



Construction Traffic Management Plan

Brailsford Solar

BSR Energy Ltd

SHF.3087.016.TR.RP.002

Planning
Architecture
Geoenvironmental
Hydrology
Ecology
Landscape
Transport
Permitting
Noise
Air Quality
Arboriculture



Contact Details

Enzygo Limited (Manchester Office)

Tel: 0161 416 6444

4th Floor, Carvers Warehouse,

Website: www.enzygo.com

77 Dale Street,

Contact email: josh.burkin@enzygo.com

Manchester,

M1 2HG

Construction Traffic Management Plan

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Author	Josh Burkin BSc (Hons), MCIHT MTPS CMILT – Associate Director of Transport
Reviewer	Tony Sheach C Eng FICE FCILT FIHT – Director

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Registered Office: Gresham House, 5-7 St. Pauls Street, Leeds, England, LS1 2JG

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1 Introduction

1.1 Introduction

- 1.1.1 Enzygo has been commissioned by BSR Energy to prepare a Construction Traffic Management Plan (CTMP) to accompany a full planning application for a solar PV (Photovoltaic) development, on land located in Brailsford, Ashbourne immediately north of the A52.

1.2 Purpose of the Document

- 1.2.1 The construction of the proposed solar farm will involve the transport of materials, equipment, and personnel to the development site. The CTMP sets out the measures that will be taken to implement the management of construction traffic safely and efficiently throughout the construction phase.

1.3 Consistency with Transport Assessment and Pre-Application Engagement

- 1.3.1 This CTMP has been prepared alongside the Transport Assessment (TA) and should be read in conjunction with it. The CTMP reflects the construction traffic forecasts, routing strategy, and mitigation measures set out within the Transport Assessment.
- 1.3.2 The document responds directly to comments provided by Derbyshire County Council during the pre-application process. In particular, it provides:
- A defined construction traffic route via the A38 and A52;
 - Construction traffic forecasts derived from a robust first-principles assessment;
 - Delivery scheduling to avoid peak highway periods;
 - Use of appropriate vehicle types, including articulated HGVs and abnormal loads;
 - Measures to prevent on-highway waiting and ensure safe access operation;
 - Management measures to protect Public Rights of Way during construction.
- 1.3.3 The CTMP has been updated to address the detailed observations provided by Derbyshire County Council, including those relating to construction traffic routing, delivery scheduling, abnormal loads, site compound arrangements, and management of Public Rights of Way.
- 1.3.4 The CTMP provides the mechanism for implementing and controlling these measures throughout the construction phase.

1.4 Objectives of the CTMP

1.4.1 The key objectives of this CTMP are as follows:

- Reduce the impact of construction traffic on the local highway network and the surrounding communities;
- Keep the volume of construction traffic to a minimum;
- Ensure that the construction traffic is managed effectively; and
- Establish clear commitments from the construction team to ensure that the safety of on-site workers and the general public are upheld.

1.4.2 The approved CTMP will be used as a management and monitoring tool for the duration of the construction phase. The CTMP will be kept on-site as a live document, being updated as and when required (for example to recognise changes in regulations, good practice guidance, actions from on-site audits or a change in situation on-site).

1.5 Site Context

1.5.1 The development site comprises several individual field parcels, bounded by hedgerows and trees along various sections of the site boundaries. The site will accommodate the solar farm, with solar panels spanning across each of the land parcels. The development site is located approximately 8.5 km south-east of Ashbourne and 10 km north-west of Derby.

1.5.2 Access to the site will be provided via a new access junction from the A52 to the southern boundary of the site. The site location and access location is illustrated on **Figure 1**.

Figure 1 Site Location



Source: Google Maps / annotations by Enzygo

1.6 Report Structure

1.6.1 Following this introduction, the report will be set out as follows:

- Chapter 2 – Context, Considerations and Challenges;
- Chapter 3 – Construction Programme and Methodology;
- Chapter 4 – Vehicle Routing;
- Chapter 5 – Strategies to Reduce Impacts; and
- Chapter 6 – Implementing, Monitoring and Updating.

2 Context, Considerations and Challenges

2.1 Existing Highway Network

2.1.1 The local highway network that surrounds the proposed development site is shown in **Figure 2**.

Figure 2 – Local Highway Network



Source: Google maps / annotations by Enzygo

Wood Lane / Access Track

2.1.2 Wood Lane connects to the A52 via a priority T-junction and provides an existing access to residential properties located centrally within the site. Based on the topographic survey, approximately 330m of Wood Lane is tarmacked and varies between 2.29m and 2.77m in width. The road is in a deteriorated condition and is bordered by grass verges, hedgerows, and trees, with no formal pedestrian or cycle infrastructure. Photographs of the existing access track are shown in **Figure 3**.

Figure 3 – Wood Lane / Access Track



Source: Enzygo Limited 2025

- 2.1.3 The width and condition of Wood Lane and the associated access track confirm that this route is not suitable for accommodating construction traffic. No construction traffic will be routed along Wood Lane.

