

Traffic Management Plan



Berrington Solar Park

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RSK has been instructed by Econergy to prepare a Traffic Management Plan (TMP), to support the proposals for the construction of a 30 MW Solar PV Array at Land South of Cliff Hollow, Shrewsbury, Shropshire, SY5 6HA.

The application site is situated on undeveloped land, located roughly 8km south of Shrewsbury. The proposed development will be served off an unnamed road which bounds the western portion of the site.

Purpose of the TMP

The construction process of the solar farm will require the movement of large equipment and materials to the site as well as staff movements. This TMP outlines the management of these movements and the interaction with the surrounding road network during the stages of the process.

The objectives of this TMP shall be to:

- Ensure safe vehicular and pedestrian access and egress at all times;
- Minimise the impact of traffic by identifying clear controls on routes for large goods vehicles, vehicle types, vehicle quantities and hours of site operations and delivery times;

Responsibilities

It is the responsibility of the Project Manager to ensure this plan is communicated to the Principal Contractor. The Principal Contractor must follow this plan and ensure that they communicate this to their own employees and contractors. Any deviation from this plan by the Principal Contractor must be justified by risk assessment and communicated to the Project Manager.

Frequency and duration of vehicle movements

Construction Traffic

It is envisaged that the construction phase would require up to 19 two-way HGV movements a day, with roughly 40 two-way worker movements on site at its peak. The construction period is expected to be around 6 months with a peak during months 1-3.

Vehicle movements associated with construction workers are assumed to occur between 6.00am – 7.00am and in the three hours up to the end of the working day plus one hour after (4.00pm – 8.00pm), from Monday to Friday. Traffic associated with workers has therefore been distributed equally across these time periods. On rare occasions some works will be completed outside of the normal working hours, which means that some workers may leave later in the evenings. However, this would involve a small workforce and only occur for short periods. HGV deliveries will be scheduled between 7.00am and 6.00pm.



Operational Traffic

The operational stage of the project will only require occasional maintenance visits and therefore not lead to any significant increase in traffic compared to existing levels, and it is not necessary to monitor the impact.

Traffic route assessment

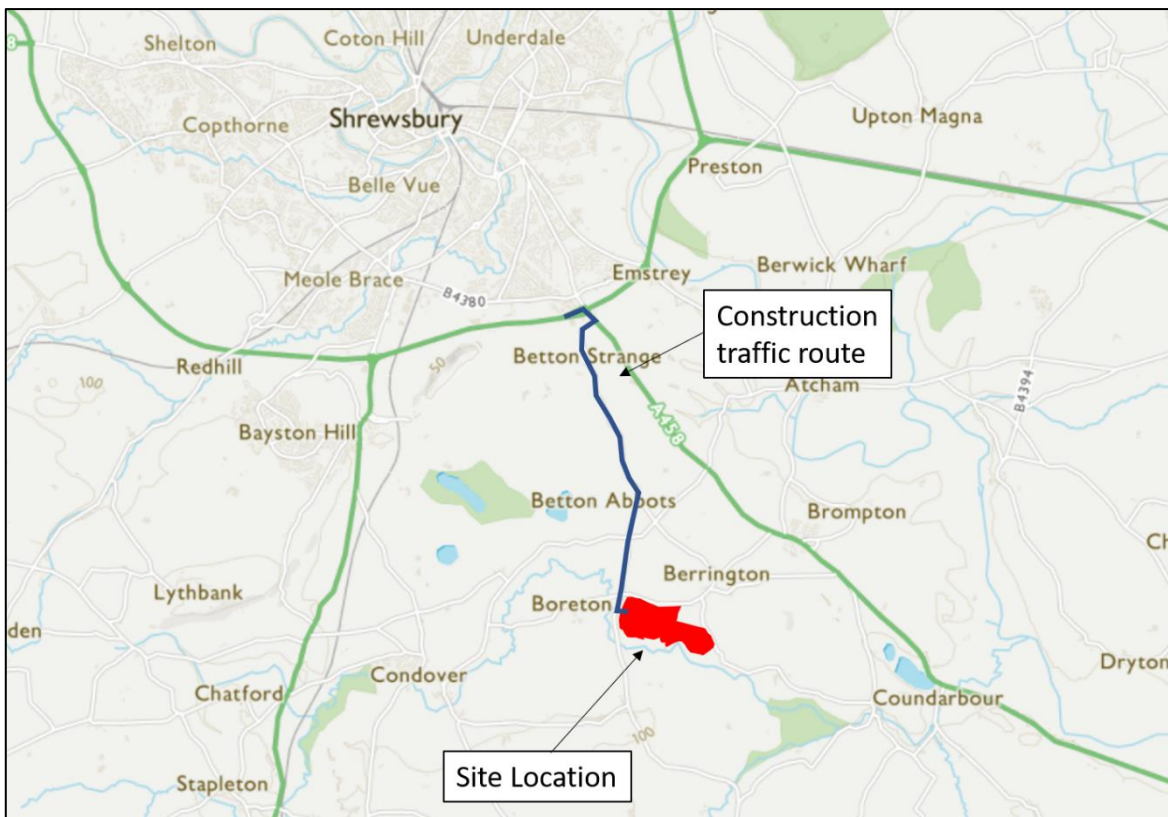
It is anticipated that construction traffic will use the main strategic roads close to the site, with a route appraisal undertaken in order to avoid passing through nearby residential areas as best possible.

