CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)
BROGAN SOLAR FARM

FUSE RENEWABLES LTD

APRIL 2026

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0	Dec-25	OG	JT	JT	First draft for planning consultant/client review
1	Feb-26	OG	JT	JT	Finalised in line with final layout plan
2	Apr-26	JA	JA	JT	Finalised in line with final layout plan

Notice

Contents

1. INTRODUCTION

INTRODUCTION

1.1 TPS Transport Consultants Ltd. (TPS) have been commissioned by Fuse Renewables ('the Applicant') to prepare a Construction Traffic Management Plan (CTMP) in relation to the proposals for a 5.02MWE solar PV scheme with associated infrastructure, access, drainage and landscaping ('the Proposed Development') on land east of the B4393, in Powys North Wales ('the Application Site').

1.2 This CTMP sets out the anticipated measures to be taken during the construction phase to minimise the impact of construction traffic on road safety and the environment, and to minimise disruption to the local community.

1.3 This CTMP is a 'live' document that will be updated and finalised once an Engineering, Procurement, and Construction (EPC) contractor has been appointed for the implementation of the Proposed Development.

SITE CONTEXT

1.4 The Application Site is approximately 12.1 hectares of greenfield agricultural land, which are located to the east of the B4393, approximately 2.5km east of Llanfyllin in Powys, Wales. The site location is illustrated in **Figure 1.1**, overleaf, whilst a proposed site layout plan is provided at **Appendix A**.

Figure 1.1: Site Location

(Source: Google Maps)

1.5 The site lies to the east of the B4393 and forms the western boundary of the site. The site is surrounded by agricultural land to the north, east and south.

DEVELOPMENT PROPOSALS

1.6 This CTMP covers the proposals for the construction and operation of the proposed Solar development. Further details of the proposal and the technology used are provided separately as part of the planning application.

1.7 The proposed development is approximately 12.1 hectares, and the application seeks permission for a 5.02MWE solar PV scheme.

1.8 Construction access is to be taken to the west. As part of the proposed development, this access will be formalised for use during construction. Once construction has been completed, this will be returned to its previous state with operational access being provided via an existing field gate access, north of this point, which will be provided with a grasscrete surface.

1.9 A temporary construction compound will be provided within the red line boundary. Once construction has been completed, this area will be reinstated to its previous state or will form part of the proposed development.

1.10 It is envisaged the construction period for the Proposed Development will last six to eight months. For the purpose of this CTMP, the shorter six-month period is assessed as representing the "worst case". This is because the amount of work to be done is fixed, and the longer period would merely represent a comparatively less intensive programme of work.

1.11 During peak construction, there is expected to be around 30-40 workers on Site at any one time, although numbers are expected to typically be lower outside this peak period. Working hours at the Site are proposed to be between 07:00 and 19:00, Monday-Friday, 08:00-13:00 on a Saturday, and no construction activity on Sundays or Bank Holidays. The longer weekday hours proposed are intended to support the restriction of Heavy Goods Vehicles (HGV) delivery traffic during peak traffic periods on the local road network. More detail on this is included in the CTMP.

1.12 Once the Proposed Development is built and operational, the Solar facility will not generate daily vehicle movements. Indeed, the upkeep and maintenance of the Solar facility will be minimal, requiring up to 1 maintenance vehicles to access the Application Site each month. It is understood that for maintenance trips, LGV vehicles will be used.

1.13 This CTMP has been prepared to support the planning application for the development proposal and it is recommended that the CTMP be updated as a pre-commencement requirement to be secured by planning condition.

REPORT STRUCTURE

1.14 Following this introductory section:

- **Section 2** considers the construction programme and provides expected vehicle movements;
- **Section 3** details the vehicle routing and site access;
- **Section 4** summarises the strategies to reduce impacts;
- **Section 5** describes how the CTMP will be implemented, monitored and updated; and
- **Section 6** offers a summary.

1.15 It will be the responsibility of the applicant and appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.16 The appointed contractors will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the information provided as part of construction personnel's on-site induction processes. The contact details of the contractor and those of the highway department at Powys County Council will be exchanged before commencement of the works on site.

2. CONSTRUCTION PROGRAMME

CONSTRUCTION PROGRAMME

2.1 An indicative programme of work has been put together and details the construction phases, together with their duration. This will be finalised on appointment of a contractor. The timescales are dependent on the approval of this CTMP, as part of the planning application, and, therefore, are indicative only.