A52

- 2.1.4 The A52 runs along the southern frontage of the development site and is a single two-way carriageway approximately 7.3m wide. A 50mph speed limit applies to the east of the development site, reducing to 30mph approximately 180m west of the Wood Lane junction. The road is capable of accommodating HGVs and carries significant daily traffic volumes. A footway is present on the northern side of the A52, providing pedestrian access towards Brailsford to the west and Kirk Langley/Mackworth to the east.

A38

- 2.1.5 The A38 is located to the east of the site and forms part of the Strategic Road Network (SRN), managed by National Highways. It runs in a north-south alignment and connects with the A52 at Markeaton Roundabout, to the east of the development site. The A38 comprises a dual carriageway subject to the national speed limit on rural sections and 40mph within the urban setting. It is the principal route for all construction HGVs accessing the site.

2.2 Walking and Cycling

- 2.2.1 The site is situated in a semi-rural area, where opportunities for sustainable travel are limited. The surrounding area includes the A52 (Main Road), which carries relatively low pedestrian or cyclist activity running along the site frontage.

2.3 Considerations and Challenges

- 2.3.1 The primary traffic impacts are expected during the early stages of the construction phase, with activity reducing in the latter stages of the development build out. The site benefits from good connections with the local highway network, with direct access to be provided to the A52.
- 2.3.2 There are no height or weight restrictions in the area surrounding the development site or along the designated construction related traffic route that would require the implementation of additional traffic management measures. The construction traffic associated with the development can be effectively managed within the local highway network without causing significant adverse impacts.

2.4 Health and Safety

- 2.4.1 This CTMP will set out the strategy for managing and controlling both pedestrian and vehicle movements to and from the site, ensuring the safety of both the public and the workforce throughout the construction period. The measures will be implemented in full accordance with all the relevant legislation and regulations, including but not limited to:
- Health and Safety Act 1974;
 - Management of Health and Safety at Work Regulations 1999;
 - Construction (Design and Management) Regulations 2015;
 - Supply of Machinery (Safety) Regulations 1992; and
 - Provision and Use of Work Equipment Regulations 1998.

3 Construction Programme and Methodology

3.1 Construction Programme

- 3.1.1 A detailed construction programme will be confirmed prior to commencement; however, the overall construction period is expected to be approximately 52 weeks (12 months).
- 3.1.2 Construction traffic forecasts have been derived through a detailed first-principles assessment, as set out in the accompanying Transport Assessment. During peak construction (Weeks 15–25), the development is forecast to generate up to 28 two-way HGV movements per day. Across the wider construction period, HGV movements are typically lower, averaging approximately 16 two-way movements per day.
- 3.1.3 Construction staff levels are expected to peak at approximately 60 personnel on site, generating up to 80 two-way staff vehicle movements per day.

3.2 Size of Construction Vehicles

- 3.2.1 The construction phase will be supported by a range of vehicle types, including vans, rigid HGVs, and articulated HGVs up to 18.55m in length.
- 3.2.2 The use of articulated HGVs forms a key part of the delivery strategy, reducing the total number of vehicle movements required.
- 3.2.3 Abnormal loads associated with transformer delivery will also be required and will follow the approved construction route.

3.3 Site Access

- 3.3.1 Access to the site will be taken via a new access located in the southernmost site area, fronting the A52. The junction will be designed with a minimum 12.0m compound corner radius to accommodate the turning requirements of both HGVs and abnormal load vehicles. The bell mouth of the proposed access will be locally widened to allow safe and simultaneous entry and exit movements and to prevent queuing on the A52.
- 3.3.2 The first 20m of the access will be hard-surfaced and built to adoptable standards to prevent material being tracked onto the local highway network. Internally, the access track will be 3.5m wide, increasing to 7.0m at passing bays and bends. This access track would serve as the primary access route during both the construction and operation, with full reinstatement of the land upon decommissioning.

- 3.3.3 Internal access routes will be established with the solar array and compound area, designed to accommodate both vehicular and pedestrian movements.
- 3.3.4 The access point will remain gated to ensure that only authorised personnel are able to enter and exit the site. The gates will be set back far enough from the local highway network to allow vehicles to wait without obstructing the carriageway when the gates are closed.
- 3.3.5 Vehicle deliveries will be scheduled to prevent the need for any vehicles to wait on the highway network while accessing the site.

