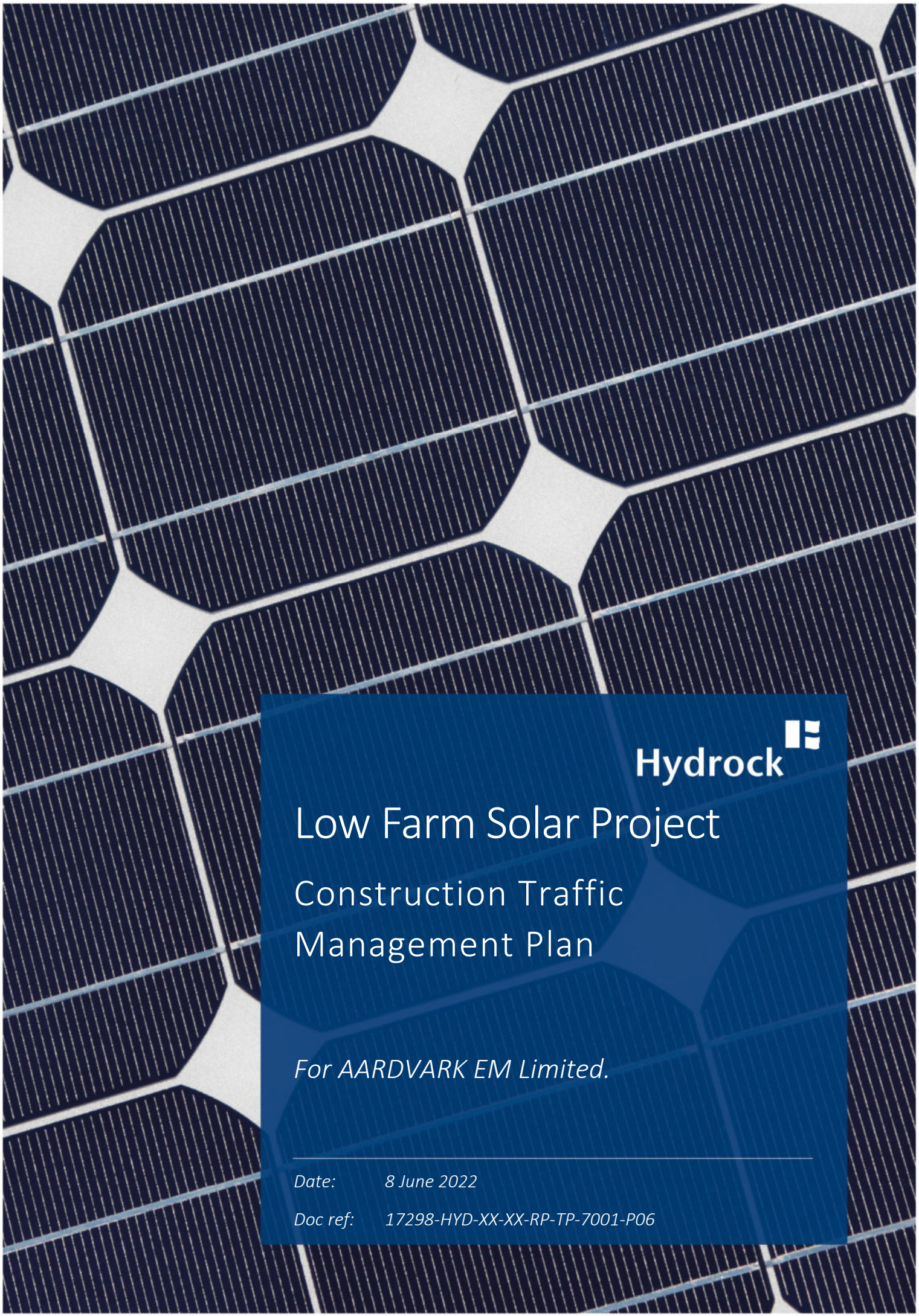


Hydrock

Low Farm Solar Project

Construction Traffic Management Plan

For AARDVARK EM Limited.

Date: *8 June 2022*

Doc ref: *17298-HYD-XX-XX-RP-TP-7001-P06*

DOCUMENT CONTROL SHEET

Issued by	Hydrock Consultants Limited Northern Assurance Buildings 9-21 Princess Street Albert Square Manchester M2 4DN United Kingdom	T +44 (0)161 804 5550 E manchestercentral@hydrock.com www.hydrock.com
Client	AARDVARK EM Limited.	
Project name	Low Farm Solar Project	
Title	Construction Traffic Management Plan	
Doc ref	17298-HYD-XX-XX-RP-TP-7001-P06	
Project no.	C-17298	
Status	Final	
Date	08/06/2022	

Document Production Record		
Issue Number	P06	Name
Prepared by		Sophie Gittins BSc (Hons)
Checked by		Sam Denby BA (Hons), MSc, CMILT
Approved by		Sam Denby BA (Hons), MSc, CMILT

Document Revision Record			
Issue Number	Status	Date	Revision Details
P01	Draft	22/06/2021	Client Draft
P02	Draft	15/07/2021	Client Draft - Comments
P03	Final	26/08/2021	Client Final
P04	Final V2	13/09/2021	Client Final V2 - updated layout
P05	Final V3	15/03/2022	Client Final V3 - Consultee Comments
P06	Final V4	08/06/2022	Final Submission

CONTENTS

Figures

Tables

Appendices

1. INTRODUCTION

1.1 Introduction

1.1.1 Hydrock have been instructed by AARDVARK EM Ltd. to prepare a Construction Traffic Management Plan [CTMP] relating to proposals for the installation of a Solar Photovoltaic Farm in Wakefield, West Yorkshire. This report has been prepared in support of a planning application.

