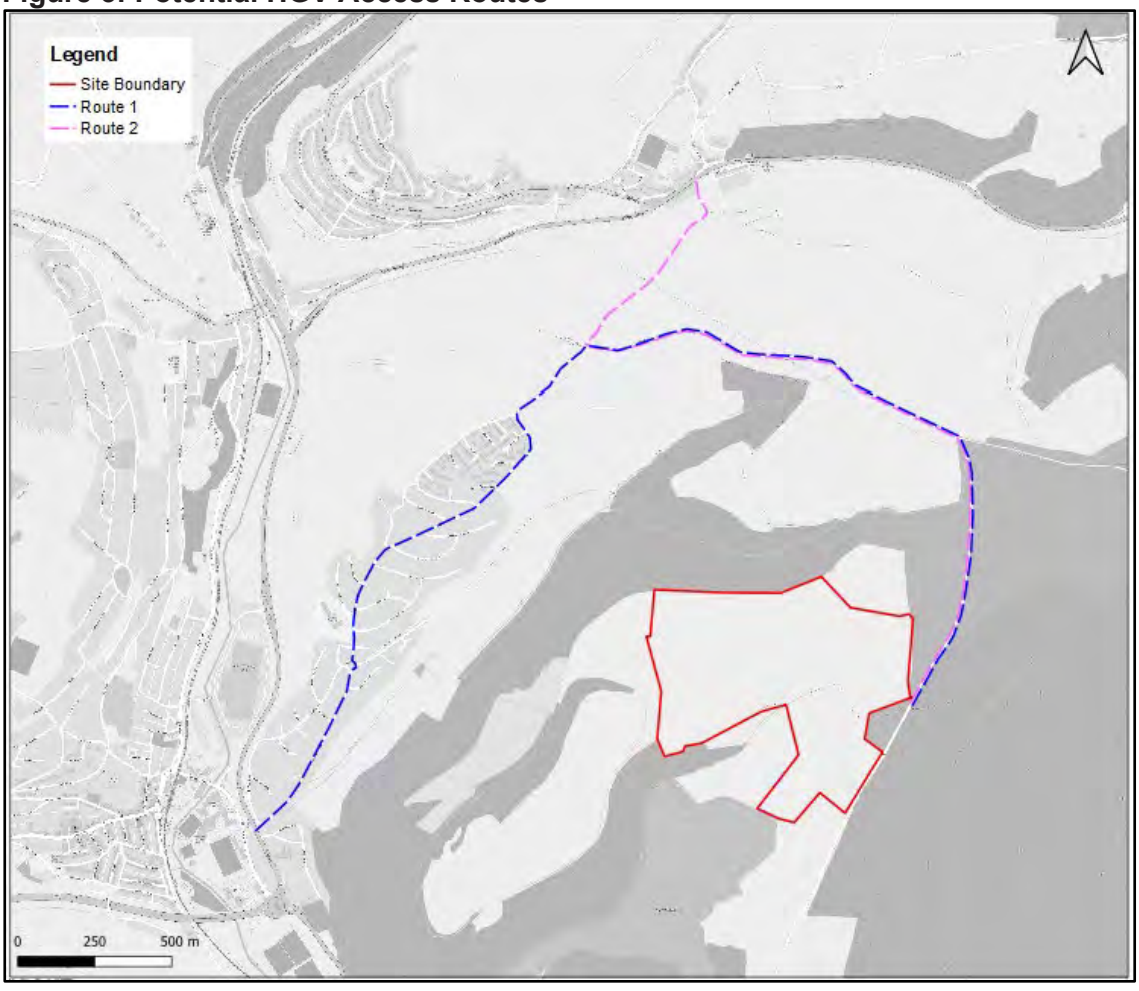
4 CONSTRUCTION VEHICLE ACCESS

4.1 This section of the CTMP discusses the access strategy for the Proposed Development and provides details on the Site access arrangement and the route HGVs will take to and from the Site during the construction phase.

Construction Access Routeing

4.2 HGVs will travel either along the A472 and Herbert Terrace from the north or along the A467, Central Avenue, Old Pant Road and Herbert Terrace from the south. All construction HGVs will use Abercarn Mountain Road through Mynydd Maen Common from the bifurcated junction along Herbert Terrace to access the Site. These potential access routes are shown on **Figure 3** below and are described further below.

