



Pennant Walters

GLANLLYNFI GARTH WIND FARM

Draft Environmental Statement

Appendix 12B - Outline Construction Traffic Management Plan



Contents

Appendix 12B Outline Construction Traffic Management Plan	1
1. Introduction	1
1.1 Overview	1
1.2 Site Overview	1
1.3 Description of the Proposed Development	1
1.4 Proposed Development Timeline	2
1.5 Scope and Objectives of this Outline CTMP	2
1.6 Report Structure	2
2. Policies and Procedures	4
2.1 Introduction	4
2.2 Normal Loads	4
2.3 Abnormal Loads	4
3. Proposed Development Construction Traffic	6
3.1 Introduction	6
3.2 Construction Traffic Generation	6
3.3 Construction Traffic Routing Strategy	6
3.4 General Construction Traffic	7
3.5 Abnormal Loads	7
3.6 Highways Works	8
3.7 Transport Network Crossings	8
4. Responsibilities and Management Structure	9
4.1 Overview	9
4.2 The Transport Co-ordinator	9
4.3 All Site-Based Staff	9
4.4 Sub-Contractors	9
5. Mitigation Measures	11
5.1 Introduction	11
5.2 Working Hours	11
5.3 Escort Vehicles	11
5.4 Timing of Vehicle Movements	11
5.5 Temporary Traffic Signage	12
5.6 Banksperson	12
5.7 Wheel/Street Cleaning	12

5.8	Construction Environmental Management Plan	13
5.9	Road Condition Survey	13
5.10	Construction Information Packs and Communications	13
5.11	Promotion of Sustainable Travel	14
5.12	Temporary Traffic Management, Road Closures and Off-site Works	14
6.	Monitoring and Review	15
6.1	Introduction	15
6.2	Monitoring and Review Strategy	15
6.3	Compliance	15
6.4	Enforcement and Corrective Measures	15
Annex 12B.A	Figures	17

1. Introduction

1.1 Overview

- 1.1.1 This Outline Construction Traffic Management Plan (CTMP) has been produced by WSP on behalf of Pennant Walters Ltd. (hereafter referred to as 'the Applicant') as part of the Environmental Statement (ES) for the construction and operation of up to eight turbines on land to the east of Maesteg in South Wales (herein after referred to as 'the Proposed Development').
- 1.1.2 The Proposed Development is predominantly within the administrative boundary of Bridgend County Borough Council (BCBC). However, existing access tracks, that form part of the Proposed Development, that will be used are located in Rhondda Cynon Taf County Borough Council (RCTCBC) and Neath Port Talbot Council (NPTC) authority areas.
- 1.1.3 The Outline CTMP is a live document and will be updated as the elements of the Proposed Development are finalised. It sets out the principles for the management of construction traffic and the mitigation requirements to minimise impacts. A full version of the CTMP (referred to herein as the 'full CTMP') will be produced and submitted to the relevant local planning authorities prior to the commencement of the relevant works.

1.2 Site Overview

- 1.2.1 The Proposed Development would consist of two main land parcels: Pwll-yr-lwrch (the 'Northern Array') and Cynhordy (the 'Southern Array'). The Proposed Development also extends to encompass the access route from the A4061, which includes a network of tracks and trails through forest areas. The Development Site is shown on **Figure 12B.1**.
- 1.2.2 The Site currently comprises mostly semi-improved grassland, marshy grassland and heathland. The nearest settlement to the Proposed Development is Maesteg, the outskirts of which are approximately 1 km to the west of the Northern Array and 1.5 km west of the Southern Array. There are a number of isolated residential properties located with 1 km of each parcel.

1.3 Description of the Proposed Development

- 1.3.1 The following summarises the key elements of the Proposed Development:
- up to eight wind turbines, with a maximum blade tip height of 180m, located across two land parcels referred to as the 'Northern Array' and 'Southern Array';
 - two substations;
 - two temporary construction compounds;
 - two temporary site offices;
 - crane pads and cabling;

- access track construction;
- existing access tracks upgrading to facilitate the movements of abnormal loads; and
- overhead line connection (via wooden pole) to agreed Points of Connection (POC) with National Grid Electricity Distribution (NGED).

