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Y Bryn Wind Farm

Preliminary Traffic Management Plan for Heavy Goods Vehicles and Light
Goods Vehicles

Appendix 11.1

December 2023

1281153

Y Bryn Wind Farm Limited

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1. Introduction

This document has been prepared to establish the preliminary Traffic Management Plan (TMP) for the proposed development (Y Bryn Wind Farm), establishing the route and methodology of transportation of the construction plant, equipment, and materials during the construction phase of the wind farm. This preliminary TMP has been developed in conjunction with Chapter 11: Traffic and Transport for the Environmental Statement (ES) for the proposed development.

A TMP for the Abnormal Indivisible Load (AIL) delivery has been developed separately. It is intended that, post consent, the two documents will be combined into a single Construction Phase TMP.

This preliminary TMP contains the principles that will form the basis for the appointed contractor (post consent) to develop their construction phase TMP which will be utilised to manage traffic during construction. It is expected that a planning condition will be included in any consent requiring the TMP to be submitted to and approved by the planning authorities prior to construction works commencing.

Traffic and Transport ES Chapter

The TMP includes a range of mitigation measures that were identified in the Traffic and Transport assessment of the ES to reduce the impact of the traffic associated with the proposed development (Y Bryn Wind Farm) and manage the construction traffic. The mitigation measures and recommendations from the Traffic and Transport assessment of the ES include:

- Proactive consultation with the relevant Road Authorities, the local community and individuals effected by traffic routing to develop and agree mitigation measures as required. Suggested measures include:
 - Temporary signage to inform both drivers and pedestrians.
 - Temporary localised speed restrictions.
- It is important that the local planning authority road departments are consulted on all transport issues and to make sure that deliveries do not conflict with other scheduled road works. For the same reason South Wales Trunk Road Agent (SWTRA) would also be consulted with reference to trunk roads.
- Public notifications and liaison during the construction phase of planned vehicle movements (i.e. Heavy Goods Vehicles (HGVs) numbers and timings, particular busy periods and durations).
- HGV deliveries scheduled to avoid peak traffic times such as school drop off and pick up times.
- Consideration of a pre-commencement survey in a format agreeable with the local planning authorities.

1.1. Policy and Legislation

Traffic management is regulated by the following legislation, policy and guidance:

- The Electricity Act 1989, which is the statutory instrument for applications for electricity generating stations of a certain generating capacity.
- Town and Country Planning Act 1990 (as amended which provides for deemed planning permission and associated planning conditions.
- Construction (Design & Management) Regulations 2015, which regulate the manner in which construction works take place from the perspective of health and safety.
- Overarching National Policy Statement for Energy (EN-1). Chapter 5.13 of EN-1 relates to transport for a new energy nationally significant infrastructure project.
- National Policy Statement for Renewable Energy Infrastructure (EN-3) which provides more detailed guidance on traffic routing and mitigation, particularly for abnormal loads.
- The Highways Act 1980 and other associated legislation – which give powers and duties to local government for, amongst other things, local road construction and safety.
- The Neath Port Talbot (NPT) Single Integrated Plan (SIP): Working in Partnership (2013-2023).
- Future Wales – The National Plan 2040.
- Planning Policy Wales (Edition 11), The Welsh Government.
- Technical Advice Note (TAN) 18: Transport, the Welsh Government.
- Llwybr Newydd: The Wales Transport Strategy 2021.

2. Project Details

2.1. Purpose

The main purpose of the production of this TMP is to ensure the safety of the public and workforce, and to manage traffic to/from the site efficiently to aid in minimising disruption to local residents and businesses. This preliminary TMP has been developed in conjunction with the Traffic and Transport assessment (Chapter 11 of the ES) as part of the planning application for the proposed development. The preliminary TMP establishes the traffic management measures that will be developed in consultation with relevant Roads Authorities and local community, post consent to form the construction TMP. The approved construction TMP will set out the traffic management methods to be adopted post consent for all vehicles associated with the proposed development.

2.2. The Proposed Development

The proposed development comprises up to 18 wind turbines in South Wales, in the local planning authority areas of Neath Port Talbot County Borough Council (NPTCBC) and Bridgend County Borough Council (BCBC).

