Minutes

Varley Solar Farm Community Liaison Group

Date:	5 October 2026
Time:	18:30 to 20:45
Location	Cromhall Village Hall

In attendance:

- Councillor John O'Neill (JO)
- Cyrus Contractor, on behalf of Cromhall Parish Council (CC)
- Sarah Rocks, Project Manager – RES (SR)
- Bertrand Devossel, Development Project Manager – RES (BD)
- Carey Green, Community Relations Manager – RES (CG)
- 38 members of public

Item	Details	Actions
1	**Welcome and introductions** Following introductions, SR explained that Varley Solar Farm was acquired by a fund managed by Blackfinch Energy, a leading investor in renewable energy projects. RES will support Blackfinch in the delivery of Varley through the provision of development and construction services and will remain the main point of contact for the project.	
2	**CLG purpose, membership and chair** The key purpose of the CLG is to provide a channel of communication for the exchange of information between RES and stakeholders and the local community, during the solar farm's construction phase. The CLG objectives are still to be agreed. CC will provide RES with a suggested list of objectives. Initial membership of the CLG is comprised of Councillor John O'Neill and Cyrus Contractor (on behalf of Cromhall Parish Council). Representation on the CLG from other community organisations or similar was discussed and it was agreed, at this time, to maintain a flexible CLG membership structure, allowing participation to evolve over time. CC will raise CLG membership at the next Parish Council meeting. JO proposed Darren and Sharon James be invited to be members of the CLG, which was agreed by CC. It was agreed that JO will serve as chair of the CLG with effect from the second meeting.	CC CC

3	**CLG Terms of Reference (ToR)** The draft ToR were discussed. It was agreed that minutes of meetings will be provided to CLG members within five working days of each meeting. CLG members will review the minutes and approve or request amendments within 5 working days. Approved minutes will be published on the Varley Solar Farm website within 20 working days of each meeting. The meeting agenda will be provided to CLG members at least 10 working days in advance of each meeting. CLG members will raise any topics, questions and agenda items for the next CLG meeting within 5 working days of receiving the meeting agenda. The meeting agenda will be published on the Varley Solar Farm website within 5 working days of the next CLG meeting. Point five of Varley Energy Ltd and/or its representative's commitments to be amended to: *Finance the venue hire, any documents, advertising costs and consequences of any decisions associated with running the CLG.* It was agreed to add the following to Varley Energy Ltd and/or its representative's commitments: *Seek and collate feedback from the local community, ensuring it is shared and discussed at each CLG meeting* Dissolution clause to be amended to: *The CLG will dissolve when all CLG objectives have been met or at any time by agreement of the CLG members.* Point three of the standing meeting agenda to be amended to: *Matters arising/actions* RES to circulate amended ToR to CLG members. Once agreed the ToR will be published on the Varley Solar Farm website. It was agreed that RES will publish a form on the Varley Solar Farm website to enable members of the community to raise questions and comments for discussion at CLG meetings.	RES RES
4	**Project update** Members were advised that site investigation and trial trenching works were due to commence on site from 19 October 2026 and were expected to take around four to six weeks to complete. The works are surveys and small-scale excavations carried out to better understand ground conditions, drainage, archaeology, and other site features which will inform the detailed design process. Preliminary access works, comprising the construction of c. 20 metres of the HGV bypass stone track, are expected to be undertaken in early December.	

	The following feedback from CLG members and members of the public was noted: • Vehicles parking on the public highway must be avoided. • Farleigh Lane is a narrow rural road used by walkers, dog walkers, cyclists and local traffic, and careful consideration of vehicle access and egress is required to help maintain safety and minimise disruption to other road users. • The land to be used for the HGV bypass can get waterlogged in the winter, which could lead to mud and debris on the public highway. • Farleigh Lane is prone to flooding. RES to ensure the above feedback is fed back to the relevant consultants and contractors. A Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP) in respect of the preliminary access works, will be submitted to the local planning authority shortly. RES to share copies of the CTMP and CEMP once submitted. Pre and post construction surveys will be undertaken for all roads which would be used by site traffic. These will provide a clear record of their condition and ensure any impacts from construction traffic will be identified and appropriately managed. From early 2027 the detailed design and procurement processes will be undertaken, prior to the start of main construction expected to be around Q3 2027. Prior to main construction, RES will hold a drop-in session for members of the public to view the plans and obtain further information on the construction. The drop-in session will be advertised by a newsletter mailing to all properties within the village, via the CLG and also by way of advertisement in a local newspaper. The start of the main construction will be determined by the project's energisation date. A National Grid connections reform process has been ongoing since November 2024. RES are awaiting the formal outcome of this process in the form of a "Gate 2 offer" and expect to receive this from National Grid Electricity Distribution (NGED) in Q1 2027. This will confirm when the project is able to connect to the grid. Based on ongoing engagement with NGED, RES is working towards a mid-2028 energisation date.	RES RES
5	## Community benefit fund Varley Solar Farm will deliver a community benefit package once operational, based on the below value: • £25,000 up-front payment at start of commercial operation. • £200 per MW index-linked annually thereafter for the lifetime of the solar farm. There is flexibility to how the funding is structured and RES welcomes discussion on whether local communities would prefer a larger initial payment, higher annual payments, or a different balance between the two. The form of the community benefit package is to be agreed by local stakeholders and the community, aligned to their priorities. RES' ask is that whichever structure chosen should be agile to be able to respond to changing needs and priorities. Creating a community benefit working group was discussed and it was agreed that RES would provide more detail on the Varley Solar Farm website in respect of this.	RES

	CC advised that he would raise the community benefit at the next Parish Council meeting. Feedback that the value of the community benefit was low compared to project profits, was noted. Electricity discounts were discussed, and RES explained that it has operated its Local Electricity Discount Scheme (LEDS) for more than a decade. The scheme provides an annual contribution towards electricity bills for eligible residential, business and community properties located closest to participating operational renewable energy projects, with payments made directly to the electricity supplier. Based on the proposed community benefit value and the number of properties in the local area, it is anticipated that any discount available through a LEDS arrangement at Varley Solar Farm would be relatively modest and unlikely to provide a meaningful reduction in individual electricity bills.	CC
6	Q&A The following questions were received and discussed: Q: When will the panel dimensions be confirmed? *A: This would be confirmed on conclusion of detailed design. Typically, new solar farms are using panels measuring 2.8 to 3 metres, however, the panels for Varley may be up to* 3.5 *metres.* Q: Is battery energy storage included in the development? *A: There will be no energy storage included as part of Varley Solar Farm.* Q: The planning consent states the development must be implemented within three years (January 2027), how will you achieve this? *A: To implement a planning consent, works have to have commenced. The preliminary access works constitute commencement of development.* Q: Will there be noise from the solar farm? *A: A key noise generating component of the solar farm is the inverters. These are positioned a good distance from properties and as such, any noise from the solar farm will not be audible from local properties.* *An* ***assessment of the acoustic impact*** *of Varley Solar Farm has been undertaken in accordance with BS 4142: 2014 (04886-4726443 - October 2022). The proposed development is predicted to have a low impact such that no observed effect on health or quality of life would be expected.* Q: What about glint and glare from the solar panels? *A: Any visibility from Cromhall of the solar farm will be to the back of the panels, therefore, there is no risk of glint and glare on local properties.* *The extent to which the project will have an impact on light sensitive receptors have been assessed within a* ***Glint and Glare report****. Generally, a solar photovoltaic (PV) system is constructed of dark, light-absorbing material designed to maximise light absorption and minimise reflection. This report concludes that the proposed development does not pose any risks towards any of the assessed/considered light sensitive receptors, namely nearby dwellings, road infrastructure and aviation.* Q: Will there be any lighting/light pollution? *A: There will be no permanent lighting on the solar farm. There will be emergency lighting only to support safe access, inspection or response activities outside normal daylight hours.*	

	Q: How will the solar farm effect ecology? *A: Through a comprehensive Landscape and Ecological Management Plan (LEMP), Varley Solar Farm will increase biodiversity net gain on site. Measures within the LEMP include 10km of new or enhanced native-species hedgerow.* Q: Will the deer fencing restrict the movement of other mammals? *A: There will be mammal gates within the deer fencing to allow the safe passage of small mammals. There will also be a setback of 4 metres between hedgerow and the deer fencing allowing deer to move freely around the perimeter of the solar farm.* Q: What will be the site working hours? *A: Works shall be limited to 07:00 to 18:00 Monday to Friday and 08:00 to 12:00 on Saturdays. Any traffic movements will be scheduled between the hours of 09:00 and 15:00 and 16:00 and 17:00 to avoid local school pick up and drop off times.* Q: What will happen if deliveries turn up outside of the allotted hours? *A: The arrival and departure of the HGVs associated with the site will be strictly managed by the Site Manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compound. If ultimately required, HGVs can stop and use an existing layby on the B4509 to the northwest of the B4508 prior to proceeding to the site. No HGVs will be permitted to wait on the public highway.* Q: Which access will other construction traffic (not HGVs) use? *A: The bypass across private land was identified for HGV use, however, RES is happy to use the bypass for the majority of construction traffic.* Q: What happens if the project is sold on, how do we know new owners will comply with the conditions, etc? *A: Planning consent is connected to the land, not to the developer. As such, any new owner must comply with the planning consent, conditions and any other such agreements associated with the solar farm.* Q: Will we get a 24/7 contact during construction? *A: The construction site manager will be available 24/7.* Q: There is a 7.5 tonne weight limit on Tortworth Road, can you confirm the road will not be used for deliveries? *A: Tortworth Road will not be used for any construction traffic.* Q: When will the panel manufacturer be known and will RES share the information? *A: RES to refer to Blackfinch and revert at the next meeting.*	RES
	Q: How will RES comply with its Modern Slavery Statement? *A: RES has appointed an external consultant to manage the traceability of its supply chain. RES is also a signatory to SEIA's (Solar Energy Industries Association) Solar Industry Forced Labor Prevention Pledge.* Q: Do the solar panels get cleaned? *A: the solar panels will be cleaned at least annually, using distilled water.* Q: How will CLG meetings and associated documents be advertised other than the Varley Solar Farm website? *A: RES agreed to create a newsletter to be issued to all properties within Cromhall. In addition, RES agreed to create posters for display around the village and to provide a digital asset for the Cromhall Community Facebook page.*	RES

7	**Any other business** There was no any other business.	
8	**Date and time of next meeting** It was agreed to hold meetings on a monthly basis. Meetings to be held in-person in the first instance, but remote meetings may be considered at a later date. The next meeting will be held at 18:30 on 2 November 2026.	

