Galileo 03 Ltd.

Mynydd Ty-talwyn Energy Park - Environmental Statement Volume III

Appendix 12.1: Outline Construction Traffic Management Plan

Project Reference: 663870

NOVEMBER 2025

RSK GENERAL NOTES

Project No.: 663870

Title: Mynydd Ty-talwyn Energy Park Environmental Statement, Volume III – Appendix 12.2: Construction Traffic Management Plan

Client: Galileo 03 Ltd.

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Status: Final

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of RSK Environment Ltd.

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TABLES

1 INTRODUCTION

1.1 Purpose and Scope

1.1.1 The report has been prepared by SCP on behalf of Galileo 03 Ltd (part of Galileo Empower UK Ltd) (hereinafter referred to as 'the Applicant').

1.1.2 This outline Construction Traffic Management Plan (CTMP) provides information to Bridgend Country Borough Council (BCBC), Neath Port Talbot Council (NPTC) and South Wales Trunk Road Agent (SWTRA) in regard to the management of all the construction traffic related to the proposed Energy Park, located north of Bridgend, comprising, six wind turbines, ground mounted solar photovoltaic (PV) modules, one project substation, and ancillary infrastructure works (hereafter 'the Proposed Development').This outline CTMP has particular reference to environmental safeguards and mitigation required to address the effects identified in **Environmental Statement (ES) Volume II, Chapter 12: Traffic and Movement**.

1.1.3 The purpose of the outline CTMP is to identify the high-level principles for managing the effects of vehicles associated with the Proposed Development during construction. A detailed CTMP would form a planning condition to be discharged in agreement with BCBC and NPTC, should the Proposed Development be granted planning consent.

1.1.4 The outline CTMP will evolve post-planning permission in consultation with the Highway Authorities and other relevant stakeholders. The outline CTMP applies to the construction phase of the Proposed Development and does not apply to the on-going operation or decommissioning phases of the Proposed Development. Where the document is updated, it will clearly be noted as a variation.

1.2 Local Context

1.2.1 The local highway network within the vicinity of the Site comprises the following roads:

- M4 – located to the south of the Site and routing east to west, this is the main strategic road in South Wales and links the area to the rest of the motorway network;
- A4063 – located to the east of the Site and routing north to south, this is the main valley road to the east of the Site and links to M4 at Junction 36. The northeastern access to the Site is formed with this road;
- B4281 – located to the south of the Site and routing east to west, this is a short B-road connecting Pyle to Aberkenfig;
- Fountain Road – located to the south of the Site and routing north to south, this is a minor road connecting the B4281 with New Road; and
- New Road - located to the south of the Site, routing east to west from the A4063 to Crown Road. The southern access to the Site is formed with this road.

1.3 Proposed Development

1.3.1 The Applicant is seeking to obtain full planning permission for the construction, operation and decommissioning of the Mynydd Ty-talwyn Energy Park.

1.3.2 The principal components of the Proposed Development are listed below, and are described in more detail in the following sections:

- Six wind turbines, each up to 200 m in height to blade tip, 50 m micro-siting allowance and associated infrastructure including access tracks, crane pad hardstandings, foundations, cabling, and laydown/storage areas;
- Solar photovoltaic (PV) modules and associated infrastructure including inverters, transformers, associated mounting structures, fencing, CCTV, cabling and access tracks;
- An on-site electrical 33 kv/132 kv substation to connect the solar PV modules, and wind turbines to distribution and transmission networks, including transformers, switchgear, busbars, control equipment buildings including an office, control functions, material storage, firewalls, cabling, as well as wider monitoring and maintenance equipment;
- Underground electrical cables linking the wind turbines, solar PV and the on-site substation, generally laid in trenches alongside access tracks where possible;
- Site Access from the northeast (A4063) and south (New Road). Total wind track length is approximately 11.5 km. Tracks approximately 7.9 km new tracks and approximately 3.6 km upgrades to existing tracks, with vehicle turning heads and passing places as required;
    - Watercourse crossing and associated infrastructure;
    - Landscaping and biodiversity enhancements; and
    - Drainage infrastructure.

1.3.3 In addition to the above, the following temporary components of the Proposed Development are proposed during the construction phase:

- An interim construction and storage compound;
- One temporary construction and storage compound and a smaller separate construction laydown area; and
- Temporary tracks.