The principal components and related ancillary development of the wind farm comprises:

- Up to 18 wind turbines with a maximum tip height of up to 250 m;
- Turbine foundations;

- External transformer housing;
- Crane pads and hardstand areas;
- Micrositing allowance of turbines and associated infrastructure;
- Substation, control building and compound;
- Battery/energy storage infrastructure;
- Construction of approximately 8,934 m of new access tracks;
- Upgrading of approximately 12,580 m of existing tracks;
- Secondary construction routes 8,039 m (no widening required with minor upgrades only used for Heavy Goods Vehicle (HGV)/Light Goods Vehicle (LGV) only);
- Alterations to the public road network;
- New slip road exiting the M4 for Abnormal Indivisible Loads (AIL);
- Underground electricity cables and cable crossing points;
- Two permanent wind monitoring equipment locations, expected to comprise of anemometry masts or lidar;
- On site signage;
- 6 temporary borrow pits (local temporary sources of construction aggregate which are solely for the purpose of the wind farm construction);
- Temporary concrete batching plant(s);
- Appropriate drainage measures across the Y Bryn site boundary;
- Temporary construction and storage compounds, laydown areas and ancillary infrastructure;
- Habitat Management Plan (HMP) and enhancement measures;
- Conservation Management Plan (CMP); and
- A lifetime of up to 50 years.

2.3. Site Access

The site will be accessed using several different routes, these are indicated in Annex A: Construction Traffic Highway Links.

The A4107 is located to the west of the site and runs in a north - south direction from Penycae to the north of the proposed development. This is a single two-lane carriageway passing through various settlements.

The B4282 is a single two-lane carriageway, runs west-east connecting Cwmafan to Maesteg, passing through Bryn.

Goytre Road is a residential single two-lane carriageway running west-east from the M4 junction. Beyond Goytre cemetery the road reduces to a single carriageway width.

2.4. Emergency Vehicle Access

Proposals for the HGV site access and egress measures, including emergency procedures, shall be included within the Principal Contractor's own site-specific Construction Phase Plan. The Principal Contractor shall be responsible for communicating these details to all operatives and visitors of the site. For the avoidance of doubt, the site access shall always remain free of obstruction during the construction phase.

2.5. Rights of Way and Recreational Routes

The site hosts a number of public rights of way including footpaths and bridleways, as well as mountain biking trails. During construction it may be necessary to manage the use of the PRoW and routes where these come close to infrastructure or construction traffic by requesting or otherwise affecting temporary closure orders in consultation with the local authority and NRW, providing temporary alternative routes or mitigation where possible as part of the Access Management Plan proposed to form a planning condition with the consent (referred to in Chapter 15: Existing Infrastructure). Prior to any temporary closures, notices will be posted in publicly available documents and the routes will be demarcated with warning signs to discourage persons from entering the construction area. Any temporary closure orders will be in place for as little time as possible without compromising the health and safety of members of the public. It may be necessary to erect gates, post and rail fencing or similar barriers to segregate the public from the works and the assessment of the need for this shall be confirmed in conjunction with the Principal Contractor, local authorities and NRW under the Access Management and Enhancement Plan. The aim would be to minimise the extent and duration of any closures, (subject to the final approved Traffic Management Plan) without leading to undue impact on programme length or costs.

3. Construction Programme

A preliminary construction programme, with key durations for construction works, is included within Chapter 5: Project Description of the ES.

A detailed construction programme shall be provided by the contractor as part of the construction TMP.

The Principal Contractor and Turbine Supplier shall provide NPTCBC, BCBC and SWTRA with major updates to the programme as required.

Table 3.1 shall be augmented and completed as part of the construction TMP to illustrate the key dates for the construction works.

