ARDENT
CONSULTING ENGINEERS

NET ZERO TWENTY FIVE LIMITED

LAND AT MAES BACH, PONTYPRIDD

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

REPORT REF
2405430-0121A

November 2024

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	WORKING DRAFT CLIENT ISSUE	GL	AG	WORKING DRAFT	25.10.24
-	UPDATED FURTHER TO CLIENT COMMENTS	GL	RS	AG	29.10.24
A	UPDATED FURTHER TO CLIENT COMMENTS	RS	RS RS	AG AG	14.11.24

Distribution

1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Firstway Energy (acting on behalf of Net Zero Twenty Five Limited) to support a full planning application for the proposed Energy Storage System (ESS) development on land at Maes Bach at the southeastern edge of Pontypridd, CF38 1SL. The site description is as follows:

"Development of an Energy Storage System (ESS) and associated site access, landscaping, and ancillary works for grid connection".

1.2. The general site location in relation to the surrounding local and strategic highway network is shown within **Figure 1.1** for reference.

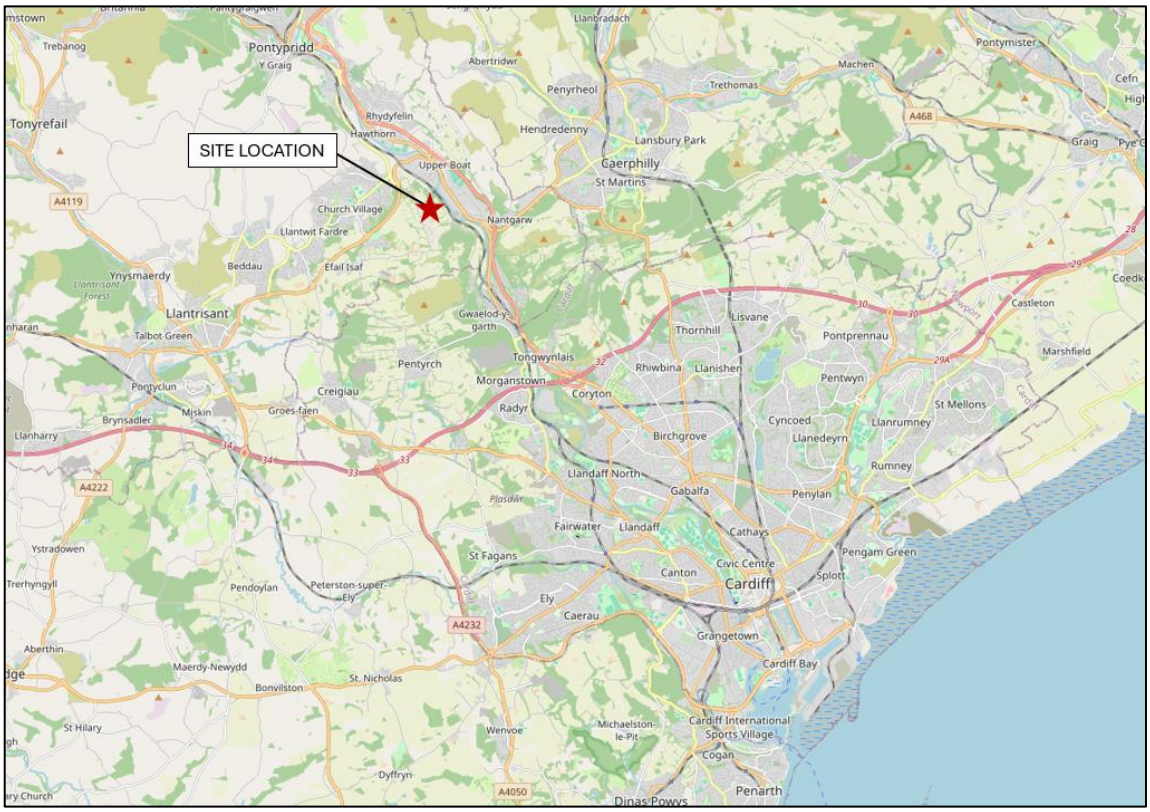

Figure 1.1: General Site Location (Source: Google Maps extract)

1.3. The site is located within the unitary authority of Rhondda Cynon Taf County Borough Council (RCTCBC) who act as both the Local Planning Authority and Highway Authority.

1.4. An ESS is in essence a unit that stores excess energy from both renewable energy developments and the grid when there is low demand for electricity. It then discharges the electricity at a later time when there is excess demand.

1.5. A Transport Scoping Note was recently produced by ACE and included within the pre-application submission, to acquire RCTCBC's highway-related pre-application advice. However, RCTCBC's highway related pre-application response has not yet been received at the time of completing this draft report and will be subsequently updated to consider any comments received.

1.6. In keeping with current government policy contained within Planning Policy Wales (PPW) (Edition 12, February 2024), this CTMP seeks to demonstrate that, subject to potential minor amendments, that the existing site access arrangement would be suitable to serve the proposed ESS. It also demonstrates that the vehicular movements associated with the proposed development during the construction, operation and decommissioning phases would not have a significant detrimental impact on the existing highway network.

1.7. The report provides further clarification on the estimated number of vehicle movements generated on the local highway network during the construction, operation and decommissioning phases. Furthermore, the report seeks to highlight site specific requirements in order to put in place a level of control that minimises, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.

2. Site Description

Site Location

2.1. The area for development within the site is currently used for agricultural purposes. The site is bound by Maesmawr Road to the west and by agricultural fields to the north, east and south. Access to the field is via the site's eastern and southern boundary connected to the farmland to the south and east of the developable land. There is an existing agricultural lane from Maesmawr Road to the south of the access which is understood to be currently used for accessing the site.

2.2. Further to the above, a national grid facility is located circa 2.2km north of the site, which it is understood shall link to the proposed development. The surrounding network and indicative redline boundary is shown within **Figure 2.1**.