1.4 Key Considerations

1.4.1 This outline CTMP is the first stage of the requirement to manage and control all related traffic activity during the construction phase of the Proposed Development, excluding abnormal indivisible load (AIL) deliveries. This outline CTMP contains the following information outlined in **Table 1.1**.

Table 1.1: Key Outline CTMP Topics

Section	Topic
1	Introduction
2	Construction
3	Mitigation Measures
4	Complaints and Enquiries Procedure
5	Summary and Closure

1.4.2 The principal mitigation measures that the outline CTMP will cover may be summarised as follows:

- Methods for accessing the Site;
- Site access improvements;
- Contractor responsibilities;
- On-site management;
- Adverse weather conditions; and
- Driving and speed restrictions.

2 PROPOSED CONSTRUCTION WORKS

2.1 Programme

2.1.1 It is anticipated that the Proposed Development would be constructed over a period of approximately 24 months, summarised in **Table 3.1**, where the peak months of construction have been highlighted in grey.

2.1.2 Subject to gaining consent, it is anticipated that construction is likely to begin in 2029. The main construction works will be undertaken during months 4 to 15. Construction activities would include:

- Site establishment (construction compounds);
- Construction of access tracks and crane pads;
- Turbine and solar PV foundation construction;
- Substation and electrical works;
- Cable trenching, delivery and installation;
- Turbine delivery and erection;
- Solar panel delivery and installation; and
- Reinstatement / restoration.

2.2 Construction Staff

2.2.1 The number of people employed during the construction period would vary depending on the stage of construction and the activities ongoing on Site.

2.2.2 It is anticipated that the peak workforce requirement would be 45 construction staff, travelling to the Site in cars/low grade vehicles (LGVs). For the purposes of the ES, single-car occupancy was assumed, however some level of car sharing is likely to occur during the construction phase.

2.3 Hours of Working

2.3.1 The construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 on Saturdays. It should be noted that out of necessity some activity, for example Abnormal Indivisible Load (AIL) deliveries, large concrete pours and lifting of the turbine rotors, may need to occur outside the specific hours stated, although they would not be undertaken without prior approval from SWTRA, BCBC, NPTC and local police.

2.4 Construction Access

2.4.1 Two accesses are proposed into the Site, a northeastern access from the A4603 and a southern access from New Road.

2.4.2 The northeastern access is proposed to provide access for all construction material, abnormal loads and then operational traffic once the Proposed Development is complete. Its priority-controlled layout format will operate as a left-

in, left-out only for all vehicles using the access. Visibility splays have been based upon the posted speed limit for the road. However, vehicle speed surveys were undertaken in late January/early February 2025 at the northeastern access point. The recorded 85th percentile speed across the week was 48 mph, confirming that lower visibility splay requirements can be used subject to agreement with Highways Officers.

2.4.3 The southern access to the Site will provide an additional access for abnormal loads only associated with the delivery of turbine equipment. Access only will be permitted, with all retracted (to near standard articulated HGV vehicle dimensions) abnormal load delivery vehicles leaving the Site through the northern access on the A4063. During construction, the southern access will be closed off to general access using removable bollards placed across the entire width. These will be temporarily removed when needed to permit abnormal load vehicle access. Post construction completion, the access will be secured to prevent general vehicle access with a boundary fence and gate, with the latter set back from the carriageway.

2.4.4 The adopted highway, Ffordd-y-Gyfraith bisects the Site. This provides connectivity between turbine locations and the solar array areas via the internal Site tracks. Its use as the core route helps to minimise environmental impacts by reducing the need to build an extensive network of additional access tracks; construction of localised over run areas will be required to facilitate the movement of the abnormal load vehicles. Visibility splays at the Site track access points have been based upon the posted speed limit for the road, however, vehicle speed surveys were undertaken in June 2024 on Ffordd-y-Gyfraith. The recorded 85th percentile speed across the week was 31 mph, confirming that lower visibility splay requirements can be used subject to agreement with Highways Officers (see **ES Volume II, Chapter 12: Traffic and Movement, Section 12.6: Assessment of Likely Effects)**.

2.4.5 The general arrangement of the proposed highway access junctions is provided in **ES Volume IV, Figure 2.1: Proposed Development Layout** and **ES Volume III, Appendix 12.3: Highway Junctions General Arrangements**.

