Ling Hall Solar Project
Lawford Heath, Rugby

Construction Traffic Management Plan

Report for

REG Ling Hall Solar Ltd

June 2017
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Appendix A Site Layout Plan
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1.0 INTRODUCTION AND SITE LOCATION

1.1 Introduction

1.1.1 This Construction Traffic Management Plan has been prepared by Hydrock Consultants Ltd on behalf of REG Ling Hall Solar Ltd. It is submitted to discharge Condition 4 of the planning approval for a solar farm which requires a Construction Traffic Management Plan (CTMP) to be prepared and approved by the County Planning Authority before work on the site shall commence.

1.1.2 The purpose of a CTMP is to identify an appropriate route for HGV traffic to access the site during the construction phase, and to establish measures to reduce any interruption and / or delay to existing vehicular traffic so as to ensure that the impacts of construction traffic in the vicinity of the site and on the surrounding highway network are kept to a minimum.

1.2 Site Location

1.2.1 The site is located to the west of Rugby, on the former Lawton airfield site, approximately 1km to the north of the A45 trunk road.

1.2.2 The site adjoins Lawford Heath Lane to the south and east and Coalpit Lane on its south-western side. Ling Lane runs on an east-west axis along the northern boundary of the site connecting to Lawford Heath Lane at the eastern extent.

1.2.3 The location of the proposed development site is shown on Figure 2.1.

1.3 Background and Existing Conditions

Background - Traffic Routing Agreements

1.3.1 Associated with the existing land uses on site, there are a number of vehicle routing agreements which have been the subject of previous planning conditions and legal agreements.

1.3.2 Under planning application number R16/05CM033 for the extension to hours of operation for the landfill site, the applicant agreed to enter into a Section 106 Agreement with Warwickshire County Council (WCC) to agree a set of measures concerning traffic routing, ensuring that waste vehicles routed to and from the A45/A4071 junction.

1.3.3 A Section 106 Agreement is also associated with the granting of planning permission for the quarrying and landfill activities which restricts the routes taken by vehicles associated with the mineral and landfill activities. Vehicles are prohibited from using Coalpit Lane to the north of the site access or Lawford Heath Lane to the east of the junction with Coalpit Lane.

1.3.4 The Warwickshire Advisory Lorry Route Map 2nd Edition produced by WCC does not identify any vehicle restrictions on Lawford Heath Lane to the south of the site to the junction with the A45 trunk road.

1.3.5 Policy SF2 of the Warwickshire Local Transport Plan 2011-26 relates to Road Freight Strategy and managing the potential environmental and social impacts of freight strategy. Adopting an agreed access route for construction and delivery vehicles to the site will accord with the aims of Policy SF2 in seeking to mitigate the impact of heavy goods vehicles associated with the construction period on communities in the vicinity of the site.
**Existing Access Arrangements**

1.3.6 There are two existing points of vehicular access to the site, one from Coalpit Lane provides the main point of access for the existing quarrying and waste related activities. The second access is from the entrance to the Lawford Heath Industrial Estate site, served from Lawford Heath Lane.

1.3.7 The existing access from Coalpit Lane forms the minor arm of a priority junction with a ghost island right turn lane arrangement. Coalpit Lane is subject to the national speed limit. Approximately 70 metres to the north of the access, Coalpit Lane narrows to single vehicle width and continues north to the B4455 serving agricultural land and isolated properties to the north of the site. Coalpit Lane to the south of the site access junction, and the access road serving the Ling Hall site have carriageway widths of approximately 7.3 metres. Manual for Streets identifies carriageway widths of 5.5 metres as sufficient for two HGVs to pass one another.

1.3.8 The second point of access to the site is gained from a field gate into the eastern side of the site from the access serving Lawton Industrial Estate.