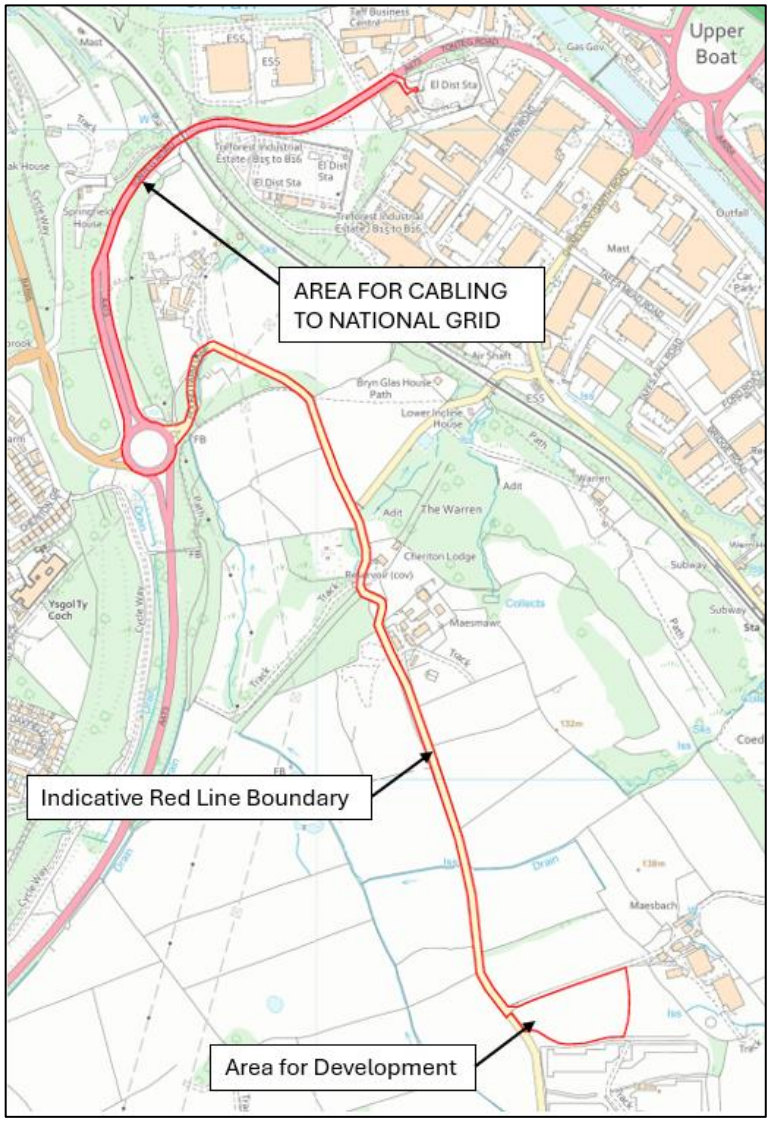

Figure 2.1: Site Location

2.3. The A473 Tonteng / Main Road is a classified single carriageway route connecting Pontypridd and Bridgend and is subject to the National Speed Limit (60mph) to the south of the A473 / Maesmawr Road / Main Road roundabout and 30mph to the north towards the A470. Within the vicinity of the development, the carriageway measures approximately 7.3m and is lit.

Site Access

2.4. **Figure 2.2** demonstrates that the site can be accessed from the site's north-western corner via a track that serves an existing farm to the east.

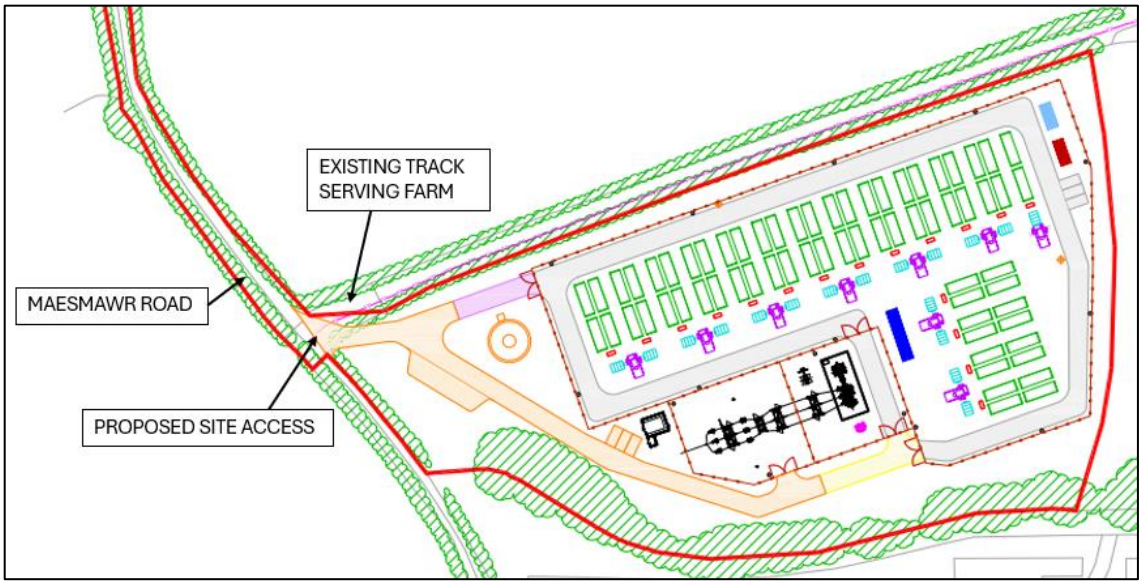

Figure 2.2: Proposed site access location

Highway Safety

2.5. Paragraph 015 within 'Travel plans, transport assessments and statements in decision-taking' of the National Planning Practice Guidance advises that *"an analysis of the injury records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area"*.

2.6. As shown within **Figure 2.3**, the Crashmap website has been reviewed to determine if any highway safety concerns are recorded at, or within close proximity of the proposed site access on Maesmawr Road within the most recent 5-year period available. Crashmap uses official data published by the Department for Transport which is based on records submitted to them by police forces. The records relate only to personal injury accidents on public roads that are reported to the police, and

subsequently recorded, using the STATS19 accident reporting form. This data is therefore considered sufficient to assess any potential existing safety concerns within the surrounding public highway.

Figure 2.3: Crashmap Extract

2.7. As shown within **Figure 2.3**, there have been no recorded incidents on Maesmawr Road or Pound Farm Lane within close proximity of the site within the last available 5-year period (2018-2022).

2.8. A total of two incidents have been recorded on the A473 / Maesmawr Road / Main Road roundabout junction. The first of these occurred in March 2020 involving a singular vehicle resulting in slight injury on the circulatory carriageway adjacent to the Pound Farm Lane arm.

2.9. A second slight injury accident occurred in December 2021 also involving a singular vehicle at the exit arm to the A473 south.

2.10. There are no obvious deficiencies in highway geometry that may have attributed to the above collisions at the roundabout and therefore can be considered as isolated incidents.

2.11. A further two incidents have been recorded on the approaches to the roundabout. The first of these occurred in January 2021 involving two vehicles on the Main Road arm. A second incident occurred on the A473 south arm in January 2022 involving two vehicles. As above, these can be classified as isolated incidents with no obvious deficiencies in the highway geometry on the approaches to the roundabout.

2.12. Based on the above, it is considered that there are no significant highway safety concerns on Maesmawr Road in the vicinity of the proposed site access that would be exacerbated by the proposed development. Therefore, no highway safety mitigation measures are proposed.