2.4.6 Any areas of over-run required to facilitate the delivery of the abnormal load turbine components would remain in situ for the operational life of the Proposed Development. However, it is proposed to construct these areas using Grasscrete, or similar modular cellular product, to minimise the visual impact once the area has been allowed to revegetate.

2.5 Temporary Road Closures

2.5.1 Sections of the Llangynwyd Mountain Road and Ffordd-Y-Gyfraith will require temporary closure during cabling works associated with the Proposed Development (for approximately six weeks and three weeks, respectively). Temporary closure is required as these roads are single track and there is not enough space in the verge, nor passing places, to complete the works while allowing traffic to pass safely.

2.5.2 The Applicant is required to give at least three months notice of temporary road closures and traffic management procedures. This will allow the Highway Authority

sufficient time to advertise and process the appropriate orders and notify the emergency services and other traffic authorities.

2.5.3 Diversion routes and signing strategy will be agreed with the Highway Authority and other relevant stakeholders as required. An Outline Signage Strategy for the diversion routes has been prepared and is illustrated by **ES Volume IV, Figures 12.6** and **12.7.**

Table 3.1: Vehicle Movements during Construction Programme (months)

Activity	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Site mobilisation/ set up, access upgrading and river crossing works	333	333	333																					
Construction of new access tracks and crane hardstanding			1165	1165	1165	1165	1165	1165	1165	1165	1165	1165	1165	1165										
Turbine foundation construction				371	371	371	371	371	371	371	371	371	371	371	371									
Substation and electrical works				479	479	479	479	479	479	479	479	479	479	479	479	479	479	479	479					
Cable trenching and installation								90	90	90	90	90	90	90	90	90	90	90	90	90				
Crane delivery and demobilisation										12											12			
Turbine delivery, erection and commissioning											12	12	12	12	12	12	12	12	12	12				
Solar PV delivery, construction, erection and commissioning													114	114	114	114	114	114	114	114				
Site reinstatement and demobilisation																		3	3	3	3	3	3	3
General Site Traffic (Personnel)	660	660	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	**1980**	**1980**	1980	1980	1980	1980	1980	1980	660	660	660	660
Monthly ALL Total	993	993	2598	3115	3115	3115	3115	3205	3205	3217	3217	3217	**4211**	**4211**	3045	2674	2674	2677	2677	2199	675	663	663	663
Daily ALL Total	46	46	120	142	142	142	142	146	146	148	148	148	**192**	**192**	140	122	122	122	122	100	32	32	32	32
Monthly HGV Total	333	333	1498	2015	2015	2015	2015	2105	2105	2117	2117	2117	**2231**	**2231**	1065	694	694	697	697	219	15	3	3	3
Daily HGV Total	16	16	70	92	92	92	92	96	96	98	98	98	**102**	**102**	50	32	32	32	32	10	2	2	2	2

2.6 Construction Movements

2.6.1 As identified in **ES Volume II, Chapter 12: Traffic and Movement, Section 12.6: Assessment of Likely Effects**, the majority of construction activities would incur High Grade ehicle (HGV) trip generation which would be spread over the period defined in the construction programme. The assumed distribution of construction traffic is also illustrated in **ES Volume IV, Figure 12.6: Construction Traffic Distribution**.

HGV Movements

2.6.2 The maximum level of two-way trip generation would likely occur between months 13 and 14 of the 24-month programme, with a maximum of 102 two-way HGV movements (including AILs) per day when material would be imported for internal access track construction, turbine foundations and hardstandings, material for the control buildings and substations, solar PV and turbine delivery.

Abnormal Load Movements

2.6.3 The wind turbines are broken down into components for transport to the Site. The nacelle, blades and tower sections are classified as AIL due to their weight, length, width and height when loaded.

2.6.4 Escort vehicles (which may also include police traffic officers as necessary) would accompany the AIL convoys to support the traffic management measures. Up to three vehicles would be deployed with three turbine components typically being delivered per convoy.

2.6.5 AILs would be routed from the M4 to enter the Site through either the northeastern or southern access junctions. The anticipated delivery route is illustrated in **ES Volume IV, Figure 12.2: Abnormal Load Delivery Route** and **Section 12.4** of **ES Volume II, Chapter 12: Traffic and Movement**. Both Site access junctions have been designed to accommodate the AILs and it is anticipated that both access points would be used as needed during the delivery of AILs.