2.2 The construction phase is anticipated to be between 6-8 months depending on when the Proposed Development is commenced and factors like weather and DNO scheduling requirements. For the purpose of this CTMP a 6-month period is assumed as the "worst case". Should the construction phase take longer the same amount of work will be required, with associated traffic less intensive than on a 6-month programme. An outline of the proposed construction phasing is provided below:

- Solar Modules & Mounting Structures
- Inverters/Transformers
- POC Infrastructure
- Internal Access Tracks
- JCB Delivery
- Other (sand, gravel, waste etc)
- General (cables, fencing etc.)
- Contractor's Compound

2.3 These principal operations may occur concurrently in an iterative fashion after the completion of enabling works and in advance of grid commissioning. Landscaping that can occur concurrently will be implemented during construction. Otherwise it will be provided by specialist contractors in the appropriate planting season in accordance with a Landscape Environmental Management Plan (LEMP) and is therefore not necessarily part of construction traffic.

DURING CONSTRUCTION

2.4 A temporary construction compound and HGV turning area will be provided and will largely remain for the duration of the construction period though will be drawn down and demobilised in an iterative way as construction demands decrease. The compound will be of a sufficient size to store materials for the construction of the solar farm, and for vehicles to park and turn around. All construction workers and delivery vehicles will park or offload in the temporary construction compound close to the access.

2.5 During construction the Site will be accessed daily by Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs). **Table 2.2,** below, sets out the expected vehicles to require access to the Site over the construction period along with their expected function.

Table 2.2: Expected vehicle types

Activity	Type of Vehicle
Solar Modules & Mounting Structures	Max 16.5m Articulated
Inverters/Transformers	10m Rigid / Max 16.5m Articulated
POC Infrastructure	10m Rigid / Max16.5m Articulated
Internal Access Tracks	10m Rigid/Tipper
JCB Delivery	Low loader
Other (sand, gravel, waste etc)	Max 16.5m Articulated
General (cables, fencing etc.)	Max 16.5m Articulated
Contractor's Compound	Max 16.5m Articulated

2.6 When the CTMP is updated in pre-construction, a final Construction Worker Travel Plan (CWTP) will be incorporated once it is known whether the EPC can recruit locally, or where non-local teams are likely to be staying and for how long.

2.7 The maximum number of staff employed on the construction of the Proposed Development is likely to be around 30-40. Provision will be made to enable all vehicles to park on site to avoid obstruction to the operation of the public highway and this shall be strictly enforced. Prior to the commencement of construction the CWTP will be implemented and will include detail on the efforts to promote car sharing or cycling for any local workers. It is likely that the majority of construction workers will arrive/depart the Site in minibuses/crew cab LGVs. There will be between 10-12 parking spaces in the temporary compound area, although this will be reviewed once the level of staff has been finalised.

WASTE REMOVAL

2.8 Skip pick-up and drop-off will be required throughout the entire construction phase. It is not expected that waste will need to be collected on a daily basis, rather, it is likely that weekly collections will take place. A dedicated area for recycling and waste disposal will be provided within the temporary construction compound.

DELIVERY BOOKING SYSTEM

2.9 HGV deliveries will be scheduled to avoid the weekday AM and PM Peak hours (08:00 – 09:00 and 16:00 – 18:00). The booking system will also aim to avoid HGV traffic travelling on local roads to/from the Site during school-run hours in term time.

2.10 Deliveries will be coordinated by the CSM. On a weekly basis, the CSM will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers, the CSM will, as far as practicable, ensure that the deliveries are spread out across the week and across the day, to minimise any potential disruption.

2.11 The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the CSM to ensure that construction deliveries are managed in an efficient manner with minimal disruption and delays.

2.12 The temporary construction compounds will be of sufficient size to provide an area for at least 2 HGVs to be in the compound at any time, to avoid HGVs leaving and entering at the same time. Hauliers will be required to contact the CSM to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready for their arrival on-Site.

2.13 Where possible, sufficient time will be given between deliveries to allow for any delays, as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting.

2.14 The Applicant will provide banksman to assist with the manoeuvring of delivery vehicles throughout the Site.

2.15 Pedestrians will also be prioritised along the track between the parcels, where a banksman will be employed whenever a vehicle needs to cross the PROW, to ensure the safety of users of this route. Signage will also be erected forewarning users of the PROW of the presence of construction vehicles.

MAINTENANCE TRIP GENERATION

2.16 Once the Proposed Development is built out and operational, the solar farm itself will not generate daily vehicle movements. After the implementation of the landscaping scheme the upkeep and maintenance of the solar farm will be minimal, requiring around 1-2 LGV maintenance vehicle to access the Site per month.