Attachments:

- Action tracker
- Construction Traffic Management Plan
- Construction Environmental Management Plan

Varley CLG Action Tracker

Action ID	Meeting date	Agenda item	Action	Responsibility	Target date	Status	Progress update	Date completed	Outcome/response
CLG001	05/10/2026	2	Provide RES with a suggested list of objectives for the CLG	Cyrus Contractor	02/11/2026	Outstanding			
CLG002	05/10/2026	2	Add CLG membership to next Parish Council meeting agenda	Cyrus Contractor	02/11/2026	Outstanding			
CLG003	05/10/2026	3	Circulate amended CLG Terms of Reference	RES	26/10/2026	Outstanding			
CLG004	05/10/2026	3	Publish CLG Terms of Reference on Varley website, once agreed	RES	15/11/2026	Outstanding			
CLG005	05/10/2026	3	Publish form on Varley website to enable members of the community to raise questions and comments for discussion at CLG meetings	RES	12/10/2026	Complete		12/10/2026	Link to form
CLG006	05/10/2026	4	Comments from members and residents regarding Farleigh Lane and proposed bypass, to be fed back to relevant consultants/contractors	RES	Q3 27	Work in progress	Fed back to contractors and consultants undertaking SI and trial trenching works.		
CLG007	05/10/2026	4	Share Construction Traffic Management Plan and Construction Environmental Management Plan in respect of the preliminary access works	RES	12/10/2026	Complete		12/10/2026	Documents appended to the CLG minutes of 5 October 2026
CLG008	05/10/2026	5	Update Varley website with more detail on community benefits and a potential steering group	RES	12/10/2026	Complete		12/10/2026	Link to webpage
CLG009	05/10/2026	5	Varley community benefit to be raised at next Parish Council meeting	Cyrus Contractor	02/11/2026	Outstanding			
CLG010	05/10/2026	6	Liaise with Blackfinch on sharing of panel manufacturer	RES	Q3 27	Outstanding			
CLG011	05/10/2026	6	Produce flyer, posters and digital assets with further information on how CLG documentation can be accessed	RES	16/10/2026	Outstanding			

Construction Traffic Management Plan

Varley Solar Farm, Cromhall, Gloucestershire, GL12 8AJ

On behalf of Varley Energy Limited

Date: October 2026 | Pegasus Ref: P22-0915 TR01v3

LPA ref: P22/07114/F

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
-	16/11/2022	JK	JB/KE	Initial draft
2	21/11/2022	JK	KE	Response from client
3	07/10/2026	EK	LRD/KS	Partial discharge of Condition 10

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Appendix D Existing Site Access Points
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1. Introduction

1.1. This Construction Traffic Management Plan (CTMP) has been produced by Pegasus Group on behalf of Varley Energy Ltd (the Applicant) to address the transportation issues associated with the partial discharge of Condition 10 under planning permission P22/07114/F for the construction of part of the access track permitted as part of a solar farm development at Varley Farm, Cromhall in South Gloucestershire.

1.2. The site benefits from planning permission P22/07114/F for the installation and operation of a renewable energy scheme comprising ground mounted photovoltaics which could produce approximately 25MW on land at Varley Farm. The application was originally submitted in December 2022 and was supported by a CTMP dated November 2022. That document set out the proposed access arrangements for the construction and operational phase of the development, as well as the forecast trip attraction, construction traffic routing and mitigation measures. The development was later granted planning permission in January 2024.

1.3. Condition 10 of the Decision Notice states the following:

'A site specific Construction Traffic Management Plan (CTMP), shall be submitted to and agreed in writing with the Local Planning Authority prior to commencement of work. The CTMP as approved by the Council shall be fully complied with at all times.

The CTMP shall include but not necessarily be limited to:

(i) Measures to control the tracking of mud off-site from vehicles.

(ii) Measures to control dust from the construction works approved.

(iii) Adequate provision for the delivery and storage of materials.

(iv) Adequate provision for contractor parking.

(v) The lorry routing schedule, as shown in the submitted Construction Traffic Management Plan including the approved on-site haul route. Measures to coordinate the arrival and departure of construction and delivery vehicles to avoid conflict. The Local Highway Authority to be contacted before commencement of the development to establish if a temporary road closure is required on Farleigh Lane.

(vi) A Highway condition survey of Farleigh Lane and Talbots End including photographs to be carried out jointly with a Highways representative from the Local Highway Authority Streetcare Team prior to commencement of the Development. Followed by a further condition survey carried out jointly with the Highways representative after completion of the construction phase. Any damage attributable to Development traffic is to be repaired to the satisfaction of the Local Highway Authority. Fairleigh Lane and Talbots End will be checked daily and any mud deposited on the roads will be removed straight away and any damage to the roads or grass verges will be made safe on a daily basis to the satisfaction of the Local Highway Authority (LHA). If road edges and verges are damaged on a regular basis the LHA may require additional widening or other measures to prevent further damage.

(vii) Details of Main Contractor including membership of Considerate Constructors scheme or similar.

(viii) Site Manager contact details.

(ix) Processes for keeping local residents and businesses informed of works being carried out and dealing with complaints.

(x) Measures to avoid school bus pick up and drop off times at the Farleigh Lane junction'

1.4. This CTMP is prepared to discharge the requirements set out in Condition 10 to facilitate the construction of part of the access track permitted within P22/07114/F.

1.5. A further CTMP document will be produced at a later date in order to address the requirements of Condition 10 in relation to the remainder of the permitted development.

1.6. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movements activities All employees working at the site will comply with this CTMP and the development will be carried out in accordance with the approved details. Any departures from this CTMP will need to be agreed in writing by the planning and highway authority prior to actions or works being carried out on site.

1.7. 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 the construction personnel's on-site induction processes. The contact details of the contractor (including membership of Considerate Construction scheme or similar) and the site manager, including a 24-hour emergency contact number, and those of the highway department at South Gloucestershire Council will be exchanged before commencement of the works on the site.

2. Site Context

2.1. The site is located in Cromhall in South Gloucestershire, circa 5.5 kilometres east of Thornbury and 2.5 kilometres southwest of Charfield. The site is bound by open agricultural land to the north, west and south. To the east, the site is bound by Breeden Wickwar Quarry. An existing agricultural track currently serves as the site access from Talbots End that predominantly comprises concrete with a short section of dirt and aggregate at the northern extent where it meets Talbots End.

2.2. The wider site covers approximately 50.5 hectares of open agricultural land parcels, most of which is divided by hedgerows or dirt tracks. The site in its geographical context is shown at **Appendix A.**

2.3. There is an existing gated agricultural access to the wider site from Talbots End on the southern side of the carriageway that measures between three and four metres in width. There is an additional existing agricultural access point on the northern side of the carriageway approximately 15 metres to the east of this that serves the existing farm and associated farmyard. This measures around 4.5 metres wide. It is understood that both of these access points currently accommodate large, slow-moving vehicles on a regular basis.

Local Highway Network

Talbots End

2.4. Talbots End comprises a single track road that is subject to a 30mph speed limit and measures around 3.5 metres wide within the vicinity of the site. The carriageway is lit at its western extent. It currently serves existing residential dwellings and farmland and provides a connection with the B4058 to the west and Farleigh Lane to the east. Beyond the junction with Farleigh Lane, Talbots Lane serves an additional farm. Informal passing places, direct accesses and gravel verges are provided intermittently along its length to facilitate two-way traffic.

Farleigh Lane

2.5. Farleigh Lane is an unlit single lane carriageway that measures around 4.4 metres wide and is subject to a 30mph speed limit. It currently serves existing farmland and provides a connection between the B4058 in the north and Talbots End to the south.

B4509

2.6. The B4509 is an unlit single carriageway road subject to a 40mph speed limit and measures around six metres wide. It provides a connection between Junction 14 of the M5 in the east with the B4058 to the west and currently serves as a route for Heavy Goods Vehicles servicing the nearby Breedon Wickwar Quarry and is also the signed HGV route to Tortworth Business Park.

B4058

2.7. The B4058 is a partially lit single carriageway road that is subject to a 30mph speed limit within the village of Cromhall and the vicinity of the site. It measures around eight metres wide and locally serves existing residential dwellings, and provides a connection between the B4059 and Charfield to the northeast and towards Bristol to the south. The B4058 presently serves as a route for Heavy Goods Vehicles servicing employment sites such as the nearby Breedon Wickwar Quarry.

Highway Safety

2.8. Personal Injury Collision (PIC) data has been obtained for the local highway network in the most recent five-year period (2021-2025) from the online Crashmap database. The study area covers the local highway network within the immediate vicinity of the site, including the local junctions with the B4058. The data confirms that there have been no recorded incidents along Talbots End, Farleigh Lane or within the vicinity of the junctions with the B4058.

2.9. It is therefore considered that there is no existing highway safety pattern or problem within the vicinity of the site that would be exacerbated by the forecast construction traffic, which is set out at **Chapter 5.**

3. Access Track Proposals and Access Arrangements

3.1. The wider permitted development comprises the installation and operation of a renewable energy scheme comprising ground mounted photovoltaics that could produce approximately 25MW. However, this CTMP only specifically addresses the construction of part of a new access track permitted under P22/07144/F located just to the north of the existing farmyard to the north of Talbots End, as set out from **paragraph 3.3** below

Access Track Proposals

3.2. Within planning permission P22/07144/F, it was agreed with the local highway authority that a new access track would be provided parallel to the southern part of Farleigh Lane to accommodate the largest vehicles anticipated to be associated with the construction period. The location and alignment of the permitted access track is shown at **Appendix A**.

3.3. It is now proposed that 20 metres of this access track will be constructed in the first instance, with the remainder of the development constructed at a later date. The extent of the access track to be constructed shortly is shown at **Appendix B**. The remainder of the permitted development will be the subject of a separate CTMP document in due course.

3.4. The new access track will be constructed to meet the design parameters as set out in the approved access track drawing within planning permission P22/07144/F (Drawing reference 04886-RES-ACC-DR-PT-001 Rev 1). This permitted drawing is included at **Appendix C** for reference.

Proposed Construction Site Vehicular Access

3.5. As set out at **paragraph 2.3**, there are existing gated agricultural access points on Talbots End that serves the wider site on the southern side of the carriageway and that serves the existing farmyard on the northern side of the carriageway.

3.6. For the purposes of the construction of the access track, these access points can be retained as existing. The northern access serving the farmyard will be used for the purposes of HGV construction traffic and the southern access will be used for the purposes of light vehicles only. Swept path analysis of the largest vehicle anticipated to be used for the construction of the access track is included at **Appendix D**.

3.7. At the farmyard access on the northern side of the carriageway, existing visibility splays of 2.4 x 4.9 metres to the east and 2.4 x 3.4 metres to the west are achievable. At the agricultural access on the southern side of the carriageway, existing visibility splays of 2.4 x 10.4 metres to the west and 2.4 x 27 metres are achievable.

3.8. The access points are already associated with large, slow-moving vehicles on a regular basis. As set out at **paragraph 2.9**, there is no existing highway safety pattern or problem within the vicinity of the site. **Chapter 6** confirms that mitigation measures will be in place for the duration of the construction period, including banksmen at the site access points to facilitate movements by the largest vehicles. It is therefore considered that the access points are appropriate for the purposes of the temporary construction period.

Construction Compound

3.9. A temporary construction compound will be provided within the site. At this stage, it is currently anticipated that this would be located within the existing farmyard to the north of Talbots End, however most material and equipment will be transported directly to the location of the access track. This will be subject to the exact timings of construction on site, however this is currently the preferred option by the Applicant.

3.10. If the farmyard is not available at the time of construction of the access track, a temporary construction compound will instead be provided to the south of Talbots End, at the northern part of the wider solar farm. The location of the construction compound is shown in permitted drawing 04886-RES-LAY-DR-PT-003 Rev 5, included at **Appendix E** for reference.

3.11. A temporary car parking area will be provided within the compound. Parking will therefore be contained within the site so that no unnecessary parking will occur on the local highway network. Visitors will be advised of the parking arrangements in advance of travelling to the site.

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

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

3.14. The proposed construction compound layout to the south of Talbots End is provided at **Appendix F**.

4. Construction Traffic Routing

Heavy Goods Vehicles

4.1. It is currently anticipated that the largest vehicles that will access the site during the construction phase of the access track is an 11.5 metre rigid Heavy Goods Vehicle (HGV).