2.6.6 At present the split of deliveries using either entrance is not known and therefore assessments have considered a worst-case of all accessing one or the other.

2.6.7 The route from the Port of Entry (Swansea) to the Site is considered suitable for the movement of assumed abnormal loads (wind turbine generator components – nacelles, tower sections, blades etc.), subject to the potential need for localised temporary works at junctions to facilitate movements. Any modifications to junction layouts would be confirmed through trial run and further surveys, and any modifications or works required to accommodate abnormal loads would be discussed with the respective highway authority and the necessary agreements, consents and permits would be obtained in advance of any works or delivery periods.

2.6.8 As discussed in **ES Volume II, Chapter 12: Traffic and Movement, Section 12.7: Additional mitigation measures**, a stand-alone Abnormal Load Transport

Management Plan (ATMP) would be prepared in advance of construction to cater for all AIL movements to and from the Site. Any upgrades necessary will be sought via S278 of the Highways Act 1980 or Town and Country Planning Act 1990 (TCPA) applications following the granting of consent for the Proposed Development. As such, this outline CTMP focuses solely on all construction traffic excluding AILs.

LGV Movements

2.6.9 Light vehicle trip generation would be a maximum of 90 two-way movements per day at the peak of construction, although this is likely to be much less with construction staff car sharing, as single car occupancy was assumed for the assessment.

3 MITIGATION MEASURES

3.1 Contractors

3.1.1 Contractors with experience of the nature of the construction works proposed and of this type of renewable development would be appointed following a tendering process. The Applicant would appoint a suitably qualified and experienced Environmental Manager who would liaise with the Contractor to ensure that all activities on-site comply with appropriate construction methods, in accordance with the planning permission. The environmental manager would act as the first point of contact for any concerns.

3.1.2 All Contractors would be required to supply detailed method statements which would incorporate all planned mitigation methods. All sub-Contractors are required to read, understand and adopt all procedures outlined within the detailed CTMP.

3.1.3 Any traffic management required to secure a work area or safeguard sub-Contractor operatives on the public road must be co-ordinated with the Principal Contractor and the BCBC and NPTC.

3.1.4 The Principal Contractor's Site Management staff must be informed of any planned Site activity and movement of Site traffic; the issue of this information must be received within a suitable and agreed timescale to allow co-ordination of other Site activities.

3.2 Road Signs

3.2.1 Any signage required on the public highway would be erected and positioned in accordance with the requirements of the Traffic Signs Manual and Safety at Street Works and Road Works – A Code of Practice, and in consultation with the BCBC, NPTC and SWTRA.

3.2.2 Warning signage on the Site must always be complied with. The two most important signs are "*no entry*" and "*no unauthorised vehicles*". In order to proceed beyond these signs, vehicle drivers must stop and contact the ganger / foreman in control of the area to be escorted through the local area.

3.3 Abnormal Indivisible Load Management

3.3.1 The detailed AIL delivery traffic management measures will be identified and included in the ATMP, which will form part of the necessary highway consents application.

3.4 Adverse Weather Conditions

3.4.1 All works would be forward planned wherever practicable considering the forecast weather conditions. At the start of the day, the Site foreman would assess the weather conditions prior to permitting their operatives to access the Site.

3.4.2 Due to the location and topography of the Site the weather can be severe, resulting in an adverse effect on visibility, and would be constantly monitored and if necessary, all plant / vehicle movements would be stopped/suspended by the Site foreman if they deem it is unsafe for work to continue.

3.4.3 Contractors should contact the Principal Contractors general foreman to find out the situation at the Site prior to arrival to the Site, if required.

3.4.4 An example of how the day-to-day track conditions would be advised to all visitors is via a display board situated at the Site compound and the track condition would be rated as either:

- **Condition Red**: The Site access track is closed to all vehicular traffic;
- **Condition Amber**: The Site access track is open to 4x4 vehicles only (operating in full 4x4) and is not suitable for delivery vehicles; and
- **Condition Green**: The Site access track is considered open to all authorised vehicles.

3.4.5 All Contractors would be required to make their own assessment of track conditions during access or egress from the Site and take appropriate action determined during their assessment. Over the course of the day, and in the event of weather conditions deteriorating, the Principal Contractor would notify the nominated personnel from the Contractors on-site as to the present condition.

3.4.6 Contractors would be reminded that they have a duty to consider the weather and track conditions throughout the day and take appropriate action to ensure their safety.