1.3.9 Within the site a network of internal roads and access tracks provides access across the site.

**Public Rights of Way**

1.3.10 No public rights of way are located within the site.
2.0 CONSTRUCTION TRAFFIC ROUTING AND ON-SITE ISSUES

2.1 Preface

2.1.1 It is likely that a number of other contractors and construction workers will be used throughout the construction of the development, and it will be the responsibility of REG Ling Hall Solar Ltd to ensure that all staff follow the CTMP.

2.1.2 The proposed site layout can be viewed at Appendix A.

2.2 Construction Traffic Routes

2.2.1 In travelling to the site, it is proposed that construction traffic will access the site from the A45 to the south. Figure 2.1 shows the proposed construction traffic route illustrated by the red dashed line along Lawford Heath Lane and Coalpit Lane.

![Figure 2.1: Proposed Construction Traffic Routing](image)

2.2.2 The proposed construction traffic access route provides a direct connection to the site from the strategic road network and accords with the routing strategies agreed in previous planning applications associated with the Ling Hall site.

2.3 Operational Traffic

2.3.1 Solar projects such as that proposed generate a very low and infrequent number of trips throughout their operational life. No staff would be permanently based at the site. Maintenance and servicing trips would be made to the site by 4x4 vehicles or light vans and would be undertaken typically on a quarterly basis. Outside of these regular maintenance visits, other vehicle trips would be associated with infrequent visits for the purpose of replacing equipment as necessary.
2.4 Signing Strategy

2.4.1 In order to efficiently and effectively direct construction traffic to and from the site, it is proposed that a signing strategy will be developed. The proposed signing strategy will need to be agreed with Warwickshire County Council and will require to be implemented prior to commencement of the construction works. The signing will need to conform to The Traffic Signs Regulations and General Directions 2002 and will need to remain in place for the duration of the construction works.

2.5 Construction Traffic Hours of Operation

2.5.1 Detailed arrangements for managing and controlling construction vehicle deliveries to the proposed development site will be determined following the appointment of the principal contractor. However, in order to minimise the disruption to general traffic movements during the morning and evening peak hours, it may be necessary to impose restrictions on times and days during the week when construction vehicles are not permitted to undertake deliveries to the site.

2.5.2 Therefore, construction activities will be limited to the hours of 07:30-18:00 Monday to Friday and 08:30 – 13:00 on Saturdays, with HGV movements restricted to these hours.

2.5.3 This requirement will be considered within the final construction methodology and will be managed and enforced by the Site Manager.

2.6 Proposed Storage, Site Huts, Delivery Areas and Workers Parking

2.6.1 All of the proposed storage, site huts and delivery areas will be located within the boundary of the development, the layout of the compound area can be seen on drawing: 14561-HYD-XX-XX-DR-TP-0001 found at Appendix B.

2.6.2 Staff and visitor parking will be provided on site. This will be provided at the entrance to the site with the provision of 25 parking bays. The HGV parking and turning area is to the south of the compound where space is provided for up to four HGVs to park.

2.6.3 The storage and unloading of materials would take place in the north-western corner of the compound.

2.7 Environmental Conditions and Waste Management

2.7.1 The potential exists for mud from the site to be deposited onto the surrounding highway network. During certain phases of construction, vehicle washing and road sweeping may be required. REG Solarpower/Veolia ES Landfill Limited and the principal contractors will therefore enforce suitable measures to avoid the environmental nuisance of mud on roads.

2.7.2 Wheel washing facilities are already in place at Ling Hall and so will be utilised by vehicles traveling from the site during the construction phase of the solar farm to prevent the transfer of mud onto the local highway network.

2.7.3 A drive-through system is currently operational. As the vehicle passes the magnetic sensor at the entrance to the wheelwash, the washing process is triggered. During the slow passage through the wash platform, the vehicle’s tires, wheel wells and mud flaps are cleaned by water sprayed from many strategically placed nozzles (spray bar). The nozzles are mounted angle-iron grids which open the tire treads to help flush out the mud.
2.7.4 Once the mud/sludge has been removed it drains to a water storage/solids settlement pit where the solids settle at the bottom of the pit. This is periodically cleaned out to remove the settled solids using the site excavator. The water is reused and is topped up when necessary via a top up tank.