4.2. All construction HGVs will arrive at the site from the direction of Junction 14 of the M5 motorway, via the B4509 and B4058.

4.3. The permitted construction traffic route within P22/07144/F utilised Farleigh Lane for around 160 metres at its northernmost extent, before diverting onto the new proposed access track parallel to Farleigh Lane. HGVs would then route through the existing farmyard and cross Talbots End to access the site to the south.

4.4. As this CTMP is provided in order to address the construction of the access track itself, a new construction traffic route is now proposed for the largest vehicles anticipated to be associated with the construction period. It is anticipated that the largest vehicles would still arrive at the site from Junction 14 of the M5, via the B4509 and B4058. It is now proposed that construction vehicles will turn left onto Farleigh Lane and use it in its entirety to reach Talbots End, before turning into the proposed construction compound within the farmyard (see **paragraph 3.9** onwards). For any vehicles that cannot make this manoeuvre (such as the largest vehicles), instead of turning left onto Farleigh Lane it is proposed that vehicles would continue on the B4058 to turn left onto Talbots End. Vehicles would then continue on Talbots End to the proposed construction compound within the farmyard. HGVs egressing the site would use the same respective route from the site back to the M5. The proposed construction traffic route is shown in the plan contained at **Appendix A**.

4.5. It is considered that this is appropriate on the basis that there will be few HGV trips associated with the construction of the access track (as set out at **Chapter 5**) and that mitigation measures will be in place to facilitate these movements (as set out at **Chapter 6**).

4.6. Construction traffic will not be permitted to utilise Tortworth Road which connects the B4509 with Cromhall village as this route has a 7.5 tonne weight restriction.

Light Vehicles

4.7. All construction traffic that is not HGVs is proposed to route through the entirety of Farleigh Lane, as agreed within planning permission P22/01744/F.

5. Forecast Trip Attraction

Construction Phase

5.1. It is anticipated that the construction phase for the access track shall have around a maximum two week duration.

5.2. The construction period will include the use of HGVs to bring the equipment onto the site and this will be strictly managed to ensure that vehicle movements are controlled and kept to a minimum. The maximum sized vehicle anticipated to access the site is an 11.5 metre long rigid HGV.

5.3. Deliveries to the site shall be reported to the Site Manager and will be made on the smallest possible vehicles for each particular item of plant or material.

5.4. The access track will comprise compacted stone. The stone will be delivered to the site by 10-metre tipper trucks, and it is currently anticipated that there will be around 10 deliveries of stone for the 20 metres of access track proposed to be constructed.

5.5. There will be plant deliveries for the construction of the access track, and it is currently anticipated that there will be two deliveries and two plant collections over the two week construction period.

5.6. There will also be geotextile and other materials required on site, and it is anticipated that these would be associated with two deliveries. Additional fuel and service vehicles will also be required, and this would result in an additional two deliveries over the week.

5.7. It is currently anticipated that any spoil material would be used on site to redress the sides of the access track. However, if ultimately necessary, spoil will be removed from the site. A maximum of around four HGV movements are anticipated to be associated with this, if it is ultimately required.

5.8. There will also be the delivery of welfare units to the site, and it is currently anticipated that these would be associated with a total of two deliveries. These are currently anticipated to be towed to the site by jeep or van.

5.9. The following HGV movements associated with the construction phase are summarised below in **Table 5.1**.

Table 5.1 – Forecast Heavy Goods Vehicles Movements – Construction Period

Material	Vehicle (maximum size)	Total Number of Deliveries	Total Two-Way Movements
Stone	10m Rigid HGV	10	20
Plant deliveries/collections	11.5m Rigid HGV	4	8
Geotextile/other materials		2	4
Fuel/service vehicles		2	4
Spoil removal (If necessary)		4	8
Welfare units	Towed Groundhog	2	4
Total		**24**	**48**

5.10. Assuming a maximum two week construction period with a six-day working week, the site is expected to be associated with an average of around two deliveries, or around four two-way movements per day by the largest vehicles.

5.11. In addition to HGV movements, there will also be a small number of construction movements associated with construction workers in smaller vehicles. It is anticipated that there will be around three work vans on site per day.

Summary

5.12. It is expected that there will be a around four two-way movements per day by HGVs at the site (i.e. an average of two arrivals and two departures) over a two week period. There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be low on a day-to-day basis.

5.13. The level of traffic during the short Preliminary Access Works phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

5.14. The forecast construction and operational traffic associated with the wider site will be addressed within an additional CTMP at a later date.

6. Proposed Mitigation During the Construction Phase

HGV Management

6.1. The arrival and departure of the HGVs associated with the site will be strictly managed by the Site Manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compound. If ultimately required, HGVs can stop and use an existing layby on the B4509 to the northwest of the B4508 prior to proceeding to the site. No HGVs will be permitted to wait on the public highway.

6.2. Banksmen will be used at the construction access point and along Talbots End to control HGV movements in and out of the site, as considered necessary. HGVs will only be permitted move along Talbots End when the highway is clear of other vehicles. Other users travelling on the local highway network will have priority. Banksmen will also be located within the farmyard and construction compound to control and hold vehicles within the site, as appropriate. However, if considered necessary by highway officers during peak times of construction, stop/go boards or temporary traffic signals could be implemented along some sections of the route, as necessary.

6.3. Construction deliveries are to be scheduled between the hours of 09:00 and 15:00 and 16:00 and 17:00 over a six-day work week on Monday to Saturday, in order to avoid local school bus pick up and drop off times at the bus stops on the B4058.

6.4. The Site Manager will assume responsibility for the operation of the site. As set out in **Chapter 1**, the contact details of the contractor (including membership of Considerate Construction scheme or similar) and the site manager, including an emergency contact number, and those of the highway department at South Gloucestershire Council will be exchanged before commencement of works on site.

Signage

6.5. Construction signage will be placed at strategic locations along the routes for vehicles approaching from the north, in accordance with The Traffic Signs Manual: Chapter 8 (2020). Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to site to ensure that vehicles follow the dedicated construction route. Construction signage could include a combination of the following typical examples:

- Sign Ref: 2701 – Yellow directional signage at junctions allowing the route stating 'Solar Farm Traffic';



Example signage – Direction to a new development site

- Sign Ref: 7301 – Red signage stating 'Caution Construction Traffic Turning' at the site access and egress; and



Example signage – Temporary Construction Traffic Signage

- Sign Ref: 7305 – 'Works Traffic' directional signage along B4058, B4509, Farleigh Lane and Talbots End.



Example signage P7305 from DfT Traffic Signs Manual Chapter 8 part 3

Measures to Control Dust and Dirt

6.6. A Construction Environmental Management Plan (CEMP) is submitted separately and sets out detailed measures to control dust and dirt. Some measures are also set out below for reference.

6.7. Wheel-washing facilities will be located within the farmyard / construction compound. All construction vehicles will be required to exit through the wheel washing facilities in order to minimise any mud or debris on the local highway network.

6.8. The Site Manager will conduct daily inspections along Talbots End for any mud deposited on the roads. If there are any deposits, these will be removed straight away. Any damage to the carriageway or grass verges will be rectified and made safe on a daily basis for the duration of the construction period. Any regular damage will be addressed as part of the post-completion condition survey (see paragraph 6.9 onwards).

6.9. The site manager will keep a record of all dust and air quality complaints and will take appropriate measures to reduce emissions in a timely manner and record the measures taken.

6.10. Additional measures to control and reduce the dust from the construction works approved, the contractor will adhere (as far as reasonably practicable) to the measures set out below.

i. Water suppression will be used in dry conditions to reduce dust emissions.

ii. Any stone/concrete cutting will have water fed suppression and appropriate PPE will be used. This will be reinforced at the site-specific induction.

iii. Delivery activities, plant, stockpiled materials, and/or any other activities liable to significant dust generation will be located as far away as possible from the development site boundaries and neighbouring properties.

iv. Store materials liable to dust generation will be dampened down, covered with tarpaulin, or otherwise contained as far as is reasonably practicable. Materials that have a potential to produce dust will be removed from the site as soon as possible, unless being reused on site in which case they will be covered as outlined.

v. All vehicles carrying loose materials will be securely covered.

vi. Areas where there is regular vehicular movement will have a bound surface which will be kept in good repair; and

vii. Period road-sweeping will be implemented if ground conditions and/or adverse weather conditions dictate. This will ensure that the site access track and public roads affected are kept clean. The public highway will be regularly inspected.

Additional Mitigation Measures

6.11. A Community Liaison Group has been established comprising of local-elected representatives, to provide a forum for exchange of information between the Applicant and the local community and stakeholders.

6.12. A letter will also be issued to members of the local community to inform them of the works being undertaken and to provide contact details for the Applicant's representative who can be contacted with any general queries.

6.13. A full time Site Manager/Foreman will be on site throughout who can answer any immediate queries and direct the community member to the relevant contact for anything requiring further detail.

6.14. A dedicated project website (www.varley-solarfarm.co.uk) will be kept up to date with details of the works including commencement date and relevant contact details.

Condition Survey

6.15. A pre-commencement walk-over highway Condition Survey on Talbots End will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage, it is envisaged that the extent of the survey will be Talbots End, up to and including its junction with the B4058 (as this is the proposed construction route for HGVs for the construction of the access track).

6.16. The survey will incorporate a photographic record as appropriate. The survey will be accompanied by a representative from the South Gloucestershire Council Streetcare Team, as required, and a date for this survey will be agreed before construction activities commence. It is currently anticipated that the local highway authority will be notified around four weeks prior to the commencement of construction activities, and that the condition survey will be undertaken around two weeks prior to construction.

6.17. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the site is complete.

Appendix A

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N

Key:

- Approximate Red Line Boundary
- Construction Traffic Route
- Preferred Construction Access
- Alternative Construction Access