Figure 3: Potential HGV Access Routes



Route 1

4.3 A description of this route is provided below.

- From the A467, turn right onto Central Avenue at the A467 / Central Avenue T-junction and continue north eastbound through the village of Pantside along Central Avenue, Old Pant Road and Herbert Terrace.
- Turn right onto Abercarn Mountain Road at the Herbert Terrace / Abercarn Mountain Road bifurcated junction and continue eastbound along Abercarn Mountain Road.
- Continue southbound along Abercarn Mountain Road through Mynydd Maen Common towards the Site access.

Route 2

4.4 A description of this route is provided below.

- From the A472, turn onto Herbert Terrace and continue south westbound along Herbert Terrace.
- Turn left onto Abercarn Mountain Road at the Herbert Terrace / Abercarn Mountain Road bifurcated junction and continue eastbound along Abercarn Mountain Road.
- Continue southbound along Abercarn Mountain Road through Mynydd Maen Common towards the Site access.

4.5 The adjacent Mynydd Maen Wind Farm development proposes two new passing bays along Abercarn Mountain Road suitable for use by 16.5m long articulated HGVs, as well as the extension of an existing bay along Abercarn Mountain Road to accommodate a 16.5m long articulated HGV.

4.6 These passing places are proposed as part of the Proposed Development. RPS Drawing Number 794-PLN-WWP-JPW2051-DR-008 in **Appendix 2** shows the location of the two new passing bays.

4.7 It is proposed that temporary signage in accordance with Chapter 8 of the Traffic Signs Manual is used to direct construction traffic to the Site along the proposed construction traffic route, using existing street furniture where possible.

4.8 A construction compound within the Site will provide an area for loading and unloading of vehicles and will provide a turning area to allow vehicles to exit the Site in a forward gear onto Abercarn Mountain Road. All delivery drivers and construction workers will be advised of the construction route prior to making their delivery or commencing work.

4.9 It is considered appropriate to avoid routes where scheduled roadworks and construction vehicles could cause conflict. The Site Manager will keep up to date on scheduled roadworks in the area using the one.network website. Any major roadworks on the preferred route that result in the deviation of the preferred route will be agreed with officers at CCBC in advance.

Site Access

4.10 HGVs will access the Site via the existing access to Cil-Lonydd Farm located along the section of Abercarn Mountain Road south through Mynydd Maen Common. An internal access track constructed of permeable materials will lead to the temporary construction compound and car parking area from the Site access, as shown on the Masterplan in **Appendix 1**.

4.11 All construction HGVs will enter and exit the Site from and to the north along Abercarn Mountain Road. The arrangement of the Site access will safely enable right-in / left-out manoeuvres from and to Abercarn Mountain Road by a 16.5m long articulated HGV, as shown by RPS Drawing Number 794-PLN-WWP-JPW2051-DR-001 in **Appendix 2**.

4.12 Appropriate visibility splays of 2.4m x 31.5m to the left and 2.4m x 29.8m to the right for recorded 85th percentile vehicle speeds along Abercarn Mountain Road can be achieved at the Site access. There is considerable visibility in all directions along Abercarn Mountain Road through Mynydd Maen Common.

4.13 All construction HGVs will be subject to a booking system to ensure fixed arrival and departure times to and from the Site. This will avoid HGVs waiting along the public highway and Abercarn Mountain Road through Mynydd Maen Common, as well as passing along Abercarn Mountain Road.

4.14 It is proposed that temporary signage will be provided in both directions at the extent of the highway boundary on the Abercarn Mountain Road to the north of Mynydd Maen Common, during the construction phase of the Proposed Development to warn drivers of the Site entrance and to advise motorists of HGVs turning through the Site entrance. An example of this temporary signage is shown in **Figure 4** and **Figure 5**.

Figure 4: Temporary Signage at Site Access

Figure 5: Temporary Signage on Public Highway

Highway Safety

4.15 An analysis of Personal Injury Accident (PIA) data across the local highway network within the vicinity of the Site for the latest available five-year period has been undertaken. PIA data for the most recent available five-year period January 2019 to December 2023 has been requested and provided by the Welsh Government on a confidential basis with strict controls over its reporting, hence the below analysis reflects this.

4.16 The study area includes the A472 in the vicinity of the junction with Herbert Terrace, the A467 between Newbridge Roundabout and Central Avenue, Herbert Terrace, Old Pant Road, Central Avenue and Abercarn Mountain Road.

4.17 A detailed analysis has been undertaken to identify any consistent contributory factors of injury accidents within the study area and to identify clusters of injury accidents within the study area. PIA clusters are determined as areas with four or more injury accidents in one location.

4.18 From this analysis, it is concluded that there are no clusters of injury accidents within the study area with consistent contributory factors which highlight potential deficiencies in the design of the

highway network and that there are no prevailing highway safety issues along the local highway network.