3. VEHICLE ROUTING AND ACCESS

ACCESS

3.1 During the construction phase of the development, the site will be accessed via a new access on the western boundary of the site, as can be seen on the drawing attached at **Appendix B.** The initial section of the access will be 7m wide to facilitate access/egress and then within the site the track will be 4m wide, with passing places provided where necessary, to facilitate two-way movement. Once the construction works are completed, the access would be returned to its original state, with all hedgerows replanted, all of which will be controlled via a suitably worded planning condition.

3.2 It is proposed to introduce a temporary speed limit of 40mph along the site frontage during the lifetime of the construction works. The drawing also attached at **Appendix B** demonstrates the expected extent of the Temporary Traffic Regulation Order, as well as suggesting signage which would be implemented alongside. The licenses required for the implementation of the temporary speed limit and any associated signage would be applied for by the contractor. It will be the role of the contractor to ensure that all licenses and equipment relating to the temporary speed limit are in place prior to construction starting.

3.3 On approach to the area covered by the temporary speed limit warning signs will be erected to prepare drivers for the need to reduce their speed. There will also be associated signage warning of plant movement and where the specific location of the works access is. The drawing attached at **Appendix B** indicatively shows the signage which will be erected, albeit this would be subject to agreement with the LHA and subject of a suitably worded planning condition.

VEHICLE ROUTING

3.4 In order to minimise the impact on local residents, construction vehicles will be required to strictly adhere to specific routing to and from the Application Site as set out in this CTMP.

3.5 The site is to take access from the B4393, which runs along the western boundary of the Site. In the vicinity of the proposed access, The B4393 is approximately 5.6m wide and bound by grass verges on both sides, extending southeast for approximately 560m before forming the minor arm of a T-junction with the A490. On approach to the junction, signage indicates that drivers should 'GIVE WAY' to oncoming vehicles.

3.6 This route, via the A490 eastbound and through Bwlch-y-cibau, has been considered and discounted. Although the 6.4m carriageway width is sufficient for two HGVs to pass one another, there are some bends on the A490 with limited forward visibility which creates challenging conditions for such movements. Furthermore, HGVs turning from the A490 onto the B4393 would represent a highway safety concern owing to there being no right turn ghost island to wait and limited forward visibility to oncoming vehicles.

3.7 Therefore, construction vehicles will be required to route northbound along the B4393 from the site access. From the access, the B4393 extends for approximately 5.2km before forming the minor arm of a T-junction with the A495 in the town of Llansantffraid-ym-Mechain.

3.8 The B4393 is a single carriageway runs in a broadly north-south alignment between the A495 and Llansantffraid-ym-Mechain. In the vicinity of the proposed site access, the B4393 is subject to the national speed limit and has an approximate carriageway width of 5.6m. This route requires drivers to continue along the B4393 towards the A495.

3.9 The B4393 passes along the southern boundary of the village of Llanfechain, approximately 1.7km north. Footpaths become available to both sides of the carriageway and is street-lit. From this point, the speed limit reduces to 40mph for approximately 860m throughout, then increases back to the national speed limit.

3.10 It should be noted that, approximately 1.7km from Llanfechain, there is a bridge over the River Cain, where the carriageway width narrows to approximately 4.6m, where vehicles are encouraged to use the middle of the road. This makes it difficult to pass alongside one another. The bridge has are no weight or height restrictions. Observations note that the forward visibility and width of the bridge are sufficient, and vehicles travelling to/from the Site will be able to navigate the route.

3.11 Approximately 1.1km east of the bridge, the B4393 continues, entering the town of Llansantffraid-ym-Mechain, at which point footways become available to both sides of the carriageway, with dropped kerbs, tactile paving and street lighting. The speed limit reduces to 20mph from this point and on-street parking also becomes permitted.

3.12 These conditions continue for the remaining 280m of the B4393, up to its junction with the A495, where it forms the minor arm of a T-junction. The junction includes 'SLOW' road markings and a pedestrian refuge island with dropped kerbs. It widens to approximately 22.8m, providing sufficient space for HGVs to turn in both directions.

3.13 The A495 is a single carriageway and runs broadly east-west. It benefits from a zebra crossing facility approximately 45m east of the junction. For vehicles approaching the site, the A495

includes a right-turn ghost island, allowing HGVs turning onto the B4393 to wait clear of through traffic.

3.14 **Figure 3.1**, overleaf, shows the most direct route from the Application Site towards the wider Strategic Road Network of the A495 (shown in blue).

Figure 3.1: Vehicle Routing

(Source: Open Street Map)

3.15 The contractor will encourage all sub-contractors, labourers and tradesmen to car / van share on their journeys to and from the Application Site, to further reduce the number of vehicle movements involved.