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YY	-	-	-

SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTE PLAN

VARLEY SOLAR FARM, CROMHALL

CLIENT: VARLEY ENERGY LTD

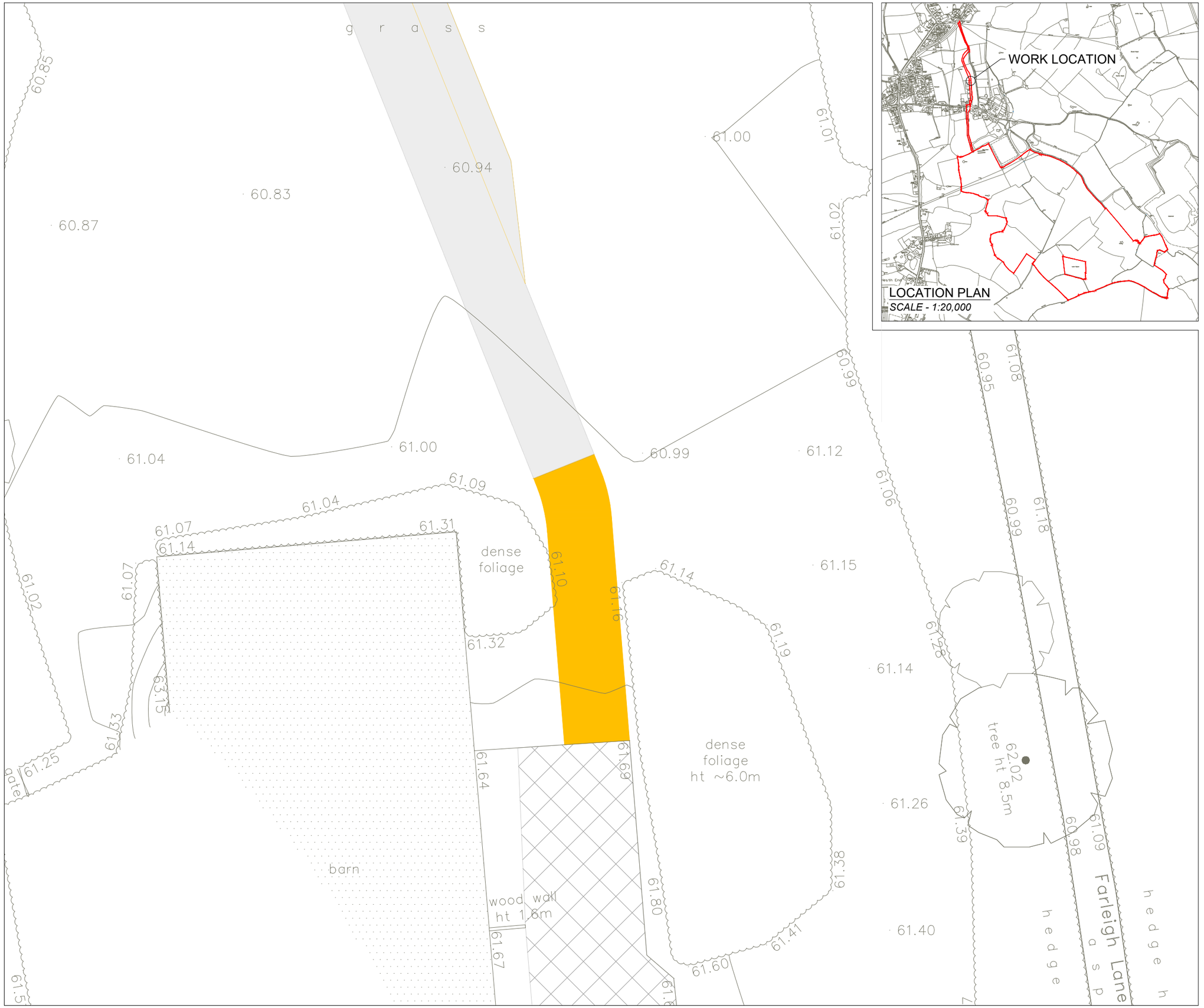
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01/10/2026	1:12,500@A2	INFO	----

DRAWING NUMBER: P22-0915_SK08

DRAWN BY:	APPROVED BY:	OFFICE:
JAN/LRD	----	BRS

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Appendix B



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2026 LICENCE NUMBER AC0000808122.

KEY:

- EXISTING ACCESS
- PROPOSED ACCESS (OUT OF SCOPE)
- PROPOSED ACCESS SECTION TO BE IMPLEMENTED

NOTES:

1. ALL DIMENSIONS ARE IN METERS AND LEVELS ARE IN METERS ABOVE ORDINANCE DATUM UNLESS STATED OTHERWISE.
2. ALL UTILITIES SHOWN ARE INDICATIVE ONLY BASED ON INFORMATION PROVIDED BY EMPLOYER. THE ACCURACY OF THIS INFORMATION CANNOT BE GUARANTEED AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING UTILITY RECORDS ARE UP TO DATE, AND FOR LOCATING AND AVOIDING DAMAGE TO ALL UTILITY APPARATUS ON SITE.

REFERENCES:

[1] SPECIFICATION FOR CIVIL ENABLING WORKS 04886-XXXXX

[2] DESIGN RISK ASSESSMENT FOR CIVIL ENABLING WORKS 04886-XXXXX

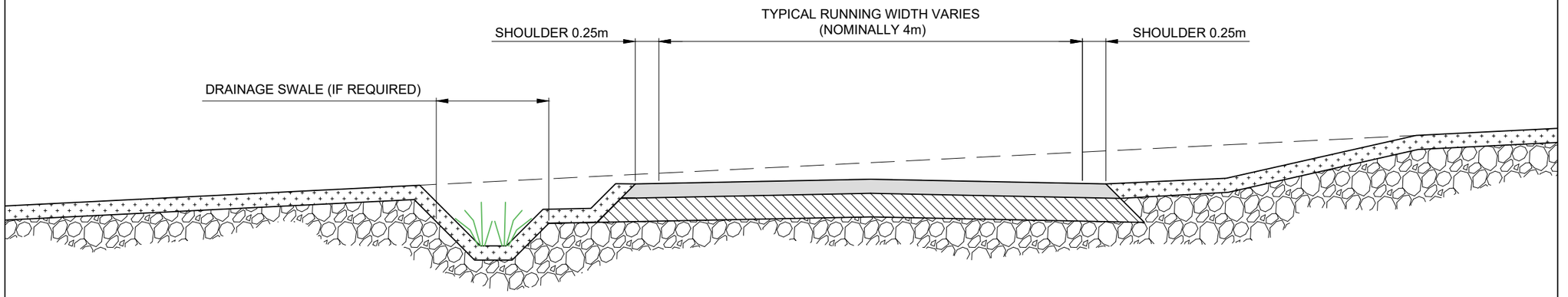
ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	CC	BD	2026-10-05	Drawing title update
1	FG	VM	VM	2026-08-27	First Issue

PURPOSE: TENDER	SCALE @ A3: 1:250
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A
COORDINATES: OSGB36/BNG (EPSG:27700)	
PROJECT TITLE: VARLEY FARM	
DRAWING TITLE: PRELIMINARY ACCESS WORKS LOCATIONS	
DRAWING NUMBER: 04886-RES-ACC-DR-CE-001	REV: 2

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Appendix C



TYPICAL TRACK SECTION

KEY

- RUNNING SURFACE
- BASE/CAPPING LAYER
- TOPSOIL
- SUBGRADE
- EXISTING GROUND LEVEL

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL EMBANKMENT SLOPES TO BE PROVIDED AT A STABLE ANGLE BASED ON THE PROPERTIES OF THE MATERIAL ENCOUNTERED ON SITE.
3. TRACK CONSTRUCTION TYPE TO BE DETERMINED DURING DETAILED DESIGN. LAYOUT OF DRAINAGE MAY VARY.
4. RUNNING SURFACE AND BASE/CAPPING LAYER TO BE FORMED FROM SUITABLE MATERIALS COMPACTED IN LAYERS.
5. GEOSYNTHETIC REINFORCEMENT OR SOIL STABILISATION MAY BE USED TO REDUCE THE DEPTH OF TRACK CONSTRUCTION. REQUIREMENT TO BE DETERMINED DURING DETAILED DESIGN.
6. OPTIONAL DRAINAGE SWALES SHOWN. ACTUAL REQUIREMENTS TO BE DETERMINED DURING DETAILED DESIGN.

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	VM	BD	2022-10-14	First Issue

PURPOSE: PERMITTING	PROJECTION
SCALE: 1:50 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
VARLEY FARM
SOLAR

DRAWING TITLE
FIGURE 6
INTERNAL ACCESS ROAD
TYPICAL DETAILS

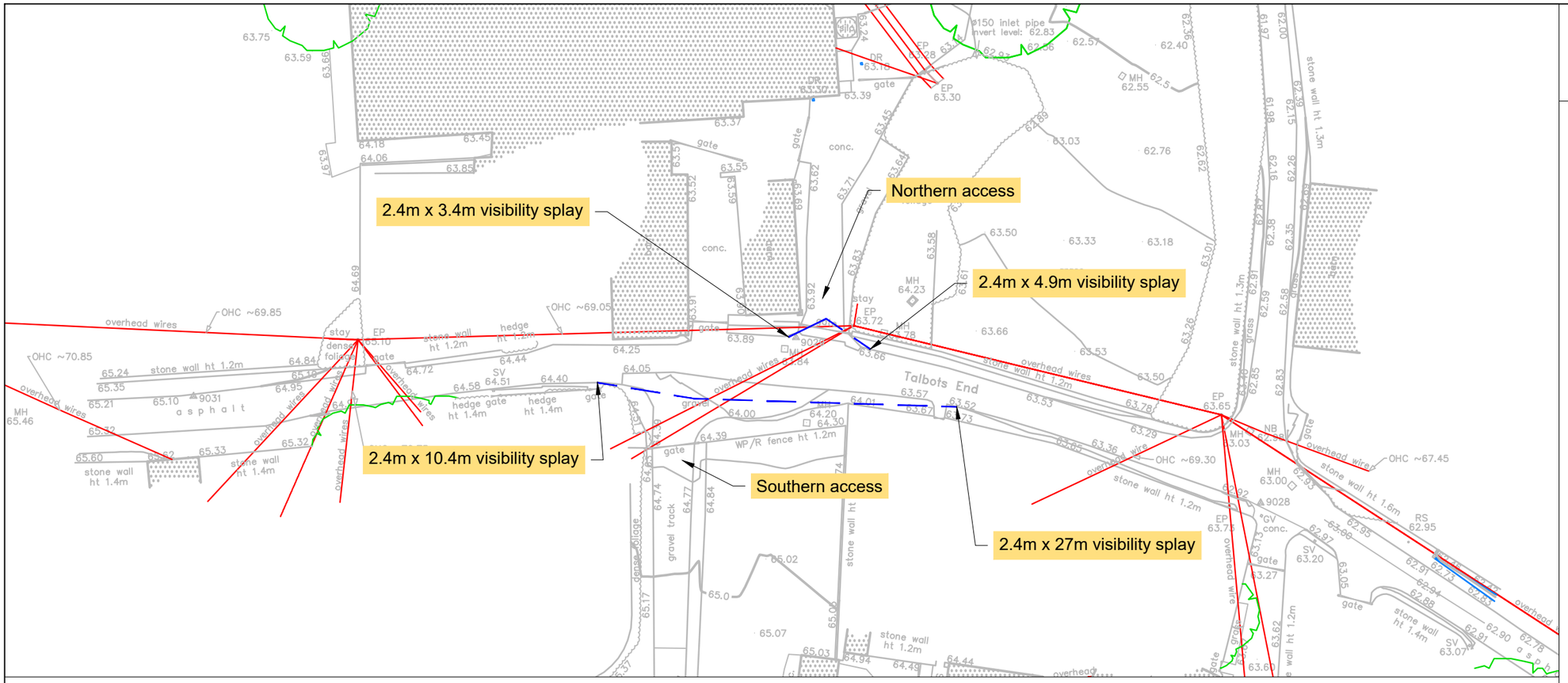
RES DRAWING NUMBER	REV
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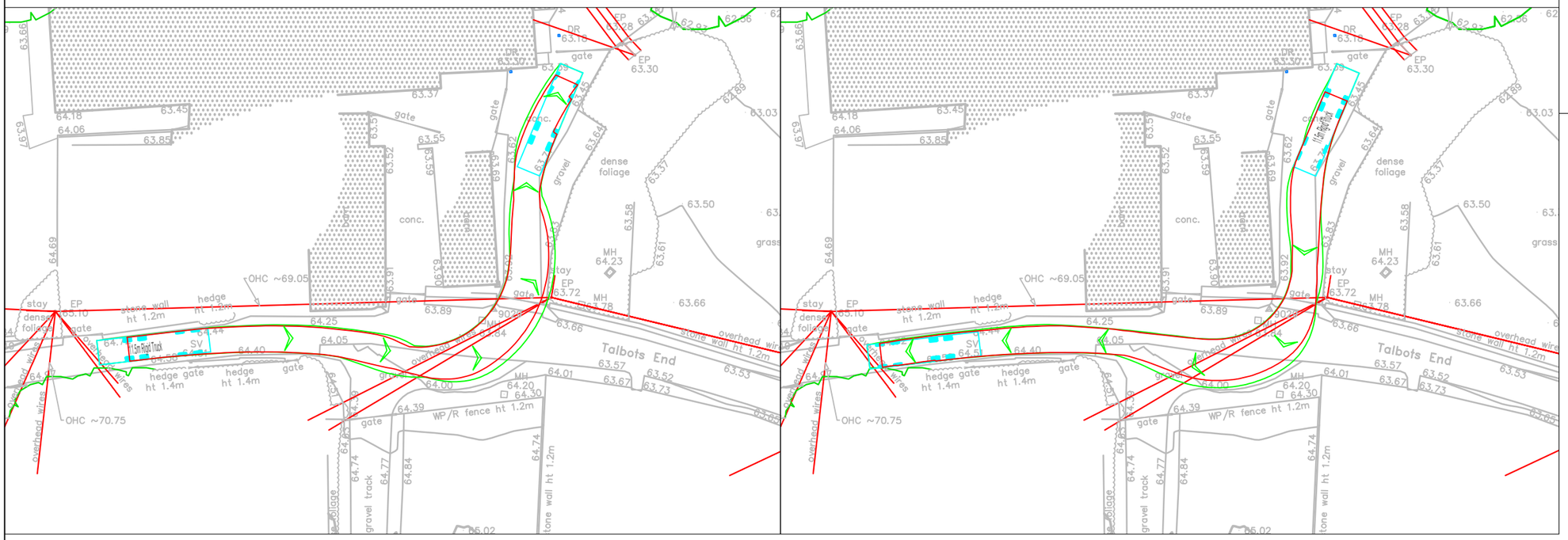
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Appendix D

