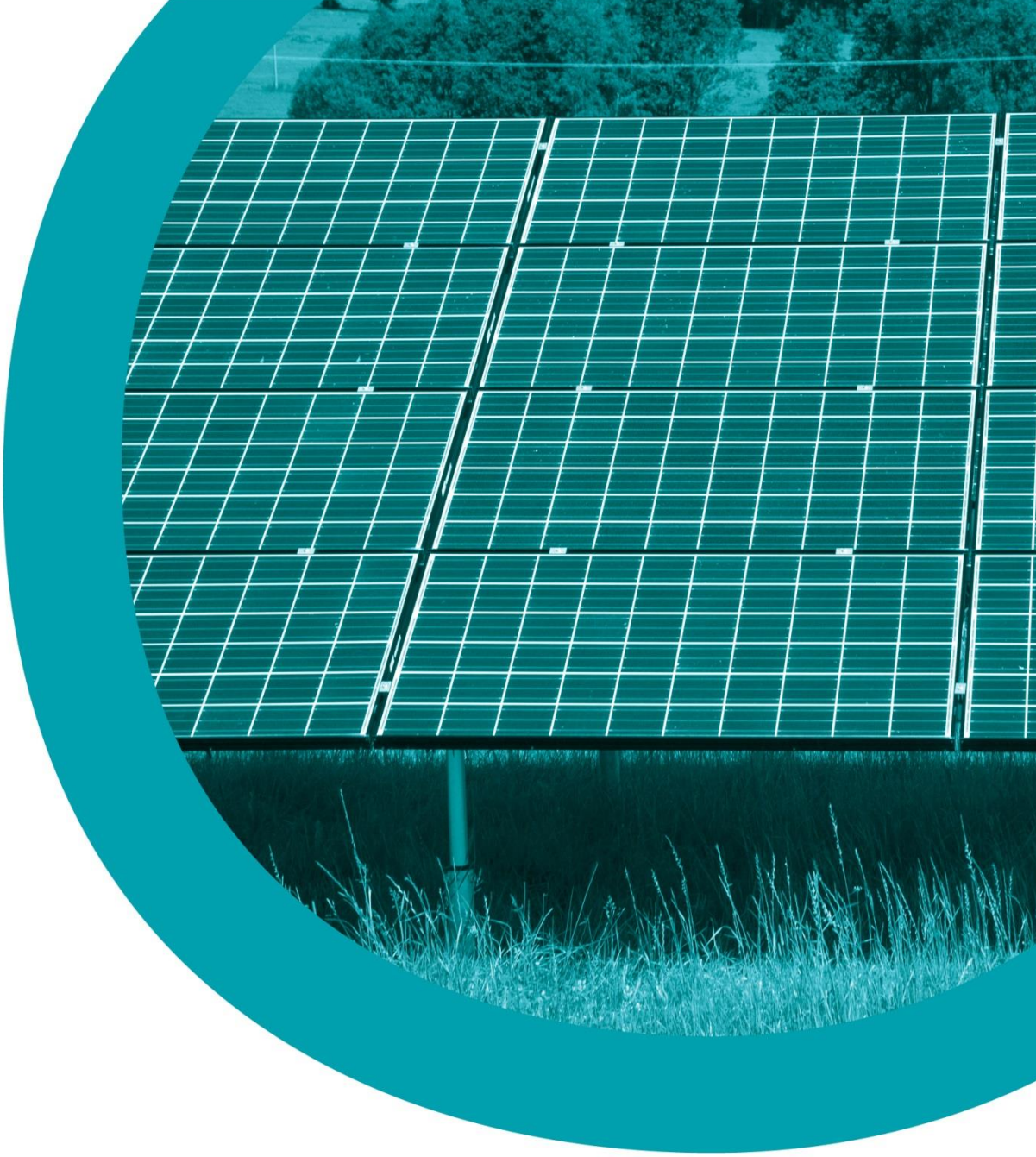


Brymbo Community Solar Scheme

Outline Construction Transport Management Plan

Stori Brymbo
TAITH O 300 MILIWN O FLYNYDDOEDD
A 300 MILLION YEAR JOURNEY

Date: November 2024

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1.1 Introduction

1.1.1 The proposed solar energy development is located near Brymbo, Wrexham.

1.1.2 This outline Construction Transport Management Plan (oCTMP) has been developed to satisfy the Planning Authority that all vehicle movements to and from the site of the works have been considered and, where necessary, would need to be subject to management measures in the interest of keeping local roads accessible and safe. Accordingly, this oCTMP describes the provisions that will be put in place to mitigate disruption to other vehicle users, local land users and to minimise damage to the highway itself.