1.4 Proposed Development Timeline

- 1.4.1 The anticipated construction period for the construction of the Proposed Development would be 22 months in duration, and it is currently assumed construction would commence in 2029 and finish in 2031.
- 1.4.2 The timing of the programme and activities forming the programme are to be confirmed, where relevant the full CTMP will update assumptions regarding the programme.

1.5 Scope and Objectives of this Outline CTMP

- 1.5.1 As set out in **Chapter 12: Traffic and Transport** of the ES, construction traffic is expected to have a minimal impact on the road network throughout the construction period. However, the management, strategy and mitigation measures contained within this document have been developed to ensure that the impact of construction traffic on existing users of the public highway network is minimised.
- 1.5.2 This Outline CTMP will provide the basis for management and mitigation to minimise the impact of the Proposed Development's construction vehicles. It will be updated into a full CTMP, and submitted for approval with the relevant highway authorities, once the contractor has been appointed and further construction details are known and prior to the commencement of construction.
- 1.5.3 The objectives of the Outline CTMP are summarised as follows:
- Ensure that movements of people and materials are achieved in a safe, efficient, timely and sustainable manner.
 - Minimise construction vehicle trips where possible and minimise construction traffic during network peaks, or other sensitive times, to reduce the impact on the highway network during busy periods.
 - Minimise traffic and transport impacts including the impact and disruption to the local communities and tourists and on the Motorway and Trunk Road Network (roads maintained by the Welsh Government) and the local road network (roads managed by the local highway authority).
 - Ensure the continued monitoring, review and subsequent improvement of the CTMP and mitigation measures.

1.6 Report Structure

- 1.6.1 The remainder of this Outline CTMP is set out as follows:
- **Section 2:** summarises relevant policies and procedure;
 - **Section 3:** sets out details regarding the Proposed Development construction traffic;

- **Section 4:** sets out the roles and management structure of the CTMP;
- **Section 5:** outlines likely mitigation measures; and
- **Section 6:** presents a monitoring and review strategy.

2. Policies and Procedures

2.1 Introduction

- 2.1.1 The CTMP will comply with the policies and procedures set out by the highway authority for any traffic management works on the public highway. This section identifies key relevant policies and procedures for normal loads and abnormal loads, also referred to as Abnormal Indivisible Loads (AILs)¹ for the Proposed Development construction.

2.2 Normal Loads

- 2.2.1 The co-ordination and notification of accommodation works, traffic controls and temporary road closures is covered under the New Roads and Street Works Act of 1991². The Code of Practice for the Coordination of Street and Road Works (updated 2026)³ is based on this Act and sets out that at least three months' notice will be required for 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.
- 2.2.2 The full CTMP will set out the works required for the construction of the Proposed Development and the contractor will comply with the highway authority procedures regarding traffic management and accommodation works.

2.3 Abnormal Loads

- 2.3.1 There is a requirement for the use of AILs for the construction of the Proposed Development. An Abnormal Load Access Study has been undertaken for a proposed delivery route for abnormal load delivery vehicles; the study is presented as Appendix 12C of the ES. The access study provides detail on the legislative and procedural context for the movement of abnormal loads.
- 2.3.2 Actions that would be taken regarding AILs include, but are not limited to the following:

¹ An 'abnormal indivisible load' is defined in the Road Vehicles (Authorisation of Special Types) (General) Order 2003 as 'a load that cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of being carried on a road and that -

(a) on account of its length, width or height, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with Part 2 of the Construction and Use Regulations; or

(b) on account of its weight, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with - (i) the Authorised Weight Regulations (or if those Regulations do not apply, the equivalent provisions in Part 4 of the Construction and Use Regulations); and (ii) Part 2 of the Construction and Use Regulations.'