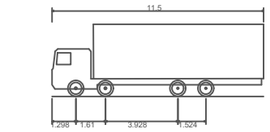
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Existing Visibility Splays at Potential Northern and Southern Compounds



Swept Path Analysis of a 11.5 m Rigid Vehicle Entering and Egressing Potential Northern Compound



11.5m Rigid Truck

Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

1:500
0 12.5m

– DD.MM.YYYY

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

EXISTING SITE ACCESS POINTS

VARLEY SOLAR FARM, CROMHALL

CLIENT:
VARLEY ENERGY LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
02/10/2026	1:500@A3	INDICATIVE	----

DRAWING NUMBER:
P22-0915_SK07

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JAN/RB	----	BRS

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Appendix E

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2025 LICENCE NUMBER 0100031673.

KEY:

- DEVELOPMENT BOUNDARY (*OUTSIDE EDGE OF LINE DENOTES BOUNDARY*)
- NEW ACCESS TRACK
- EXISTING ACCESS TRACK
- PUBLIC RIGHTS OF WAY (PRoW)
- INDICATIVE SOLAR PV ARRAY
- INVERTER
- INVERTER HARDSTAND
- SUBSTATION COMPOUND
- SPARES CONTAINERS
- TEMPORARY CONSTRUCTION COMPOUND
- FENCE LINE
- GATE (FENCE)
- WATERCOURSE CROSSING
- CCTV
- SHEEP PEN
- SURFACE WATER ATTENUATION
- EXISTING PV SOLAR ARRAY



SITE LOCATION - NOT TO SCALE

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
5	FG	FB	BD	2025-03-25	Table layout update
4	FG	VM	BD	2023-08-15	Infrastructure layout update
3	FG	IB	BD	2023-04-17	Infrastructure layout update
2	FG	VM	BD	2022-11-04	Minor update

PURPOSE: PERMITTING	PROJECTION: OSGB 1936
SCALE: 1:5,000 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE

VARLEY FARM

DRAWING TITLE

FIGURE 4
INFRASTRUCTURE LAYOUT

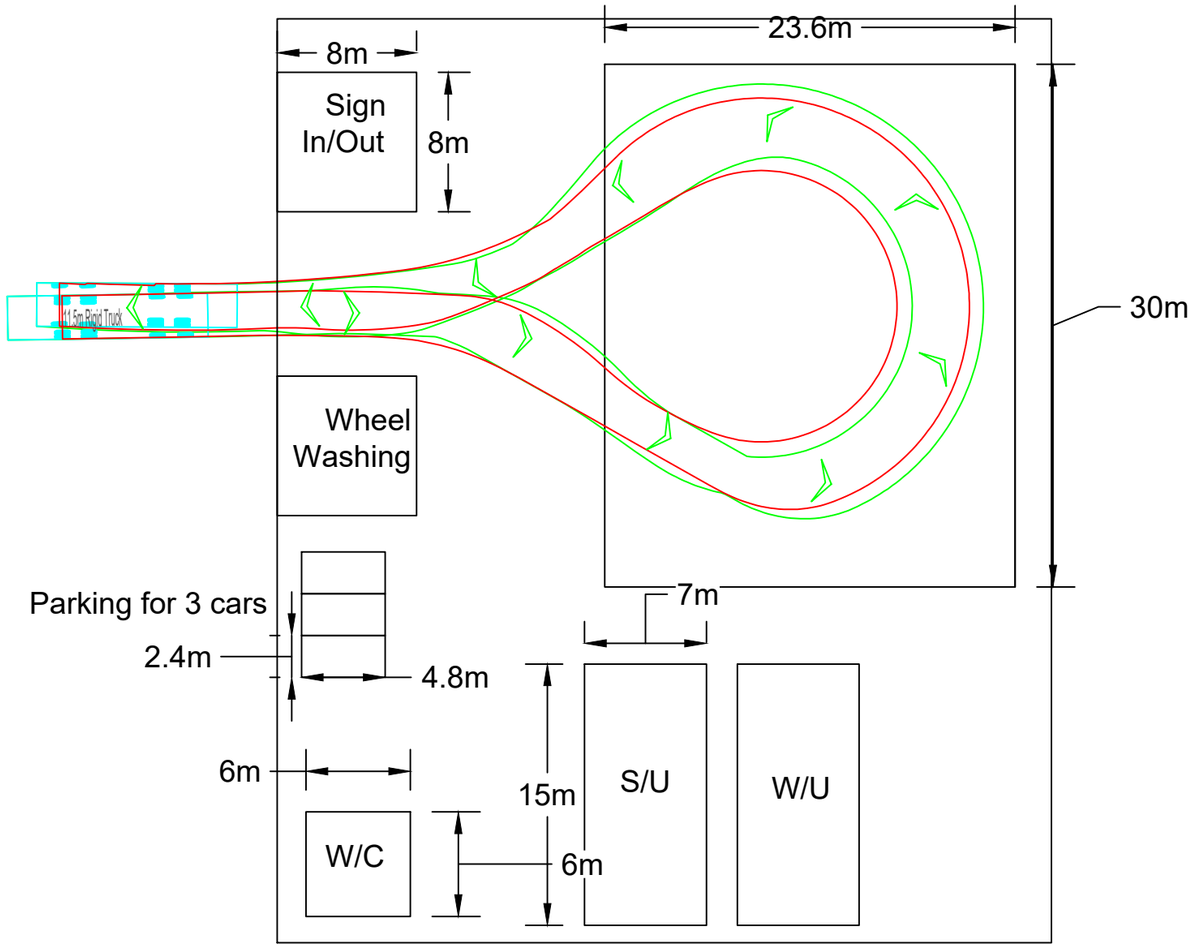
RES DRAWING NUMBER	REV
04886-RES-LAY-DR-PT-003	5

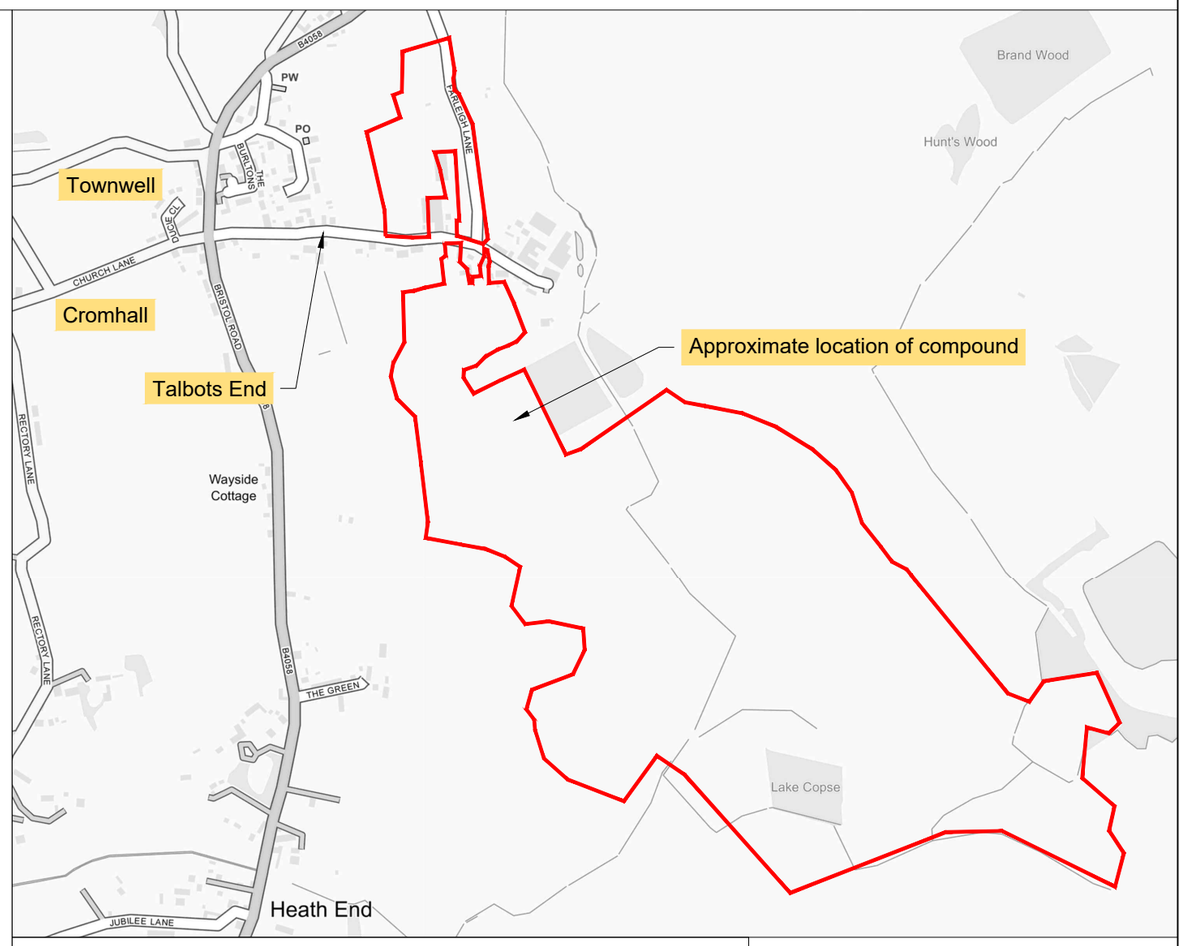
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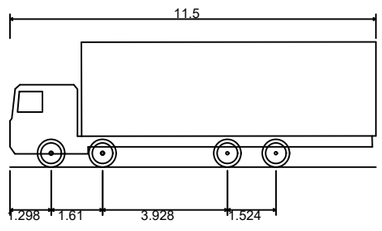
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11.5m Rigid Truck	
Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YYYY			

PROPOSED COMPOUND LAYOUT

VARLEY SOLAR FARM, CROMHALL

CLIENT: RES GROUP

DATE:	SCALE:	DRAWING STATUS	REVISION
02/10/2026	NTS@A3	INFO	----

DRAWING NUMBER: P22-0915_SK05

DRAWN BY:	APPROVED BY:	OFFICE:
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Construction Environmental Management Plan (CEMP)

Varley Solar Project – Preliminary Access Works

Revision History

Issue	Date	Name	Latest changes
01	05/10/2026	S Rocks	Issued for partial discharge of condition 9 in relation

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1 Introduction

The principal objective of this Construction Environmental Management Plan (CEMP) is to provide details of the proposed construction and environmental management arrangements during the construction of the Preliminary Access Works for Varley Solar Project. These works will involve the construction of 15m – 20m of access track within the northernmost field.