1.1.2 The site comprises nine parcels of land in arable agricultural use totally approximately 85 hectares, located north of Flockton and east of Grange Moor. The site is accessed via the A642 Wakefield Road. The site is located within a predominantly rural setting.

1.1.3 The proposed development comprises the installation of a stand-alone Solar Photovoltaic Farm, which would generate approximately 49MW plus ancillary infrastructure and equipment, landscaping and access.

1.1.4 It is proposed that the electricity generated by the scheme would be exported to the local electrical distribution network via a Point of Connection [POC] to the 132kV network via the pylon at Lady Ings Farm, 58 Low Lane, Middlestown, Wakefield, WF4 4PT. A 49MW solar site in this location is estimated to generate between approximately 65,000 MWh of renewable energy per annum, the equivalent of the annual energy consumption of 15,200 homes in Kirklees.

1.1.5 A site layout plan is located in Appendix A for reference.

1.2 Purpose and Objectives

1.2.1 This CTMP documents the systems and controls to be adopted to avoid or minimise any adverse environmental effects associated with construction traffic during the construction of the development. This CTMP demonstrates Boom Powers commitment to implement the development in such a way as to avoid or minimise the potential health, safety and environmental impacts resulting from the construction activities planned on the site.

1.2.2 This CTMP will be adopted by all Contractors and Sub-contractors working on the development to ensure a consistent and coordinated approach to construction traffic management. This CTMP is a "live" document that should be considered as the template for the Principal Contractor to manage construction traffic and associated environmental impacts with review, monitoring and further updates as appropriate or necessary during the construction process.

1.2.3 This CTMP sets out the standards of 'construction practice' that will seek to minimise (if not eliminate) the impact of construction traffic on the local environment and the local community.

1.2.4 This CTMP is an overarching framework document for the management of construction traffic. This is in the interests of amenity and public safety. Consequently, the objectives of this CTMP are to:

- Minimise, and eliminate where practicable, the environmental effects of the construction traffic for the proposed development;
- Enable agreement with the LPA on mitigation measures to be adopted during construction; and to
- Provide a contractual framework for the Contractors and Sub-contractors to implement, and to provide a framework for review, monitoring and further update during the construction process.

1.3 The Site

1.3.1 The nine parcels of land are situated approximately 2.0km to the east of Grange Moor and circa 2.0km north of Flockton. The parcels are located to the north and south of the A642 Wakefield Road with Denby Grange Lane to the west and Denby Lane to the north.

1.3.2 **Figure 1.1** shows the site location below.

Figure 1.1: Site Location

Source: GoogleMaps © - Accessed - Accessed 08/06/20

1.4 Structure

1.4.1 This CTMP is structured as follows:

- **Chapter 2** outlines the proposed construction methodology;
- **Chapter 3** general site management arrangements;
- **Chapter 4** summarises the associated provisions;
- **Chapter 5** describes the arrangements in the event of an emergency or incident;
- **Chapter 6** sets out the site rules; and
- **Chapter 7** details monitoring and reporting protocols.

2. CONSTRUCTION METHODOLOGY

2.1 Timing, Phasing & Amendments on Construction Works

2.1.1 Construction works are anticipated to commence in late 2022. It is anticipated that initial works will comprise of site access track construction, foundations, and drainage infrastructure construction.

2.1.2 The overall construction of the site is presently anticipated to be complete within a total construction period of 6 months.

2.1.3 It is anticipated that the site is proposed to be constructed in two distinct phases;

- Completing Enabling Works - preparing the site for construction and carrying out certain environmental enhancement works which will be incorporated into the Landscape and Ecology Management Plan [LEMP]; and
- Completion of Construction Works - carried out by the Engineering, Procurement and Construction [EPC] Contractor and finalising of environmental works.

2.1.4 The programme for implementation is summarised as follows:

- Stage 1:
  - » Mobilise contractor team;
  - » Site Set up;
  - » Install site compound; and
  - » Install stock-proof Fencing.
- Stage 2:
  - » Completion of Civils works;
  - » Internal stone tracks;
  - » Reen culverts;
  - » Cable trenches;
  - » Preparation of the grid yard;
  - » Install Solar Panel Mounting System;
  - » Mount Solar PV Modules of frames;
  - » Complete Construction works on grid yard
  - » Install ancillary electrical equipment;
  - » Inverters; and
  - » Transformers.
- Stage 3:
  - » Testing & Commissioning;
  - » Demobilise contractor teams;
  - » Complete associated landscaping works.