3. Proposed Development

3.1. The proposal is for the construction, operation, and maintenance of an ESS scheme. Further details of the proposal and technology used together to the proposed site layout are submitted separately as part of the planning submission.

3.2. The site description is as follows:

""*Development of an Energy Storage System (ESS) and associated site access, landscaping, and ancillary works for grid connection".*

3.3. The proposed site layout plan is included at **Appendix A**, with an extract of the proposed compound shown in **Figure 3.1** for completeness.

Figure 3.1: Proposed Site Compound Extract

3.4. The site layout plan shows that the proposed development shall include 72 ESS units. Based on **Figure 3.1**, the scheme would include the following key aspects.

- 72 ESS units.
- 1 sub-station.
- 18 inverters linked to 9 MV skid units.
- 18 interface units.

- 1 aux transformer.
- 1 storage container.
- 1 customer switchgear.
- 1 welfare office.
- 1 240,000L water tank.

3.5. The battery units will be transported to the site individually, but multiple interface cabinets, inverters and twin skids can be transported together. Approximately 10 movements would be associated with the delivery of the substation. A container for storage and the Customer Switch Gear cabinet will be transported individually to the site.

3.6. A front-end loader will also be required to transport equipment around the site, and to distribute stone as necessary. This is a similar size to a tractor and will either be transported to the site or be driven to the site.

3.7. Once operational, it is anticipated that there would be approximately two maintenance visits per month. These would typically be made by LGV (van) or 4x4 type vehicle.

Access

3.8. For both construction and operational stages, it is proposed that the site will be served by a single point of vehicular access via the existing lane for the farm, from the north-western corner of the developable site, forming the minor arm with Maesmawr Road.

3.9. Maesmawr Road is a lightly trafficked single lane carriageway approximately 3 metres wide, with verges along both sides of the carriageway and subject to the National Speed Limit (60mph). Vehicle speeds are likely to be reduced due to the typical characteristics of a single-track rural lane. The route primarily provide access to agricultural land uses and some residential dwellings. There are passing bays currently located intermittently along Maesmawr Road to allow vehicles to pass in either direction.

3.10. Maesmawr Road has the character of a country lane and whilst subject to a 60mph derestricted speed limit the characteristics and topography result in actual speeds being very low (estimated to be less than 30mph for much of its length). In

relation to this, planning application 22/1128/DNS was granted planning permission for a solar farm opposite the developable site in December 2023. This outlined within its Construction Traffic Management Plan that a speed survey was undertaken in 2014 as part of the Maes Bach Solar Farm to the south of the developable site (located approximately 50m south of the developable site access) which demonstrated that 85th percentile vehicle speeds were 27.1mph and 26.4mph in the northbound and southbound directions respectively. There have been no changes to the geometries, layout or elevations of Maesmawr Road and thus these observed vehicle speeds remain a reasonable estimation off current vehicle speeds along Maesmawr Road.

3.11. The access drawings for application 22/1128/DNS were designed based upon 85th percentile vehicle speeds of 30mph (above the speeds recorded on Maesmawr Road) with visibility splays of 2.4m x 43m to the edge of the carriageway. These visibility splays should therefore be considered suitable for the proposed site access for a similar development.

3.12. In addition, banksman will be in place to monitor and assist with large vehicle manoeuvres to and from the existing site access. This could also include a banksman near to the public highway in communication with a banksman at the site compound to confirm the movement of HGVs when the route is clear of obstructions and approaching vehicles. The banksman will ensure that there is not a conflict in vehicles using the farm and the proposed site, ensuring communication with drivers on delivery times.

3.13. **ACE Drawing Number 2405430-ACE-WD-00-DR-C-0501E** has been produced to assess the suitability of the existing site access. The proposed site access is to be located at the existing site access to the farm at the developable site's northwestern corner of the site via Maesmawr Road. The access arrangement has been designed to ensure that a typical HGV can manoeuvre without encroachment, with an area to the north required for construction vehicles only. A visibility splay of 2.4m x 43m to the edge of the carriageway can be achieved in both directions of the site access in accordance with the recorded speeds on Maesmawr Road. These visibility splays are subject to extended topographical survey data on Maesmawr Road.

3.14. **ACE Drawing Number 2405430-ACE-WD-00-DR-C-0501E** provides swept path analysis showing that a typical HGV can turn left from Maesmawr Road into the site and use the internal carriageway to access the site. A typical HGV can also exit the site using the internal carriageway and turn right onto Maesmawr Road. Furthermore, the access to the construction site is to include a gate set back a suitable distance to ensure that the largest anticipated vehicle can wait outside of the public highway. Therefore, it is proposed that a safe and suitable access arrangement can be provided.

3.15. Highway boundary information was obtained from RCTCBC and plotted within **ACE Drawing Number 2405430-ACE-WD-00-DR-C-0501E**, highlighting that the full extent of the splays appear to be achieved within publicly maintained highway land. For completeness, RCTCBC highway boundary plan is included at **Appendix B** of this report.

3.16. Regulation 36 of Construction Design and Management (CDM) 2015 states that… *"Every construction site shall be organised in such a way that, so far as is reasonably practicable, pedestrians and vehicles can move safely"*.

3.17. Taking the above regulation into consideration, the construction site shall ensure that the following are established prior to works being undertaken: -

- Pedestrian-only areas from which vehicles are completely excluded could be provided internally with suitable signage to clearly highlight vehicular restricted areas;
- Safe designated pedestrian routes to work locations. Chestnut paling, metal barriers or plastic fencing will be adequate to separate pedestrian routes that are a safe distance away from the edge of vehicle routes;
- Vehicle-only areas, especially where space is limited or traffic is heavy to locations such as material storage areas; and
- Safe vehicle routes throughout the site to include signage and clear restriction signs that vehicle drivers can see from within the cab of any vehicle.

3.15 Banksman will be in place to monitor and assist with large vehicle manoeuvres to and from the proposed construction site access. This could also include a banksman near to the public highway in communication with a banksman at the site compound

to confirm the movement of HGVs when the route is clear of obstructions and approaching vehicles.

3.16 The site set-up and construction phases will be planned such that adequate space is kept clear for internal turning manoeuvres at all times along with internal parking, unloading areas and office locations.

3.17 Furthermore, road condition surveys shall be undertaken on Maesmawr Road in the vicinity of the proposed site access prior to any construction works being undertaken, periodically throughout construction and once the development has been completed. This will allow for any damage to the public highway in the vicinity of the access on Maesmawr Road to be repaired by the developer.

