Full Construction Traffic Management Plan – Revision A.

20/06840/FUL – Land North of Melksham Substation, Near Melksham, Wiltshire.

On behalf of JBM Solar Projects 13 Ltd.

Date: September 2023 | Pegasus Ref: P20-0137 TR01/A

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
1.0	July 2023	LT	AS/KS	-
Rev. A	September 2023	LT	KS	Wiltshire Council comments

Contents.

1. Introduction 1
2. Site Context 3
3. Development Proposals 5
4. Proposed Mitigation 10
5. Condition Surveys 14

Figures.

Figure 2.1 Site Location and Construction Traffic Routing

Appendices.

Appendix A Public Rights of Way Plan

Appendix B Personal Injury Collision Data

Appendix C Temporary Construction Signage Example

Appendix D Construction Compound Layout and Locations

Appendix E Pre-Commencement Highway Condition Survey

Appendix F Pre-Commencement Public Right of Way Condition Survey

1. Introduction

1.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of JBM Solar Projects 13 Ltd (the Applicant) in order to discharge Condition 8 of planning permission 20/06840/FUL.

1.2. The scheme comprises the installation, operation, and decommission of a Solar Farm comprising ground mounted photovoltaics and associated infrastructure which could produce approximately 49.9MW. It was granted planning permission by Wiltshire Council, subject to conditions, in December 2021.

1.3. The planning application was supported by a CTMP which set out details of the agreed access arrangements and general management and mitigation measures for the construction phase of development.

1.4. Condition 8 of the Decision Notice dated the 17th of December 2021 states:

"Notwithstanding the details shown within the preliminary Construction Traffic Management Plan (August 2020) by Pegasus, no development shall commence on site until a full and final Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The scope of the Construction Traffic Management Plan shall include the following details:

i. A condition survey in vicinity of the site accesses (compliant with Section 59 of Highways Act) from Westlands Lane and Folly Lane West, and of all public rights of way crossing the site, together with a programme for undertaking remedial works for any highway damage that is reasonably attributed to the construction traffic associated with the proposal and identified in a post-works condition survey. To ensure that that condition of the highways are maintained, and any damage to highways be remedied;

ii. Car parking compound details for all vehicles and deliveries, including surfacing, to ensure adequate parking within the site;

iii. Turning area details for all vehicles associated with the site and surfacing. To ensure suitable turning facilities are provided for all vehicles within the site;

iv. Measures to control the emission of dust and dirt during construction and suitable wheel washing facilities. To ensure mud and other debris are not transported onto the highway;

v. Construction traffic management, routing details to be agreed (No HGVs shall turn right out onto Westlands Lane) and the exact details of the numbers, types and timing of delivery lorries to the site;

vi. Signage and advance warning signage of the access. To ensure that adequate warning of the access is provided in the interests of highway safety;

vii. Banksmen to be provided during all deliveries entering and exiting the site involving large HGV and other large vehicles. To ensure safe access and egress at the site;

viii. *Details relating to the position and works required to cross the public rights of way within the site, including any temporary surface across the bridleway and a timetable for its construction and deconstruction;*

ix. *Details of the site management co-ordinator who will ensure compliance with the Construction Traffic Management Plan. All traffic travelling to and from the site shall comply with the approved strategy and the development shall be carried out in accordance with the approved details. Any departures from the agreed Construction Traffic Management Plan will need to be agreed in writing by the Local Planning Authority prior to actions or works being carried out on site."*

1.5. In relation to point v above, it has been agreed with Wiltshire Council that this contains an error and should in fact read:

v. *Construction traffic management, routing details to be agreed (No HGVs shall turn left out onto Westlands Lane) and the exact details of the numbers, types and timing of delivery lorries to the site;*

1.6. This Full CTMP includes details of the above points. It should be read in conjunction with the CTMP that was submitted with the planning application.

1.7. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities. All traffic travelling to and from 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 Local Planning Authority prior to actions or works being carried out on site.

1.8. 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 a 24 hour emergency contact number, and those of the highway department at Wiltshire Council will be exchanged before commencement of the works on the site.

2. Site Context

Site Location

2.1. The site is located to the north of the National Grid Melksham Substation, approximately 3.7 kilometres north of Melksham and 1.5 kilometres northeast of Whitley. The site comprises three agricultural fields and is bound by open agricultural land. Westlands Lane adjoins the sites southern frontage and Folly Lane West is located north of the site.