3.5 Public Road Wear and Tear

3.5.1 The Applicant would enter into a Highway Wear and Tear Agreement or a suitable alternative for the local adopted roads / routes to be used by construction vehicles (see **Table 12.23** in **ES Volume II, Chapter 12: Traffic and Movement**. A pre-construction works inspection of the roads would be carried out with both the Applicant and the Highways Authority in attendance with their condition recorded. Following completion of construction of the Proposed Development, a further inspection would be carried out by both parties with repairs being agreed to return the roads to their pre-construction condition, to be carried out in a timely manner for approval by the Council. Notwithstanding this, the Applicant would carry out regular monitoring of the carriageway condition during the construction of the Proposed Development. Necessary repair works would be carried out in a timely manner to prevent further deterioration of the carriageway during the works. Priority would be given to any damage which would be dangerous to users of the road affected.

3.6 Public Information

3.6.1 Post-consent, the Applicant would establish a Community Liaison Forum, in collaboration with the Council and local Community Councils. The forum would allow the community to be kept up to date with project progress and allow

communication on the provision of transport-related mitigation and publicise the timings of turbine component deliveries. The Community Liaison Forum would be maintained until construction is complete and the Proposed Development is operational.

3.7 On-Site Management

On-Site Safety

3.7.1 All personnel entering the working area would wear hi-visibility vest or jacket, head protection, safety footwear at all times when out with the vehicle.

3.7.2 Everyone required to work within the Site would be made aware that they have a responsibility for the safety of themselves and others. All Site operatives and visitors have a duty of care to themselves and others and need to be conscious of the surroundings and ongoing activities locally. In the event of an emergency, right of way to all emergency services would always be given. Emergency services and control of access would be carried out in compliance with the Site emergency protocols.

Vehicle Parking

3.7.3 Vehicle parking areas located at the Site mobilisation and construction compounds would have safe and secure barriers to segregate all personnel from Site plant and vehicle routes. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. No parking whatsoever would be allowed on public roads: all cars that are directed to the designated car parking areas would be required to reverse park to comply with the Applicant and the Principal Contractors requirements.

On-Site Tracks

3.7.4 Access tracks would be monitored daily to identify any deterioration of the track condition. Non-emergency remedial works to the track would be carried out at times outside peak times of usage and significant emergency repairs would be undertaken immediately and adjacent track sections would be restricted from use as required to safely accommodate works.

3.7.5 The adopted highway, Ffordd-y-Gyfraith bisects the Site. This provides connectivity between turbine locations and the solar array areas via the internal Site tracks. During construction, a banksperson will be used within the Site to assist in the safe manoeuvre of construction vehicles.

3.7.6 All routes would be monitored for dust and control, or suppression methods would be deployed as appropriate using dust suppression systems.

Site Traffic

3.7.7 All traffic visiting the Site would be required to report to Site security where they would obtain clear instructions, before further movement is acceptable. If

applicable an induction would be completed, vehicle permits would be issued, and the Site rules and emergency procedure would be explained.

3.7.8 All traffic would use the Site passing places and all drivers would accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas would not be permitted.

3.7.9 Full time Site traffic (vehicles/plant situated on-site for majority of construction phase) that require re-fuelling would follow the instructions supplied at their induction and also the guidelines within their method statement for the works (see **ES Volume III, Appendix 2.1: Outline Construction Environmental Management Plan**).

3.7.10 Heavy Site traffic would be equipped with audible reversing warning with additional visual aids, e.g., reversing cameras, mirrors utilised on all plant. All safety features must be inspected daily with faults immediately reported to the Foreman Fitter who would assess and repair any damage to the plant.

Vehicle Cleaning

3.7.11 In the interests of public safety, preventative measures to minimise any mud and debris depositing onto the A4063, New Road and Ffordd-y-Gyfraith will be operated on-site. The Principal Contractor will arrange activities on-site that minimise the carriage of mud and debris and shall provide, maintain, enforce and monitor the performance and proper use of cleaning facilities.

3.7.12 The Principal Contractor will promptly arrange street cleaning equipment either through BCBC or NPTC should it be noted that mud and debris is being tracked onto public roads.

Driving and Speed Restrictions

3.7.13 All vehicles (cars, LGVs, HGVs and AILs) shall always be driven in a safe but defensive driving manner, within posted speed limits. A three-strikes policy shall be adopted by all Contractors unless any breach is deemed to be of such a serious nature that warrants immediate dismissal from the Site.