2.8 Programme of Works

2.8.1 The programme of works has yet to be finalised for this development, however, the construction phase will require between 25 and 30 workers to be on site most days and will involve 50 HGVs to deliver the panels and any other ancillary equipment. There are not proposed to be any abnormal load requirements during the construction of the site. Therefore, this would result in a maximum of 5 HGVs visiting the site per day (10 vehicle movements). This would be in addition to staff travel to and from the site. Car sharing and the use of sustainable modes will be encouraged.

2.9 Highway Condition Survey

2.9.1 A survey of the local highway conditions will be undertaken in advance of the construction activities commencing. The results will be submitted to WCC, such that monitoring throughout the life of construction can be undertaken.

2.9.2 Upon completion of construction, a final highway conditions survey will be undertaken so that a comparison of pre- and post-construction conditions can be made. Should any highway deficiencies be identified to have been caused by the construction movements the principal contractor will ‘make good’ the highway.
3.0 SUMMARY AND CONCLUSIONS

3.1 Summary

3.1.1 This Construction Traffic Management Plan has been prepared by Hydrock Consultants Ltd on behalf the applicants, REG Ling Hall Solar Ltd. It is submitted to discharge Condition 4 of the planning consent for a solar farm.

3.2 Conclusions

3.2.1 The following key points arise following a review of this Construction Traffic Management Plan:

- Construction traffic will follow an approved route;
- Deliveries and movement of construction traffic will only be made during stipulated hours of operation, no vehicle movements will take place outside of these times;
- Wheel wash facilities will be in place for use on all outgoing vehicles;
- Construction staff will be encouraged to use sustainable modes of travel to get to the development site.

3.2.2 It will be the responsibility of both REG Ling Hall Solar Ltd and the principal contractor to ensure compliance with the CTMP by all contractors operating at the site.

Hydrock Consultants Ltd
APPENDIX A

Site Design Plan
APPENDIX B

Compound Facilities – Indicative Layout
Hydrock

LING HALL SOLAR PROJECT
LAWFORD HEATH, RUGBY

REG LING HALL SOLAR LTD

SWEPT PATH ANALYSIS OF MAX LEGAL ARTICULATED VEHICLE MANOEUVRING THROUGH CONSTRUCTION COMPOUND

VEHICLE DETAIL

MAX LEGAL LENGTH (UK) ARTICULATED VEHICLE (16.5m)
OVERALL LENGTH 16.500m
OVERALL WIDTH 2.550m
MIN BODY GROUND CLEARANCE 0.411m
MAX TRACK WIDTH 2.500m
LOCK TO LOCK TIME 6.00s
KERB TO KERB TURNING RADIUS 6.530m

NOTE
BASED UPON DRAWING TITLED PROPOSED DESIGN PLAN DRAWING NUMBER LH004 PRODUCED BY JUWI RENEWABLE ENERGIES LIMITED

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All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications.

Drawing Title: COMPOUND FACILITIES INDICATIVE LAYOUT

Project: LING HALL SOLAR PROJECT
Client: REG LING HALL SOLAR LTD
Project Number: C14561

Drawing No.: 14561-HYD-XX-XX-DR-TP-0001
Revision: P1

Description: PROPOSED COMPOUND EXTENT
CONSTRUCTION STAFF / VISITOR PARKING
DELIVERY AREA
MATERIAL STORAGE
SECURITY OFFICE, SITE OFFICE AND WELFARE FACILITIES
HGV PARKING / TURNING AREA & WAITING ZONE

SCALE BAR (1:250)

Drawing No. Date Drawn: Checked:
S2 11/05/17 10/05/17 01/05/17

Reg

By

Note:

S2

Purpose of Issue INFORMATION

Status