2.2. The site location in the context of the surrounding area is illustrated at **Figure 2.1.**

Local Highway Network

Westlands Lane

2.3. Westlands Lane is an unmarked, single carriageway road measuring approximately five metres in width. It connects onto the B3353 to the west and the A350 to the east. It is subject to the National Speed Limit (60mph) which reduces to 30mph in the vicinity of the Beanacre village near the junction with the A350.

2.4. There is a continuous footway along the northern side of the carriageway which begins approximately 206 metres west of the junction with the A350. Street lighting is also provided along this stretch of road.

Folly Lane West

2.5. Folly Lane West is an unmarked, single carriageway road measuring between 4.5 and 5.5 metres wide. It connects to the A350 to the east and becomes Wick Lane to the west. It is subject to the national speed limit (60mph) there are no street lights or footways present. There are multiple laybys and passing places along its length.

A4, Bath Road

2.6. The A4 Bath Road consists of a single carriageway measuring between six and seven metres in width. It is subject to the National Speed Limit (60mph), reducing to 30mph approximately 20 metres northeast of the junction with Hartham Lane, upon entering Corsham. Street lighting and footways are present along at least one side of the carriageway in residential areas. The road links to the A350 to the east and the B3353 to the west via a mini roundabout junction.

B3353

2.7. The B3353 is a single carriageway road which travels in a southeast direction through Corsham. It connects to the A4 Bath road via a mini roundabout to the west and the A365 to the south. It measures approximately six metres wide with a 50mph speed limit which reduces to 30mph in the vicinity of towns and settlements. Footways and street lighting are only provided in residential areas.

A350

2.8. The A350 is a single carriageway which connects to M4 Junction 17 to the north and routing through Chippenham, Melksham and Westbury to the south. It measures between seven and eight metres wide with varying speed limits ranging from the National Speed Limit to 30mph. Streetlighting and footways are provided within the vicinity of settlements and towns.

Public Rights of Way

2.9. There are three PRoW which directly cross the site which are LACO 1A, LACO 2 and LACO 5. These PRoWs provide access between the eastern and western portions of the site and the A350 to the east and Wick Lane to the west.

2.10. The routes of these PRoWs can be seen within **Appendix A**.

2.11. Measures to manage and mitigate the impacts of the construction phase on the PRoW are set out in **Chapter 4**.

Highway Safety

2.12. A full review of highway safety within the vicinity of the site between 01/12/2014 and 30/11/2019 is included within the agreed CTMP. This confirmed that six incidents were recorded within the vicinity of the site over the five-year period within the study period which included Folly Lane West and Westlands Lane.

2.13. Updated Personal Injury Collision (PIC) data for the most recent three year period has been obtained from Wiltshire Council consisting of the same study area as the agreed CTMP. The data confirms there was one additional slight incident during this period.

2.14. The incident occurred on the 26th of November 2020 during darkness at 17:55 on the A350 approximately 40 metres south of the junction with Westland Lane. The road surface was dry, there was no street lighting and the weather is described as fog or mist. The incident involved a motorcycle and appeared to have occurred when the motorcycle slipped on mud, lost control and collided with the near side verge. This incident resulted in one slight injury. The full report is contained within **Appendix B**.

2.15. The PIC data indicates that there are no highway safety patterns or clusters within the vicinity of the site that would indicate an existing highway safety issue.

3. Development Proposals

Access Arrangements

3.1. The site access arrangements for the construction and operational phases of the development have been agreed as part of the planning application submission and details are included in the submitted CTMP.

3.2. Access from the north is via an existing agricultural field access with Folly Lane West. Access to the site from the south is proposed via a new access off Westlands Lane. Both accesses will be retained for use once the site is operational.

3.3. Once the solar farm is decommissioned, the access points will be reinstated to their current form.

Construction Traffic Routing

3.4. In order to fulfil the requirements of Condition 8, the construction traffic route proposed in the previously submitted CTMP has been updated. Arriving construction traffic will follow a predetermined arrival and departure route, depending on which access they use. These routes are shown in **Figure 2.1** and are summarised below.

Northern Access

3.5. The route for the construction traffic travelling to the northern access is as follows:

i. Vehicles will exit the M4 at Junction 17 onto the A350 and will follow it south for approximately 13 kilometres;

ii. Upon reaching the junction with Folly Lane West, construction traffic will turn right into the junction following the road west until reaching the northern site access.

3.6. The departure route is the same as the arrival route but in reverse.

Southern Access

3.7. The route for the construction traffic travelling to the southern access is as follows:

i. Vehicles will exit the M4 Junction 17 onto the A350 and will follow it southwards,

ii. Upon reaching the Chequers Roundabout junction vehicles will take the third exit onto the A4, Bath Road following it west,

iii. At the mini roundabout junction with the B3353 vehicles will turn left and follow the B3353 southeast out of Corsham,

iv. Construction vehicles will continue along the B3353 until turning onto Westlands Lane and then turn left into the southern site access.