5 MEASURES, MANAGEMENT AND CONTROL PROCESSES

5.1 This section of the CTMP sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the CTMP. The Site Manager will be responsible for the Site works which will ensure that the control processes are efficiently communicated and implemented.

Transport Co-ordination

5.2 The Applicant will appoint a Site Manager for the project and the details will be provided to CCBC once confirmed. The Site Manager for the project will undertake the transport co-ordination role for the Site. In this respect, their main responsibilities will include:

- Managing implementation of the CTMP;
- Vehicle scheduling;
- Checking for scheduled road works, events, or incidents in the local area which may cause HGVs to deviate from the designated vehicle route;
- Checking for scheduled refuse collections to avoid conflict with HGV deliveries within built up areas;
- Informing local residents and CCBC of the commencement of construction works;
- Informing local residents and CCBC of any major or noise intensive works associated with the construction phase to avoid / minimise disruption.
- Handling any complaints; and
- Acting as a point of contact for employees, CCBC, contractors, the general public, and any other interested parties.

5.3 The Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction phase:

- The Contractor;
- The Applicant;
- Site neighbours;
- CCBC; and
- Other local stakeholders such as emergency services or local transport providers.

5.4 Regular review meetings and telecommunication will be held between the Site Manager and CCBC, if requested. It is envisaged that update meetings will be held on an ad-hoc basis, as and when / if requested by CCBC. Furthermore, the Site Manager will provide any monitoring data, delivery schedules, complaints, or breaches of agreements to CCBC if requested.

On-going Review of Access Routes

Route Management

5.5 It is considered appropriate to avoid routes where scheduled roadworks and construction vehicles could conflict. The Site Manager will keep up to date on scheduled roadworks, events and incidents in the nearby area which could impact construction vehicle routeing. Any major roadworks or events identified on the access route that result in the deviation of the route will be agreed with officers at CCBC in advance where feasible.

Route Compliance

5.6 The contractor is responsible for communicating the use of agreed HGV routes to all individuals involved in the construction process, prior to works commencing. It is envisaged that this information will be communicated in the form of a leaflet or email and will be circulated to all individuals associated with the construction. The information will include details of times of operation and delivery routes for HGVs, as well as how to access the delivery booking system.

5.7 Any repeated non-compliance of the proposed construction routes could result in disciplinary procedures or the termination of the worker's / supplier's contract. The circulation of all required construction routeing information is therefore vital.

Booking System

5.8 On a weekly basis, the Site Manager will evaluate the details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers, the Site Manager will, as far as practicable, ensure that the deliveries are spread out across the week and across the day to minimise any potential disruption.

5.9 The proposed deliveries will be checked against the weekly and daily delivery schedules. This will be overseen by the Site Manager to ensure that construction deliveries are managed in an efficient manner with minimal disruption and delays.

5.10 The proposed construction compound could provide an area for an additional vehicle to wait if required. All hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready for their arrival onsite.

5.11 Where possible, sufficient time will be given between deliveries to allow for any delays due to the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting.

Construction Compound

5.12 The construction compound will provide a turning area to allow vehicles to exit the Site in a forward gear. All delivery drivers and construction workers will be advised of the construction routes prior to making their delivery or commencing work.

5.13 The construction compound will be capable of accommodating a turning HGV while at least one HGV is parked, to ensure no vehicles wait on the public highway. All hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready for their arrival at the Site.

5.14 All plant and materials associated with the development process will be stored within the construction compound. All staff will park within the construction compound, which are designed to enable all vehicles to park on Site to avoid obstruction to the operation of the public highway and Abercarn Mountain Road through Mynydd Maen Common. This shall be strictly enforced by the Site Manager.

5.15 The temporary construction compound area will be fully reinstated as part of the demobilisation from the Site. The permeable geogrid base of the construction compound will facilitate easy removal and reinstatement.

Dust and Dirt Control

5.16 Mud and debris on the road are regarded as one of the main environmental nuisances and safety problems arising from construction sites. A wheel washing facility will be provided for the duration of the construction works to ensure levels of soil on roadways near the construction site is minimised. All vehicle wheels will be cleaned whenever a vehicle leaves the Site. The contractor will ensure that the area around the construction site, including Abercarn Mountain Road, is regularly and adequately swept to prevent any accumulation of dust and dirt.

Site Fencing

5.17 A security fence will be constructed around the Site prior to any significant construction works taking place. The security fence will be erected on the inside of any hedgerows, so that it will be screened by any such hedgerow in views from the surrounding area, further mitigating any visual impact.