2.1.5 During the construction works there will be a significant number of site personnel deployed to the site. All site workers will need to be fully inducted into the health & safety and environmental risks on site to show that site workers understand the part that they have to play in maintaining good practice throughout the works under the guidance of the Principal Contractor and their sub-contractors at site.

2.2 Construction Traffic

2.2.1 As previously stated above, the Solar PV installation will be staged over 6 months and will include periods of site preparation, installation, testing and commissioning of construction works. It is proposed that construction workers of the site will be ferried by a minibus and have their breaks staggered in the canteen.

2.2.2 Construction at the site will be carried out at the following times:

- Site open for non-noise invasive works - no heavy machinery nor deliveries;
  - » Mon-Fri 07:30 - 18:30
  - » Sat 07:30 - 16:30
- Site fully open for all works including heavy machinery and deliveries
  - » Mon-Fri 08:30 - 17:30
  - » Sat 09:00 - 13:00
- Site not open Sundays or Public Holidays
- If schools are in the area or in busy commuter routes deliveries will be restricted to;
  - » Mon-Fri 09:00 - 15:00
  - » Sat 08:00 - 13:00

2.2.3 The proposed construction traffic routing plan associated with Low Farm Solar Development is illustrated in Appendix B.

2.2.4 It is proposed that construction traffic is routed from the west off the M62, extending in an easterly direction through Huddersfield along the A642. This route has been proposed as it avoids Environmental Weight Restricted [EWR] Zones such as the EWR in Flockton Green village. The route also avoids small villages with narrow routes such as Midgley and West Bretton. The proposed construction traffic route is deemed the most suitable as it is accessible off a primary M62 motorway northbound and southbound and extends on a primary A640 route that is suitable for Heavy Goods Vehicles.

2.2.5 There are a total of nine parcels of land associated with the development site, with a total site area of 165acres. Out of the nine parcels of land, eight of the parcels contain solar panels and the ninth is allocation for the sub-station.

2.2.6 There are proposed to be five primary access points to serve the solar farm including an additional access to serve the sub-station area.

2.2.7 All of the proposed site access points are proposed to be taken via the A642 Wakefield Road via existing agricultural entrance points.

2.2.8 All construction vehicles will enter and the site access points in forward gear. A compound will be provided in Parcel 1 where vehicles will be able to turn.

2.3 The Formation and Position of the Construction Compound

2.3.1 A construction compound will be used in the construction of the development and will be positioned in Parcel 1. The location of the compound area has been chosen to ensure minimal disruption to its surroundings in terms of noise to surroundings and any impact to nearby watercourses, reens, ditches, etc.

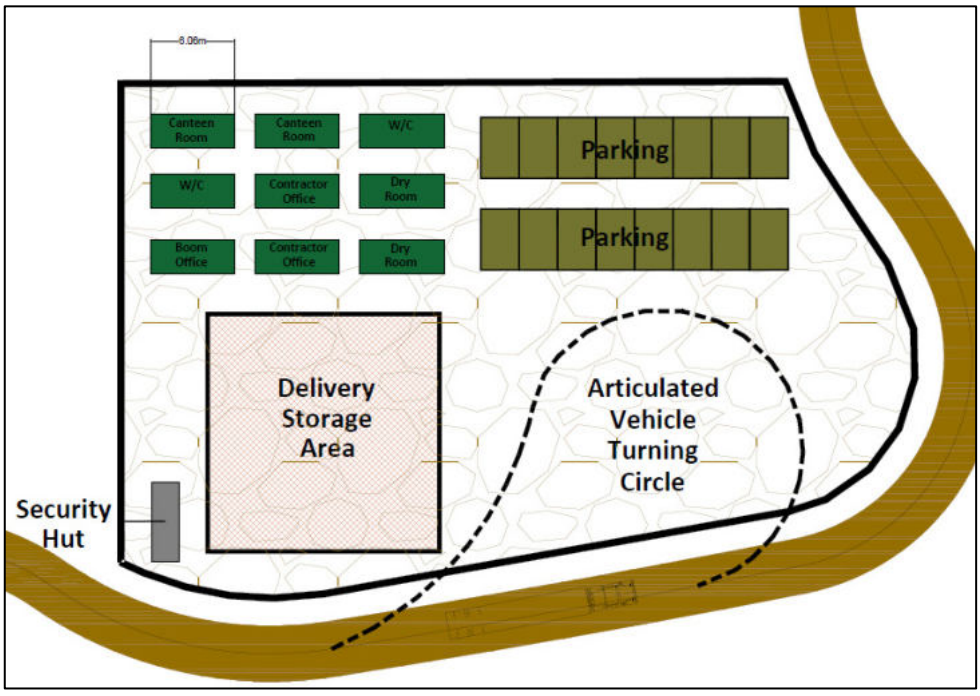
2.3.2 The compound will be offset at a distance of 12.5m from the top of bank of any main river and 7m from the top of bank of any other ditch.