3.8. The route for construction traffic departing from the site is the same as the arrival route but in reverse.

3.9. Construction vehicles are not permitted to turn left out of the site access due to a low bridge with a weight restriction to the east. This will be managed by placing appropriate signage at the site access warning drivers that it is right turn out only. All drivers will be informed of the construction traffic routes before departing the site.

Construction Schedule and Vehicle Types

3.10. The construction phase is anticipated to take approximately 12 months (up to 52 weeks). This includes the preparation of the site, the installation of the accesses, erection of fencing, assembly and erections of the PV strings, installation of the inverters/transformers and grid connection.

3.11. Deliveries to the construction compound will be outside of the traditional weekday peak hours. Deliveries will be made between 1000-1600 and 1800-2000 Monday to Friday, with Saturday deliveries between 1000-1300.

Construction Vehicle Movements

3.12. 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 anticipated to be a 16.5 metre HGV.

3.13. 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 to ensure that vehicles can manoeuvre safely.

3.14. The components which are required to construct the solar farm will arrive in 40ft containers. Around 140 HGVs are required for every 10MW at the site, split equally between the modules and mounting structures. The site is proposed to generate up to 49.9MW and as such this will equate to approximately 699 deliveries by HGVs associated with the solar panels. A further 88 deliveries are associated with the other materials required to build the solar farm. This equates on average to around three deliveries (six two-way movements) per day by the largest vehicles.

3.15. The largest items expected to be transported to the site are the battery storage containers. They will be 13.72m long, 2.69m high and 2.5m wide. The proposed solar farm could have a total of up to 14 battery storage containers which will be transported individually, resulting in 14 deliveries.

3.16. In addition, National Grid will install a 132kv Substation, which connects the underground grid connection cable of the Solar farm to the distribution network. It is typically no larger than 6m long, 2.55m wide and 2.6m high. The cabinet will be delivered by the smallest possible vehicle, which could be a 10m rigid lorry.

3.17. It is anticipated that the material required for the access tracks will arrive by 10m rigid vehicles. The precise number will depend on the type and the amount of material required, but for the purpose of this assessment it is assumed that one delivery is required per two hectares, resulting in a total of 49 deliveries.

3.18. A number of front end JCBs will also be required to transport equipment around the site and distribute stone as necessary. This is a similar size to a tractor and will be either transported or driven to the site.

3.19. A maximum of between 60 and 80 construction workers are anticipated to be on-site during the peak times during the construction period. A temporary construction compound will be provided for storage, parking for contractors and the turning of HGVs.

3.20. The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that a number of the non-local workforce will stay at local accommodation and be transported to the site by minibuses to minimise the impact on the strategic and local highway network.

3.21. In summary, the following HGV movements associated with the construction of the Solar farm are anticipated, as set out in **Table 3.1**.

Table 3.1 – Forecast Construction Phase HGV Movements

Activity	Type of Vehicle	Total Number of Deliveries	Two-way movements
Solar Modules & Mounting Structures	Up to a 16.5m HGV	699	1,398
Battery Storage		14	28
Inverters	12m Rigid	18	36
132kv Substation	10m Rigid	1	2
Customer Switchgear Cabinet		1	2
Control Room Cabinet		1	2
Access Tracks		49	98
General	Front End JCB by low loader	4	8
Total		**787 deliveries (average of 6 deliveries per day or 12 one-way movements per day)**	

3.22. **Table 3.1** confirms that 787 deliveries (1,574 movements) could be made by vehicles associated with the construction of the solar farm, at an average of around 6 deliveries, or 12 two-way vehicular movements per day. This would equate to less than one delivery per hour during the set delivery times. It is also considered that as there are two access points deliveries would be split between the access points.

3.23. With an average of 12 two-way movements a day between the site and the strategic road network, it is not anticipated that the trips generated by the development proposals will have a significant impact on the strategic road network.

3.24. In addition to the HGV movements identified in **Table 3.1**, there will also be a number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transfer of materials and plant between areas of the site, and the transport of construction workers and sub-contractors.

Operational Phase

3.25. After commissioning, it is anticipated that there could be around one or two visits to the site per week on average for equipment maintenance, ground maintenance, security checks etc. This would typically be made by light van or 4x4 type vehicles. Whilst the contractor's compound will have been removed, a parking area will remain within the site for such a vehicle.