4. Proposed Restrictions

Estimated Timescales

4.1. An envisaged construction duration of up to 12 months is anticipated, divided into three phases, with the proposed programme as follows:-

- Phase 1: enabling works – 4 months' duration (96 working days);
- Phase 2: construction – 4 months' duration (96 working days);
- Phase 3: Post construction – 4 months' duration (96 working days);

4.2. General site working hours are envisaged to be as follows:-

- Monday to Friday - 08:00 to 18:00 hours
- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

4.3. However, no deliveries to and from the site will be permitted before 0900 hours and after 1700 hours. All members of the on-site management team will be briefed on permitted delivery times, and this should be enforced throughout the site set-up and construction phase. It is considered that this primarily relates to the delivery of large goods transported by HGVs.

4.4. The working hours and permitted delivery times will be written into all supply chain sub-contractor orders.

Routing Restrictions & Access Signage

4.5 Upon instructing contractors, site operatives etc. and in advance of visitors travelling to the site, the initial briefing will include the vehicular routes to be taken to and from the site based on their specific origin. Any reported misuse of local residential roads by users of the construction site shall be reported to the Site Manager, whose contact details shall be located at the site entrance.

4.6 As stated above, all construction vehicles will enter Gwaelod-Y-Garth Road from the A470 via the Upper Boat Interchange, noting that Gwaelod-Y-Garth Road measures circa 18 metres wide with two lanes in each direction and includes large kerb radii on the Upper Boat Interchange with the A470 being suitable for HGV manoeuvres. The HGVs will then travel onto the A473 (measuring circa 9 metres wide) and then

north onto Pound Farm Lane towards Maesmawr Road (circa 3 metres wide with passing bays). This route was used for construction vehicles for the solar farm to the south of the proposed site and should therefore be considered suitable for the proposed development during the construction period.

4.7 The construction site shall have sufficient scope to accommodate more than a single HGV. Therefore, arriving and departing HGV movements will be co-ordinated to ensure that there is only ever a single delivery lorry on the road network between the A470 and the site. This can be achieved by holding lorries on site if required.

4.8 Arriving HGV drivers will be required to be in communication with site staff to ensure that there are no other construction related HGVs on the route between the A470 and the site. In the unlikely event that an HGV is arriving at the same time as one is seeking to depart, site staff will hold the departing vehicle within the site until the arriving lorry has entered.

4.9 **Routing plans will be provided to each person associated with the development highlighting the route for all large good vehicle to and from the site.** It shall be highlighted to delivery companies the routes to and from the site that should be followed and communicate any complaints received. The route for HGV deliveries to the construction site are shown in **Figure 4.1**, demonstrated by the green dashed line.

4.10 It should be noted that as the A470 forms a strategic route, details of routing beyond this point have not been taken into account. For the purpose of this assessment, it has been assumed that all HGV deliveries will travel to and from the A470 until supplier details and locations have been confirmed.

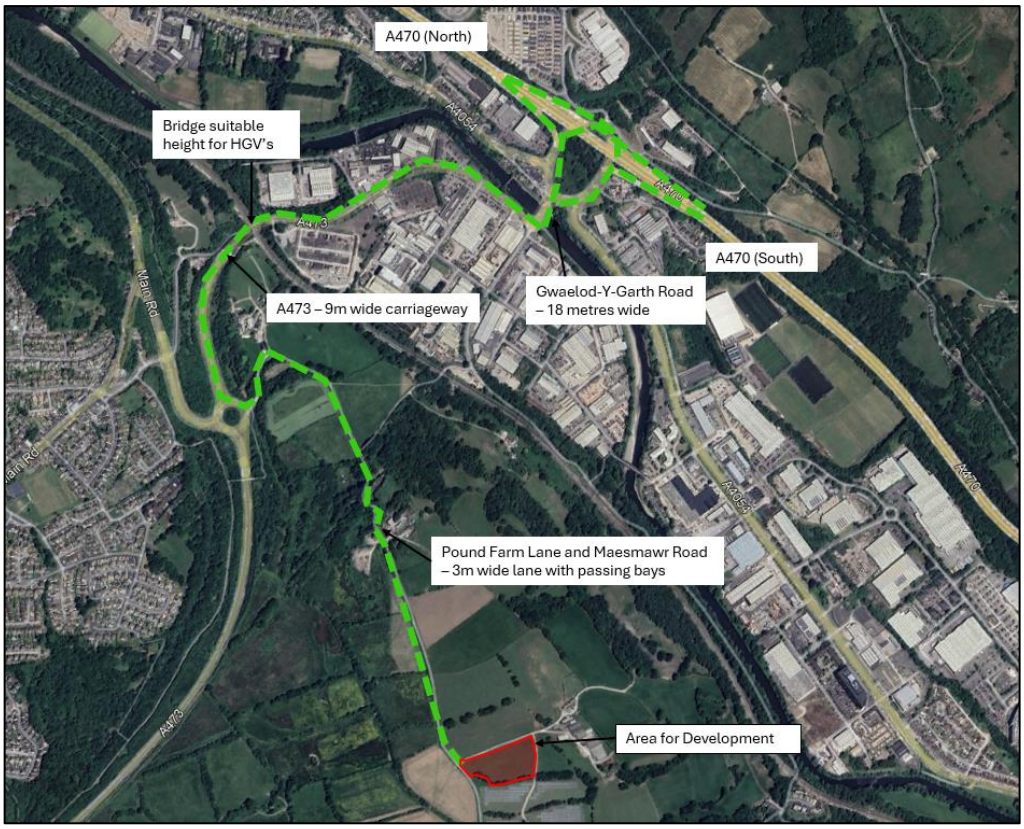

Figure 4.1: Possible Routing Options (Source: Google Map)

4.11 Paragraph O3.11.1 of the 'Traffic Signs Manual Chapter 8 – part 2' states that… *"Access to and exit from the works area require signing both for the purpose of directing works traffic and to alert other road users of the likelihood of works vehicles making unexpected manoeuvres. Care needs to be taken to ensure that these signs do not obstruct sight lines and neither obstruct the view of, nor are obstructed by other signs"*.

4.12 In light of the above, temporary signage will be erected in the vicinity of the site access during the construction phase. On the approach to the site access in both directions on Maesmawr Road, signage such as Diagram 7301 stating 'WORK ACCESS' or/and 'CAUTION LORRIES TURNING' shall be located at the construction site access. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame ensuring that junction visibility is not obstructed.

4.13 In advance of obtaining any required S178 licencing for implementing signage within the public highway, the applicant shall approach such as a third-party signage specialist to review the requirements of the construction signage for the site, taking into account any potential localised highway restrictions. The S178 licencing application will be undertaken by an approved contractor/third party.