² New Roads and Street Works Act 1991 (and amendments) (online). Available at: <https://www.legislation.gov.uk/ukpga/1991/22/introduction>

³ Department for Transport (2026) Code of practice for the co-ordination of street and road works (online). Available at: <https://www.gov.uk/government/publications/street-works-co-ordination>

- a review of current procedures for the movement of abnormal loads by road, and sources for further information and formal notifications. This must be undertaken prior to the movement of AILs to ensure that the correct procedures are followed and approvals obtained;
- appropriate assessment of proposed transport route for AIL deliveries to the Site, including an AIL trial run; and
- early and continuous communication with the required stakeholders including the police and highway authorities, to notify of the intention to transport an abnormal load and determine any mitigation measures including but not limited to escort vehicles. This is expected to include: Welsh Government Highways, South Wales Trunk Road Agent and South Wales Police.

2.3.3 The approved haulage contractor would be required to consult with the appropriate authorities to ensure that all relevant permissions are obtained prior to the transportation of any abnormal loads. The responsibility for ensuring that a route is suitable for the transportation of abnormal loads and ensuring the correct notifications are given rests with the haulier.

2.3.4 The movement of AILs would accord with the guidance within the Welsh Government Motorway and Trunk Road Network '*Pulling Together*' Best Practice for Transporting Abnormal Loads in Wales⁴, unless otherwise agreed with the relevant highway authorities.

⁴ Welsh Government (2020) Welsh Government Motorway and Trunk Road Network '*Pulling Together*' Best Practice for Transporting Abnormal Loads in Wales

3. Proposed Development Construction Traffic

3.1 Introduction

- 3.1.1 This section provides an overview of the Proposed Development construction traffic generation, construction traffic routing, required highways works and crossings of the transport network by the Proposed Development.

3.2 Construction Traffic Generation

- 3.2.1 **Chapter 12: Traffic and Transport**, sets out in detail the assumed traffic generation for the construction of the Proposed Development, providing estimates of construction traffic generation by construction activity and across the construction programme. For the ES 'worst-case' transport assessment, it has been assumed that the peak construction traffic generation would be in month three of the construction traffic programme and would consist of approximately 73 heavy goods vehicle (HGV) movements on a daily basis on average (a vehicle going to the Site and then from the Site would equal two movements). This excludes AIL movements. It has been assumed that for each of the eight turbines there would be 10 AIL deliveries, which would equate to 160 movements, approximately 80 across each of months 12 to 13.
- 3.2.2 There would be some light vehicle (LV) movements however these are considered insignificant in terms of an increase in volume for a Proposed Development of this scale and is likely to vary through the different stages of the Proposed Development. Sharing of vehicles and the use of minibuses would be promoted and adopted where practicable.
- 3.2.3 The full CTMP will provide an update on the estimated number of HGV movements if different to the above and **Chapter 12: Traffic and Transport**.

3.3 Construction Traffic Routing Strategy

- 3.3.1 The full CTMP will confirm the routes to be used by the Proposed Development general construction traffic HGVs and AIL deliveries and will include a plan of the routes. The full CTMP will incorporate the construction traffic management statement outlining details of the delivery times and schedules for construction traffic, if required. This section summarises the current assumptions regarding construction traffic routing for the Proposed Development.

3.4 General Construction Traffic

HGV Construction Traffic

- 3.4.1 Normal HGV loads for the Proposed Development construction would be required to access the Site via the proposed construction HGV traffic access route. This route would connect the Proposed Development to the Strategic Road Network (SRN).
- 3.4.2 The construction HGV traffic access route is shown on **Figure 12B.1** and is as follows:
- construction HGV traffic exits the A465 at the A465/Rhigos Road (A4061);
 - routes along Rhigos Road (A4061) to the Site access on Rhigos Road (A4061) and onto access tracks that are not part of the local road network;
 - the construction HGV traffic rejoins the local road network on the A4107 and routes east along the A4107 for approximately 270m before routing onto an access track (south of the A4107) that is not part of the local road network.
- 3.4.3 Construction HGV traffic would use the reverse of the delivery route outlined above to route from the Site to the SRN. This construction traffic HGV route is proposed so that construction traffic HGVs do not route through nearby settlements including Abergwynfi and Treorchy which may be less suitable for HGVs and/or contain receptors potentially sensitive to traffic and transport effects.