Communication Strategy

5.18 As identified above, the Site Manager will be responsible for ensuring that there is adequate liaison between all stakeholders throughout the construction phase. Prior to any works starting, the contractor shall inform neighbours which may be affected by noise, dust or vehicular movements arising from the construction work of the nature of the works, proposed hours of work and their expected duration. In addition to this, a notice will be placed at the main entrance of the Site informing neighbours of the hours of work.

Complaints Procedure

5.19 While the Site Manager will use reasonable endeavours to ensure that site neighbours are fully informed of the construction programme and associated impacts, it is possible that complaints may be raised. The Site Manager will therefore be responsible for listening to any potential raised complaints and should be available to meet and explore issues with concerned neighbours directly via a pre-arranged appointment.

5.20 All complaints raised shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees on site. This will prevent similar concerns being raised.

5.21 To minimise the number of potential complaints received during the construction phase, all personnel on site will be given a specific site induction prior to construction commencing. This induction will incorporate health and safety, as well as any issues or sensitivities in the context of the surrounding community. In addition, all personnel on site during construction will be made aware of the CTMP and the mitigation strategies imposed on site. The contact details of the Site Manager will be provided to CCBC prior to work commencing on the Site and these details will be displayed at the entrance to the Site.

Fuel Consumption / Emissions

5.22 The contractor will strive to procure local contractors for the construction programme to minimise transport costs and the impact on the local environment. The use of the booking system will also help to ensure that the construction site is serviced in an efficient manner which will help minimise the number of vehicle movements generated by the Site. The booking system will also reduce the likelihood of construction vehicles queueing to enter the Site with idle engines. If queuing does occur, all vehicles will be encouraged to switch off their engines as they are waiting at the Site, thereby preventing idling vehicles.

6 CONSTRUCTION TRAVEL PLAN

6.1 A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing several other benefits to the organisation as an employer and to staff.

6.2 This Travel Plan seeks to address activities related to the construction of the Site, which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel by promoting travel via sustainable modes and sourcing labour and goods locally, the Travel Plan objectives can be achieved.

Trip Generation

6.3 The number of construction staff at the Site will fluctuate over the construction phase of the Proposed Development depending upon the activity that is taking place. It is estimated however that the Site will generate up to 50 two-way construction staff trips during the construction phase. Experience of similar developments elsewhere suggests car sharing can reduce the number of cars on site by around half, to 25 in this case. This can be achieved through the management of staff travel patterns and actively encouraging car sharing. As such, the Site Manager will actively promote the use of car sharing as the primary method for construction workers to and from the Site.

6.4 **Section 3** of this CTMP has estimated that the construction phase will generate up to 20 HGV movements (10 inbound movements plus 10 outbound movements) per day during the construction phase of the Proposed Development of between 6 and 9 months.

Staff Infrastructure

6.5 The contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the Site.

6.6 There is great potential for construction workers to car share to work, especially given the fact that some sub-contractors are likely to be travelling from the same origin (their local residence) to the same destination (the Site).

6.7 Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers. It is this mode of transport which often forms one of the most convenient methods of sustainable travel for construction workers.

6.8 The Site Manager will promote a car-sharing scheme throughout the construction programme and will also make construction workers aware of existing car sharing schemes such as liftshare.com/uk.

6.9 The Site Manager will determine the willingness of construction staff to car share. Furthermore, looking at workers home / local residence postal addresses, it will become evident whether there are any area groupings of people that wo will uld make the principle of car sharing a reasonable prospect of being successful. The Site Manager will then investigate setting up a database of construction workers willing to share journeys, including information such as their home / local residence addresses and could try and match suitable car sharers.

6.10 The Site will provide facilities in accordance with requirements set out in Health and Safety Executive guidelines. Consequently, the Site compound will provide a drying room, storage facilities, toilets and offices within the welfare area. This will encourage people to travel to the Site by sustainable modes while having the added benefit of reducing the number of trips made off Site during lunch breaks.

Aims and Targets

6.11 The Site is a construction site and sustainable transport measures will be adopted. Through the adoption of car sharing, the number of cars on site can be reduced to 25. An area for car parking will be provided within the Site to accommodate all construction staff vehicles. No contractor or visitor will be permitted to park their cars along the local highway network or Abercarn Mountain Road south through Mynydd Maen Common at any time during the construction phase and this will be strictly enforced by the Site Manager. All visitors will be advised of the car parking arrangements prior to travelling to the Site.