3.16 HGVs accessing the Application Site will be informed of the above routing from the SRN, avoiding the need to travel through development centres and utilising a route (B4393) which is capable of accommodating HGVs.

3.17 All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the Application Site. Drivers will be

aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the Application Site.

3.18 The EPC and any associated deliveries will be instructed to follow a specific routing to/from the Application Site. This will include the following route:

- **To the Site:** A495 -> B4393 (southbound)
- **From the Site:** B4393 (northbound) -> A495

3.19 Construction traffic will be required to travel only along the aforementioned route. The routing of vehicles to the north of the Application Site has also been considered and discounted, given the more direct route which runs directly through Bwlch-y-cibau, has limited visibility for road users.

LOADING

3.20 Loading / unloading will take place within the Application Site, with vehicles entering the Proposed Development from the B4393, turning using the turning area provided, and leaving in forward gear. No loading/unloading will take place from the adopted highway.

3.21 Whilst vehicles are undertaking turning manoeuvres into/out of the Application Site, a banksman will be present to assist with vehicle manoeuvres to ensure the safety of other road users.

3.22 It is not expected that any traffic management measures will be required in relation to the arrival/departure of vehicles to/from the Application Site. However, if any temporary traffic management is required this will be agreed with the Local Highway Authority.

CONTRACTOR PARKING

3.23 Contractor parking will take place within the temporary construction compound. Vehicles will enter the Application Site from the B4393 and sufficient space will be provided within the Application Site to allow for all contractors to park, avoiding the need to park on the highway.

4. STRATEGIES TO REDUCE IMPACTS

INTRODUCTION

4.1 This section of the CTMP explains the various measures which will be used to reduce the impact of the construction of this development.

Table 4.1: Strategies to Reduce Impacts

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries	x		
Vehicle choice	x		
Material procurement measures			
DfMA and offsite manufacture			x
Re-use of material on site			x
Smart procurement			x
Other measures			
Implement a staff travel plan			x

SAFETY AND ENVIRONMENTAL STANDARDS AND PROGRAMMES

4.2 This CTMP recognises that all parties involved in construction activities take responsibility for health and safety beyond the Application Site boundary, as required.

4.3 The measures that are included in the CTMP demonstrate that the parties involved in pre, during, and post-construction activities are working together in collaborative corrective action. This prevents fatal or serious collisions between vehicles servicing construction projects and vulnerable road users, including pedestrians, cyclists and motorcyclists.

4.4 Such measures include the provision of sufficient road signage, crossover points, signing in/out procedures, pedestrian plan measures, promotion of sustainable travel, loading/unloading measures, traffic management, etc.

ADHERENCE TO DESIGNATED ROUTES

4.5 Within this CTMP there is a commitment to ensure that the designated routes identified are adhered to and all Application Site traffic should keep to the designated routes. To support this a signage scheme will be designed for temporary construction signs to be approved by the Local Highway Authority outside the scope of planning.

DELIVERY SCHEDULING AND THE RE-TIMING FOR OUT OF PEAK HOUR DELIVERIES

4.6 Deliveries onto Application Site will be controlled and scheduled outside the expected peak hours of the LHN and outside of school drop-off/pick-up times. All deliveries will be scheduled in advance and given a specific delivery slot dependant on the load, to prevent vehicles from waiting on the highway network. Any deliveries missing their designated delivery window will be required to reschedule if they cannot be accommodated with the Application Site at that time.

4.7 To ensure that any deliveries can be received, a contact number will be made available so the client / main contractor can attend and supervise the delivery, if required. However, this is unlikely as most of the deliveries will be pre planned with the logistics providers ensuring that each vehicle can be managed to ensure there is no impact on the local highway network.

4.8 As stated earlier in this CTMP, the delivery schedule is dictated by the construction programme and any plant and materials etc. will be delivered and co-ordinated in an efficient manner by the EPC. At this stage of the project it is not feasible to predict exact delivery times and a schedule cannot be provided; any deliveries will be planned for within the construction programme to be developed in the pre-construction phase, and finally arranged almost immediately prior to requirements in accordance with an agile and iterative implementation methodology.

JUST IN TIME DELIVERIES

4.9 Given the constrained nature of the Application Site there will be limited opportunity to store large volumes of materials on the Application Site. Therefore, deliveries will be scheduled so that they are needed 'just-in-time' in order to avoid the need to stockpile large amounts of

materials on the Application Site. This will lead to greater logistics efficiency and reduced disturbance in the surrounding areas.