LV Construction Traffic

- 3.4.4 LV construction traffic will not have a prescribed route to/from the Site. This is because the home or temporary location for these construction workers is not known and is likely to vary through the different stages of the Proposed Development and the number of LVs generated is likely insignificant in terms of an increase in volume. Sharing of vehicles and the use of minibuses, to minimise LV vehicular trips, would be promoted and adopted where practicable.

3.5 Abnormal Loads

- 3.5.1 The AIL delivery route will be confirmed within the full CTMP. **Appendix 12C: Abnormal Loads Access Study** of the ES sets out the current proposed route from Swansea docks to the Site, summarised as follows:
- port exit at Baldwins Crescent;
 - right turn from Baldwins Crescent onto A483 Fabian Way eastbound;
 - exit A483 onto the M4 at Earlswood interchange;
 - exit the M4 onto the A465 northbound at junction 43 Llandarcy Interchange;
 - exit the A465 onto the A4061 Rhigos Road;
 - exit the A4061 Rhigos Road into Site access.
- 3.5.2 The route is approximately 38.1km in length (from Swansea port exit to the proposed Site access) with approximately 29.6km of the route using the SRN.

- 3.5.3 **Appendix 12C** of the ES sets out identified pinch points on the proposed routes and potential mitigation and management measures.

3.6 Highways Works

- 3.6.1 There are existing access points from the local road network onto the access tracks within the Development Site for use by construction traffic.
- 3.6.2 The accesses from the local road network are as follows:
- A4061 Rhigos Road – for use by construction traffic HGVs and abnormal loads to access the track which routes between the A4061 Rhigos Road and the A1047.
 - A4107 (north) (within the Proposed Development) - for use by construction traffic HGVs and abnormal loads to access the A4107, in order to route between the access tracks north and south of the A4017.
 - A4107 (south) (within the Proposed Development) – for use by for use by construction traffic HGVs and LVs and abnormal loads to access the track south of the A4107.
- 3.6.3 All three access points are existing accesses. There may be upgrades /amendments required to the access points to facilitate the use by construction vehicles (including AILs), these modifications, if required, would be detailed in the full CTMP.
- 3.6.4 It is anticipated that the full CTMP will include a Traffic Management Scheme detailing any temporary or permanent highway works and/or alterations, should these be required, for approval by the relevant highway authority. Where required, the highways works/schemes would be subject to Road Safety Audits; the requirement for these would be agreed with the relevant highway authority and provided for highway authority approval. If any permanent highway alterations are required, the detailed drawings and specifications would be provided to the highway authority for approval prior to the commencement of the works and relevant agreements would be secured accordingly.

3.7 Transport Network Crossings

- 3.7.1 The Proposed Development does not cross any navigable waterways or public railway lines. The Site includes:
- a section of the A4107 – the section between the access points to the tracks to the north and south of the A4107.
- 3.7.2 The Outline Public Rights of Way Management Plan (PRoWMP) (**Appendix 12A** of the ES) sets out the locations of all PRoWs that could be affected by the Proposed Development and the principles for the management of the construction of the Proposed Development to minimise the impacts for users of PRoWs and other key areas/routes such as National Cycle Network (NCN) routes and Open Access Land (OAL).

4. Responsibilities and Management Structure

4.1 Overview

- 4.1.1 This section outlines the proposed roles and responsibilities for implementing the CTMP during the construction of the Proposed Development. It is important that a strong management structure is in place to ensure the CTMP objectives are met and that continued monitoring and review of the CTMP is maintained. The finalised information will be provided to the relevant highway authorities once finalised, likely within the full CTMP which will be submitted to the highway authorities.