6.12 Construction worker parking at the Site will be monitored, controlled and recorded by the Site Manager to ensure that site occupancy car use is minimised. The Site Manager will ensure there is space made available for any overspill parking during the early periods of construction.

6.13 This CTMP and Travel Plan will be communicated to all construction workers as part of their induction / training process. An up-to-date copy of the Travel Plan will always be available for consultation.

Measures

6.14 As indicated above, there is potential for construction workers to car share or travel by bicycle to the Site. It is therefore deemed appropriate to promote the below measures to promote sustainable travel by staff.

- Providing changing areas and storage facilities for construction staff.
- Assist in matching car sharers through a car sharing database.
- Minimise where possible the number of contractors on site at any one time to reduce trips generated by the Site and promote car sharing.

6.15 Further to this, the below measures are to be promoted to minimise the environmental impacts of HGV trips generated by the Proposed Development.

- Initiate a weekly booking system for the delivery of plant and materials to the Site.
- The Applicant will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment.
- All delivery vehicles will be required to switch off their engines as they are waiting at the Site, thereby preventing unnecessary idling vehicles.
- Use of the agreed vehicle routes shall be included as a contractual requirement of the contractor and will be communicated to all individuals associated with the construction works.

- Provision of wheel washing facilities at the Site access / egress along Abercarn Mountain Road.

Residual Impacts

6.16 A booking system will be initiated to ensure that construction deliveries are managed efficiently with minimal disruption and delay. Residents will be informed of the commencement of the construction process. The initiation of the Travel Plan measures alongside the targets will therefore minimise impacts upon the operation of the local highway network as well as reduce environmental impact.