3.4 Construction Compound

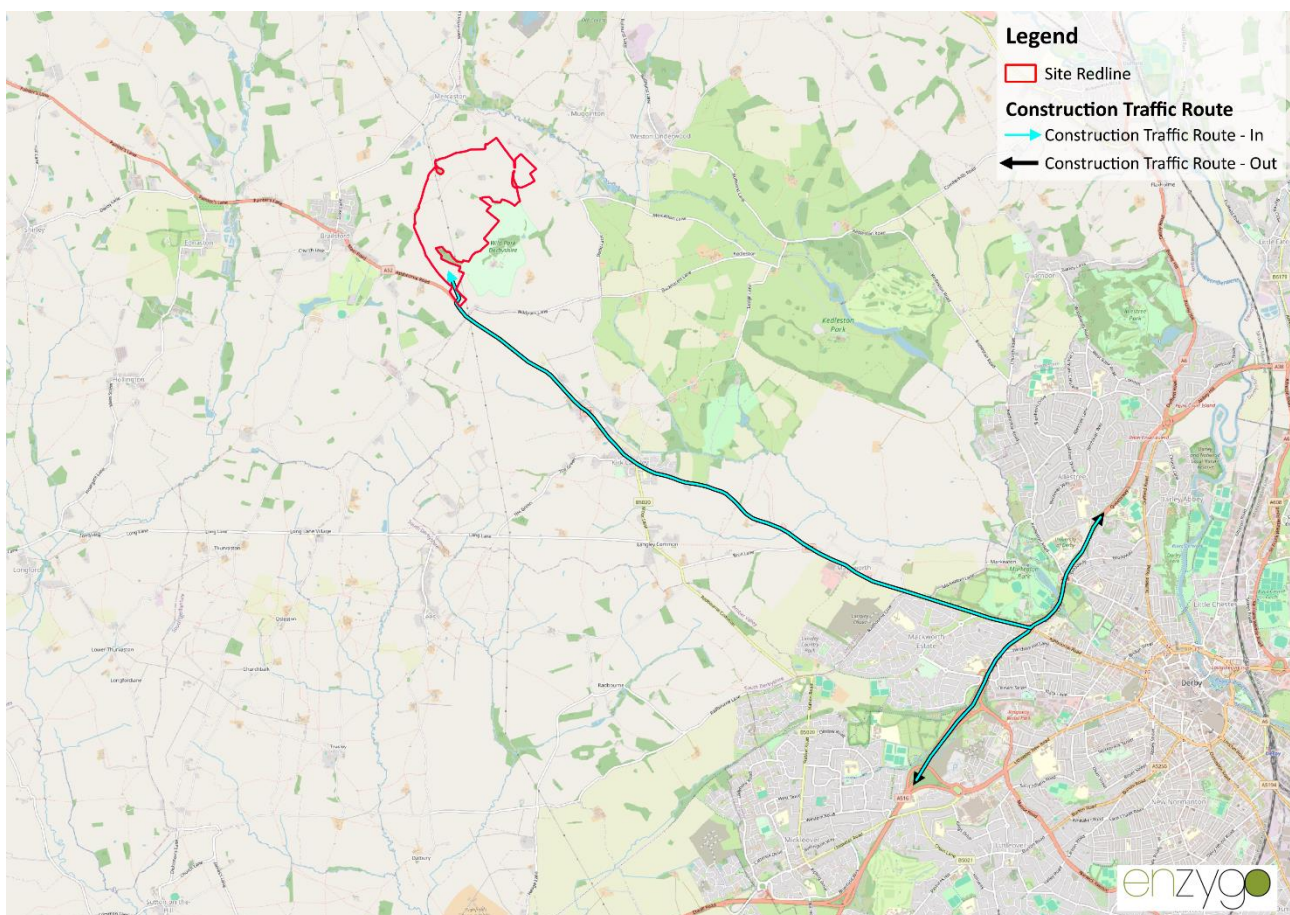
- 3.4.1 A temporary construction compound will be established within the development site, providing a secure and accessible area for the storage of construction materials and equipment. Deliveries of solar panels and associated infrastructure will be directed to this main site compound, which will remain operational throughout the construction period and function as the central hub for coordinating and managing all construction activities.
- 3.4.2 The construction compound has been sized to accommodate peak workforce, vehicle parking, materials storage, and turning provision. The construction compound will not comprise any of the proposed arrays and therefore can remain in situ for the duration of construction. An indicative layout of the compound is shown in **Appendix 1**.

4 Vehicle Routing

4.1 Construction Traffic Route

- 4.1.1 All HGV and abnormal load movements will utilise the proposed construction route via the A38 and A52, approaching the site from the east as shown in **Figure 4**.
- 4.1.2 This routing will be mandatory for all contractors and suppliers and will be secured through contractual requirements, driver inductions, and ongoing monitoring by the Principal Contractor.
- 4.1.3 Limited deviation may occur for locally based staff however, all HGV movements will adhere to the defined route at all times. All HGV movements will be required to follow the approved route at all times, with compliance secured through contractual obligations, driver inductions, and monitoring.

Figure 4 – Construction Traffic Route



Source: OpenStreetMap / annotations by Enzygo

- 4.1.4 The route has been reviewed based on desktop information and observations gathered during the site visit. The route is considered suitable for all construction traffic.