Table 3.1: Contractors key dates

Description	Estimated Date
Site Mobilisation	Month 1
Forestry Felling	Months 2 – 5
Construction of Access tracks and Hardstands	Month 4 - 14
Turbine foundation construction	Month 5 - 16
Substation construction	Month 4 - 14
Turbine delivery	Month 8 – 9
Turbine erection	Month 8 – 21
Site Reinstatement	Month 19 - 24

Source: Natural Power

4. Construction Traffic Management

4.1. Consultation

Key to the successful implementation of the TMP is proactive consultation with NPTCBC, BCBC, SWTRA, the local communities and individuals effected by traffic routing to develop and agree appropriate traffic management measures.

The construction TMP shall be developed in consultation with the above parties with the traffic management measures agreed and implemented prior to construction commencing. A system of communication shall be agreed with the above parties for enabling proactive consultation to take place throughout the construction phase. This will include community meetings, direct notification (letter drops, face to face, SMS etc) to affected parties prior to construction beginning. Signage on the road advising of dates for construction events affecting the road network (AIL deliveries, concrete pours, etc) will be deployed well in advance of the scheduled construction dates.

Thereafter, the Principal Contractor shall appoint a nominated person to whom all traffic management and road safety issues shall be referred. The nominated contact will liaise with both the relevant stakeholders to review and update the agreed construction TMP as required during the construction period.

4.2. Preliminary Traffic Management Measures

The Traffic and Transport chapter of the ES identified a number of potential traffic management measures that could be implemented to mitigate the impacts of the construction traffic on the local communities. These measures include:

- Scheduling of HGV deliveries to avoid peak times.
- Temporary signage, including variable message signs, to inform both road users and pedestrians of the risks and highlight rights of ways/priorities/directions/routes.
- Temporary localised speed restrictions.

As part of the construction TMP, the above measures, as well as any other measures identified during the development and consultation of the construction TMP, shall be fully developed and detailed including locations, extents and durations.

4.3. Driving and Speed Restrictions

All vehicles (cars, Light Goods Vehicles (LGVS) and HGVs) shall be driven in a manner which is safe and suitable for the conditions at all times. All vehicles will adhere to the speed limit on site and on the public highway.

As part of the construction TMP, temporary speed limits for construction traffic (e.g. 10 mph, 20 mph, etc.) shall be agreed with the relevant Roads Authorities. This shall include settlement areas (i.e. Bryn, Goytre, Maesteg) and along reduced carriageway width sections (i.e. Goytre Road).

All cars and personnel vehicles used for commuting to site must be road worthy and fully and legally compliant.

All commercial vehicles must be road worthy and fully and legally compliant.

4.4. Timing of Construction Traffic

Timing of construction traffic will be scheduled to avoid peak times, in particular through areas of schools and public amenities. For example, transportation will be scheduled to avoid Maesteg, Cwmafan, Penycae, Goytre and Bryn during school drop off and pick up hours to avoid congestion and safety issues in the town.

The hours of construction are anticipated to be as follows:

Monday to Friday	0700 – 1900
Saturday	0700 – 1600
Sunday	No construction work

The Principal Contractor shall detail how HGV traffic will be controlled to avoid peak times, including buffers either side of these times.

4.5. Adherence Measure of Routes

Suppliers will be advised of their designated route in advance and given a map with the route clearly marked, a copy of which each driver will be obliged to carry in their vehicle. Routes will also be clearly signposted at any points of ambiguity.

4.6. Public Road Wear and Tear

It shall be agreed with NPTCBC and BCBC if a pre-commencement survey and maintenance schedule is required during the construction phase.

4.7. Signage and Lining Details

Any signage required on the public road will be erected and positioned in accordance with the requirements of Chapter 8 of the Traffic Signs Manual (2009), and Safety at Street Works and Road Works – A Code of Practice (2013), and in consultation with the relevant Roads Authority.

Any road markings required on the public road will be positioned and installed in accordance with the requirements of Chapter 5 of the Traffic Signs Manual, and Safety at Street Works and Road Works – A Code of Practice, and in consultation with the local Roads Authority.

The Principal Contractor shall agree the detailed layout, signage, and management of traffic with NPTCBC and BCBC.

4.8. Construction Vehicle Parking

Suitable parking for cars, LGVs and HGVs will be established to ensure all parking will be within the site and no vehicles require to park on the surrounding public road network or forestry access routes.