This document is submitted for the partial discharge of Condition 9 under planning permission P22/07114/F as part of a solar farm development at Varley Farm, Cromhall in South Gloucestershire.

1.1 Description of the Site

The Site is located in Cromhall, Gloucestershire located circa 5.5 kilometres east of Thornbury and 2.5 kilometres southwest of Charfield. The site is bound by open agricultural land to the north, west and south, with Cromhall Village located to the northwest of the site. To the east, the site is bound by Breeden Wickwar Quarry.

The location of these works is shown on the Preliminary Access Works Drawing in Appendix A

1.2 Description of the Works

The Preliminary Access Works will comprise the construction of a 15-20 metre long section of new access track being constructed within the northernmost field as detailed on Drawing Ref 04886-RES-ACC-DR-CE-001 (Appendix A).

The track will be constructed to meet to design parameters as set out on approved access track drawing (see Appendix B, Drawing Ref 4886-RES-ACC-DR-PT-001).

As detailed in the Construction Transport Management Plan (Appendix C) it is anticipated that an existing area of hardstand adjacent to the proposed works will be used as a temporary area for welfare, storage and parking. The works are of a temporary nature (up to 2 weeks duration on site) and shall require less than 5 operatives to complete the works.

1.3 Objectives of the CEMP

This Construction Environmental Management Plan (CEMP) covers the Preliminary Access Works as described above only. An updated CEMP will be submitted to the Local Authority ahead of construction works for the main site (the solar farm and associated infrastructure).

The purpose of this CEMP is to provide an overview of the management and mitigation measures that will be implemented to minimise any environmental impacts, to protect the environment and any sensitive receptors. In particular it aims to minimise any potential risks to the species or habitats that are known or are likely to be present within the site during works.

The works shall be completed in accordance with the approved planning permission (P22/07114/F), this CEMP and associated documents.

1.4 Conditions of Consent

The Preliminary Access Works are covered under the full site planning application submitted on 14th December 2022, consented under decision reference number P22/07114/F. Planning permission for this application was granted on 24th January 2024.

Planning Permission was Granted subject to 18 No. Conditions. This CEMP shall address the topics as raised in the relevant conditions detailed below for the Preliminary Access Works for Varley Solar Project.

A Construction Traffic Management Plan (CTMP), which addresses Condition 10 has also been prepared to cover the Preliminary Access Works and is included in Appendix C.

Condition 8 states as follows:

The development shall proceed in strict accordance with the Mitigation Measures provided in the update Ecological Appraisal (BSG Ecology, August 2023).

Condition No 9 states as follows:

No development shall commence (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall be written in accordance with BS42020, including mitigation details on bats, birds, reptiles, hedgehog and badger, as well as any pollution prevention measures. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Condition No 16 states as follows:

Prior to the installation of any external lighting, details of its location and specification shall have been first submitted to and approved in writing by the local planning authority. Only such details as approved shall be installed. Such lighting shall be designed to not spill onto the hedgerows and trees.

Condition No 17 states as follows:

Construction on site will take place from 07:00 to 18:00 Monday to Friday and 08:00 to 12:00 on Saturdays. No construction work or deliveries are programmed to take place outside of these hours, except in emergency or exceptional cases. All HGV deliveries are expected to arrive Monday to Friday.

2 Roles and Responsibilities

The Applicant will appoint a contractor to the role of Principal Contractor who will be responsible for the construction of the Preliminary Access Works and for the protection of habitats and species within the Site. The Principal Contractor shall ensure that all measures and mitigation identified within this CEMP are considered and implemented during their construction works.

The Applicant shall also appoint a suitability qualified and experienced Ecological Clerk of Works (ECoW) to supervise the undertaking of Preliminary Access Works and provide toolbox talks as required, to act as the main point of contact in relation to ecological issues and liaise with relevant statutory bodies as necessary.

	Name	Role	Address	Name & Contact Details
Applicant/Client	Varley Energy Ltd (VEL)	Responsible for delivery for the delivery of the project in compliance with the planning permission and conditions and relevant legislation	Meadow Barn, Elkstone Studios, Cheltenham, United Kingdom, GL53 9PQ	Alan Gorman a.gorman@blackfinch.com
Developer	Renewable Energy Systems (RES) Ltd	Supporting VEL with delivery of the project and ensuring all planning condition requirements are implemented.	Beaufort Court, Egg Farm Lane, Kings Langley, Hertfordshire, WD4 8LR, England, UK	Sarah Rocks sarah.rocks@res-group.com
Principal Designer	Renewable Energy Systems (RES) Ltd	Responsible for planning, managing, monitoring and coordinating health and safety during the design process.	Beaufort Court, Egg Farm Lane, Kings Langley, Hertfordshire, WD4 8LR, England, UK	Vincent Morgan vincent.morgan@res-group.com

Principal Contractor*	TBC	Responsible for the day-to-day delivery of the construction works and for implementing the requirements of this CEMP throughout the construction period.	TBC	TBC
Site Manager*	TBC	Act as the Principal Contractor's nominated representative on site and be responsible for the daily management and implementation of environmental controls.	TBC	TBC
Ecological Clerk of Works (ECoW)	BSG Ecology	Advisory role in relation to ecology, including protected species constraints (e.g. great crested newt and breeding birds)	Merlin House, No 1 Langstone Business Park, Newport, Gwent, NP182HJ	Rhys Lewis r.lewis@bsg-ecology.com Jim Fairclough j.fairclough@bsg-ecology.com

*Procurement for these works still in progress but contractor contact details will be provided to the Local Authority in advance of works commencing.

3 Ecological Features and Measures and Working Practices to Avoid or Reduce Impacts on Ecology

3.1 General Principles

To minimise any potential impact on ecology, the Preliminary Access Works shall proceed in accordance with the Mitigation Measures provided in the update Ecological Appraisal (BSG Ecology, August 2023), in compliance with Planning Condition 8.

These measures (as are relevant to the Preliminary Access Works) include:

- ECoW appointed prior to commencement of Works.
- Employed contractors will be instructed on the potential for protected species prior to accessing the site. If protected species are found during works, work will cease until the ECoW has been consulted.
- Non-licenced method statement (NLMS) put in place to include a risk assessment and toolbox talk (TBT) covering protected species for preliminary access works.
- Best practice pollution prevention measures will be implemented (as set out in Section 4 below).
- No works or storage of materials or vehicle movements will be carried out in or immediately adjacent to ecological buffer zones or ditches.

Given the timing of the works, the short-term duration, temporary nature and limited scope of works, it is not deemed necessary to carry out pre-commencement surveys at this time. These will be carried out in advance of the commencement of Construction activities in relation to the main site.

As can be seen below the risk to ecological features, notably protected species, from the proposed works taking place between October and December 2026 is minimal. The NLMS, supported by a TBT and regular checks at appropriate times by the ECoW will help to minimise the risk through the measures described further below.

3.2 Key Receptors of Note

3.2.1 Great Crested Newts (GCN)

GCN environmental DNA (eDNA) surveys were carried out on Site in 2022, a further Site walkover was carried out in 2023 to confirm the status of several ponds which were scoped out of further survey work due to being dry. No ponds on Site returned a positive eDNA test, however the desk study found a pond 166 m southeast from the Site boundary that had a population of ten GCN recorded in 2017, proving the species to be in the area, albeit in low numbers and most likely concentrated around favourable habitat (i.e. hedgerow) around the peripheries of the Solar Farm Site.

GCN environmental DNA (eDNA) surveys were carried out on Site in 2022, a further Site walkover was carried out in 2023 to confirm the status of several ponds which were scoped out of further survey work due to being dry.

No ponds on Site returned a positive eDNA test, however the desk study found a pond 166 m from the Site boundary (pond 25 to the south east) that had a population of ten GCN recorded in 2017, proving the species to be in the area, albeit in low numbers and most likely concentrated around favourable habitat (i.e. hedgerow) around the peripheries of the Solar Farm Site. The Preliminary Access Works are being carried out in the northernmost field of the Site, which represents the area of the Site furthest from this off-site pond with confirmed GCN presence.

In the absence of mitigation, there is a low risk that the proposed preliminary works have the potential to impact GCN (and other amphibians) as follows:

- Killing/injury of individual GCN, for example if seeking shelter in spoil stores.
- Trapping of GCN within deep excavations

The risk to GCN during these works is considered to be low on the following grounds:

1. There are no ponds on site that support GCN, these either being dry or proved negative for GCN via eDNA survey. The closest pond understood to support GCN), is off-site to the southeast, 166 m from the Site, and further away from the areas directly affected by the Preliminary Access works. It is approximately 1160 m from the area permanently affected by the access construction and the intervening land is dominated by arable fields with limited high-quality terrestrial GCN habitat.
2. All the affected habitats comprise intensively managed short grazed pasture or arable land. Such habitat is generally of low suitability to GCN and provides negligible places of shelter or rest. No hedgerows or areas of long tussocky grass (that might be suitable for resting GCN) will be affected.
3. The site compound will be located either on hardstanding or within low-suitability grassland situated approximately 250 m from the nearest pond.
4. The Preliminary Access Works will be of short duration, spanning 2 weeks maximum on site.
5. The Preliminary Access Works will be undertaken outside of the GCN active period (i.e. between November and January).
6. The work can be carried out in a way that will limit risk to GCN (and other amphibians) through the implementation of Reasonable Avoidance Measures that would be set out in a Non-licensed Method Statement (NMLS).

Accordingly, an offence is considered unlikely, therefore a licence would not be required for the works. Notwithstanding this, Reasonable Avoidance Measures will be incorporated into a NMLS to control the way that the work takes place, and minimise risk of harm to GCN and wildlife in general.

Non-licensed method statement

The NLMS will:

- Consider the location of the Preliminary Access Works, which will be reviewed by an ecologist, who will provide advice on micro-siting if appropriate.
- Detail the method of works as set out in a risk assessment and toolbox talk (TBT). The TBT will describe the legal protection of GCN, appropriate measures to be implemented by the contractor to minimise risk of harm to GCN, how to identify a GCN (and other amphibians) and what the immediate next steps in the unlikely event that a GCN is found on Site during the works.
- The TBT will be delivered to all Site personnel by an ECoW immediately prior to commencement of works.
- Compliance checks will be carried out by the ECoW over the duration of the works during the active season for GCN (i.e. up to October, and if warm weather prevails, into early November).

These checks may be less frequent outside the active season due to the lower likelihood of GCN being active, although other mammals may still be active, and the NLMS and TBT will address these also.

Given the known presence of GCN in the land surrounding the Site, there is a low risk of a GCN being encountered and impacted as a result of the planned works. Should this be the case, then works on Site may need to cease and next steps discussed with the ECoW before works can proceed. Next steps may include obtaining a Low Impact Class Licence (LICL) from Natural England before works can continue.