4.2 Construction Deliveries

- 4.2.1 All deliveries to the site will be undertaken via the approved construction traffic route, as defined in Section 4.1.
- 4.2.2 All HGV deliveries will be scheduled to avoid peak highway periods where possible.
- 4.2.3 Deliveries will be controlled via a booking system to prevent vehicle stacking and ensure no vehicles wait on the public highway.
- 4.2.4 Deliveries will be distributed throughout the working day, with the majority of HGV movements occurring outside peak periods. This approach ensures that construction traffic does not materially interact with peak network conditions on the A52.

4.3 Temporary Road Closures

- 4.3.1 No road closures or diversions are currently anticipated during the construction of the development. However, should such measures become necessary, the appropriate applications and statutory notice periods will be adhered to, with advance notice provided to affected residents via letter.
- 4.3.2 The Applicant will engage with Derbyshire County Council's Network Management Team to agree any temporary traffic management measures, including potential temporary traffic regulation orders where required (for example, temporary layby closure or traffic management during construction of the site access).

4.4 Traffic Management

- 4.4.1 It is anticipated that the best practices will be implemented on-site, with the traffic management directly overseen by the designated person(s), appointed by the Principal Contractor.
- 4.4.2 The traffic management measure will be under consistent review, and if needed, safety officers representing any subcontractors will be invited to the site for resulting meetings and evaluations.
- 4.4.3 Overall, the management of construction traffic will ensure that:
 - The designated route for construction vehicles will be used at all times by construction traffic, unless an alternative agreement is reached with the LHA;
 - All vehicles requiring access to the delivery site will comply with legal obligations for the safe operation and will adhere to the existing road traffic signs, signals, markings and instructions from traffic marshals; and
 - All contractors and subcontractors will avoid scheduling deliveries during peak periods so as to avoid heavy traffic on the local highway network. Deliveries will

also be scheduled to be evenly distributed throughout the day, particularly those made by HGVs.

4.4.4 Temporary traffic management measures will be implemented during construction of the A52 site access, including signage, traffic control measures, and, where required, temporary restrictions agreed with the Local Highway Authority.

5 Strategies to Reduce Impacts

5.1 Staff Car Sharing

- 5.1.1 As the development is located in a rural area, opportunities for sustainable travel via public transport and active travel modes are expected to be limited. Consequently, all site workers will be encouraged to car share wherever possible, offers a practical and effective way to promote more sustainable travel among the workforce.
- 5.1.2 Car sharing is often used where the contractors and subcontractors travel together by car or van.

5.2 Principal Contractor

- 5.2.1 BSR Energy Ltd will appoint the Principal Contractor, who will be responsible for the implementation of this CTMP. The Principal Contractor will manage the construction traffic and ensure that the designated vehicle routes, as shown in Figure 4, are adhered to, unless the alternative routes have been agreed upon in advance with the LHA.
- 5.2.2 The roles of the Principal Contractor are as follows:
- Overall construction traffic management;
 - Ensuring that construction traffic consistently uses the designated routes for construction vehicles to follow, which have no height or weight restrictions, unless otherwise agreed upon with the LHA;
 - Ensuring that all vehicles accessing the site comply with their legal obligations for safe operation and adhere to all traffic signs, road markings, traffic signals and instructions from traffic marshals;
 - The provision of safe and adequate vehicle loading / unloading areas;
 - The Principal Contractor will encourage the use of FORS-accredited operators where practicable.; and
 - Ensuring that all deliveries involving Abnormal Loads (AL) are scheduled during the periods of lower traffic volumes.

5.3 Scheduling Site Deliveries

- 5.3.1 A delivery management system will be implemented to control all construction vehicle movements. This will include:
- Pre-booked delivery slots for all HGV movements

- Coordination of suppliers to avoid overlapping arrivals
- Staggered delivery scheduling across the working day
- Avoidance of peak highway periods (08:00–09:00 and 17:00–18:00)

5.3.2 This approach ensures that vehicle arrivals are controlled, prevents congestion at the site access, and avoids any requirement for vehicles to wait on the public highway.

5.4 Storage Space Restrictions

5.4.1 Sufficient space will be provided on-site for the storage of materials and the manoeuvring of vehicles. With the exception of transporting materials and removing spoil via the public highway, all construction vehicle operations will be carried out within the site boundary.

5.4.2 In order to ensure that deliveries are spaced out across the day, and the number of vehicles arriving at the site does not exceed the parking provisions, a scheduling system will be implemented. All vehicles entering and exiting the site will do so in a forward gear.

5.5 Procedure for the Control of Unauthorised Entry of Vehicles and Personnel

5.5.1 A dedicated traffic marshal will manage all traffic associated with site activities, ensuring that only authorised vehicles are permitted entry, and directing any unauthorised traffic away from the site. The marshal will be positioned at the site entrance during operational hours. The entrance will be gated and must be closed and securely locked at all times when not in use, to prevent unauthorised access.

5.5.2 A dedicated turning area will be provided within the site to accommodate any unauthorised or incorrectly routed vehicles, ensuring that no vehicles are required to reverse onto the A52.