Appendices

Appendix 1 – Masterplan

Cil-Lonydd Solar Scheme

Indicative Site Layout Plan

10/03/2024

Drwg: MM4-2b-R1

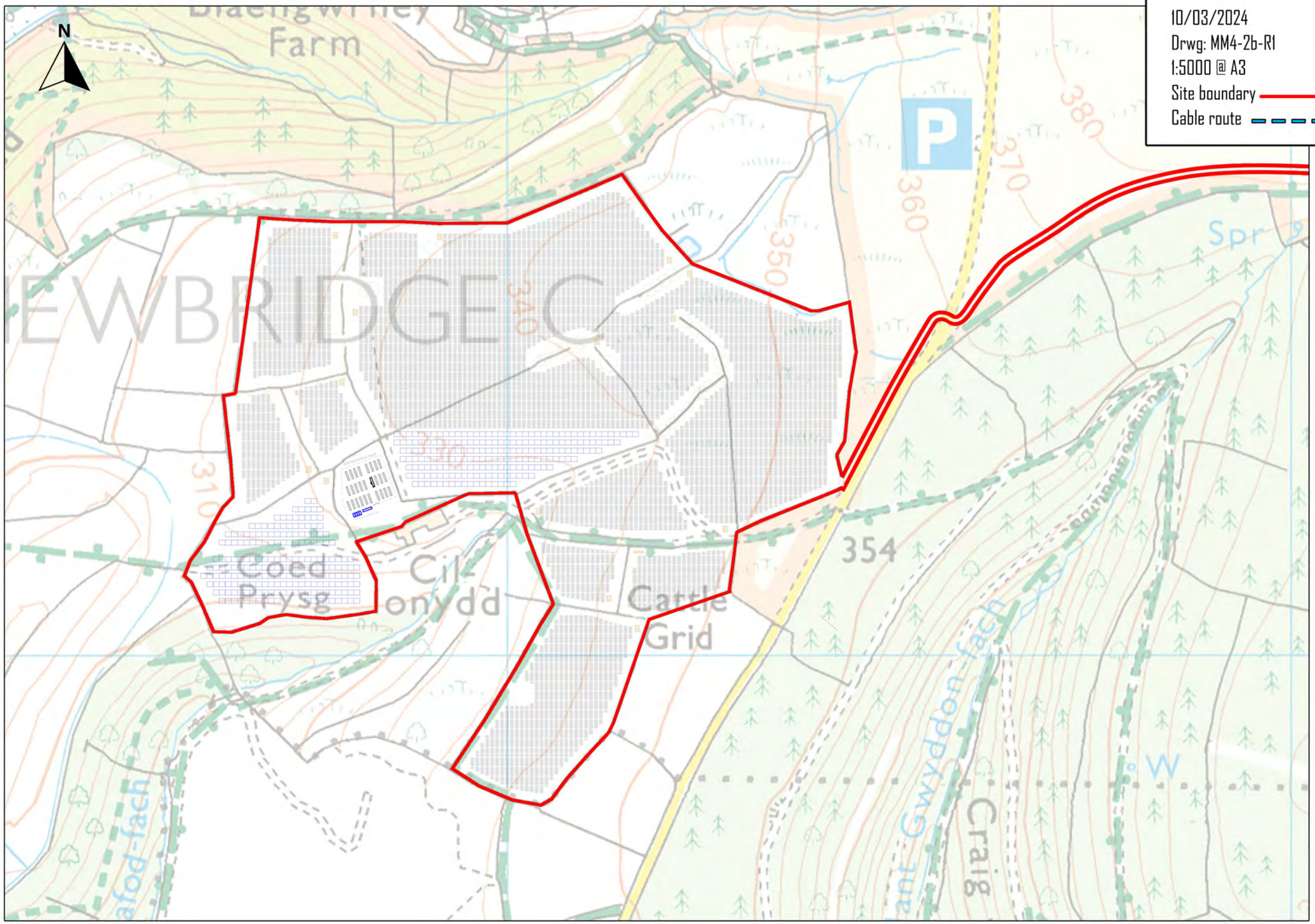
1:5000 @ A3

Site boundary

Cable route

Inverters

Trees



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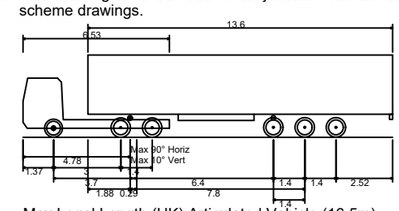
Appendix 2 – Proposed Access Drawings

NOTES

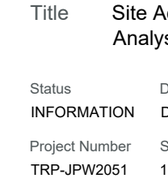
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Swept Path Key:



- Body path
- Chassis path
- Wing mirror path
- Red=forward movement
- Blue=reverse movement

FOR INFORMATION ONLY

Rev	Description	By	CB	Date

MAKING COMPLEX EASY