TRAFFIC MANAGEMENT

4.10 All deliveries will be directed to the entrance to the Application Site on the B4393, to the west of the Application Site. Drivers will be directed to route via main roads to avoid congestion. Maps showing the delivery route, at **Figure 3.1,** will be issued as part of all orders.

4.11 Signage will be erected on the B4393 to direct deliveries to the construction entrance and all material orders sent out will include specific directions and routes to be taken. This information will also be provided to all subcontractors. Additional signage will be erected at appropriate places along the route, although it is understood that any signage scheme will require Highways consent outside the scope of planning and, therefore, an appropriate scheme to help keep drivers on track and to promote immediate proximity safety will be developed in collaboration with the LHA, and their requirements.

4.12 Any traffic management will ensure priority is provided to non-motorised users, this will be particularly important when deliveries are made to the Application Site.

4.13 The CTMP will be updated with any signage scheme to be implemented and this will be checked regularly by the CSM (or their sub-contractor) to ensure it is maintained.

MATERIAL PROCUREMENT MEASURES

4.14 The EPC will endeavour, where possible, to reuse and recycle materials wherever possible. Dry materials will be covered to minimise the generation of dust to the environment when being transported from the Site. There will be a designated location for waste and recyclable material skips to be sited within the temporary compound.

CONTROL OF DUST AND DIRT EMISSIONS

4.15 Given the works do not require the demolition of existing buildings, or the construction of any new buildings, it is expected that the works will not result in the emission of large volumes of dust and / or dirt. Should it occur, however, contractors will ensure that dust and dirt emissions are kept to a minimum by utilising water to dampen dust clouds or using machinery with built-in dust extraction technology.

4.16 From commencement through to construction completion, wheel washing will be used within the Application Site to ensure that all mud is removed from vehicles prior to them re-entering the public highway. A street sweeper will be employed, should it be deemed necessary, to help keep the road clear of dirt or debris.

4.17 The impact of the construction works on local air quality and noise levels will be closely monitored by the EPC. Measures will be put in place to reduce emissions and noise from the construction works, including (but not limited to); vehicles are to switch of engines when idling, noise suppression technology on any plant/machinery etc.

4.18 On the premises, materials will be covered when stored to avoid the generation of dust to the surrounding dwellings.

OTHER MEASURES

4.19 The CTMP has identified a number of measures that will be in place to ensure that the safety of other road users, cyclists and pedestrians are not at risk. A list of other measures that are proposed is provided below:

- In the interest of protection of the general public, the Application Site is to have full protective fencing from the outset around any open areas of the Application Site with secure gates. This means that the Application Site will have security fencing on all boundaries;

- The EPC is to ensure that all Application Site personnel and visitors sign in and out of the Application Site at the Application Site office, ensuring they make their presence known to Application Site management before venturing onto the construction Application Site working areas;

- The EPC's Site management are required to check that all appropriate security arrangements are in place at the end of working shifts and during rest breaks, which includes locking Site facility doors, setting alarms, securing Site boundaries and securing all doors and windows to the building;

- During the initial phases of construction, vehicles carrying sediment/ materials may inadvertently carry deposits of clay or wet concrete, trapped on their tyres. To ensure that this does not occur, a wheel-cleaning regime will be implemented as required. The exact specification of the wheel washing facility will be confirmed by the EPC;

- The EPC will sweep the roads and footpaths on the local highway network as required on a daily basis insofar as is reasonably necessary to remove any spoil or debris deposited on the highway resulting from the construction period; and

- The crossover and all public pathways adjacent are to be suitably maintained in a safe order throughout the duration of the project so that pedestrians are not subjected to tripping, slipping and collision hazards. Any works required, albeit not envisaged, will be carried out under enabling works that will be funded by the developer. A banksman will be present at the Application Site entrance at all times during construction in order to protect pedestrians and other road users, when construction related vehicles are entering/exiting the Application Site.

4.20 The measures explained above show that the contractor is committed to ensuring the Application Site safety of the construction staff and the public.

5. IMPLEMENTING MONITORING AND UPDATING

CTMP IMPLEMENTATION

5.1 Successful implementation, monitoring and updating of the CTMP is important and it can enhance efficiency and productivity, having a positive overall impact on cost and time. For example, good logistics management, via the CTMP, ensures the workforce can carry out required activities without delays caused by materials being delivered to site.

5.2 Implementing, monitoring and updating the CTMP involves integrating many activities including:

- Resource assessment;
- Lead time assessment;
- Supply and demand planning;
- Sourcing and procurement;
- Production planning and scheduling;
- Packaging and assembly;
- Inventory management and order fulfilment;
- Inbound and outbound transport management;
- Materials handling;
- On site vehicle and plant management;
- Customer services; and
- Waste Management

5.3 Having a timeline of project stages planned in advance, with a full inventory of materials and tools required, is a key part of logistics management.