5.6 Coordination with Nearby Commercial Operators

5.6.1 There are several surrounding pieces of both residential and agricultural premises that share access points and will route along the construction traffic route identified. To manage the shared use effectively and efficiently, a clear communication protocol will be established between the Principal Contractor and the relevant parties associated with the surrounding infrastructure.

5.7 Coordination with A38 Improvements

5.7.1 National Highways is currently progressing proposals for improvements to the A38 corridor in the vicinity of Markeaton Roundabout. The A38 forms part of the

approved construction traffic route for the development, connecting to the A52 to the east of the site.

5.7.2 At the time of preparing this CTMP, the programme for the A38 improvement works has not been finalised and remains subject to confirmation through Road Investment Strategy 3 (RIS3). National Highways has confirmed that further detail regarding the timing and phasing of the works is expected to be published in due course.

5.7.3 The Applicant is committed to ongoing engagement with National Highways to ensure that construction activities associated with the development are coordinated with any future A38 works. This will include:

- Monitoring the programme and phasing of the A38 improvement scheme as it is confirmed
- Liaising with National Highways to identify any potential overlap with the construction period
- Adjusting construction traffic scheduling, including abnormal load deliveries, where necessary to avoid peak disruption periods
- Complying with any temporary traffic management or routing requirements implemented by National Highways during their works

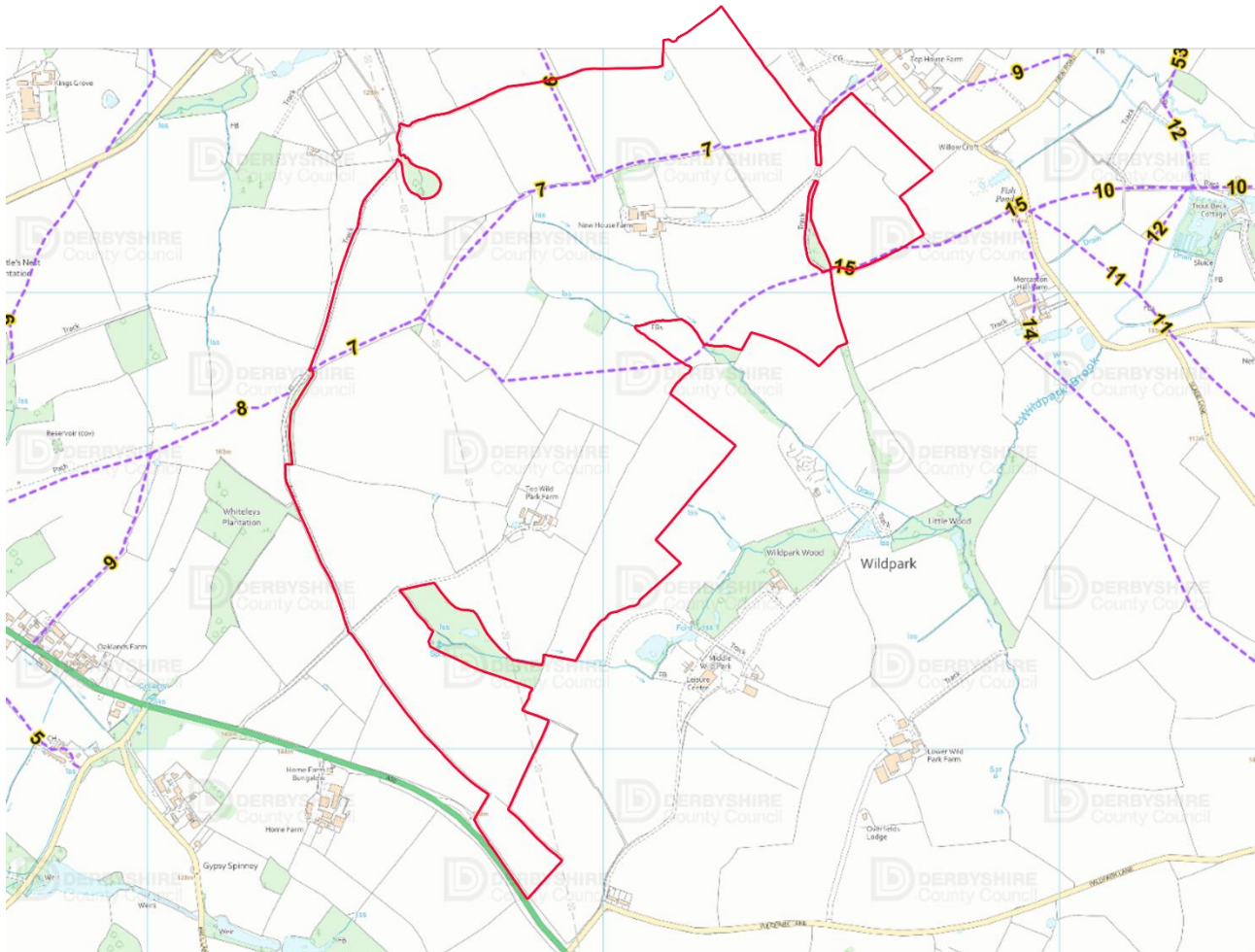
5.7.4 All abnormal load movements will be notified and coordinated in accordance with the relevant statutory procedures, including engagement with National Highways, Derbyshire County Council, and Derbyshire Constabulary.