A TETRA TECH COMPANY

20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 **E:** transport@rpsgroup.com

Client: Cenin Renewables Ltd

Project: Cil-Lonydd Solar Farm

Title: Site Access Junction Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	DI	DA
Project Number	**Scale @ A3**	**Date Created**
TRP-JPW2051	1:500	April 2024
RPS Drawing/Figure Number		**Rev**
794-PLN-TRP-JPW2051-DR-001		-

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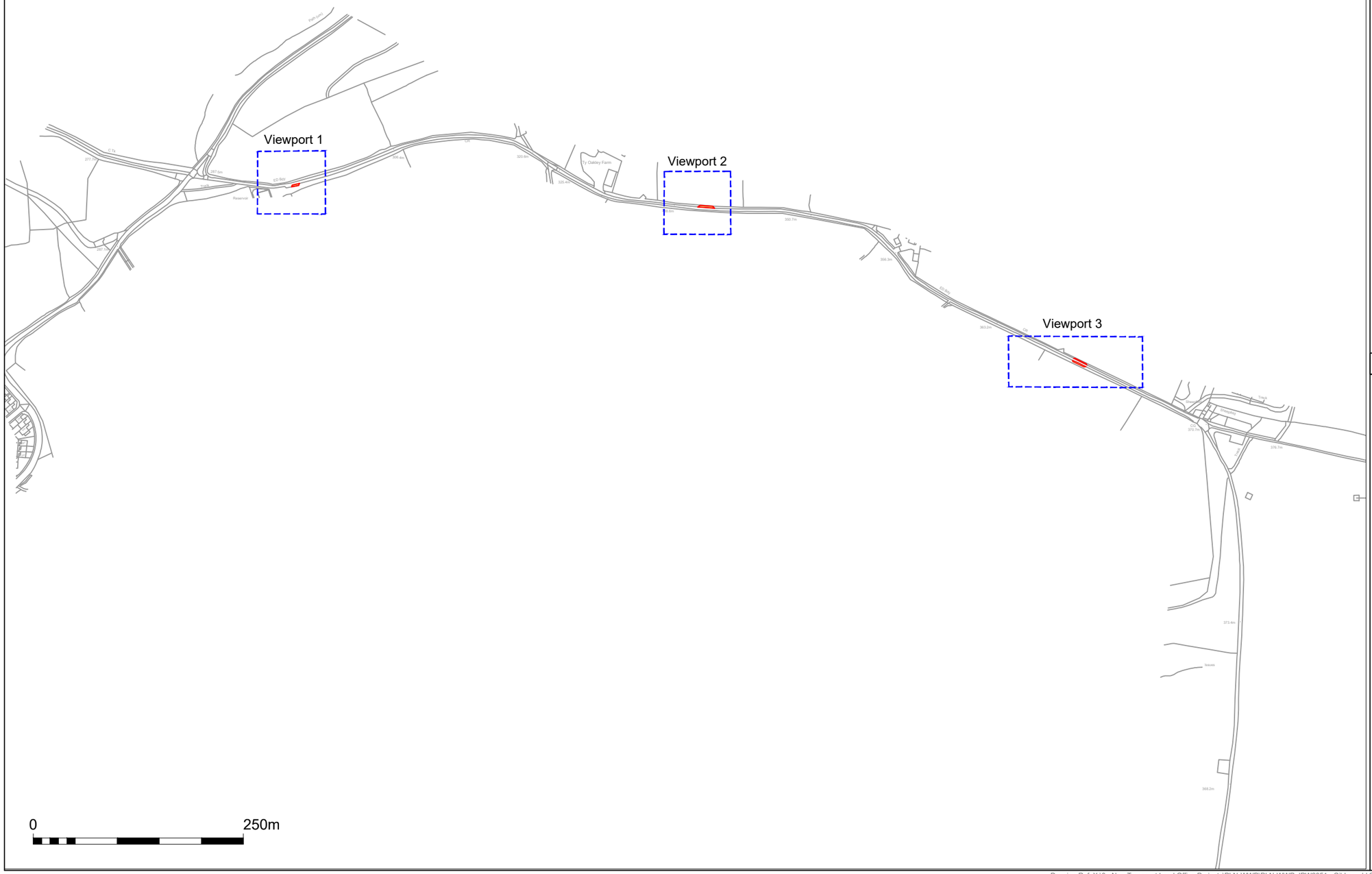
Drawing Ref: X:\0 - Non-Transport Lead Office Projects\PLN-WWP\PLN-WWP-JPW2051 - Cil-Lonydd Solar Farm\Drawings\794-PLN-TRP-00084-DR-0001.dwg