2.3.3 The compound area will be cleared, levelled and have a suitable gravel base laid to allow site accommodation, materials storage and parking facilities for the construction period. This material is implemented in order to allow continued greenfield run off rates.

2.3.4 There is proposed to be a primary site compound located in Parcel 1 where materials will be delivered and stored. It is then proposed that agricultural traffic will distribute these materials to the other parcels accordingly on a just in time basis to minimise disruption to the local highway network.

2.3.5 Figure 2.1 below illustrates an indicative compound layout including all necessary components and resources.

Figure 2.1: Indicative Construction Compound

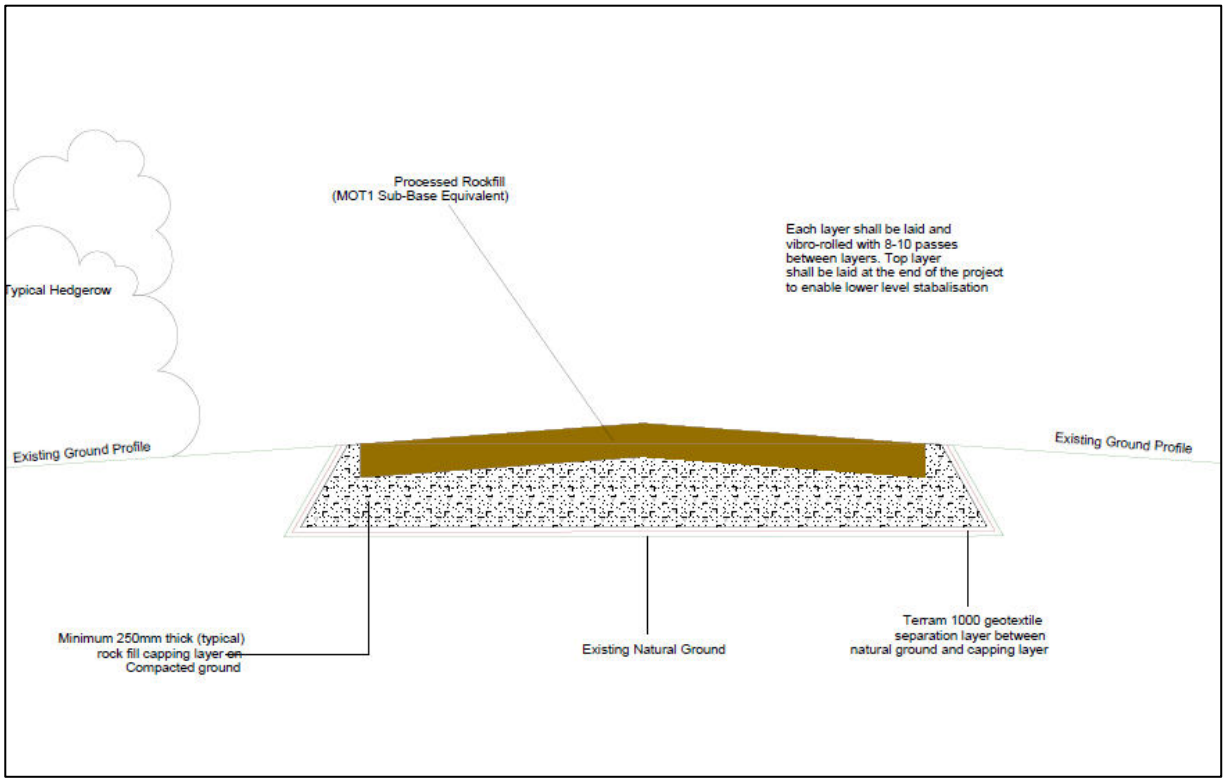


Source: Boom Power

2.3.6 The internal access tracks will be constructed using processed rockfill or MOT1 Sub -base equivalent. Each layer will be laid and vibro-rolled with 8-10 passes between layers. Top layer shall be laid at the end of the project to enable lower-level stabilisation, as illustrated in Figure 2.2 below. The material will arrive on 10m long tipper trucks. The precise number will depend on the amount of material required but based on around 1800m length of internal access tracks, around 1000 cubic metres of rockfill will be required.

2.3.7 A stone tipper lorry can typically carry around 15 cubic metres of stone and as such we have assumed a total of 67 deliveries.