5.7.5 Given the temporary nature of the construction phase and the flexibility inherent in the delivery programme, there is sufficient scope to manage and coordinate construction traffic to ensure that there is no material adverse interaction with any A38 improvement works.

5.8 Public Rights of Way Management

5.8.1 There are several PRow surrounding the development site, as highlighted in **Figure 5**.

Figure 5 – PRoW Network Surrounding Site



Source: Derbyshire Mapping Portal / annotations by Enzygo

5.8.2 All PRoW crossing the site will be diverted during construction, but reopened after construction. No works affecting the surface or alignment of PRoW will be undertaken without prior agreement from the Local Highway Authority.

5.8.3 Temporary warning signage will be installed along the diverted PRoW routes to alert any users of ongoing construction activity and other dangers associated with the development site. The PRoW routes will also be fenced to provide clear separation from construction activities.

6 Implementing, Monitoring and Updating

6.1 Implementation and Management

- 6.1.1 This CTMP will be fully integrated with all other project documentation. The Principal Contractor will be responsible for its implementation throughout the construction period. This includes the management of construction traffic and ensuring that all vehicles follow the designated construction traffic route shown in Figure 4, unless an alternative route has been formally agreed with the LHA.

Person(s) responsible for enforcement and control

- 6.1.2 The Principal Contractor's site manager will be the initial contact relating to the CTMP and any other construction related matters.

Management of off-site measures

- 6.1.3 The Principal Contractor will manage and implement the measures to minimise the impact of the construction traffic on the public highway and the PRoW in proximity to the development site. These measures will apply to all contractors and subcontractors for the duration of the construction period. Responsibilities will include:

- Installing and maintain the temporary measures that will be in place for the public safety throughout the construction phase, in agreement with the LHA;
- Minimising disruptions, such as noise, dust, air quality, and vibration from the construction traffic;
- Ensuring that vehicles are loaded correctly and sheeted to prevent any spillages of materials on to the public highways;
- Wheel washing facilities will be located within the construction compound near the site access. In the event that any debris is deposited on the highway it will be removed immediately;
- Restoring any damage to the public highways or PRoW at the contractor's expense and in agreement with the LHA; and
- Managing vehicle movements at the site access to control any conflict and ensure safety.

Traffic and vehicle management

- 6.1.4 Traffic marshals will manage the interface between the public highway and the construction site. On-site vehicle movements will be conducted to ensure safety. The Principal Contractor will be responsible for:

- Establishing safe working systems, method statements and site rules to manage vehicle movements;
- Monitoring subcontractor compliance with the CTMP;
- Reducing the number of site deliveries by consolidating deliveries and collections as far as is practicable;
- Confirming that the approved routes with all contractors and subcontractors and monitoring compliance thereafter;
- Coordinating delivery times to avoid concurrent deliveries (particularly by HGVs); and
- Prohibiting parking on the public highway and monitoring compliance.

Vehicle cleaning procedures

- 6.1.5 All vehicles will be inspected by traffic marshals prior to any vehicles leaving the development site. Wheel washing facilities will be provided, and vehicles will be cleaned in designated areas to ensure that there is no debris carried onto the public highway.

Temporary signage

- 6.1.6 All temporary signage will be installed in accordance with Traffic Signs Regulations and General Directions 2016 and in coordination with the LHA.

Communication

- 6.1.7 The CTMP will form part of all subcontractor agreements and material purchase orders. On their first visit to the site, all drivers will receive a site-specific induction and will be required to sign a copy of the travel rules. All construction personnel will be issued with a copy of the CTMP during their site induction.
- 6.1.8 Local residents and businesses will be informed of construction activities through advance notification letters and site information boards. A contact point will be provided for any enquiries or complaints, with a commitment to respond within an agreed timeframe.

6.2 Monitoring and Updating

- 6.2.1 The procedures outlined within this plan will be monitored regularly by the Principal Contractor, who will carry out monthly reviews or more frequently if required. Any instances of non-compliance will be recorded and addressed in consultation with the Project Manager to ensure that there is ongoing adherence

to the CTMP. To support the achievement of specific targets for this scheme (as indicated in brackets), the following data will be collected:

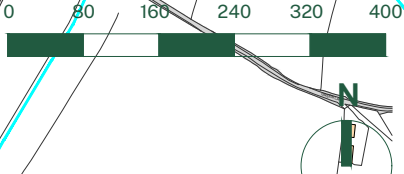
- Number of vehicles moving to and from site;
- Breaches and complaints, including community concerns, non-compliance with any access routes, parking issues and environmental safety/complaints;
- Safety incidents related to logistics;
- Staff travel to site methods; and
- Compliance of vehicles and operators with safety requirements.