5 Proposed Programme

5.1 The details below set out the anticipated set-up procedures, logistical impact/ mitigation for the site set-up /enabling works, construction elements of development and post construction works. All details of vehicle movements are estimates. To minimise the number of vehicles that travel to and from the site on a daily basis, the use of larger goods vehicles has been considered to ensure that a higher quantity of materials can be delivered or removed from the site via a single trip.

Anticipated Vehicle Movements and Timescales

Phase 1: enabling works – approximately 4 months

5.2 Site clearance, soil stripping and any minor improvements of internal access tracks. There could be a total of 170 HGV deliveries (340 two-way trips) over the 96 working days. This equates to approximately 2 deliveries (4 two-way trips) per working day in Phase 1.

Phase 2: Main construction phase – approximately 4 months

5.3 Construction of foundations, trenches, ducting for cables and delivery of ESS containers and associated equipment. There could be a total of 112 HGV deliveries (224 two-way trips) over the 96 working days. This equates to around one to two deliveries (2-4 two-way trips) per working day in Phase 2.

5.4 The above is based on a recent larger site undertaken by the applicant, consisting of 104 ESS units and the applicant has confirmed that the proposed development will not be greater than 104 units. However, it should be noted that the current proposed site layout shows a total of 66 ESS units. It is therefore considered that the above is robust in this instance.

Phase 3: Post Construction – approximately 4 months

5.5 Installation of fencing, CCTV and progression of landscaping. There could be a total of 39 HGV deliveries (78 two-way trips) over the 96 working days. This equates to approximately 2 delivery (4 two-way trips) every four working days in Phase 3.

5.6 In addition to the above HGV movements, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport for construction workers and sub-

contractors. However, as the above is based on a larger site, then it is reasonable to conclude that construction movements associated with smaller vehicles can be suitability included within the above numbers.

5.7 Once operational, it is anticipated that there would be approximately two maintenance visits per month. These would typically be made by LGV (van) or 4x4 type vehicle.

Construction Compound

5.8 A temporary construction compound will be provided within the site. The exact location of the compound will be confirmed by the appointed contractor in due course. The compound will be of a suitable size for an articulated vehicle to enter, turn and exit in a forward gear as well as ensuring that there is sufficient room to enable two HGVs to pass. This arrangement would be under banksmen control throughout the construction process.

5.9 The on-site compound will include secure storage facilities for plant and materials used in construction of the development along with the storage of contractor vehicles. This area will be secured, with access being obtained by the construction management team and supervised at all times. This will include a secure lock-up, with restricted access to any hazardous substances where required. The Construction Manager will monitor and manage such substances in line with guidance provided within "The Control of Substances Hazardous to Health Regulations 2002 (commonly known as COSHH)".

5.10 A temporary car parking area will be provided within the compound. Parking will therefore be contained within the site to ensure that no unnecessary parking occurs beyond the site boundary. Visitors will be advised of the parking arrangements in advance of travelling to the site.

5.11 The site will also include areas for the storage of plant and equipment associated with construction, meaning no loading, unloading or storage will occur on the local highway network.

5.12 If ground conditions dictate, wheel washing facilities will be provided within the construction compound to prevent vehicles taking mud and dirt on to the local highway network.

Security Hoardings

5.13 Subject to agreement, hoardings will be erected around the site boundary during site set-up and construction. Where the fence is less than 1.8 meters, monaflex sheeting can be installed. The remainder of the site boundary will be secured by 2 metres high anti-climb Heras Fencing.

5.14 All fences will be checked on a weekly basis to ensure that they are not damaged. Repairs to the fences will be carried out on a monthly basis, if required unless it is deemed a health and safety risk. A temporary reinstatement will be carried out immediately and a permanent resolution will be completed within 3 days of the issue being noted.

Management

5.15 A site manager will be appointed in advance of construction works being undertaken. Once appointed, the final CTMP will be updated to include full contact details of all relevant members of the construction site management team.

Signage

5.16 A site information board is to be provided at the site access to include contact details of the Site Manager. This will also include an emergency contact number as well as the security contact details. It is considered that contact details of the Local Planning Authority should be provided and included within this information board should residents have any concerns they wish to raise.

Procedures

5.17 During all phases, any vehicles travelling to the site for deliveries will be booked in advance to ensure that no over congestion occurs, within the surrounding highway network. Before arrival, drivers of vehicles will be required to call the Site Manager, to ensure that they can be accommodated. When ordering materials, plant etc. the Site Manger shall inform the supplier that deliveries before 0900 hours or after 1700 hours will be avoided on any permitted working day and vehicles must not arrive outside of these hours or wait within the surrounding highway network.

5.18 When large vehicles arrive and depart the site, an on-site traffic marshal will oversee each manoeuvre to ensure that no impact occurs, and work is being carried out properly.

5.19 All drivers and pedestrians entering the site will be informed of any site transport related hazards and relevant site rules, including the correct traffic routes to use. The amount and detail of information given will reflect the nature of site hazards depending on the stage of construction at that particular time. Information can be provided by:

- Verbal instructions on arrival at site;
- Site induction;
- Issue of site maps to drivers;
- Site specific delivery instructions when ordering materials; and
- Displaying maps and site rules at site entrance points and elsewhere on site, for example in canteens and welfare facilities.

5.20 To ensure that the highway is kept clear of mud or debris resulting from the construction of the site, the following will be provided throughout the construction phase if deemed as a requirement: -

- A mechanical road sweeper to clean the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- The provision of a wheel washing facility on the site;
- Adequate sheeting on all vehicles carrying waste materials; and
- Measures to ensure that mud and detritus is not swept into gullies.

5.21 As highlighted above, the site shall include wheel washing facilities, if necessary. A jet wash facility could be provided internally throughout the construction period of the development. Although, a mechanical road sweeper to clean the site and/or highway could still be provided throughout the construction of the site at regular intervals if required.

Disruption to Public Highway

5.22 As all vehicles will be brought onto the site and kept behind hoardings, disruption to the public highway will be limited to construction vehicle manoeuvres into and out of the site.

5.23 To warn approaching cyclists and vehicles on Maesmawr Road, appropriate warning signage will be provided in accordance with the requirements set out within Chapter 8 of the Traffic Signs Manual.

5.24 Drivers will be advised to always remove the keys from the ignition when they park and leave their vehicles.

5.25 Site security measures will be in place to ensure unauthorised persons, do not have access to the site. 'Protecting the public: Your next move' provides specific guidance on the measures necessary to protect members of the public from construction activities and shall be abided by during the entire construction of the site.

5.26 The Contractor will work closely with RCTCBC to ensure that no disruption will occur to the operation of the existing highway network during construction. This will include further vehicle tracking and agreement on positioning of construction signage within the public highway. The Contractor will maintain engagement with local authority officers to establish a work program so no conflicts will occur.