Figure 2.2 Internal Access Track Cross Section



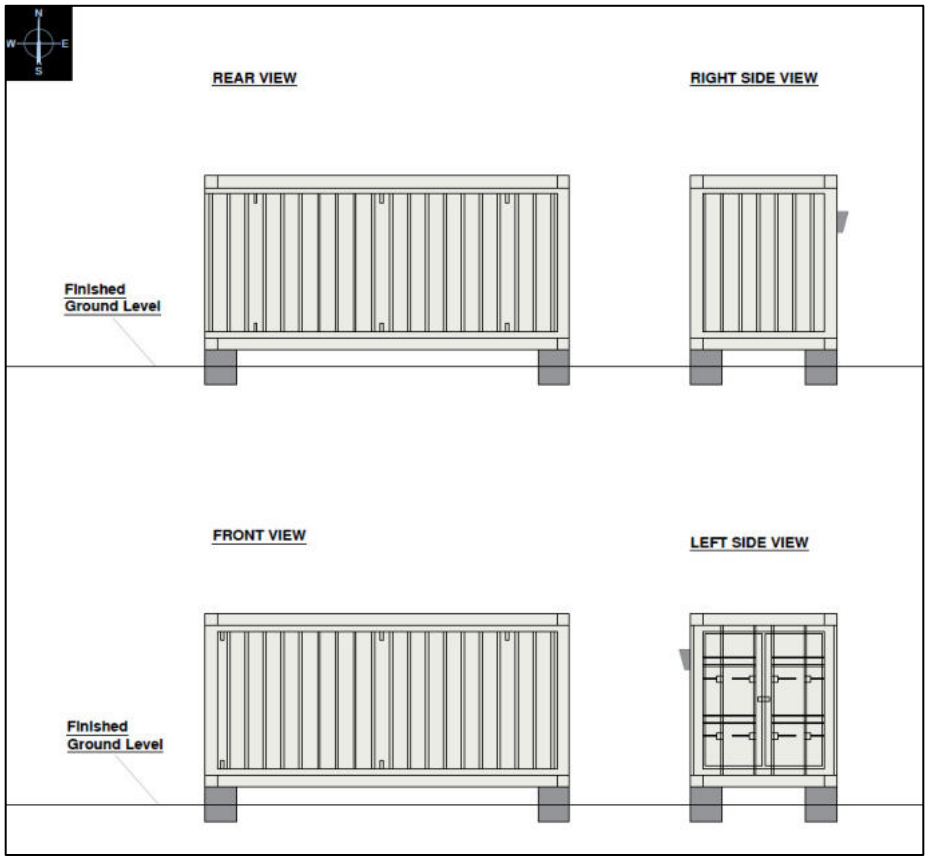
Source: Boom Power

2.4 Construction Traffic Movements

2.4.1 The largest item to be delivered to the site is the Distribution Network Operator's (DNO) substation (132kV and 33kV) and the crane which is capable of carrying 100 tonnes. The DNO substation (132kV) will require six deliveries and the crane will require two deliveries anticipated to be by a 16.5m articulated HGV. The DNO substation (33kV) will require two deliveries and one delivery for the crane anticipated to be by a 16.5m articulated HGV

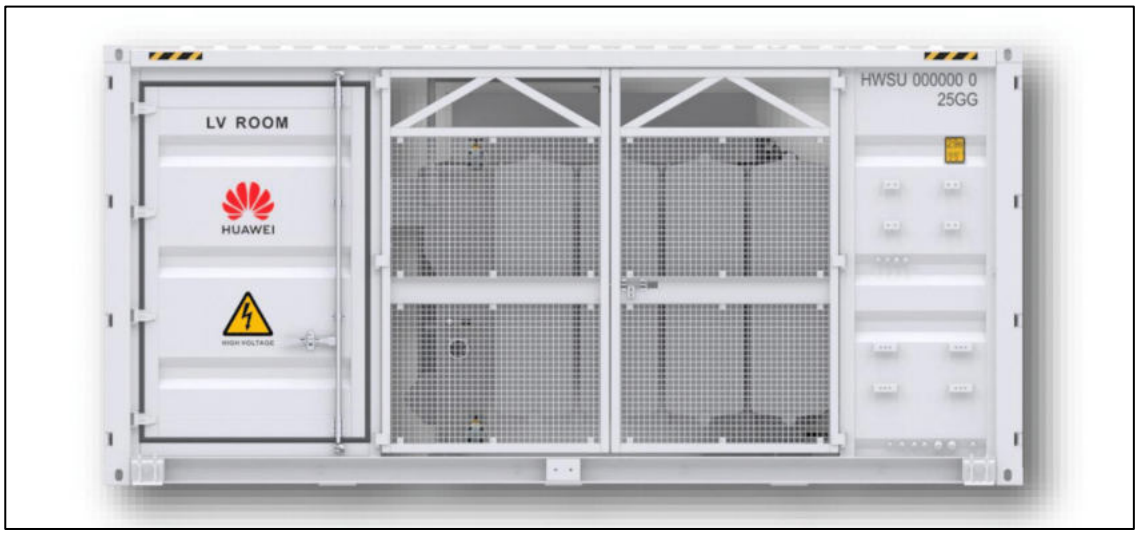
2.4.2 The Smart Transformer Station which connects the underground grid connection cable of the solar farm to the distribution network will arrive at the site by the smallest possible vehicle, which could be a 12m rigid lorry. A total of one delivery is required. The DNO Switchgear cabinet is illustrated in **Figure 2.3** and **Figure 2.4** below.