4.9. Wheel Washing

The Principal Contractor will be responsible for ensuring that material is not deposited from the proposed development onto the public highway.

A vacuum road sweeper may be required at the request of NPTCBC or BCBC to be used to ensure public carriageways remain at all times free from material generated from the proposed development.

4.10. Wind Farm Traffic Movements and Concurrent Projects

There are currently no confirmed major projects likely to generate significant volumes of traffic on the routes being proposed by the proposed development construction. Once construction dates are known, this aspect should be re-assessed and the impacts and vehicle movements with any concurrent projects established and mitigated in consultation with NPTCBC or BCBC.

4.11. Access Junctions

There are three proposed site access points, see Annex A: Construction Traffic Highway Links.

- Access Point 1 is a purpose-built access for AIL deliveries only.
- Access Point 2 located on the B4282 would be the main access/egress for construction traffic to the north section of the proposed development.
- Access Point 3 located on Goytre Road is for traffic to access/egress the south section.

Indicative arrangements are indicated in Annex B for Access Point 3. Access Points 1 and 2 are indicated in the ES Appendix 11.2 “AIL Transport Management Plan”.

Detailed junction designs shall be submitted, post consent, where upgrade is necessary for approval by the planning authorities.

5. Access Plan for Abnormal Loads

Refer to Appendix 11.2 of the ES for the AIL TMP.

6. Summary

This preliminary TMP has been prepared to address the HGV and LGV transportation needs of the Y Bryn Wind Farm development in conjunction with the preparation of the Traffic and Transport chapter of the ES, AIL TMP and AIL access assessment. This should be considered a working document which will be updated post-consent by the applicant (or their appointed contractor) with the most up-to-date information.

This preliminary TMP outlines potential mitigation measures that could be implemented to help manage and mitigate the traffic impacts associated with the proposed development. It is expected a planning condition will be applied to the development for a final construction TMP to be prepared and approved by NPTCBC, BCBC and SWTRA post consent and prior to construction works commencing. The potential measures identified in this preliminary TMP, as well as other measures (including separately Access Management and Enhancement Plan measures), shall be considered, developed (in discussion with the relevant stakeholders), detailed and then agreed. The preliminary HGV and AIL TMP will be updated and combined into a single TMP post consent through the detailed design and construction stages as more specific details for the construction of the proposed development are understood.

Management measures have been identified for HGV vehicles and general construction traffic, which when implemented will help to ensure that the route to the proposed development remains a safe environment and disruption to local traffic flows are kept to a minimum.