Measures to Reduce the Need to Travel

5.27 On-site parking spaces for key site operatives / management, site workers and visitors will be available within the site during all phases. If there are any requirements for staff members to travel to the site by car or van, car sharing will be encouraged.

5.28 Drivers of delivery vehicles travelling to the site will be informed of the key strategic routes to and from the site, to ensure that the most direct and efficient routes are taken, thereby reducing vehicle emissions and any potential disruption.

5.29 Where possible, materials used to construct the development could be locally sourced to reduce the distance travelled from the suppliers to the site, and also to boost the local economy. The contractors will aim to maximise the recycling of

materials within the development, thereby minimising the number of vehicles carrying waste.

Environmental Control

5.30 During all phases, suitable on-site measures will be put in place to maximise recycling potential. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Fuel Storage

5.31 All fuel storage will be kept to a minimum on site. Where fuel is stored, it will be as follows:

- Contained in a double-skinned proprietary fuel storage vessel;
- Clearly sign posted;
- Kept locked at all times with authorised access only;
- Emergency spill kit will be provided adjacent to the fuel store; and
- Emergency procedures will be included within the Site Health and Safety Plan.

Site Contact Details

5.32 At the time of writing this document, no appointed site manager is in place. Once confirmed, contact details for the site manager will be placed on the hoardings on the front of the site.

Drawings

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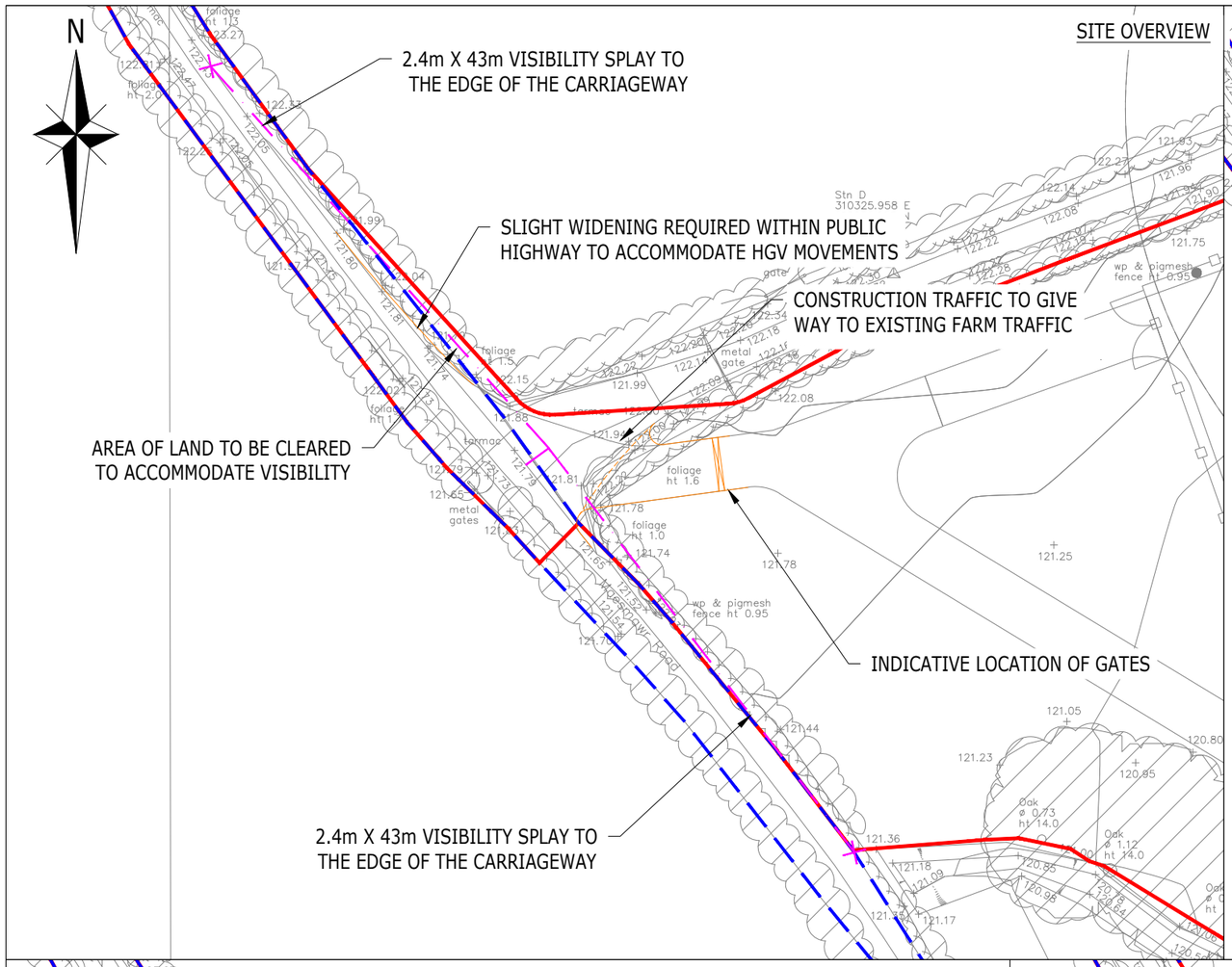
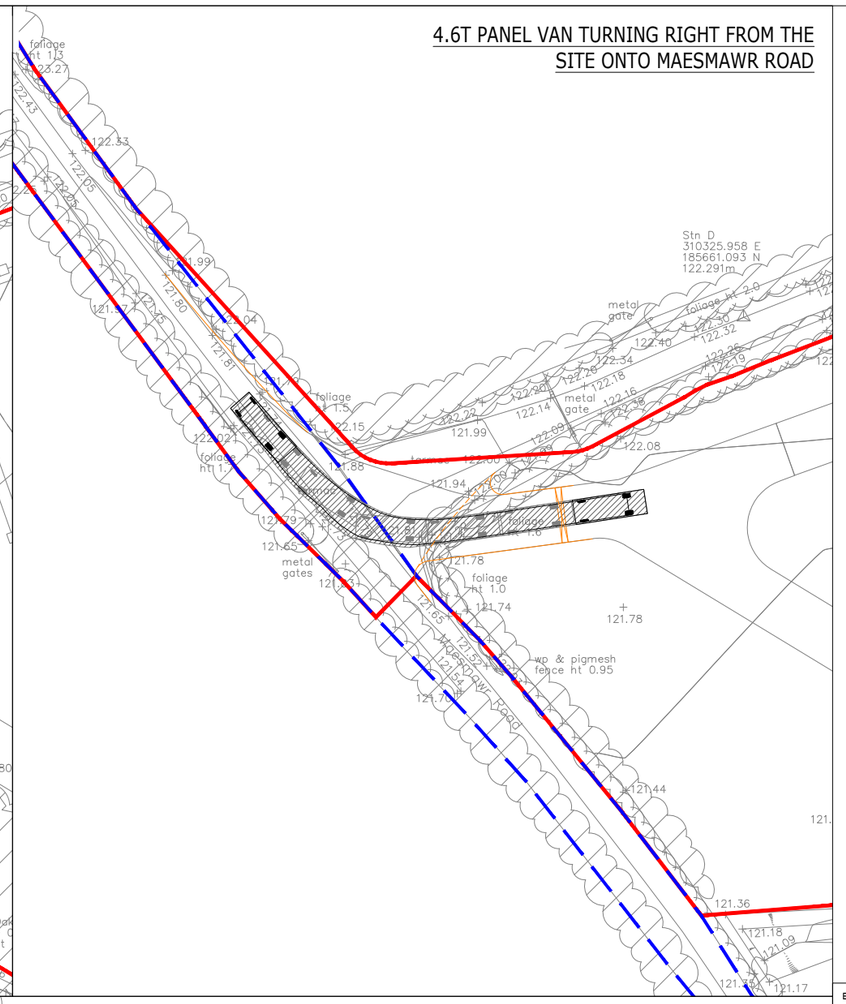
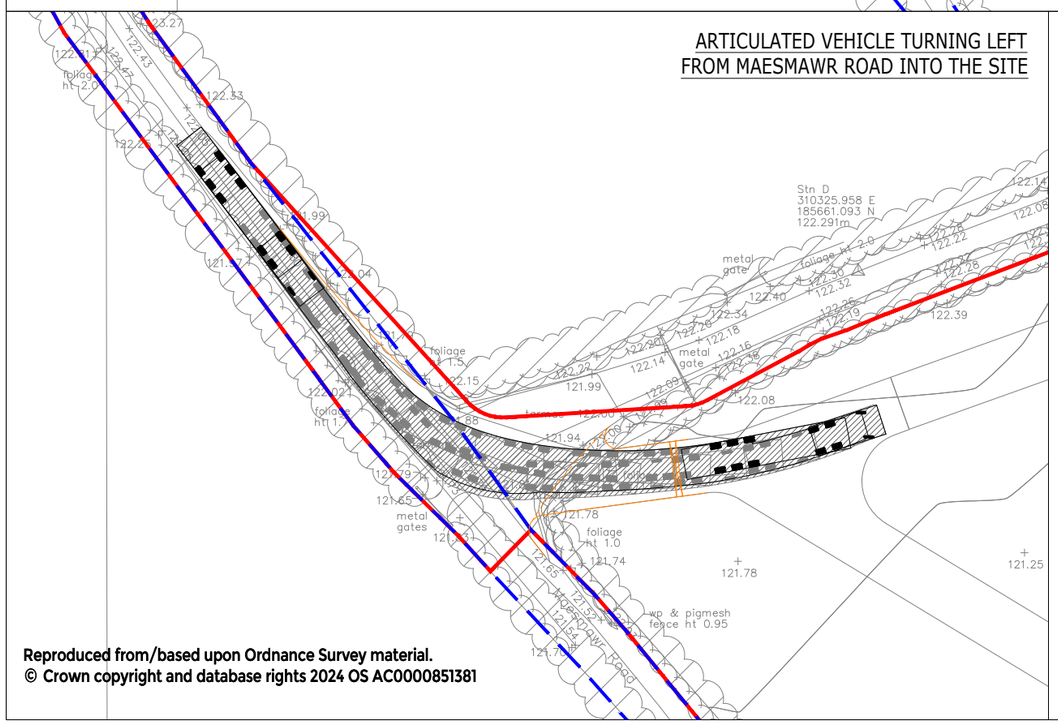
SITE OVERVIEW