3.2.2 Badgers and Hedgehogs

Badgers and hedgehogs may pass across the site whilst foraging, with fresh badger footprints recorded off-site to the north in 2022. There are no resting places of either species that would be affected by the proposed works as no hedgerows, ditches or other areas of substantive vegetation will be affected.

3.2.3 Nesting Birds

The works will be taking place outside the nesting bird season. There is therefore no risk posed to nesting birds, particularly ground nesting species that might have been vulnerable had works been undertaken during the period March to August.

3.3 Summary of Potential Receptors and Measures Proposed

Potential Receptor	Measures Proposed
Habitats (hedgerows and woodland)	4m buffer will be maintained from hedgerows and woodland. Works will not impact trees, hedgerows and woodlands.
Protected species (Badger, otter, bats, herptiles, brown hare, hedgehog)	No observed badgers or otters on site. All dug ground to be levelled and compacted wherever possible. Works will not impact trees, hedgerows and woodlands generally and there will be no restriction on foraging movements from works proposed. Excavations to be backfilled on same day or if left overnight engineered to provide a means of escape.
Protected species (Bats)	Works will not impact trees with potential for bats
Protected species (Birds)	Works will be completed outside of bird breeding season
Protected Species (Herptiles)	Works will be completed outside of herptile active season (March to September). No vegetation removal proposed. Excavations to be backfilled on same day or if left overnight engineered to provide a means of escape, and spoil compacted. (see further detail in relation to GCN above)

Aquatic Environment and Soil	Best practice pollution prevention measures implemented.

4 General Construction Environmental Management and Pollution Prevention Principles

This CEMP identifies elements of the Preliminary Access Works which are potentially capable of giving rise to pollution and identifies pollution prevention and mitigation measures.

4.1 Contractors Requirements

The Preliminary Access Works for Varley Solar project shall be constructed in accordance with the planning permission and subsequent documents prepared as part of the condition discharge process.

Construction work shall be limited to normal working hours of 07:00 to 18:00 Monday to Friday and 08:00 to 12:00 on Saturdays. Construction deliveries are to be scheduled between the hours of 09:00 and 15:00 and 16:00 and 17:00 to avoid local school bus pick up and drop off times at the bus stops on the B4058. There shall be no working or deliveries outside of these hours or on Sundays or Public Holidays without the prior agreement of the Local Planning Authority.

The Principal Contractor and subcontractors shall employ environmental best practice and follow relevant Pollution Prevention Guidelines (PPG's) when planning their works and implementing mitigation measures.

Once a Principal Contractor has been appointed, they shall provide a 24-Hour Emergency contact number for the Site Manager.

4.2 Site Establishment and Set Up

The Principal Contractor shall establish a temporary welfare, storage and parking area for use during the Preliminary Access Works, this shall be established at the earliest opportunity and shall be located as shown in Appendix A.

The welfare, storage and parking area shall be used to provide the following:

- Welfare facilities in accordance with Schedule 2 of the Construction (Design and Management) Regulations 2015 (CDM 2015).
- The Contractor's office accommodation.
- Car parking for site operatives and visitors, there shall be no parking or queuing of construction traffic on the highway permitted at any time.
- This area may also be used for unloading, loading and storage of plant, equipment, and materials. There must be no storage of plant, equipment, or materials on the highway at any time.
- The use of Heavy Goods Vehicle's (HGV's) on Hales Lane is not permitted in accordance with the TMP in Appendix C. There must be no reversing of vehicles into or from the live highway at any time.
- Safe storage of any COSHH related materials in a lockable COSHH container.

- Temporary storage of any waste materials.

Given the short duration of these works (likely 5-10 days and less than 5 operatives), welfare shall be provided in the form of a welfare van or a towable welfare unit to maximise space.

4.3 Construction Traffic Management

Traffic management for the Preliminary Access Works shall be carried out in accordance with the approved Traffic Management Plan (TMP) in Appendix C, this shall include the below key restrictions.

- All construction HGVs will arrive at the site from the direction of Junction 14 of the M5 motorway, via the B4509 and B4058 and onto Talbots End.
- All construction traffic that is not HGVs is proposed to route through the entirety of Farleigh Lane, as agreed within planning permission P22/01744/F.
- No construction traffic shall be permitted to use Tortworth Road.
- Arrival and departure of the HGVs associated with the site will be strictly managed by the Site Manager.
- No HGVs will be permitted to wait on the public highway.
- Banksmen will be used at the construction access point and along Talbots End to control HGV movements in and out of the site, as considered necessary.
- Construction deliveries are to be scheduled between the hours 09:00 and 15:00 and 16:00 and 17:00 to avoid local school bus pick up and drop off times at the bus stops on the B4058.

4.4 Dust Management

Dust management will always be carried out in accordance with industry best practice to ensure that local receptors are not affected by nuisance levels of dust from the works.

The hierarchy for mitigation will be prevention, suppression then containment. The following measures will be implemented as required to restrict and control the movement of dust and other airborne pollutants within the site:

- The Preliminary Access Works area shall be damped down using a water bowser or other suitable system as required.
- Site speed limits to be applied (15mph).
- Vehicle loads to be covered as required.
- Wheel washing facilities will also be employed if deemed necessary by the contractor to prevent the spread of mud onto the highway, subject to site conditions at time of work.
- Excavation and earthworks areas will be stripped as required to minimise exposed areas.
- Completed earthworks, stockpiles and other exposed areas will be covered with topsoil and re-vegetated as soon as it is practical to stabilise surfaces.
- Minimise drop heights from material handling equipment.
- Only use cutting or grinding equipment in conjunction with suitable dust suppression techniques.
- Talbot's End shall be regularly inspected for accidental transfer of site debris (eg mud, dust, stone) onto the highway. Any such debris shall be removed, including use of a road sweeper as necessary.

4.5 Foul Water Management

From the outset the Principal Contractor (PC) shall provide welfare facilities in accordance with the Construction (Design and Management) Regulations 2015. Waste water from the welfare facilities shall be discharged to self-contained tank(s). Tanks shall be emptied on a regular basis by an authorised contractor who shall transport the effluent to an authorised off-site treatment facility.

4.6 Construction Noise and Vibration Management

The sources of construction noise are temporary and vary in location, duration, and level as the different elements of the project are constructed. Construction noise arises primarily through the operation of large plant, noise also arises due to the temporary increase in construction traffic on and near the site.

The British Standard which gives guidance on noise and vibration from construction and mineral working sites is BS 5228 'Code of practice for noise and vibration control on construction and open sites'. This document provides guidance on appropriate construction noise and vibration levels as well as the steps that can be taken to minimise potential noise and vibration effects.

The Preliminary Access Works for the Varley Solar project are small in scope and short in duration, thus requiring minimal plant, deliveries and operatives to complete the works. Reasonable mitigating measures are as follows:

- Consideration shall be given to noise emissions when selecting or modifying the plant and equipment used on site with quieter variants given preference.
- Plant shall be used and maintained in accordance with the manufacturer’s instructions.
- Vehicles and machinery shall be switched off when not in use.
- Avoiding unnecessary revving of engines.
- Stationary noise sources shall be sited as far as reasonably possible from residential properties and where necessary appropriate acoustic barriers shall be deployed.
- Use mains or battery powered equipment where possible.
- All personnel shall be instructed on best practice measures to reduce noise and vibration as part of their induction training and followed up by 'toolbox' talks.

4.7 On-Site Fuel and Chemical Storage

Given the small scope of works and short duration for the Preliminary Access Works, it is anticipated that any on site refuelling will be limited. Road going vehicles such as vans and trucks shall be fuelled off site, however, for construction machinery such as excavator and compaction plant, a limited amount of fuel shall have to be stored on site. Fuel stored on site shall be stored in a suitable bunded bowser.

Oils, lubricants, and other hazardous liquids required for the maintenance of equipment and such items as may be required for the construction of the Preliminary Access Works shall be stored in a small, proprietary Bunded Chemical Store. Only required quantities of these products shall be removed from the bunded store with any unused product returned to the store immediately.

Daily prestart checks shall be carried out on all plant and equipment, records of these checks shall be maintained in the site office. Any defects identified through these checks shall be rectified.

Other general mitigation measures shall include.

- Drip trays will be used where appropriate.
- Spill kits will be readily available to all personnel. The spill kits will be of an appropriate size and type for the materials held on site. Individual items of plant shall carry an appropriately sized spill kit.
- Toolbox Talks (TBTs) shall be used to provide basic training to staff on the correct storage and use of fuels, oils, and other hazardous materials.
- All tanks and containers, etc used to store fuels, oils and other hazardous materials shall be locked when not in use.
- All hazardous materials shall be stored and used in accordance with The Control of Substances Hazardous to Health Regulations 2002.

4.8 Smoke and Odour

Measures will be taken to avoid causing nuisance from smoke, odours, and other air emissions, including the following:

- Burning of materials is not permitted.
- Vehicles and plant will be maintained in accordance with manufacturer's guidance.
- Waste will be minimal for the Preliminary Access Works and shall be managed and removed from site regularly to avoid excess accumulation and potential for odour.

4.9 Site Security

Throughout the works the Principal Contractor shall be responsible for the security of the works. The works area shall be made secure and shall not be accessible by the public. During construction, temporary "Heras" type fencing and gates shall be used to secure the Preliminary Access Works area, including the temporary welfare, storage and parking area.

Statutory health and safety signage shall be displayed at the site entrance together with the contact details of the Principal Contractor.

4.10 Temporary Lighting

Temporary flood lighting is not anticipated to be required for the Preliminary Access Works.

4.11 Waste Management

The levels of waste anticipated for the Preliminary Access Works are minimal. All contractors shall manage their waste in accordance with the Environmental Protection Act 1990.

Key points with regards to construction & demolition waste management are.

- Waste generation to be minimised by the application of the following hierarchy to waste management.
    - Prevention.
    - Reduce.

  - Reuse.
  - Recycling.
  - Other Recovery.
  - Disposal.
- Contractors shall have responsibility for developing and implementation of waste handling procedures in accordance with legislation and the above waste management hierarchy, measures shall include,
  - Just in time ordering of appropriate quantities of materials.
  - Appropriate handling and storage to reduce wastage.
  - Co-ordination of supply to avoid repeat and/or redundant deliveries.
- Measures shall be taken by contractors to ensure the site and surroundings are maintained to a high standard of cleanliness, measures shall include,
  - Regular site tidying.
  - Light materials / waste to be weighted down.
  - Food waste to be strictly controlled.
  - Regular emptying of skips.
  - In the event of any waste escaping site, it shall be retrieved immediately and disposed of in the required manner.
- Waste collected on site shall be subject to the following requirements.
  - Appropriate containers shall be used to ensure that different waste streams are appropriately segregated and stored.
  - Waste containers for light items of waste shall have suitable covers.
  - Waste containers shall be suitably labelled for the type of waste to be deposited within.
  - All waste containers to be kept clean.
- Controls on the movement of waste
  - All waste to be documented before leaving site using the appropriate code(s) from the European Waste Catalogue.
  - All waste containers to be suitably covered before leaving site.
  - All waste movements to be undertaken in accordance will current waste legalisation.

5 Design Philosophy and Construction Methods

A Detailed Design has not yet been completed for the Varley Solar Project, therefore, the actual design requirements, and associated construction techniques to be applied during construction have not been finalised. In line with this the Design Philosophy and Construction Methods discussed below are based on standard construction practices which are anticipated to be utilised on the project.