3.7.14 Local residents would be able to report any instances of speeding to the Site Liaison Officer who will take necessary action to prevent a repeat.

3.7.15 On-site operatives will be briefed on the speed limit through induction sessions and through regular staff briefings. Other parties responsible for Site deliveries will also be instructed on the restrictions and made aware of the requirements relating to existing road users.

3.7.16 All cars and drivers of site operative vehicles used for commuting to and from Site must be road worthy and legally compliant. All commercial vehicles and drivers must be road worthy and legally compliant.

Public Rights of Way Management

3.7.17 All locations where construction access tracks cross the existing Public Rights of Way (PRoWs) will have appropriate warning signage, which will advise of dates and hours of working. Along access roads, appropriate signage will be erected to alert drivers of upcoming locations where there is an interface between construction traffic and PRoWs.

3.7.18 However, during certain periods during the construction programme, it may be necessary to adopt active management measures with contractor staff patrolling key crossing points during periods of high construction activity. The need for active management on certain routes will be identified within the construction programme which will take into account delivery timescales and movements of plant and machinery. The need for active management will be subject to specific risk assessments prepared by the Principal Contractor when analysing impacts of any construction activities which may bring pedestrians into proximity with construction traffic.

3.7.19 In this instance, PRoW users may have to wait for a short period of time whilst the footpath is in use by the construction team. Users will be advised when works are completed, and it is safe to cross the footpath with the Applicant's contractor's staff at the crossing point.

3.7.20 The outline Access Management Plan has been prepared as part of this planning application (**ES Volume III, Appendix 13.1: Outline Access Management Plan**) and includes a schedule of PRoWs within the Site and outlines proposed measures to manage public access during construction and operation. This will be developed into an Access Management Plan by the Principal contractor and will help to ensure that all management measures are safe and allow users to continue to use PRoW within the Site as normal.

4 COMPLAINTS AND ENQUIRIES PROCEDURE

4.1 General

4.1.1 It is important that members of the public or interested parties can make valid enquiries or complaints about construction traffic. Such enquiries and complaints can provide a valuable feedback mechanism which helps reduce potential impacts of construction traffic on sensitive features.

4.1.2 It is anticipated that enquiries and complaints would be made either directly to the Site Contractor or via BCBC, NPTC and SWTRA, as applicable, who in turn would provide feedback to the Site Contractor.

4.1.3 All enquiries and complaints would be logged promptly by the Site Contractor and kept on-site for review by BCBC and NPTC upon request.

4.2 Checking and Corrective Action

4.2.1 As outlined above, it is intended for a CTMP to be updated periodically as and when required.

4.2.2 The Principal Contractor would be responsible for establishing a programme of monitoring, the results of which shall be fed back for inclusion within the detailed CTMP if necessary.

4.2.3 Any checking or corrective action required would also be monitored. This methodology would ensure that the construction activities are being undertaken in accordance with the detailed CTMP and that the Contractors are held to account.

4.2.4 A procedure for addressing non-conformance/compliance and ensuring that corrective actions are undertaken is outlined below:

- Completion of a Non-Conformance Report – this would record any traffic related incident or work that has not been carried out in accordance with the detailed CTMP or Method Statement;
- Completion of a Corrective Action Report – this would record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
- Action – any necessary actions identified as a result of the above would be allocated to a responsible person, along with a timescale for the action to be undertaken.

4.2.5 Records of the above would be retained by the Principal Contractor throughout the construction phase. The records would be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

5 SUMMARY AND CLOSURE

5.1.1 This outline CTMP identifies the high-level principles for managing the effects of vehicles associated with the Proposed Development during construction.

5.1.2 The detailed CTMP will be produced post consent, and regularly reviewed by the Applicant (as appropriate, in conjunction with appointed contractor(s)) prior to and during the construction phase. The detailed CTMP will accordingly be subject to amendment through the detailed design and construction phases to ensure the most appropriate and effective measures are implemented and, as necessary, approved by BCBC and NPTC. It is expected the preparation of the detailed CTMP will be a condition to the planning consent.

5.1.3 Management measures have been identified for the transport of HGVs and general construction traffic which, when implanted, will help to ensure that the route to Site remains a safe environment and disruption to local traffic flows are kept to a minimum.