NOTES

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Proposed Passing Bay

FOR INFORMATION ONLY

Rev	Description	By	CB	Date

MAKING COMPLEX EASY
A TETRA TECH COMPANY

20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 **E:** transport@rpsgroup.com

Client: Cenin Renewables Ltd

Project: Cil-Lonydd Solar Farm

Title: Mynydd Maen Wind Farm Proposed Passing Bays Viewports Plan - Abercarn Mountain Road

Status	Drawn By	PM/Checked by
INFORMATION	DI	DA
Project Number	**Scale @ A3**	**Date Created**
TRP-JPW2051	1:5000	April 2024

RPS Drawing/Figure Number: 794-PLN-WWP-JPW2051-DR-007

Rev: -

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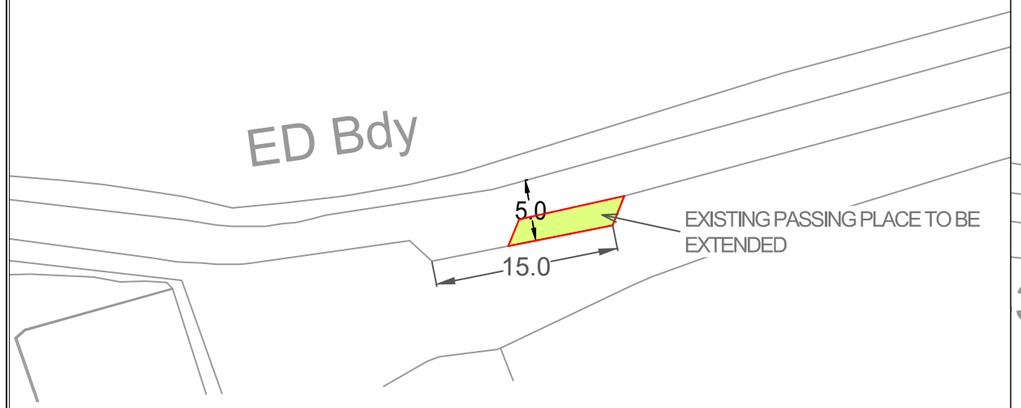
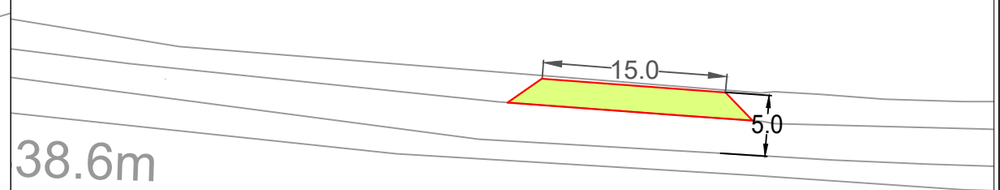
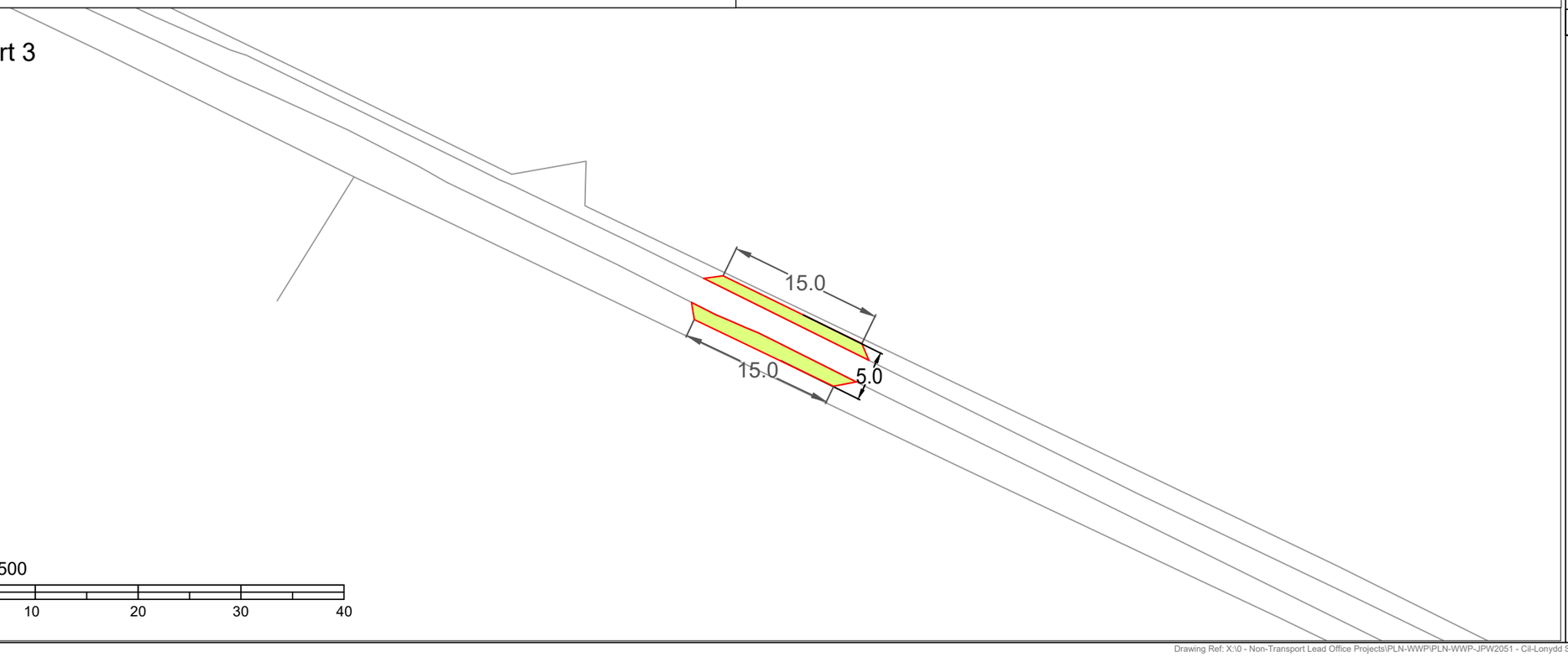
Viewport 1



Viewport 2



Viewport 3



Scale 1:500

0 10 20 30 40

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Proposed Passing Bay

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Rev	Description	By	CB	Date

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20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 **E:** transport@rpsgroup.com

Client Cenin Renewables Ltd

Project Cil-Lonydd Solar Farm

Title Mynydd Maen Wind Farm Proposed Passing Bays - Abercarn Mountain Road

Status	Drawn By	PM/Checked by
INFORMATION	DI	DA
Project Number	**Scale @ A3**	**Date Created**
TRP-JPW2051	1:500	April 2024

RPS Drawing/Figure Number: 794-PLN-WWP-JPW2051-DR-008

Rev: -

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Contact

RPS Consulting Services Ltd
20 Western Avenue
Milton Park
Abingdon
Oxfordshire OX14 4SH
T: +44(0) 1235 432190
transport@rpsgroup.com