4.2 The Transport Co-ordinator

- 4.2.1 The Main Works Contractor would act in the role of Transport Co-ordinator (TCO) for the purpose of overseeing and implementing the full CTMP. The TCO would be in place prior to the commencement of the works and would have transport related responsibilities including:
- Ensuring the CTMP is implemented by the relevant and responsible parties;
 - Liaising with highway authorities and the Welsh Government, as relevant; and
 - Resolving issues and problems, and implementing agreed mitigation measures, through the liaison with relevant stakeholders and the Applicant.

4.3 All Site-Based Staff

- 4.3.1 In addition to any specific duties assigned by the TCO, the Main Works Contractor would ensure all site-based staff are trained to:
- ensure familiarity with the themes and requirements of the CTMP that relate to the activities they are directly involved with;
 - monitor and encourage colleagues to ensure compliance with the environmental requirements of the CTMP and intervene or request supervisory/HSE office intervention if environmentally damaging activities or actions that are non-compliant with any Proposed Development construction traffic are witnessed; and
 - report any environmental incidents or concerns to the appropriate line manager.

4.4 Sub-Contractors

- 4.4.1 Any sub-contractors would be provided with copies of the CTMP by the TCO and would comply with it in full. Specifically, they shall:
- ensure the nominated sub-contractor HSE Manager is fully familiar with the requirements and manages their implementation;
 - report directly to the TCO for all CTMP related issues;

- comply with the responsibilities;
- advise the TCO of any activity or the need to deviate from any requirement within this CTMP; and
- liaise with the TCO on a regular basis to ensure any changes in scope that have environmental implications, or new environmental requirements are accounted for and managed.

5. Mitigation Measures

5.1 Introduction

- 5.1.1 To minimise the impact of construction traffic on the road network and local communities surrounding the Proposed Development, a number of mitigation measures would be developed to manage construction traffic.
- 5.1.2 This section of the Outline CTMP sets out likely mitigation measures to minimise the impact of construction traffic. It is anticipated that further detailed mitigation measures will be set out within the full CTMP at the appropriate time prior to construction commencement.
- 5.1.3 Mitigation measures specific to managing and mitigating potential impacts on Public Rights of Way (PRoWs) will be set out in a PRoWMP, an Outline version of which is provided as **Appendix 12A** of the ES.
- 5.1.4 Mitigation measures which are additional to those listed this section include the routing strategies for construction traffic HGVs and AIL movements set out in **Section 3** and also any temporary measures required along the AIL delivery route between Swansea Docks and the Site, the initial details of which can be found within **Appendix 12C**.

5.2 Working Hours

- 5.2.1 Construction activities would occur within standard working hours, to be defined within the full CTMP, but likely to be between 07:00 to 19:00 hours on weekdays and 07:00 to 13:00 on Saturdays with the potential need for some extended working hours for certain activities subject to relevant agreements or for emergency works, for example AIL deliveries may be required outside of normal working hours, however this would be agreed with the relevant highway authorities. Quiet on-site working activities such as electrical commissioning may also to extend outside the core working times, where required

5.3 Escort Vehicles

- 5.3.1 As set out in **Section 2**, AIL movements would be subject to management in line with regulations and in line with the Welsh Government Motorway and Trunk Road Network '*Pulling Together*' *Best Practice for Transport Abnormal Loads in Wales* unless otherwise agreed with the relevant highway authorities, including the use of escort vehicles where appropriate. In addition to AIL deliveries, escort vehicles may accompany some other deliveries should this be deemed necessary.

5.4 Timing of Vehicle Movements

- 5.4.1 HGV movements to and from the Site would occur throughout the day during the construction hours. As set out in **Chapter 12 Traffic and Transport** of the ES, the number of peak daily HGVs would be relatively low and would not be expected

to have a significant impact. If required by the highway authorities in the interests of road safety, timing restrictions could be considered whereby vehicles would not be able to gain access into the proposed work area or depart from the proposed work area at certain times of the day. This may include, for example, peak congestion times on the road network and local school drop off/pick up times where practical and relevant. As set out in **Section 6**, the contractual arrangements will set out the enforcement/disciplinary procedures in the event that required timings restrictions/routes for construction traffic are not abided by.