7 Conclusions

- 7.1.1 This Construction Traffic Management Plan (CTMP) has been prepared to support the proposed solar PV development on land north of the A52 at Brailsford. The document sets out the strategy and measures that will be implemented to manage construction traffic safely and effectively throughout the construction phase.
- 7.1.2 The CTMP has been prepared alongside the Transport Assessment and reflects the construction traffic forecasts, routing strategy, and mitigation measures set out within it. Construction traffic has been robustly assessed using a first-principles methodology, with peak flows of up to 28 two-way HGV movements per day and lower levels of activity across the wider construction programme.
- 7.1.3 All construction traffic will utilise the approved route via the A38 and A52, approaching the site from the east. This routing avoids sensitive local roads and will be secured through contractual requirements, driver inductions, and ongoing monitoring by the Principal Contractor.
- 7.1.4 A comprehensive delivery management strategy will be implemented, including pre-booked delivery slots, staggered arrivals, and scheduling of HGV movements outside peak highway periods. These measures will ensure that no vehicles wait on the public highway and that construction traffic does not materially interact with peak network conditions.
- 7.1.5 The proposed site access has been designed to accommodate all anticipated vehicle types, including articulated HGVs and abnormal loads, with appropriate geometry and visibility. Traffic marshals will be present during construction activity to manage vehicle movements and ensure safe interaction with the A52 and adjacent footway.
- 7.1.6 Measures are also included to manage potential impacts on Public Rights of Way, including signage, temporary fencing where required, and the use of banksmen during periods of HGV movement.
- 7.1.7 The CTMP provides a clear framework for implementation, monitoring, and ongoing management of construction traffic. Responsibility for delivery of the plan will rest with the Principal Contractor, who will ensure compliance through site management procedures, regular monitoring, and coordination with relevant stakeholders.
- 7.1.8 The Applicant is committed to ongoing engagement with Derbyshire County Council and National Highways, including coordination with any future A38 improvement works, to ensure that construction activities are appropriately managed and any potential interactions are mitigated.

7.1.9 Overall, the measures set out in this CTMP will ensure that construction traffic associated with the development is managed in a safe, controlled, and proportionate manner, with no material adverse impact on the operation or safety of the surrounding highway network.

Appendix 1 Construction Compound Layout



Notes: Unless otherwise stated, this drawing is for information only. Do not scale. Use figured dimensions only. Check all dimensions on site and advise of any discrepancies before commencing work on site.

Digital Transmissions: This data is supplied only as a means to aid you in the production of your work, the data should always be checked against the hard copy of the drawing. Some of the data may have been produced by importing data from external sources, discrepancies may have occurred during this procedure. BSR cannot accept responsibility for any discrepancies within the CAD data file. No third party shall issue BSR data/drawings without the written approval of BSR. BSR check all data for viruses but cannot accept responsibility for any loss incurred by any third party as a result of installing data.

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- Key:**
- Site Boundary
 - Fence
 - Solar Arrays
 - Site Compound Hardstand
 - DNO Access Track
 - Internal Access Roads
 - POC Cable
 - POC
 - 132kV NGED Overhead Line
 - 11kV NGED Overhead Line
 - Public Right of Way
 - CCTV Cameras
 - PV Inverter
 - Aux LV Room
 - CSS

- Fenced Area (Approx) : 204.3ACRES
- Red Line Area (Approx) : 296.0ACRES
- Red Line Area (Approx) : 119.8HA

Rev	Revision History:	Date:	By:
01	Initial Issue	21/01/25	LH
02	Included Construction Compound	29/05/25	LH
03	Modified PV Areas	17/10/25	LH
04	Removed Red Line	12/12/25	LH
05	Removed PV Areas	20/01/26	LH
06	Removed Western Red Line	09/03/26	LH
07	Modified DNO Access Route	25/03/26	LH

35 and 35a The Maltings
Lower Charlton Trading Estate,
Shepton Mallet,
Somerset,BA4 5QE
United Kingdom

E:info@britishrenewables.com
T:01458 224900
W:www.britishrenewables.com



Project:
Brailsford

Location:
**Main Rd
Brailsford
Ashbourne
DE6 3DA**

Title:
Planning Layout

Scale: 1:8000 @A3

Issue Notes:
Moved DNO access away from existing track.