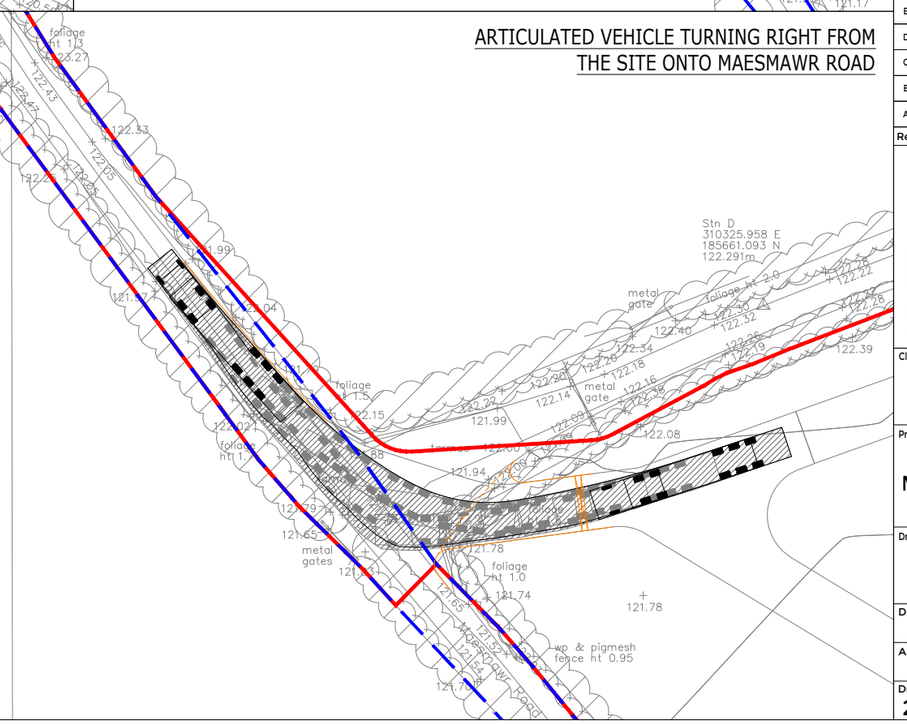
4.6T PANEL VAN TURNING RIGHT FROM THE SITE ONTO MAESMAWR ROAD



ARTICULATED VEHICLE TURNING LEFT FROM MAESMAWR ROAD INTO THE SITE



ARTICULATED VEHICLE TURNING RIGHT FROM THE SITE ONTO MAESMAWR ROAD



NOTES:

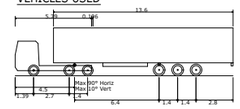
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
6. ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.