5.4 In addition to keeping the construction programme on-schedule, other advantages of successful implementation, monitoring, and updating of the CTMP include:

- Cost savings and waste reduction as productivity is enhanced;
- Logistical planning on site enables materials to be stored correctly which improves efficiency and reduces the potential for damage;
- Sites can be kept safe, clean and easy to move around; and
- Deliveries can be received and handled promptly.

5.5 Community consideration has been taken on board when preparing this CTMP by adapting the construction deliveries, activities, programme and working hours to lessen the impact on residents, local businesses and schools. The developer will aim to work collaboratively with the community, when required, to ensure the level of disturbance and inconvenience is minimised, at all times.

5.6 The movement of all construction related vehicles will be monitored by the EPC to ensure that it is carried out in accordance with the details contained within this CTMP and subsequently agreed practices with the local authority.

5.7 It is envisaged that correspondence will be undertaken, as necessary, between the EPC, landlord and the Local Planning Authority throughout the construction period. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.

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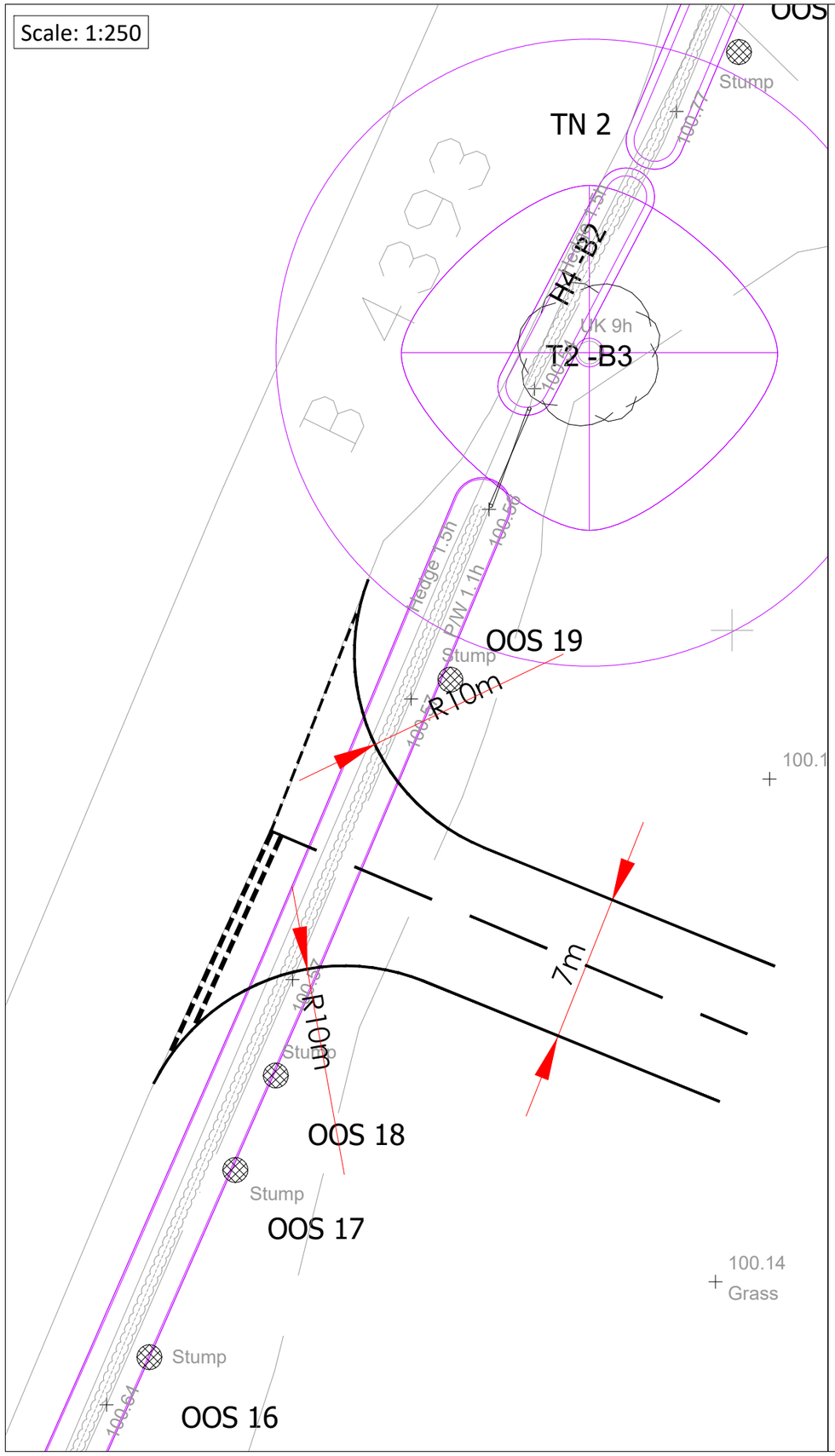
REPORT APPENDICES