Drawn By:
LH

Issue Date:
25/03/26

Checked By:
RL

Checked Date:
25/03/26

Approved By:
DG

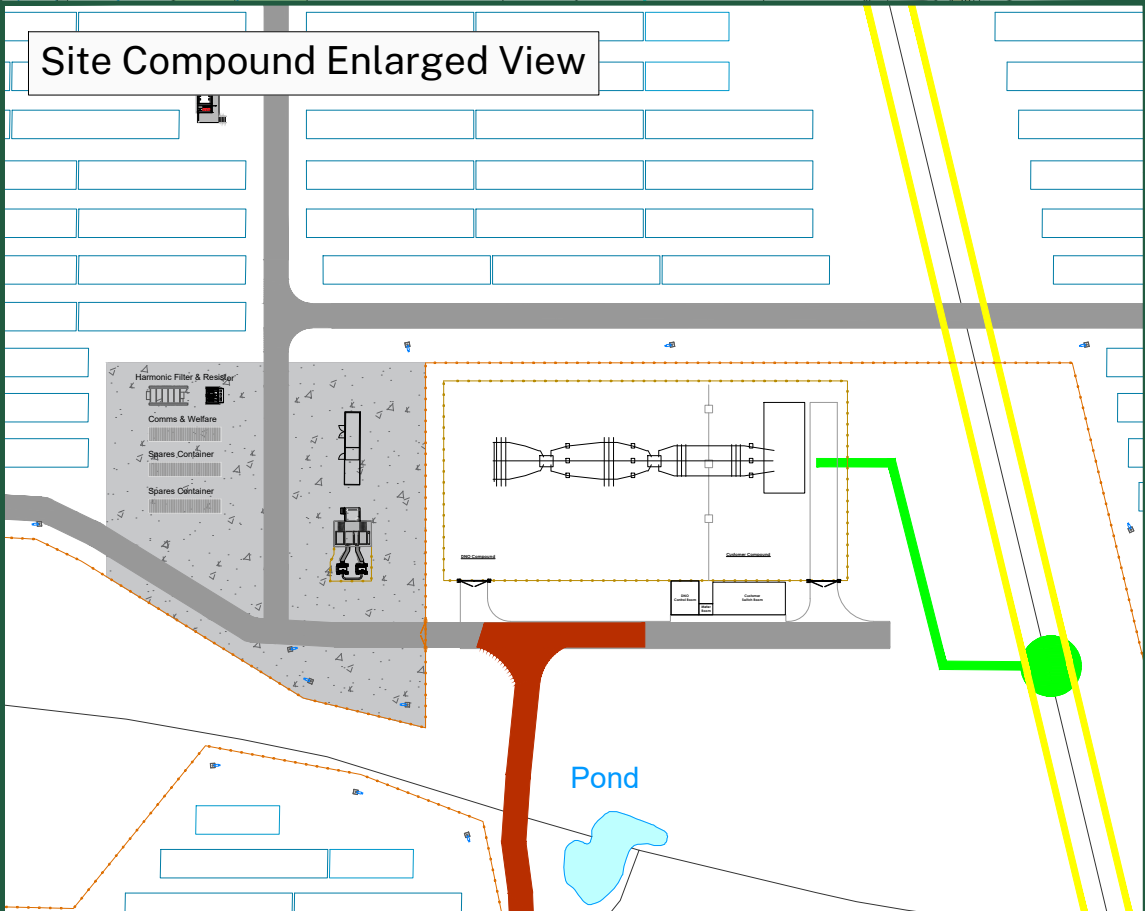
Approved Date:
25/03/26

Drawing Number:
1711-0201-01

Drawing Status:
Approved

Issue:
07

Site Compound Enlarged View





Enzygo specialise in a wide range of technical services:

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Landscape Architecture and Urban Design

Hydrology

Flood Risk Assessments and Modelling
Surface Water and Foul Drainage Strategies
Nutrient Neutrality Assessments

Permitting

Permitting Applications
Regulatory Advice and Guidance
Environmental Management Systems & Plans

Ecology

Ecological Impact Assessment
Protected Species Surveys
Biodiversity Mitigation Design & Implementation

Geoenvironmental

Contaminated Land Assessments
Site Risk Assessment & Monitoring
Geotechnical Assessment and Design

Transport

Transport Assessments and Statements
Traffic Monitoring, Audits and Analysis
Travel Plans and Management Plans

Planning

Planning Applications and Appeals
Feasibility Studies & Development Appraisals
Design & Access Statements

Noise

Noise and Vibration Assessments
Baseline and Compliance Monitoring
Acoustic Design and Management Plans

Arboriculture

Arboricultural Impact Assessments
Tree Surveys and Tree Constraints Plans
Tree and Woodland Management Plans

Air Quality

Air Quality Assessments and Monitoring
Dust Assessment and Management Plans
Odour Assessment and Management Plans

SHEFFIELD

Fox House
1 Fox Valley Way
Stocksbridge
Sheffield
S36 2AA

BELFAST

City East
Business Centre
68 -72 Newton Road
Belfast
BT4 1GW

MANCHESTER

4th Floor
Carvers Warehouse
77 Dale Street
Manchester
M1 2HG

CAMBRIDGE

168 Cowley Road
Cambridge
CB4 0DL

CARDIFF

Regus House
Malthouse Avenue
Cardiff Gate
Buisness Park
CF23 8RU

CROMHALL

The Byre
Woodend Lane
Cromhall
Gloucesterhire
GL12 8AA

CENTRAL BRISTOL

Origin Workspace
40 Berkeley Square
Bristol
BS8 1HP

enzygo.com