5.1 New Site Track

A new section of access track 15-20m long shall be formed in the northern most field.

5.1.1 General Construction Method

- The new access track route shall be set out by a site engineer
- Topsoil and subsoil will be excavated, excavated material shall be used to create landscaping bunds, which shall then be dressed in topsoil.
- Where ground conditions dictate following testing, a layer of geotextile material shall be laid on the formation
- Imported quarry material shall be placed, graded, and compacted to form the new access track.
- The stockpiled subsoil and topsoil shall be used to landscape the sides of the access track

5.2 Temporary Welfare, Storage and Parking Area

A temporary welfare, storage and parking area shall be established for use during the construction phase of the project, in accordance with Appendix A. This will use an existing area of hardstanding adjacent to the Works.

5.2.1 General Construction Method

- The extents of the temporary welfare, storage and parking area to be established from construction drawings and marked out.
- Existing hardstanding areas shall be utilised for welfare, storage and parking adjacent to the works area
- Temporary fencing and gates shall be installed.
- Accommodation units shall be delivered.
- Services shall be installed and commissioned.

As the welfare, storage and parking area is temporary, it shall be removed at the end of the construction work and the area reinstated.

5.2.2 General Method of Removal and Reinstatement

- Services shall be disconnected and removed.
- Accommodation units shall be removed from site.
- Fencing and gates shall be taken down and removed off site for reuse.

6 Monitoring, Recording and Reporting

It shall be the responsibility of the Principal Contractor's Site Manager to monitor and control the CEMP and ensure its implementation. However, all Contractors must ensure that they are familiar with and observe this plan. Communication methods will include site inductions, toolbox talks, daily briefings, and regular review meetings. In addition, the Applicant shall carry out a site inspection to undertake monitoring of the works.

All personnel must report an environmental incident to the Site Manager immediately. Any incident will be assessed to determine if it has the potential for environmental contamination of surface water, groundwater or poses an environmental threat to land or air. The cause of the incident will be investigated, and any corrective or preventative action will be taken, as necessary. The implementation of any measures will be monitored to ensure it is being carried out fully and working successfully.

The ECoW will provide a toolbox talk to detail how to identify a GCN (and other amphibians) and what the immediate next steps in the unlikely event that a GCN is found on Site during the works.

A log of any incidents and associated monitoring shall be kept on site by the Principal Contractor.

6.1 Communication with the local community

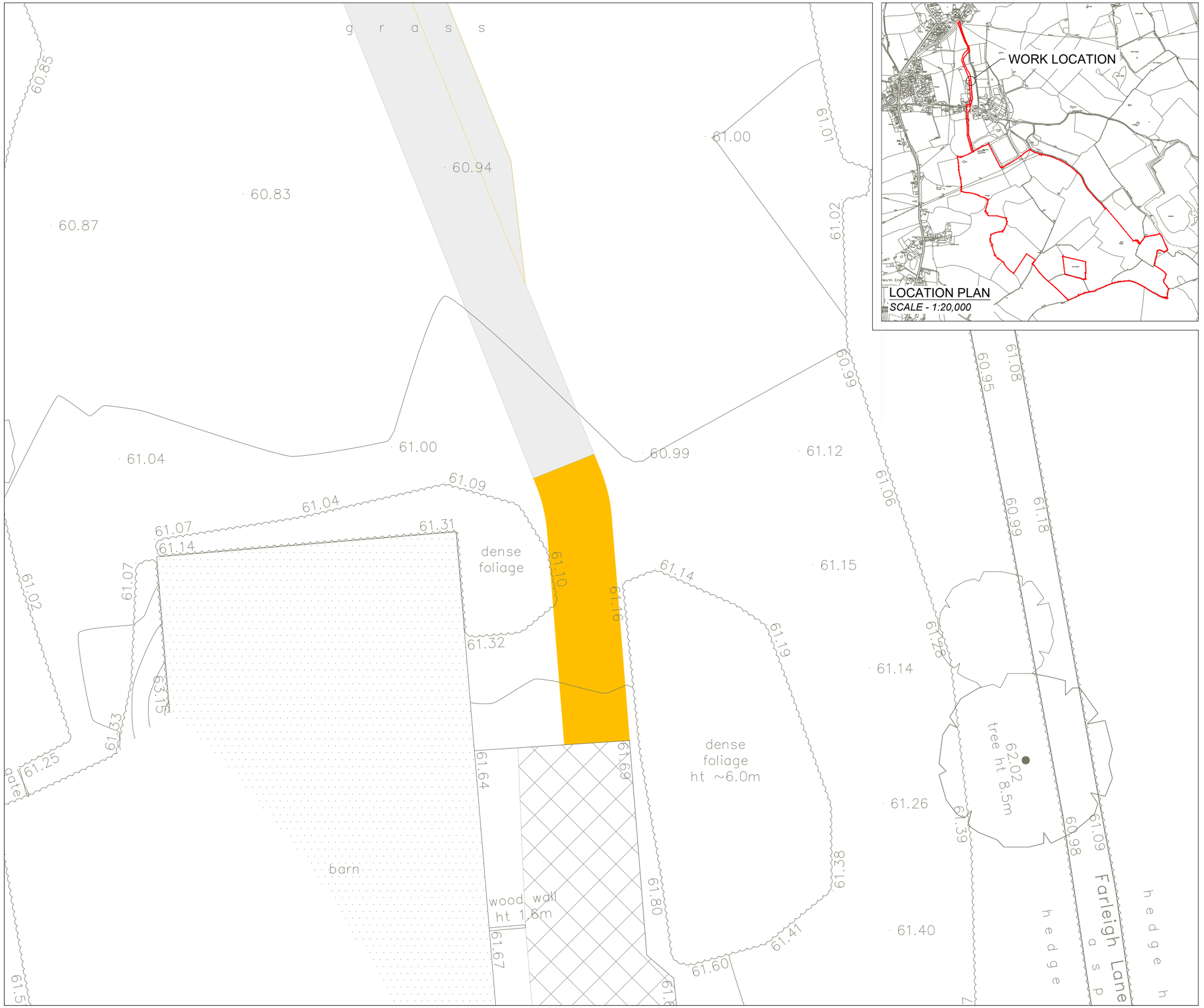
A Community Liaison Group has been established comprising of local-elected representatives, to provide a forum for exchange of information between the Applicant and the local community and stakeholders.

A letter will also be issued to members of the local community to inform them of the works being undertaken and to provide contact details for the Applicant's representative who can be contacted with any general queries.

A full time Site Manager/Foreman will be on site throughout who can answer any immediate queries and direct the community member to the relevant contact for anything requiring further detail.

A dedicated project website (www.varley-solarfarm.co.uk) will be kept up to date with details of the works including commencement date and relevant contact details.

Appendix A – Preliminary Access Works Layout Drawing



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2026 LICENCE NUMBER AC0000808122.

KEY:

- EXISTING ACCESS
- PROPOSED ACCESS (OUT OF SCOPE)
- PROPOSED ACCESS SECTION TO BE IMPLEMENTED

NOTES:

1. ALL DIMENSIONS ARE IN METERS AND LEVELS ARE IN METERS ABOVE ORDINANCE DATUM UNLESS STATED OTHERWISE.
2. ALL UTILITIES SHOWN ARE INDICATIVE ONLY BASED ON INFORMATION PROVIDED BY EMPLOYER. THE ACCURACY OF THIS INFORMATION CANNOT BE GUARANTEED AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING UTILITY RECORDS ARE UP TO DATE, AND FOR LOCATING AND AVOIDING DAMAGE TO ALL UTILITY APPARATUS ON SITE.

REFERENCES:

[1] SPECIFICATION FOR CIVIL ENABLING WORKS 04886-XXXXX

[2] DESIGN RISK ASSESSMENT FOR CIVIL ENABLING WORKS 04886-XXXXX

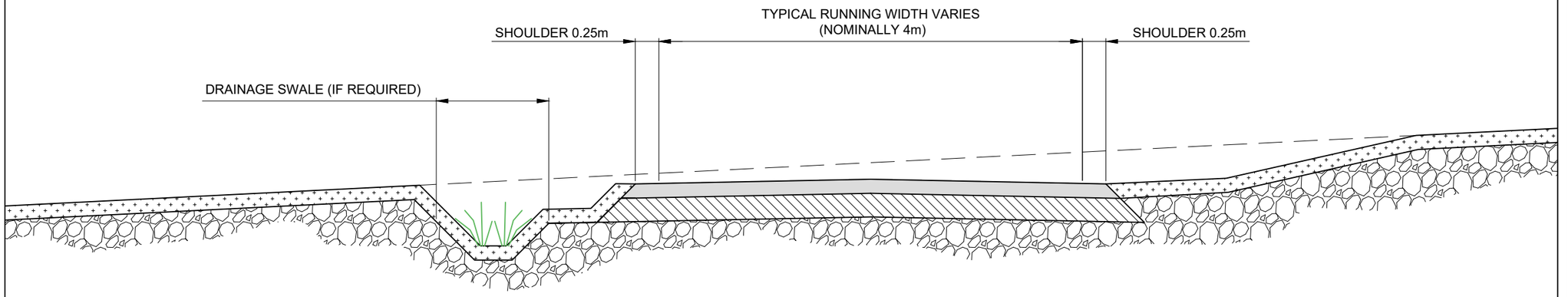
ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
2	FG	CC	BD	2026-10-05	Drawing title update
1	FG	VM	VM	2026-08-27	First Issue

PURPOSE: TENDER	SCALE @ A3: 1:250
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A
COORDINATES: OSGB36/BNG (EPSG:27700)	
PROJECT TITLE: VARLEY FARM	
DRAWING TITLE: PRELIMINARY ACCESS WORKS LOCATIONS	
DRAWING NUMBER: 04886-RES-ACC-DR-CE-001	REV: 2

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Appendix B – Access Track Design



TYPICAL TRACK SECTION

KEY

- RUNNING SURFACE
- BASE/CAPPING LAYER
- TOPSOIL
- SUBGRADE
- EXISTING GROUND LEVEL

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL EMBANKMENT SLOPES TO BE PROVIDED AT A STABLE ANGLE BASED ON THE PROPERTIES OF THE MATERIAL ENCOUNTERED ON SITE.
3. TRACK CONSTRUCTION TYPE TO BE DETERMINED DURING DETAILED DESIGN. LAYOUT OF DRAINAGE MAY VARY.
4. RUNNING SURFACE AND BASE/CAPPING LAYER TO BE FORMED FROM SUITABLE MATERIALS COMPACTED IN LAYERS.
5. GEOSYNTHETIC REINFORCEMENT OR SOIL STABILISATION MAY BE USED TO REDUCE THE DEPTH OF TRACK CONSTRUCTION. REQUIREMENT TO BE DETERMINED DURING DETAILED DESIGN.
6. OPTIONAL DRAINAGE SWALES SHOWN. ACTUAL REQUIREMENTS TO BE DETERMINED DURING DETAILED DESIGN.

ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
1	FG	VM	BD	2022-10-14	First Issue

PURPOSE: PERMITTING	PROJECTION
SCALE: 1:50 @A3	DATUM: N/A
LAYOUT DRAWING: N/A	T-LAYOUT NO: N/A

PROJECT TITLE
VARLEY FARM
SOLAR

DRAWING TITLE
FIGURE 6
INTERNAL ACCESS ROAD
TYPICAL DETAILS

RES DRAWING NUMBER	REV
04886-RES-ACC-DR-PT-001	1

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Appendix C – Construction Traffic Management Plan