It is anticipated that construction traffic will leave the A5 at the A458 towards Shrewsbury. Traffic will then travel southbound along the A458 for a short distance before turning right towards Pitchford and Acton Burnell. Finally loads will then continue straight along this road before turning left into the site. The above routing should be used in reverse order when leaving the proposed development.

The below plan details the primary route construction traffic should take, as described above, in order to reach the site.

The Principal Contractor will provide road signage to prevent any HGVs and traffic related to the construction of the Development from entering the roads identified as Sandy Bank and Cliff Hollow from either direction.

Figure 1 Construction traffic route plan



Traffic Management measures

The traffic routing for HGVs will require all arrivals and departures to use the same route which includes narrow sections of road on the unnamed road. However, the majority of the route allows two-way traffic and is frequently used by large goods vehicles.

During peak periods of construction traffic, it may be necessary to implement traffic management measures to control vehicle movements in order to avoid two-way conflicts. This can take a number of forms, including the following:

- Control of timing of deliveries with suppliers
- Holding vehicles at a specific location
- Temporary traffic signals
- Stop / Go boards
- Traffic marshals
- Short duration (15 minutes) road closures

These measures can be adopted to suit the appropriate circumstances and traffic volumes. The available options will be discussed with the highway authority and any implementation agreed before commencement of construction in line with standard streetworks processes.

Peak traffic proposals

During the construction period, HGVs travelling towards the site will stop in a pre-arranged location where they will call the site operatives to find out when they are permitted to enter the site. This will reduce the number of potential vehicle conflicts around the pinch points along the rural route to the site and allow a convoy of vehicles to approach the site, if the frequency of vehicles is high. Site operatives will be positioned at the crossroad between the site access road and Cliff Hollows to assist construction traffic with stop/go boards. A similar arrangement will be implemented for vehicles leaving the site, holding them within the site until the road is clear, again allowing a convoy of vehicles to leave the site along the unnamed access road.

Pre- / Post Construction Condition Surveys

Pre-construction and post construction condition surveys of the unnamed access road will be carried out under a section 59 agreement with Shropshire Council. This will include a provision for any ongoing maintenance and repair to the highway required as a result of the increased usage during construction.

Section 59 Agreements will be in place before the road is used by HGV construction traffic. Remediation required on this road as a direct result of HGV construction traffic will be underwritten by Ecoenergy and its contractors once construction works are complete. The extent of the survey will cover the length of the construction traffic routing from the site access and along the access road.

Signage

The Principal Contractor will be responsible for the implementation, management and control of measures for traffic management and control throughout the extent and duration of the works. For these works, this is expected to comprise traffic signs, barriers, and such other measures necessary.

All temporary traffic signs will be provided in accordance with the Traffic Signs Regulations and General Directions 2016 in locations agreed with and by the relevant Authority.

Non-motorised users

Where there are likely to be impacts to non-motorised users, such as public rights of way crossing access routes, additional signage will be erected to raise awareness for both users and drivers of vehicles. Signage will also be erected at the start and end of each road being used by construction traffic to highlight the use by HGVs.

Maintenance of the Highway

The public highway in the vicinity of access points will be cleaned regularly using road sweepers, when required. These will complement the provision of on-site wheel washing facilities, where appropriate. The extent and frequency of road sweeping will be reviewed regularly and agreed with Shropshire Council to ensure highways are kept clear of mud.

Pre-construction and post construction condition surveys, under a section 59 agreement, and any required ongoing associated maintenance, will be carried out as discussed earlier.

Construction Compound and Parking

Construction Compound

A temporary site compound will be constructed to provide site facilities for the workforce and allow construction materials to be stored safely and securely near the works.

The compound will be used for the whole duration of the construction period and will provide a base from which the construction activities will be managed. The site compound will include:

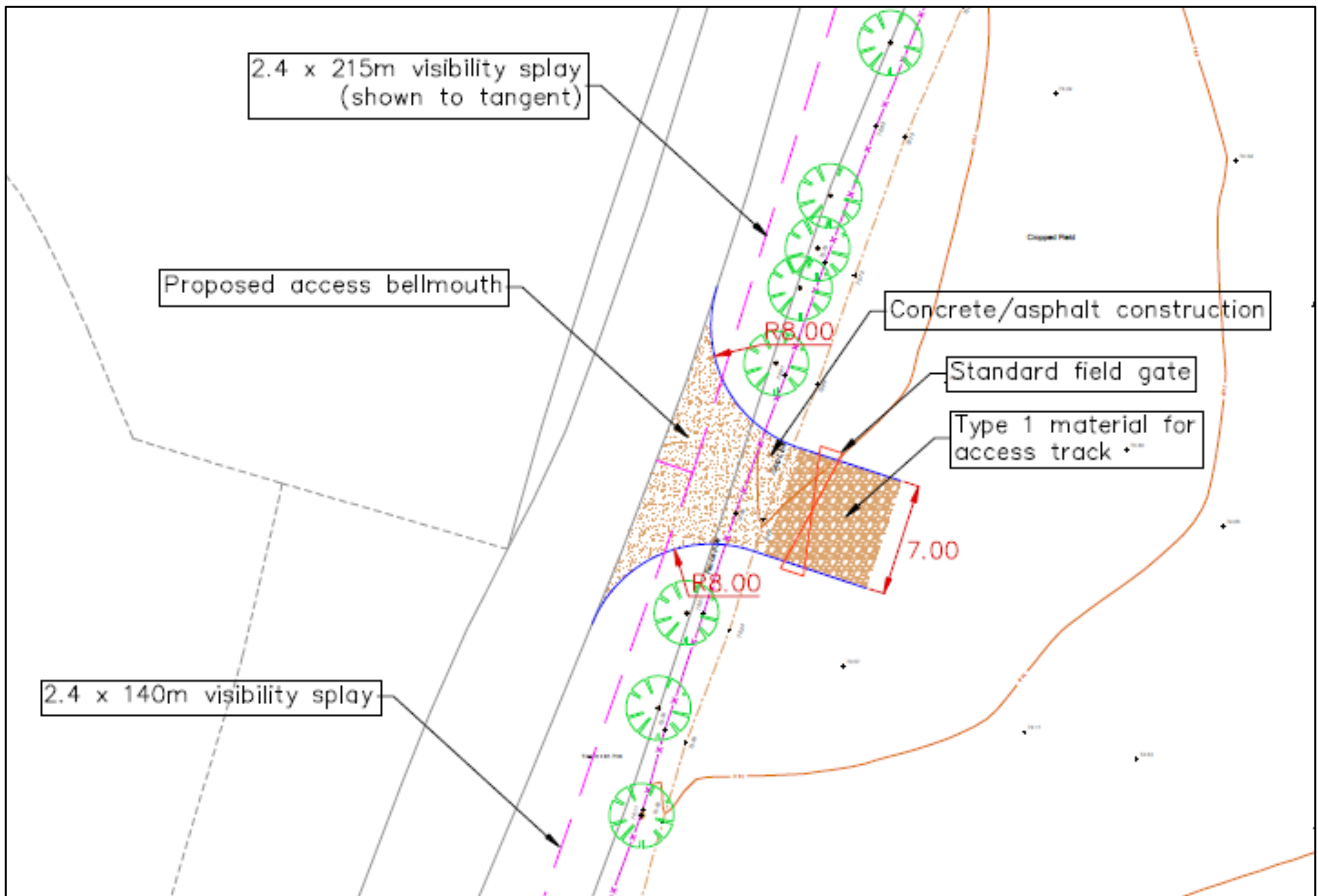
- Office space;
- Laydown areas;
- Car Parking for construction workers;
- Parking and unloading areas for HGVs;
- Waste storage facilities; and
- Welfare facilities.

Construction traffic shall utilise the construction traffic access route, described in the section 'Traffic route assessment' in figure 1.

Construction Access

The construction compound will be served by a site access onto the unnamed road bounding the site to the west. This will be formed as a bellmouth arrangement, suitable for use by HGVs, which will be completed before construction of the Development and will be retained throughout the duration of construction. Vehicles will be able to enter and exit the site in forward gear with adequate turning space within the construction compound. An extract from the site access drawing (ref: 111182-10-01) is provided at Figure 2.

Figure 2 Site access layout (extract from drawing 111182-10-01)



Car Parking

Sufficient parking on-site will be provided by the Principal Contractor for associated personnel. Parking facilities will be restricted to the temporary compound. Parking on the road verges will be strictly prohibited. The Principal Contractor will be required to monitor and take necessary action to prevent site vehicles parking outside of the agreed parking positions.

Monitoring and review of the TMP

The TMP will be reviewed and updated by the Principal Contractor on a regular basis. The Principal Contractor will manage public relations with local residents around the site that may be affected by noise or other amenity aspects caused by the construction works associated with the project. This will necessitate the appointment of a Transport Coordinator from within the Principal Contractor's staff to liaise with all stakeholders to ensure that the TMP will be compatible and effectively managed alongside local authority policies.

The Transport Coordinator will be responsible for the day-to-day management of the TMP and will be the first point of contact for site issues. They will also respond to any questions or queries about the development and instigate such responses and, if deemed necessary, such mitigation measures as may be necessary to resolve traffic issues connected with the construction work.



The Transport Coordinator will monitor and review the effectiveness of the TMP and prepare regular updates to the planning authority and the Highway authority if requested. The Transport Coordinator shall be responsible for informing and updating the supply chain and local community and residents to raise awareness and present the Principal Contractors commitment to using safe and efficient construction vehicle practices. This commitment will be communicated to all parts of the supply chain involved in the development and to all third parties who may be affected by the transport provisions for the decommissioning site works.