Figure 2.3: Switchgear Cabinet



Source: Boom Power

Figure 2.4: Transformer Station



Source: Boom Power

2.4.3 In addition, the site will not be using Central Inverters but individual Smart Inverter Strings of which there are 270. These are 1,035 x 700 x 665mm in size.

2.4.4 The following construction traffic movements are expected to be associated with the construction period as set out in Table 2.1 below:

Table 2.1: Construction Traffic Movements - Construction Period

Activity	Type of Vehicle	Total Number of Deliveries
Solar Modules & Mounting Structures	16.5m Articulated	115 (230 two-way movements)
DNO Substations	16.5m Articulated	8 (16 two-way movements)
Crane	16.5m Articulated	3 (6 two-way movements)
Inverters	10m Rigid	10 (20 two-way movements)
DNO Cabinet	12m Rigid	1 (2 two-way movements)
Customer Switchgear	10m Rigid	1 (2 two-way movements)
Access Tracks	10m Rigid / Tipper Truck	67 (134 two-way movements)
Storage Compound	10m Rigid	1 (2 two-way movements)
Other (Cabling, Construction Material, Waste)	12m Rigid	45 (90 two-way movements)
General	Front End JCB by low loader	1 (2 two-way movements)
Temporary Ground Re-enforcement works	10m Rigid / Tipper Truck	4 (8 two-way movements)
TOTAL		256 Construction Traffic movements (average of 8 per day)

2.4.5 Table 2.1 therefore confirms that a maximum of 256 deliveries (512 two-way movements) could be made by construction traffic associated with the construction of the solar farm, at an average of around eight deliveries or 16 two-way movements per day over the six-week period when construction traffic movements will be at their highest intensity.

2.4.6 In addition to the construction traffic 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 of construction workers and sub-contractor and minimal movements of materials and kit from the compound to the parcels.

2.5 Operational Phase

2.5.1 After commissioning, there are anticipated to be a maximum of 2 vehicles per month to the site for equipment maintenance. These would typically be made by light van or 4x4 type vehicles. Whilst the contractor's compound will have been removed, space will remain within the site on the access tracks for such a vehicle to turn around to ensure that reversing will not occur onto the highway.

2.5.2 The operational movements are illustrated in Table 2.2 below.

Table 2.2: Anticipated Operational Traffic Movements

Activity	Type of Vehicle	Total Number of Deliveries
Maintenance of Solar Panels	7.5t Box Van	2 visits per month (4 two-way movements per month)

2.6 Erection of the Substation - Parcel 9

2.6.1 In addition to the above, as previously stated, with regards to the substation area access, there is anticipated to be only a small number of deliveries required to erect the substation infrastructure. **Table 2.3** below outlines the number of construction movements required to erect the 132kV substation and 33kV substation. Future servicing requirements are expected to be minimal with emergency access only.

Table 2.3: Erection of the Substation - Parcel 9

Substation	Total Number of Deliveries for Construction
132kV Substation	8 Deliveries (6 x Articulated HGV/ 2 x Crane)
33kV Substation	3 Deliveries (2 x Articulated HGV/ 1 x Crane)

2.7 Commissioning Construction Methodology

Ground Anchoring

2.7.1 The arrays will be supported on metal posts to be determined by soil penetration tests. Concrete footings will be required for the private and District Network Operator [DNO] switch gear enclosures.

Ground Re-Profiling

2.7.2 Minor re-profiling will only be needed in Parcel 9. There is no requirement for any re-profiling of the ground for the other parcels as the arrays can be constructed over the existing landform.

2.7.3 Areas of soil to be protected from construction activities shall be clearly marked and unnecessary vehicle movements across soil will be avoided.

Site Trenching and Cabling

2.7.4 Trenching comprises a layout of main trenches between inverters and switch enclosures circa 120.00cm deep with secondary trenches from each panel row and other isolated areas circa 60.0cm deep. Any soil excavated will be set aside and used to backfill the trenches.

Completion Works

2.7.5 All areas of the solar farm will be made good on completion of the works with topsoil ready for reinstatement to its original condition within three months of commissioning. The LEMP will set this out in more detail.

2.8 Decommissioning Methodology

2.8.1 Upon completion, all temporary works shall be dismantled and the soil re-instated including re-seeding the vegetation. Where significant disturbance to the land has occurred, an appropriate mix of vegetation will be implemented. The decommissioning methodology will be confirmed and elaborated

in more detail within the Landscape and Ecology Management Plan [LEMP] which will be included as part of the planning application.

2.8.2 The site access points will remain in place to allow for the decommissioning to occur. All previously proposed vehicle traffic routeing will remain the same for decommissioning traffic.

3. GENERAL SITE MANAGEMENT

3.1 Roles & Responsibilities

3.1.1 To ensure coordinated management of the environmental effects of construction traffic and to ensure full implementation of this CTMP, a Site Manager will be appointed by the Principal Contractor (this is likely to be a member of the Principal Contractor's site management team). The Site Manager will ensure the CTMP is integrated into all relevant activities on site and of site vehicles by all Contractors and Sub-contractors.