1.1.3 The applicant is Stori Brymbo and the Principal Contractor is to be confirmed.

1.2 Access

1.2.1 Site access is from the A483, taking the turning to the A525, shortly followed by a right turn on to Heritage Way. Vehicles will continue along Heritage Way until a roundabout where they will take the first exit on to Brymbo Road. Vehicles will turn of Brymbo Road using an existing site entrance and following an existing track to the solar site, as shown on the Indicative Route to Site plan which accompanies this outline CTMP.

1.2.2 The existing track will be used to access the community solar site without the need for any additional track creation, although some minor improvements to the existing tracks may be necessary in some locations depending on weather at the time of the construction.

1.2.3 The local Highway Authority is Wrexham County Borough Council.

1.3 Transport Types

1.3.1 The main types of traffic movements that are related to the construction of the Brymbo Community Solar scheme can be grouped as follows:

- Construction personnel traffic: the workforce arriving and leaving each day and regular visits by project management staff;
- Construction plant and machinery traffic;

- Construction materials traffic: deliveries of pre-mix concrete, deliveries of materials by builder's merchants and deliveries of specialist materials and equipment (like the solar panels and mounting system);
- Commissioning Traffic; and
- Operations and Maintenance Traffic.

1.3.2 There will be no abnormal loads associated with this proposal.

1.4 Estimated Traffic Movement

1.4.1 During the construction stage of the community solar farm, the following vehicle movements are expected, spread over an 8 week construction period:

- 1 20ft articulated vehicle delivering solar panels to the farm;
- 4 further 20ft articulated vehicle delivering plant and machinery, mounting frames, fencing, cabling, and other construction materials; and
- 1 van or 4x4 per day for construction personnel

1.4.2 During operation and maintenance traffic movements are likely to comprise a single 4x4 vehicle or commercial van visiting the site, typically once a week.

1.4.3 A comparative evaluation of traffic movements associated with the scheme has been undertaken in the context of known figures for average daily traffic movements. Traffic figures for the nearest recording points are on the B5102 (Minera Road) to the west of the site, and the B5433 to the east of the site. These were drawn from the Department for Transport website (https://roadtraffic.dft.gov.uk/local-authorities/26). These figures indicate that an annual average daily flow equal to 1946 vehicles in 2023 is experienced on this stretch of the B5102 (count point 805536) and 1165 on the B5433 (count point 811842).

1.4.4 An addition of a small number of vehicles associated with the solar farm construction would not increase average traffic counts by a significant amount.

1.4.5 Whilst Brymbo Road is narrow and hosts some limited numbers of local traffic, the number of vehicle movements associated with this development is insignificant and should not affect vehicular access or safety to local residents.

1.5 Project Traffic Movement Management

Route Management/Delivery Vehicle Code of Conduct

1.5.1 No new access points off the public road will be required, and given the low number of additional vehicles utilising the route, no route management is required.

1.5.2 All delivery vehicles will be advised to access and egress the site via the Indicative Route to Site, as shown on the plan included within this outline CTMP.

Traffic Movement Timings

1.5.3 In order to minimise impact on local road users travelling to work or school, all traffic movements will be timed to limit the impact on other road users.

1.5.4 Deliveries will not be permitted at the following times:

- 08:00 to 09:00 and 16:30 to 18:00 Monday to Friday

1.5.5 And shall be limited to:

- 09:00 to 16:00 on Saturdays, except in exceptional circumstances.

1.5.6 Deliveries would be grouped, wherever possible, to reduce the impact of vehicle movements.

1.5.7 This oCTMP is a live document and it will be reviewed should there be any issues raised regarding access.

Signage Arrangements

1.5.8 Along the minor road to site, signs will be erected at 500m, 100m and 50m in each direction from the access junction warning of the site access. Signage shall be as follows:

- 500m: SITE ENTRANCE AHEAD
- 100m: WORK AHEAD, SLOW
- 50m: SLOW, SITE ENTRANCE

1.5.9 The Principal Contractor will also erect warning and information signs to control and direct access and egress to / from site, display the Project Name and Contact telephone numbers in order to instruct visitors and deliveries and as information for

the public. These signs will be erected and maintained throughout at the site access points from the highway.

1.5.10 No footpath users will be impacted by the construction traffic, as no rights of way are coincident with the route to site.