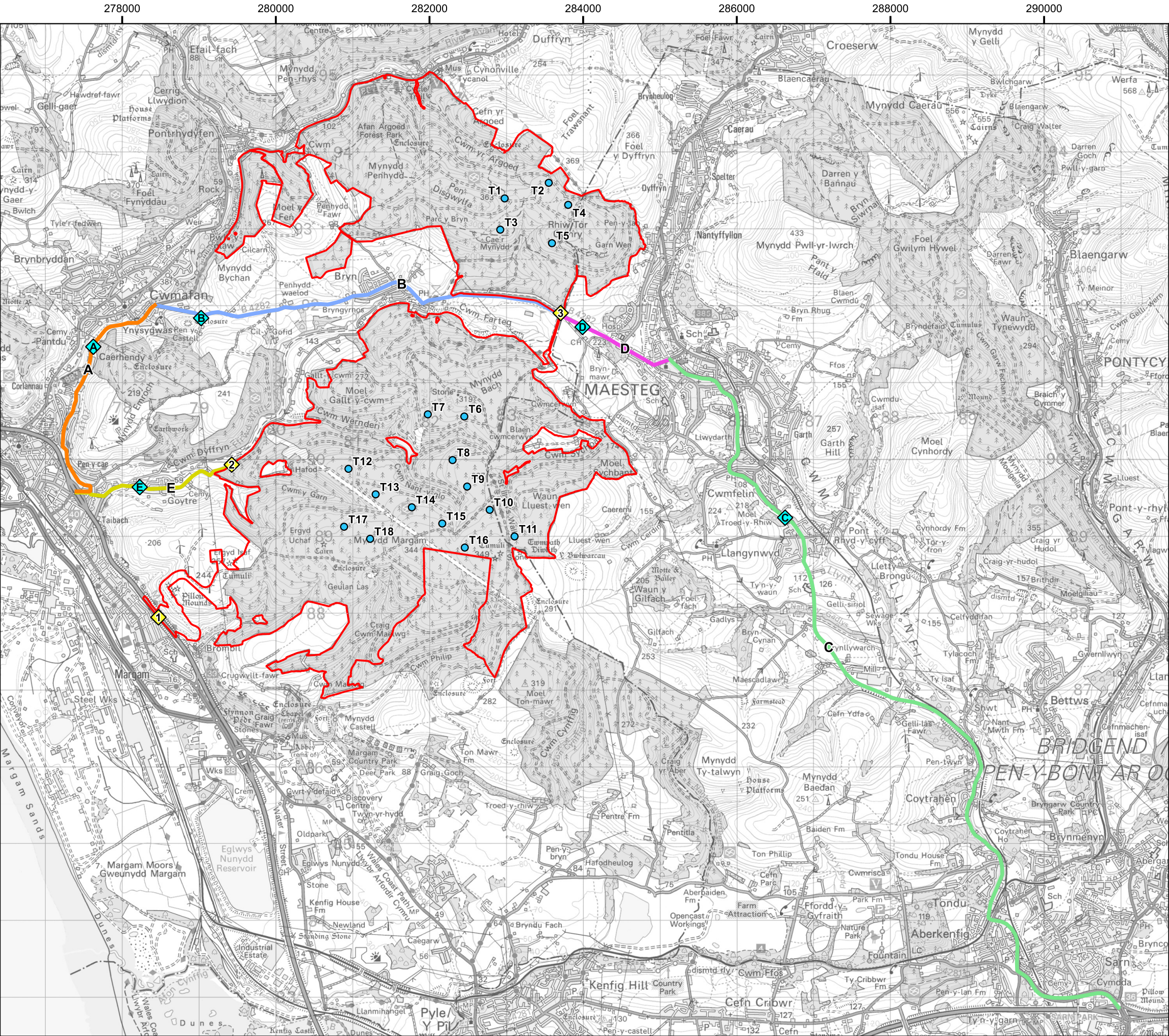
Proactive consultation with the Road Authorities, local communities and individual property owners/occupiers will be undertaken during the development of the construction TMP and throughout the construction stage.

Signage will be deployed along the route to warn other road users of potential hazards.

The Principal Contractor will be responsible for monitoring and enforcement to ensure the measures detailed in the TMP are adhered to.

Annexes

A. Construction Traffic Routes



Project:
**Y Bryn Wind Farm, Neath
Port Talbot/Bridgend**

Title:
**Figure 11.1: Construction
Traffic Highway Links**

Key

- Site boundary
- Turbine
- Access point
- Traffic count data location

Highway Links (see table below)

- A
- B
- C
- D
- E

Link	Distribution	Description
A	55%	A4107 to Junction with B4282
B	55%	B4282 from West to Access Point 2
C	40%	Junction 36 to Maesteg
D	40%	B4282 from Maesteg to Access Point 2
E	5%	Goytre Road to Access Point 3

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Scale @ A3: 1:50,000
Coordinate System: British National Grid