5.5 Temporary Traffic Signage

- 5.5.1 Temporary signage would be erected on the Proposed Development construction traffic route, where required to provide directional routing information for construction vehicle drivers.
- 5.5.2 Temporary signage would be placed in the vicinity of the Site accesses to warn other road users of the likely presence of construction vehicles. Temporary signage would be installed in accordance with Chapter 8 of the Traffic Signs Regulations and General Directives (TSRGD)⁵ and in agreement with the relevant highway authority. Construction traffic will not be permitted to access the Site until the relevant highway authority has agreed the signage strategy/design and received a confirmation that the required signage is in place.

5.6 Banksperson

- 5.6.1 If required, measures would be implemented at Site access points to ensure the Site accesses remains clear, such as the use of qualified personnel (banksperson) with appropriate street works licences in place. This would provide efficient vehicular access to the Site and avoid vehicles blocking back onto the public carriageway. Bankspersons may also be used at other key locations if appropriate.

5.7 Wheel/Street Cleaning

- 5.7.1 If required wheel wash cleaning stations may be provided at the Proposed Development access points to minimise the potential for mud and dirt to be transferred to the road network.
- 5.7.2 Transfer of on-site debris onto the road network would be monitored. If issues are identified with the transfer of Site material onto the highway, then mechanical road sweeping would be engaged to remove this, where it is clearly linked to the Proposed Development. Further detail in relation to wheel/street cleaning is set out in the Outline Construction Environmental Management Plan (CEMP) which supports the application.

⁵ Department for Transport (2009) Traffic signs manual chapter 8 (Online) Available at: <https://www.gov.uk/government/publications/traffic-signs-manual>

5.8 Construction Environmental Management Plan

- 5.8.1 A separate Outline Construction Environmental Management Plan (CEMP) has been prepared and will be submitted to the relevant highway authorities. The CEMP will include measures to control dust and debris resulting from the movement of HGVs.

5.9 Road Condition Survey

- 5.9.1 To establish if there is any damage to the A4107 and Rhigos Road (A4061) on the construction HGV traffic route caused as a result of the Proposed Development construction traffic movements, a road/highway condition survey would be undertaken at locations agreed with the local highway authority prior to construction.
- 5.9.2 To ensure any damage to the highway is attributable to Proposed Development construction traffic (rather than general wear and tear) surveys would be taken at intervals throughout the construction period to the satisfaction of the local highway authority, at the agreed locations established in the initial survey.
- 5.9.3 A final survey would be undertaken post construction which would be compared to the original survey and surveys undertaken during the construction period. The outcome of which would be to identify areas where there has been a deterioration to the road surface and or edge which can be attributed to the Proposed Development construction traffic. This would be used to design a scheme that returns the road to its original state should such action be necessary. Consideration would need to be given to any other construction work in the survey area which have vehicles using the routes.
- 5.9.4 An appropriate method would be identified and agreed between the contractor and highway authority for the process of the road condition surveys.

5.10 Construction Information Packs and Communications

- 5.10.1 Information packs would be provided to all contractors/site staff, and where appropriate construction traffic drivers, which would form part of the contractual agreement between the contractors and the Applicant. The information pack would contain the details of the CTMP requirements including:
- construction traffic routes that have been identified and agreed with the highway authorities along with pertinent information regarding the highways;
 - non-compliance procedure including enforcement and corrective measures, as outlined in **Section 6**;
 - complaints procedure;
 - CTMP protocols and CEMP;
 - guidance on standard communication procedures;
 - CTMP contacts (emergency and non-emergency);

- information regarding the PRowMP including driving behaviour expectations in relation to PRow and warning to be aware of potential non-motorised user movements at these locations.