KEY

SITE BOUNDARY

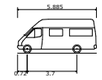
HIGHWAY BOUNDARY

VEHICLES USED



Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



4.6t Light Van

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

WORK IN PROGRESS

NOT YET APPROVED

Rev	Description	Drn	Chk	App	Date
E	AMENDED SITE PLAN INCLUDED	RDS	AG	-	15.10.24
D	AMENDED SITE PLAN INCLUDED	RDS	AG	-	09.10.24
C	AMENDED SITE PLAN INCLUDED	RDS	AG	-	30.09.24
B	AMENDED ACCESS LOCATION	RDS	AG	-	24.09.24
A	AMENDED ACCESS LOCATION	RDS	AG	-	24.09.24

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Client

NET ZERO TWENTY FIVE LIMTED

Project Title:

MAES BACK, UPPER BOAT, PONTYPRIDD

Drawing Title:

PROPOSED SITE ACCESS LAYOUT

Drawn by	Checked by	Approved by
GL	RS	AG
A3 Scale	Date	Revision
1:500	23.09.24	E

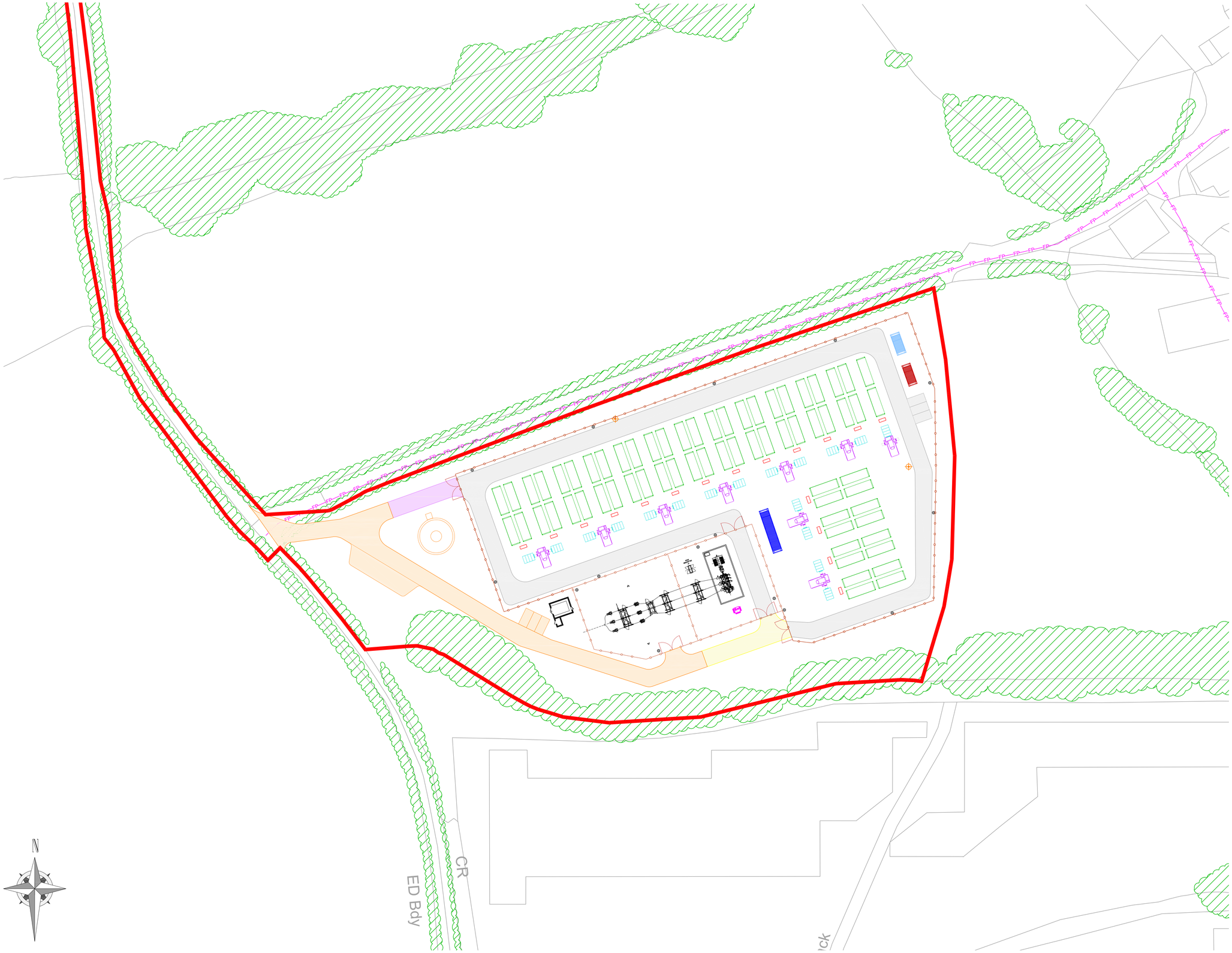
Drawing Number

2405430-ACE-XX-00-DR-C-0503

Appendix A

Site Layout

A1



Revisions:

Revision	Date	Revision Notes	Drawn	Inspected
01	10.09.24	First Issue	CS	JH
02	27.09.24	Site Access Added	CS	JH
03	07.10.24	Layout amended to suit new RLB	HL	JH
04	07.10.24	RLB adjusted	HL	JH
05	08.10.24	Easterly RLB Adjusted and Further Footpath Added	RR	JH
06	11.10.24	RLB Amended	EM	JH

LEGEND:

- PLANNING APPLICATION BOUNDARY
- WATER COURSE
- MAINTENANCE ACCESS
- SITE ACCESS
- DNO ACCESS
- EMERGENCY ACCESS
- SECURITY FENCELINE
- PUBLIC FOOTPATH

SITE INFRASTRUCTURE:

- SECURITY GATE
- 132kV SUBSTATION
- CCTV CAMERA
- AUX TRANSFORMER
- 240,000l WATER TANK
- WATER HYDRANT
- ESS UNIT
- PCSK INVERTER
- MV SKID/TX
- ESS INTERFACE CABINET
- 20FT STORAGE CONTAINER
- 40 FT CUSTOMER SWITCHGEAR
- 20FT WELFARE OFFICE

VEGETATION:

- EXISTING VEGETATION

N

1 MAES BACH - PROPOSED SITE LAYOUT PLAN

Scale: 1:500@A1

0 5 10 15 20 25 30 35 40 45 50m

SCALE 1:500

Project:

Maes Bach, Pontypridd

Applicant:

Net Zero Twentyfive Limited

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Drawn by:

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2D , 3D CAD & BIM SERVICES

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Status:

PLANNING

Drawing Title:

Maes Bach Proposed Site Layout Plan

Drawn:	Checked:	First Issued:
CS	JH	10.09.2024

Project Code:	Drawing Number:
FST025	**PL-01**

Sheet Size:	Scale:	Revision:
A1	**1:500**	**06**

Appendix B

RCTCBC Highway Boundary Plan

N

Pond

CPT

ED Bay