4. Proposed Mitigation

4.1. The appointed contractor will introduce measures to minimise the impact on the local road network resulting from construction activities. These will be managed by the Project Manager and the Site Manager.

4.2. The Site Manager will assume responsibility for the operation of the site. The details of the Site Manager will be provided to the highway authority in advance of any works being carried out.

Management of HGVs

4.3. A Delivery Management System will be put in place to plan deliveries entering the site and this will be controlled by the Site Manager and banksmen.

4.4. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager. Drivers and banksmen and will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held, if necessary, within the construction compound. No HGVs will be permitted to wait on the public highway.

4.5. No HGVs will be permitted to turn left out of the site access and this will be controlled by signage and banksmen.

Operation and Management of Banksmen

4.6. Trained banksmen will be deployed to manage inbound and outbound HGV movements associated with the site.

4.7. Banksmen will be sited at both the northern and southern site access points during the construction phase to manage the safe access and egress of all construction traffic.

4.8. They will wear high-visibility clothing at all times and will communicate to HGV drivers and colleagues via radio.

4.9. Banksmen will also be located within the construction compound to assist turning manoeuvres by the largest vehicles, where required, and at PRoW crossing routes within the site to ensure that users of the PRoW are given priority at all times.

4.10. As set out at **Section 1**, the contact details of the contractor and those of the highway department at Wiltshire Council will be exchanged before commencement of the works on site.

Temporary Signage

4.11. Temporary signage to advise drivers of the increase in HGV traffic during the construction period will be posted in the vicinity of the site accesses with signage notifying of construction vehicle traffic be posted along the Folly Lane West and Westlands Lane.

4.12. The signage will be provided in line with The Traffic Signs Manual: Chapter 8 (2020) and is proposed to include (subject to agreement with the Highway Authority):

i. Sign Ref: 2708 - Red signage stating 'CAUTION CONSTRUCTION TRAFFIC TURNING' at the site access and egress; and

ii. Sign Ref: 7305 – 'WORKS TRAFFIC' directional signage along A350, A4 Bath Road, B3353, Folly Lane West and Westlands Lane.

4.13. During the construction phase, temporary signage in line with Diagram 7301 'WORKS TRAFFIC ONLY' of the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix C.**

4.14. Appropriate signage indicating no left turn out of the southern access will also be provided. It is anticipated that the signs will have 'NO LEFT TURN OUT FOR CONSTRUCTION TRAFFIC' wording.

Public Rights of Way

4.15. The three PRoWs within the site are proposed to remain open during the construction phase with no requirement for temporary or permanent diversions as a result of the scheme. All management and mitigation measures set out within this report will be implemented prior to construction activities at the site commencing.

4.16. Mitigation and management procedures will be put in place where the PRoWs cross through the site. These measures will include:

i. when construction plant and machinery are accessing the site, a banksman will be employed to control both pedestrian movements and HGV traffic. Banksmen will ensure that users of the PRoW always have priority.

ii. where possible fencing will be placed along the PRoW routes where they cross the site with gated sections in the vicinity of the internal access tracks. Vehicles will only be permitted to cross the PRoW at designated crossing points. Only smaller vehicles will be required to cross the footpath at the designated crossing points.

iii. signage will be erected at either end of the affected PRoWs in the vicinity of the site boundary advising users of ongoing construction activities at the site. Further signage will be positioned on the approach to either side of each crossing point for both construction traffic and PRoW users.

4.17. Once the solar farm is operational, the PRoW will not be obstructed by any proposed fencing and the definitive widths and alignments will be retained.

4.18. As set out in **Chapter 1**, the contact details of the contractor and those of the highway department at Wiltshire Council will be exchanged before commencement of works on site.

Construction Compound

4.19. Construction compounds will be located within the vicinity of both access points, the locations of which are shown indicatively at **Appendix D.** The construction compounds will be on flat ground, it will be excavated and surfaced with aggregate/stone to support weight bearing plant and equipment. The construction compounds will be removed after construction is finished.

4.20. As shown in **Appendix D**, the construction compounds will be secured by heras fencing and will include:

i. Reception Area.

ii. Office and Welfare Unit.

iii. Security Cabin.

iv. Turn Area for Delivery Vehicles.

v. Laydown Area.

vi. Skip Area.

vii. Storage Containers.

viii. Parking Area; and

ix. Vehicle Wheel Wash Area.

4.21. A total of 22 car parking spaces will be provided, with an additional two spaces for minibuses within the compounds. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network.

4.22. The compounds will also include areas for the storage of plant and equipment. