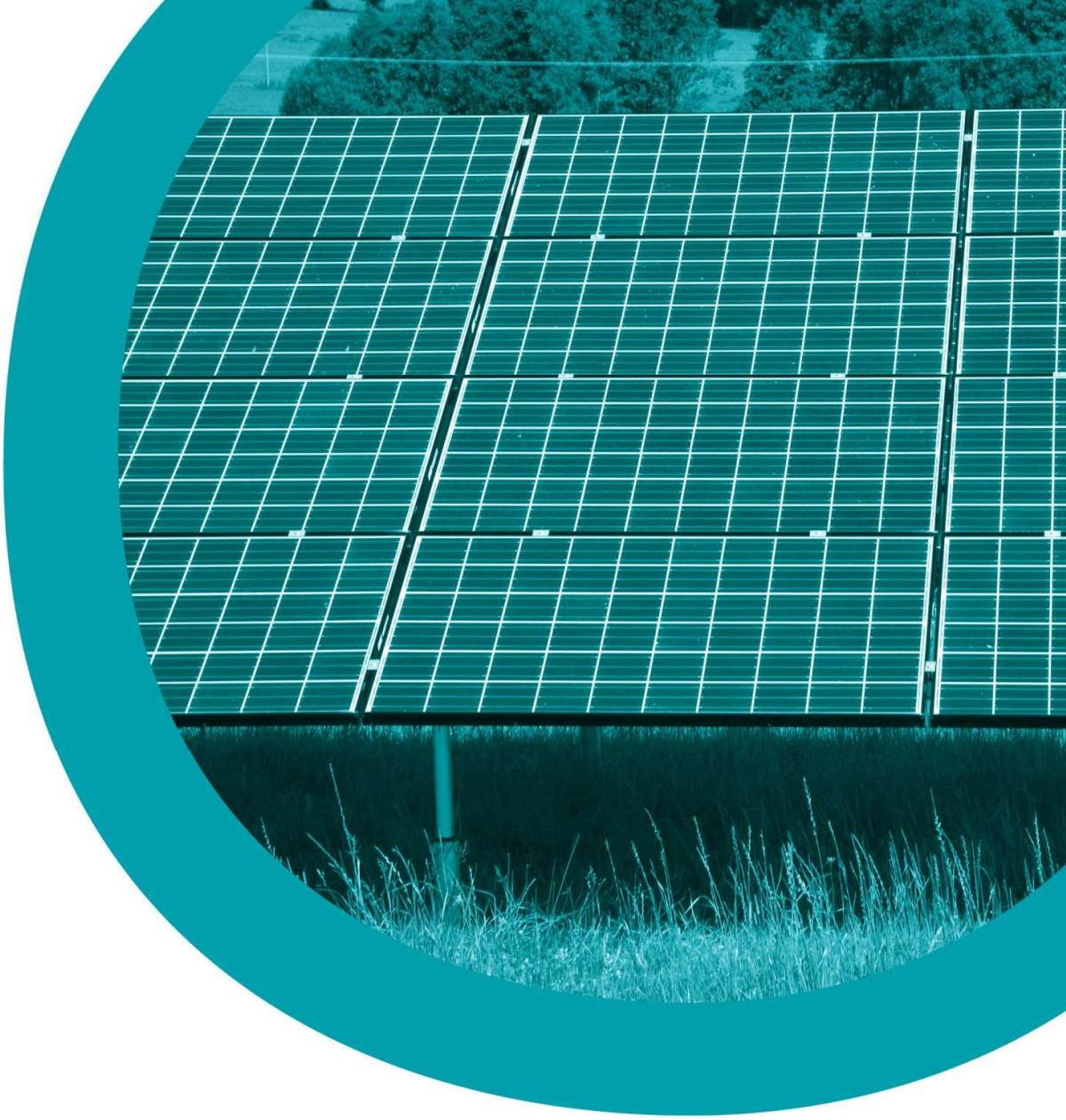


Brymbo Community Solar Scheme

Outline Construction Transport Management Plan

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

Date: Revised Oct 2025

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1.1 Introduction

1.1.1 The proposed solar energy development is located on the former Wonderbank tip part of the former Brymbo Steelworks site near Brymbo, Wrexham.

1.1.2 The applicant is Stori Brymbo part of the Brymbo Heritage Trust

1.1.3 The Principal Contractor is to be confirmed

1.1.4 The electricity produced is soley to be used in the Brymbo Heritage Centre that is currently being developed on the Old Steel Works site by Brymbo Heritage Trust a not for profit 3rd sector organisation

1.1.5 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.

1.1.6 The local Highway Authority is Wrexham County Borough Council.

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 road into the solar site, as shown on the Indicative Route to Site plan which accompanies this outline CTMP.

1.2.2 The existing road was used by the steel works for up to its closure as access to the Wonderbank. The Colliery spoil heap was used as a repository for the liquid waste generated from the steel working process. This involved lorry loads (20 tonne 8 wheelers) bringing liquid wastes to site and all of the equipment required to work

the Tipping operation. Since this time Scottish Power and its subcontractors have used the access on a regular basis to service the power lines feed it substation on Brymbo road.

1.2.3 The existing hard surfaced road be used to access the community solar site requires some minor improvements to the existing tracks (cutting back vegetation principally) and will be maintained to work effectively depending on weather at the time of the construction.

1.2.4 The contours of the road and surrounding area prevents any run off from the road on to the public highway.

APPROACH FROM/ALONG BRAKE ROAD





APPROACH FROM/ALONG BRYMBO ROAD





1.2.5 All Construction traffic will enter the site along Brymbo Road (which was the primary route (including the regular bus service) to Brymbo before Heritage Way/Phoenix Drive were developed)

(a) Right turn ONLY into site entrance

(b) Left turn ONLY exiting site

(c) All deliveries to be co-ordinated and supervised – to avoid peak times (8am -9.30am & 4pm-6pm)

(d) Construction traffic will be no bigger than a Transit Van size – primarily Pick-up trucks to take the solar panels to site.

1.2.6 Brymbo Road is wide enough to accommodate vehicles up to the size of a Buses with sufficient passing places.

1.2.7 Any larger construction vehicles (unlikely) would arrive to the Heritage site (LL11 5AX) on Heritage Way – and then any deliveries would be shuttled up to the Solar Farm location on smaller vehicles

SITE ENTRANCE



1.2.8 The existing visibility to and from the site access has been deliberately allowed to grow up to prevent people using the access for nefarious purposes. The vegetation will be cut back to prior to any works on site and this will provide site lines

1.2.9 The Grit box will be relocated to a safe position

1.2.10 Hardbound entrance is already in place for more than 16m – currently used as access for Utilities through a locked gateway

1.2.11 Minimal traffic to enter site – to be co-ordinated for deliveries, and staff to park at Brymbo Heritage Site, and “car-share” when required to be at Solar Farm.

1.2.12 Sufficient space inside site area for safe turning of pick-up trucks and transit sized vehicles and lorries upto 20ft long

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 (albeit it was the local bus route prior to 2013) 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 This oCTMP is a live document and it will be reviewed should there be any issues raised regarding access.

Signage Arrangements

1.5.7 The current speed limit of this section of road is National Speed Limit. It would be proposed for a Temporary Reduction in speed whilst construction works are ongoing

to enhance safety, however it was noted a low volume of vehicles and the bend is unsuitable to do speeds in excess of 30mph.

1.5.8 Due to low volume of proposed construction traffic and type of vehicles, it would be unnecessary to suggest Traffic management at this location, asides from Bilingual Warning signs to warn of Construction traffic/works ahead.

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.

Implementation/Monitoring and Reporting

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

1.5.12 The Principal Contractor will be responsible for the monitoring the implementation of the TMP. For any anticipated high delivery volumes, the Principal Contractor will inform the Project Manager in advance and additional measures will be implemented if required.