3.1.2 The Site Manager and Health and Safety Manager (the Contractor's on-site person responsible for health and safety) will be responsible for their effective integration. This document is not a health and safety document. Please refer to the Principal Designer for this information.

3.1.3 Each Contractor and Sub-contractor will be responsible for ensuring that their activities are undertaken in accordance with this CTMP and will notify the Site Manager of their nominated individual for implementing the CTMP and incorporating the CTMP into their activities. This process will need to be incorporated into the Sub-contractor notes.

3.1.4 The overall environmental liability for the site is that of the Client. The Client therefore will ensure that the Principal Contractor manages the construction traffic and environmental impacts of the project accordingly.

3.2 Health & Safety Strategy

3.2.1 The consideration of health and safety will be implemented into all construction activities. It will be necessary to ensure that health and safety provisions are integrated with those relating to construction traffic management to ensure the effective and efficient management of both.

3.2.2 Consequently, this CTMP will sit alongside the site's Health and Safety Strategy and the Site Manager and Health and Safety Manager will be responsible for their effective integration. These roles are discussed further within the following sections of this report.

3.2.3 Health and Safety considerations are not covered directly in this CTMP but would be detailed in the Contractor's Health and Safety Plan along with any supporting method statements.

3.3 Communication

Internal Communications, Training & Awareness

3.3.1 The Site Manager will be responsible for ensuring that all staff working on the site are appropriately aware of construction traffic issues and the requirements of the CTMP. This will include dissemination of information using meetings, notice boards, induction, training, etc. as appropriate.

3.3.2 Appropriate training is key to minimising construction traffic and environmental impacts, as well as protecting the environment and ensuring compliance with relevant legislation. The Site Induction for all those engaged on the development will be about dust management, deliveries, routeing, staff car parking, and wheel washing.

3.3.3 The Site Manager and Health and Safety Manager will work together to ensure that both the environmental and health and safety training is integrated in order to deliver training as efficiently and effectively as possible.

3.3.4 To minimise disruption to local residents and communities, information notices will be erected at the boundary of the site prior to commencement of activities on site and throughout the construction period. The notices will advise of the nature of the proposed works, proposed hours of work and their expected duration, including a summary of proposed phasing.

3.3.5 Contact details for the Site Manager will also be provided on these notices. The Site Manager will be able to provide further information on the development and the construction works and respond to any complaints and emergencies that may arise.

3.4 Site Working Hours

3.4.1 Construction at the site will be carried out at the following times:

- Site open for non-noise invasive works - no heavy machinery nor deliveries;
  - » Mon-Fri 07:30 - 18:30
  - » Sat 07:30 - 16:30
- Site fully open for all works including heavy machinery and deliveries
  - » Mon-Fri 08:30 - 17:30
  - » Sat 09:00 - 13:00
- Site not open Sundays or Public Holidays
- If schools are in the area or in busy commuter routes deliveries will be restricted to;
  - » Mon-Fri 09:00 - 15:00
  - » Sat 08:00 - 13:00

3.4.2 Any changes to the above working hours will first be agreed in writing by the LPA.

3.4.3 All delivery vehicles and plant arriving and leaving the site will also comply with the same time restrictions, although site personnel will be permitted to access the site shortly before these hours and exit the site shortly after them. Adherence to the codes of practice for construction working given in British Standard BS 5228 will be required.

4. ENVIRONMENTAL PROVISIONS

4.1 Introduction

4.1.1 This chapter sets out the environmental provisions that will be adopted by all Contractors and Sub-contractors to manage the construction traffic effects of the development. The environmental provisions are set out separately for the principal aspects affected by construction traffic, specifically:

- Traffic Management;
- Air Quality and Dust;
- Cleaning Practices; and
- Noise.

4.2 Traffic Management

4.2.1 Construction at the site will be carried out at the following times:

- Site open for non-noise invasive works - no heavy machinery nor deliveries;
  - Mon-Fri 07:30 - 18:30
  - Sat 07:30 - 16:30
- Site fully open for all works including heavy machinery and deliveries
  - Mon-Fri 08:30 - 17:30
  - Sat 09:00 - 13:00
- Site not open Sundays or Public Holidays
- If schools are in the area or in busy commuter routes deliveries will be restricted to;
  - Mon-Fri 09:00 - 15:00
  - Sat 08:00 - 13:00

Vehicles and plant:

- All vehicles leaving the site will be securely covered and sheeted if required (depending of course on the type of vehicle);
- Construction plant and vehicles will be well maintained and regularly serviced. Defective plant will not be used;
- Engines will be switched off when vehicles are not in use, and where this is not possible for operational reasons, the engine will be throttled down to a minimum;
- All plant and vehicles, will comply with relevant EU emission standards;
- The number of vehicle movements on site, and to and from the site, will be minimised; and
- Delivery of materials will be organised on a just in time basis to reduce the need to store materials on site for an extended period of time and to minimise disturbance from and need to move items around the site.