Traffic Numbers Log

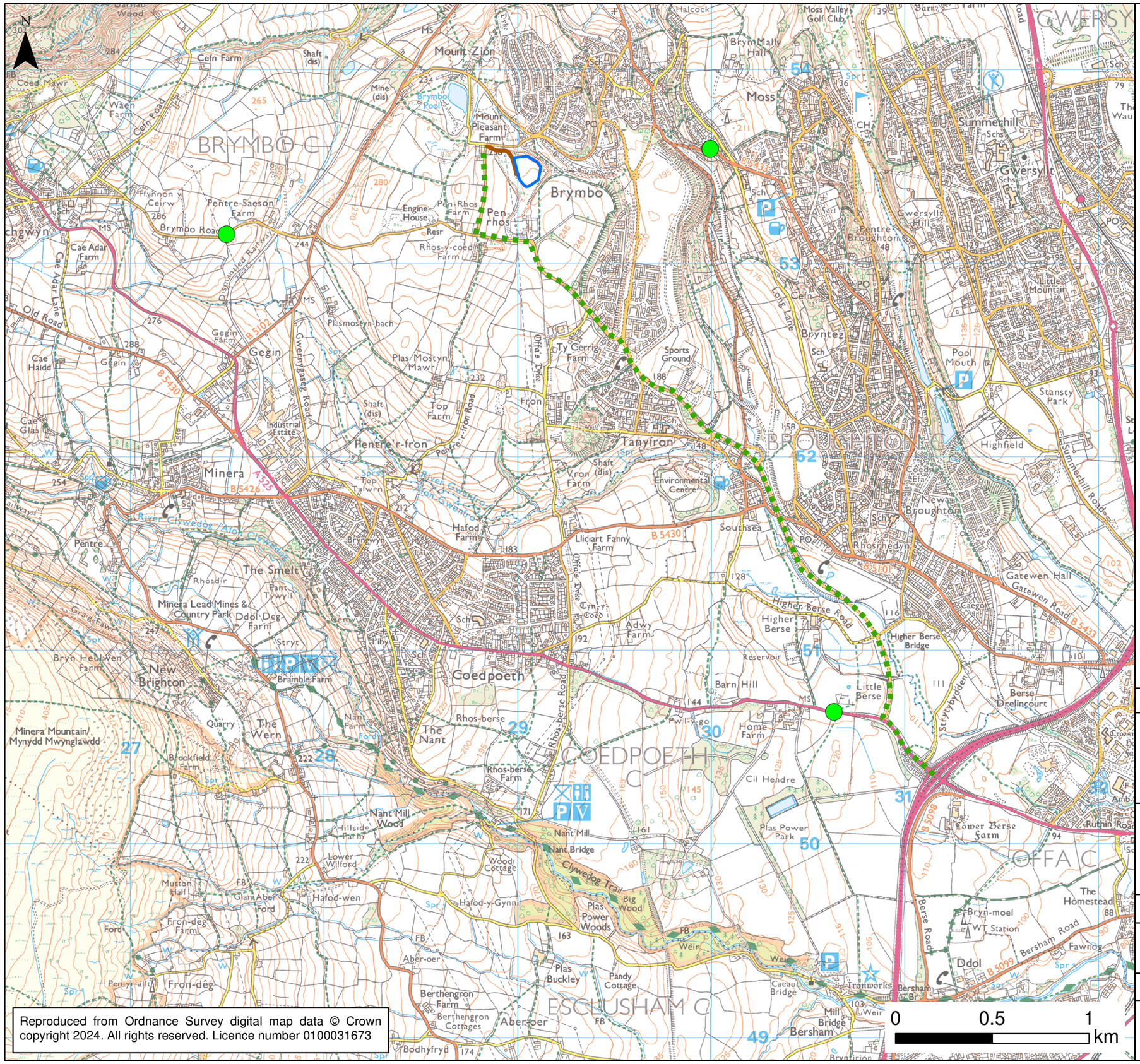
1.5.11 If required, the Principal Contractor will ensure that a daily manual log of vehicle movements is kept and is available for review by Wrexham County Borough Council.

Implementation/Monitoring and Reporting

1.5.12 The Construction Traffic Management Plan (CTMP) will be communicated to all construction contractors and will be included in all contract paperwork.

1.5.13 The Principal Contractor will be responsible for the monitoring the implementation of the TMP. The log of vehicle movements will be reviewed with the Project Manager at progress meetings and for any anticipated high delivery volumes, the Principal Contractor will inform the Project Manager in advance and additional measures will be implemented if required.

1.5.14 Any non-conformance will be thoroughly investigated by the Principal Contractor and the appropriate action will be taken by the Principal Contractor to ensure that the TMP is complied with. A report of non-conformance will be provided immediately to the Project Manager who will then take the appropriate action.



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Legend

- Site Location
- Indicative Route to Site
- Existing Access
- Traffic Count Locations

Scale (at A3): 1:20,000	Date: October 2024

Prepared by: dulas inspiring renewable energy

Brymbo Heritage Trust

Brymbo Solar Scheme

Indicative Route to Site

Drawn by: RK	Checked by: LR	Version: V3

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