Appendix A

Proposed Site Layout

Scale: 1:250



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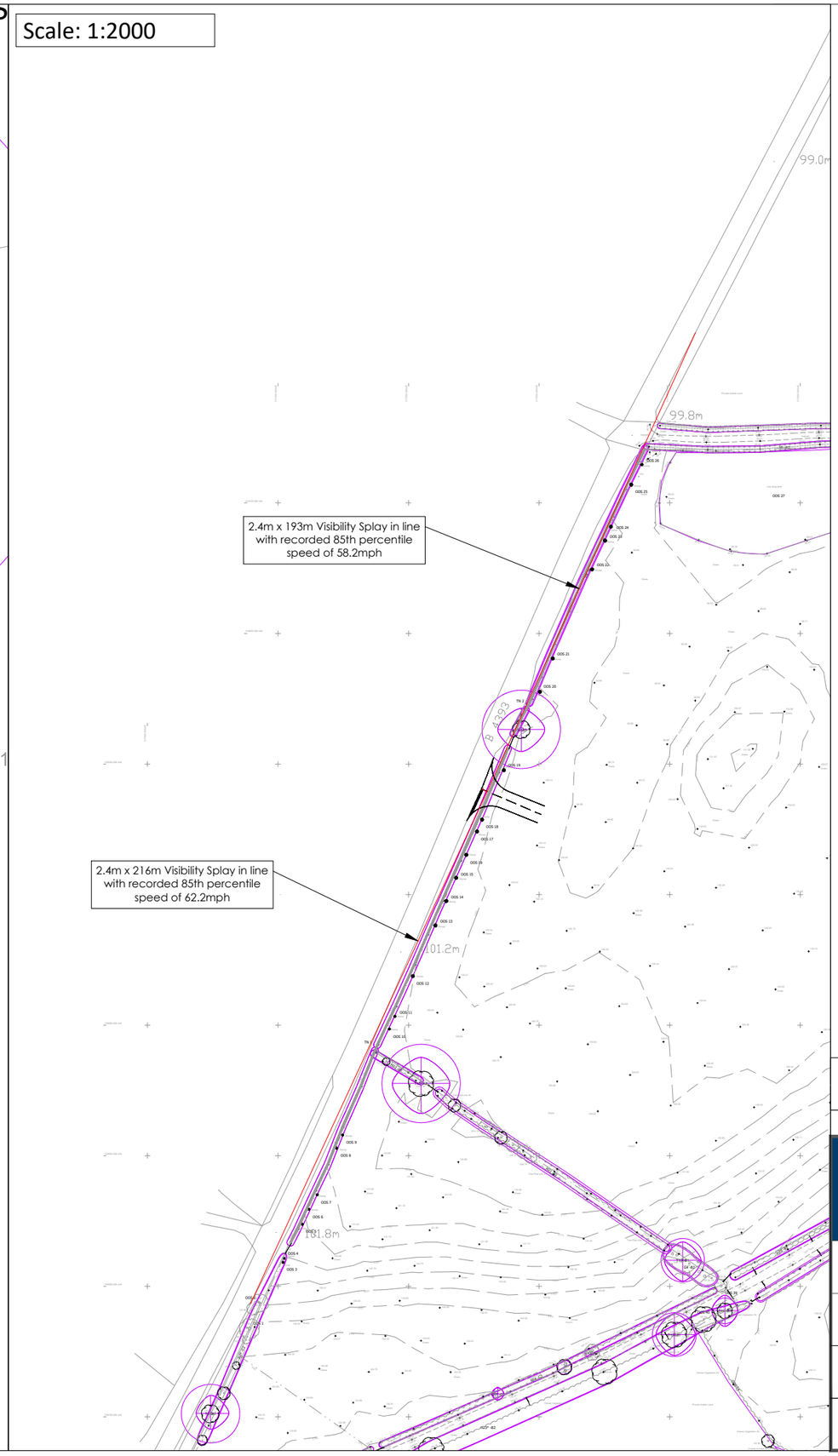

Date	Rev	Description	Drawn	Chkd
08.01.25	A	Drawing updated with tree survey and access position amended to avoid RPA	JT	JT