4.3 Air Quality & Dust

4.3.1 The main impact on air quality due to construction traffic is likely to be due to dust from vehicles manoeuvring onsite. For all stages of the works the most effective means of suppressing dust is by damping using a fine spray and controlling the spread of mud on the local highways by the use of a wheel wash facility. The frequency of spraying will need to be increased during the warm dry summer months as there is greater potential for dust and for surface moisture to evaporate quickly.

4.3.2 The contractor will investigate the use of recycled water or other nonportable supplies for dust suppression, and will confirm the precise method of dust suppression / damping to the Local Planning Authority prior to the works commencing.

4.3.3 Dust generating any odorous materials being transported to and from the site will be conveyed by suitable vehicles in enclosed containers or using other adequate wind shielding measures such as sheeting.

4.3.4 The access tracks, including pavements and road will be checked once a day and swept to remove any visible soil material caused by the works, if necessary. Non-paved areas will be damped down during dry windy weather.

4.3.5 The contractor will visually monitor any effects of dust or mud on roads (and take digital photos), record any events in a site log book and take action to rectify any shortcomings. This can be made available to the LPA upon their request.

4.4 Cleaning Practices

4.4.1 A proprietary wheel cleaning bay is proposed to be provided on site at the exit of the construction compound(s). The specific equipment employed will be dependent on availability during the construction phase

4.4.2 The wheel wash facilities will be securely constructed with no overflow and the effluent will be contained for proper treatment and disposal. Water bowsers shall only be used as a contingency measure under specific circumstances. In cases where wheel washers will be used, the corresponding areas shall be protected by silt fencing as appropriate.

4.4.3 The site entrances / exits will be monitored to ensure that no materials are deposited on the public carriageways.

4.4.4 The locations of the wheel wash facilities will be located as close to the point on access as reasonably practicable.

4.5 Noise Control

4.5.1 The noise control provision will be encompassed within the accompanying Noise Impact Assessment submitted as part of the planning application.

5. EMERGENCY PLANNING & INCIDENT RESPONSE

5.1 General

5.1.1 An emergency incident control plan will be established prior to the commencement of construction. This will clearly set out the steps that must be taken in the event of any emergency incident at the site during construction and clearly identify roles and responsibilities. This section outlines measures relating to incidents that may result from the operation of construction vehicles on site.

5.2 Incident Control and Reporting

5.2.1 Incident control procedures will be developed in outline and the following steps will be taken in the event of an incident:

- Take action to stop the incident;
- Mitigate and control any obvious effects – e.g., stop works, control dust, etc.;
- Report incident immediately to site management team and Site Manager;
- Raise the alarm to the 'emergency control response team';
- Summon emergency services or other relevant authority where appropriate;
- Ensure safe disposal waste; and
- Notify the relevant local body such as local Environment Agency Regional Office, Environmental Health Officer etc.

5.2.2 The Site Manager will undertake an investigation and complete a detailed incident report to investigate the cause of the incident and measures that should be undertaken to prevent future incidents.

5.3 Complaints Procedure

5.3.1 Should complaints be reported to the Contractors, the Site Manager will investigate the source of concern and seek to address the matter and report back to the complainant. The incident will be recorded and those records will be made available to the LPA upon their request. This is in addition to the pre-existing controls and powers of the Council's Environmental Health team.

6. SITE RULES

6.1.1 A set of site rules will be developed to set the minimum standard and to be adopted by all contractors and Sub-contractors. These rules will be displayed within the site office and will include measures for managing construction traffic based on the following:

- All operatives and visitors must receive site induction training, including the environmental induction (of which this CTMP is part);
- All reversing vehicles construction vehicles and HGV's must be appropriately supervised;
- Operatives must not report for work if under the influence of alcohol or drugs or consume alcohol or drugs at work or during breaks;
- All operatives and visitors must report any potential safety incidents including any incidents with construction or site vehicles and delivery vehicles and must not continue with an activity that has been identified as a risk without an appropriate risk assessment being in place;
- Any accident or incident on site, which requires medical treatment or time off, should be reported immediately to the Site Manager in accordance with the site wide health and safety procedures; and
- A Site Accident and Incident Log will be maintained by the Site Manager.

7. MONITORING & REPORTING

7.1.1 Should any deficiencies in the CTMP be identified, the CTMP will be updated to ensure the document continues to fulfil its objectives and any changes will be agreed in writing with the LPA

7.1.2 To ensure the CTMP remains up-to-date it will be updated by the Principal Contractor during the construction process to incorporate changes in legislation, standards, plant, processes, etc. if this is required. Where any non-conformances with the CTMP are identified these will be recorded on a Non-Conformance Report.

7.2 Highways Inspection

7.2.1 An inspection of the existing highways servicing the site should be undertaken with the Council Highways Officer (if applicable), prior to work commencing the site, with further inspections at agreed intervals. A detailed record will be produced of the existing conditions of the verges, track surfaces, passing places and junctions. Any damage that arises as a result of the site, will be re-instated.