5.10.2 Information packs would be shared with the highway authorities ahead of any construction works.

5.11 Promotion of Sustainable Travel

5.11.1 Contractors would be encouraged to minimise the impact of workforce travel by considering and promoting alternative modes of transport to the Site. Due to the rural location of the Site and nature of the Proposed Development it is anticipated that sustainable travel would be best achieved through the promotion of car sharing/minibus use.

5.12 Temporary Traffic Management, Road Closures and Off-site Works

5.12.1 It is not anticipated that any full road closures would be required for the Proposed Development. However, should it be the case that it is agreed with the highway authority that a full road closure or any traffic diversions were required for the construction of the Proposed Development this would be consulted on and agreed with the highway authority.

6. Monitoring and Review

6.1 Introduction

- 6.1.1 This section sets out the likely monitoring and review strategy for the CTMP, along with mechanisms for failure to comply with the requirements of the CTMP.

6.2 Monitoring and Review Strategy

- 6.2.1 The TCO would undertake monitoring as necessary to ensure compliance with the requirements of the CTMP and this would include the maintenance of records and traffic management measures.
- 6.2.2 The Main Works Contractor would ensure that a suitable, qualified, member of staff is employed to conduct surveys and monitor construction vehicle activity at specific locations along the construction route network to ensure adherence to the CTMP and as agreed with the relevant highway authority. This would include the monitoring of construction vehicles on the local road network and speed enforcement monitoring.
- 6.2.3 The TCO would monitor and review the CTMP. These reviews are required to ensure that the CTMP delivers on the commitments and achieves the agreed goals as set out in the CTMP document.

6.3 Compliance

- 6.3.1 As part of the CTMP, a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within the CTMP are not achieved. It is anticipated that these mechanisms will be determined at a later stage but are likely to include:
- Risk Assessment Method Statement (RAMS) procedures – the contractor, through the TCO, would implement the CTMP, adhere to the requirements and meet the goals through management practices. This would include site inductions for contractors, briefing on the obligations of standards, induction and adherence to RAMS procedures, Delivery Management System (DMS) briefing, driver inductions and compliance guidance;
 - Contractual conditions – to be employed as part of the CTMP compliance methodology and will be built into the contractors' contract, this would be subject to a performance review by the Applicant; and
 - Actions – to be employed if the commitments of the CTMP are breached.

6.4 Enforcement and Corrective Measures

- 6.4.1 The TCO would ensure that appropriate measures are taken to ensure that contractor behaviour and performance is monitored and where appropriate,

corrective measures are taken to resolve, redress and enhance service performance which is in breach of the standards within the CTMP.