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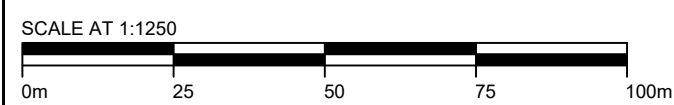
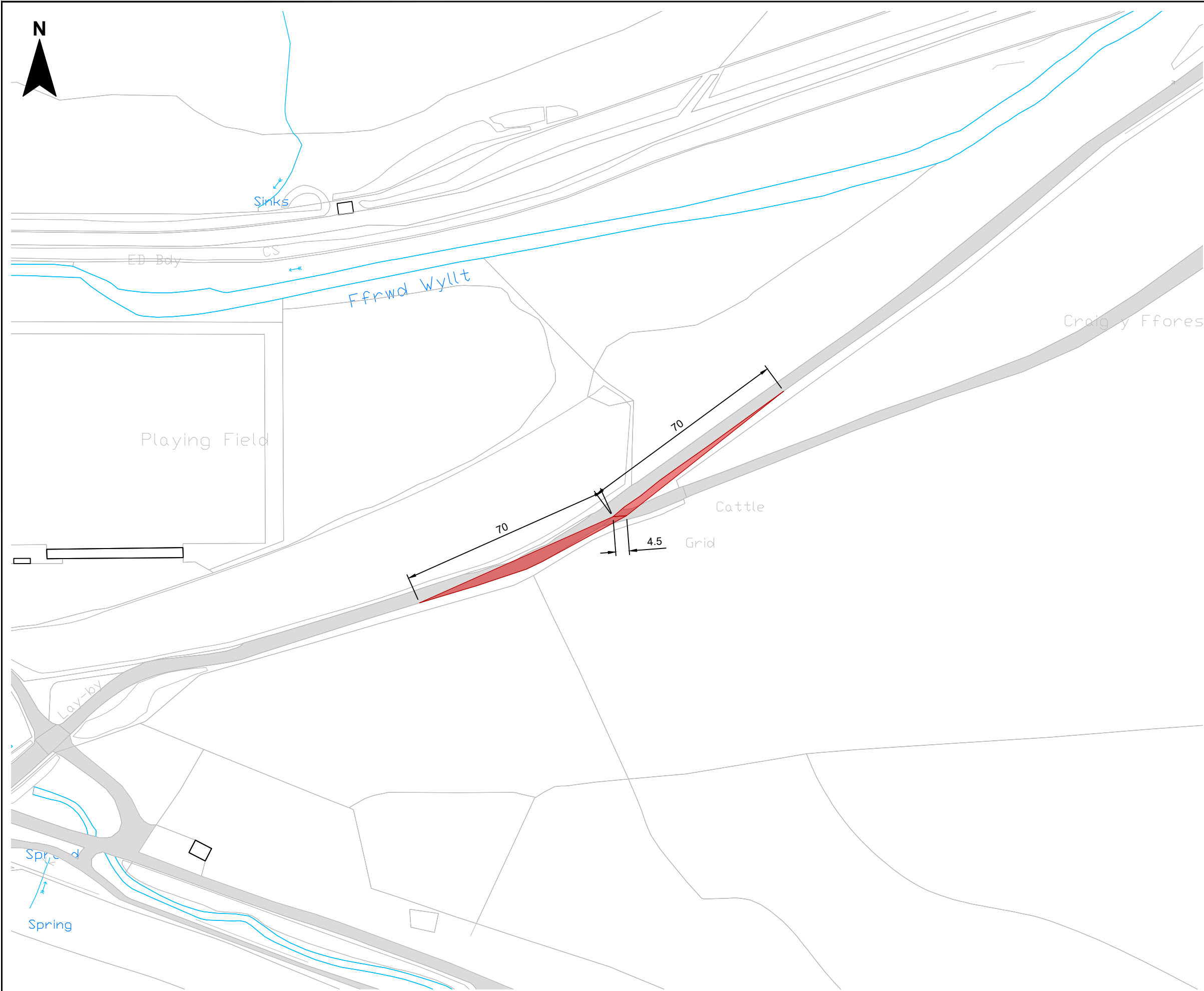
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B. Access Junction



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KEY:

VISIBILITY SPLAY (4.5m X 70m)

B	DRAWING TITLE CHANGE	CK	MB	CG	04/08/22
A	INITIAL DWG ISSUE	GC	MB	CG	12/05/22
REV	DESCRIPTION	BY	CH	APP	DATE

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SCALE: 1:1250 @ A3	SHEET NO.: 3 OF 3
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STATUS: FOR INFORMATION

PROJECT: Y BRYN WIND FARM

DRAWING TITLE: ACCESS JUNCTION 3
VISIBILITY SPLAY

DRAWING NO.: 13836_LAY_2202	REVISION B
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