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Project

Brogan Solar Farm, Llanfyllin

Title

Access Design & Visibility Splays

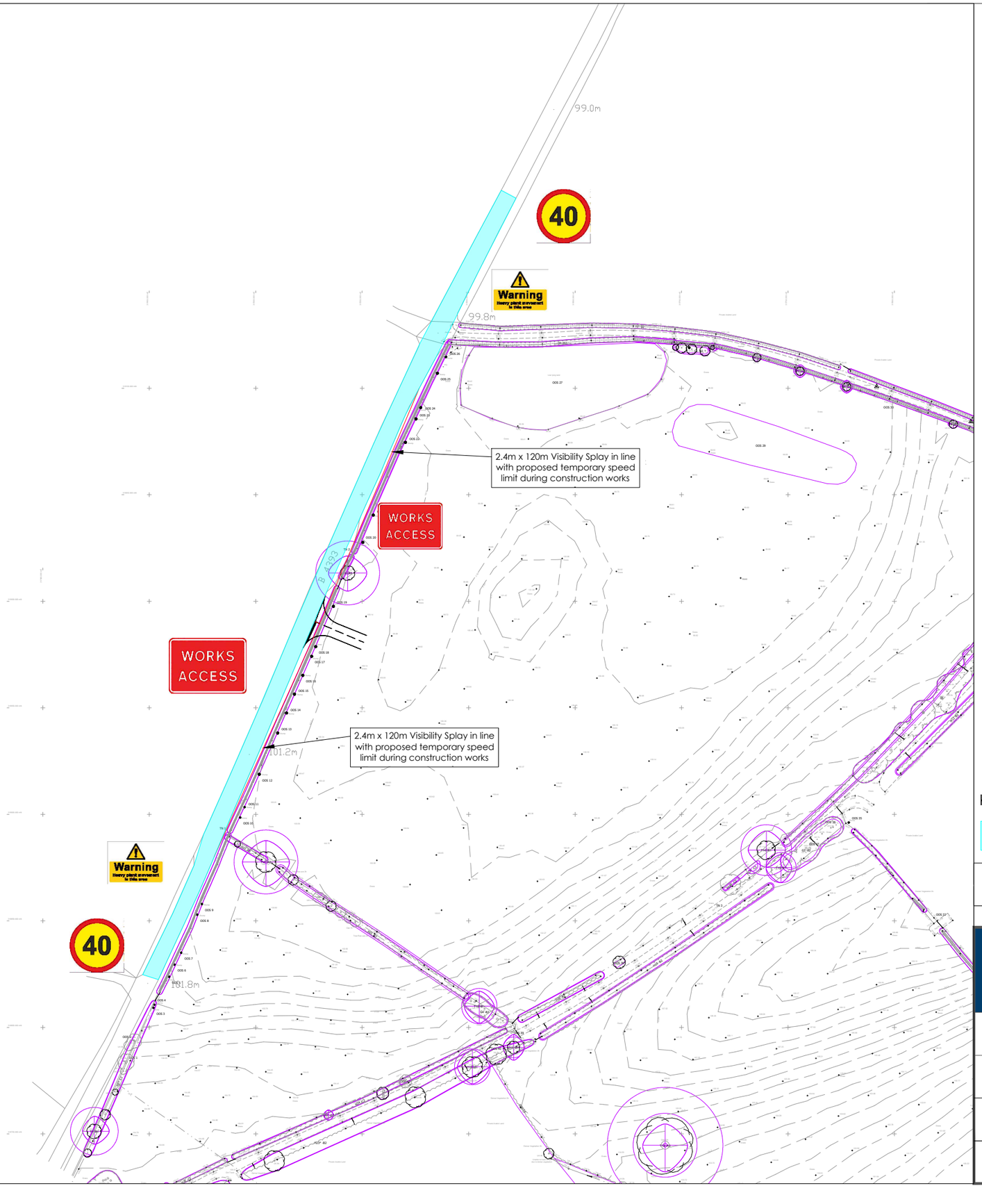
Date	Designed by	Checked by
17.12.25	JA	JT

Drawing Number	Scale @ A3	Revision
P3038 - D - 1001	As shown	A

Appendix B

Proposed TTRO

Scale: 1:2000



KEY

Extents of Temporary 40mph speed limit

Date	Rev	Description	Drawn	Chkd
-	-	-	--	-

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Project

Brogan Solar Farm, Llanfyllin

Title

Proposed Temporary Speed Limit

Date	Designed by	Checked by
12.01.26	JA	JT

Drawing Number	Scale @ A3	Revision
P3038 - D - 1002	1:2000	