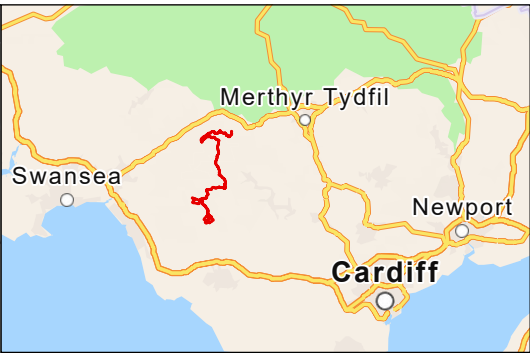
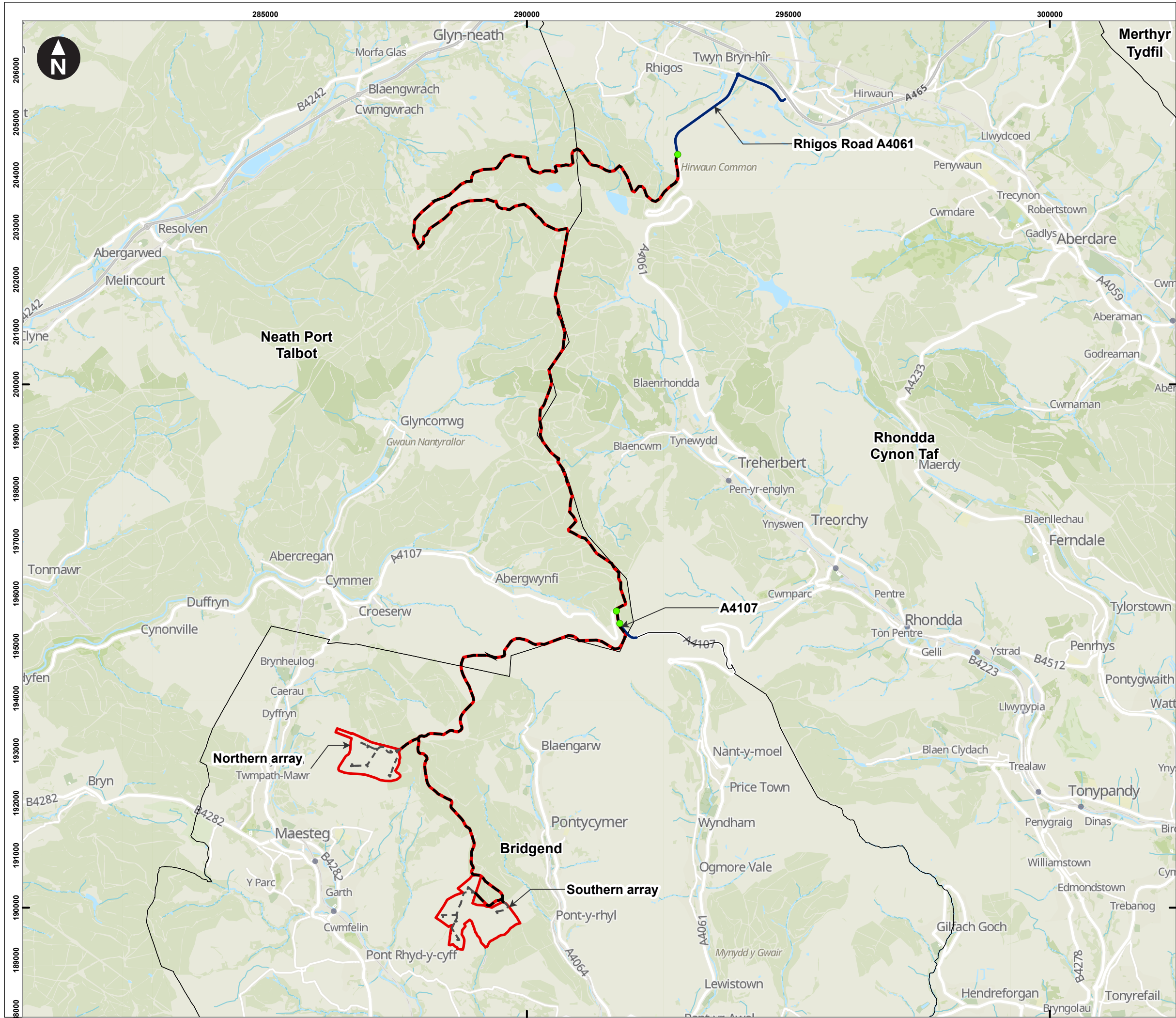
Annex 12B.A

Figures

Figure List:

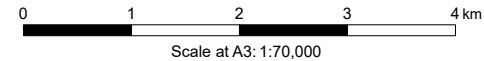
- Figure 12B.1 HGV construction traffic route.

\\corp.pbwan.net\Global\GB\Projects\UK0044xxx\UK0044022.9334 - Glanllynfi Garth wind farm - EIA and Planning\03 WIP\Drawings\ArcPro\APRX\UK0044022.9334-WSPE-FG-OT-00009_P01.1.aprxOriginator: UKVLS775



- Key
- Glanllynfi Garth Wind Farm boundary
 - Local Authority boundary
 - HGV construction route
 - Access point to/from local road network

- Access track:
- Internal
 - Forestry



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack

Client
**PENNANT
WALTERS**

Glanllynfi Garth Wind Farm
Environmental Statement
Appendix 12B: Outline Construction Traffic
Management Plan

Figure 12B.1
HGV construction traffic route

July 2026

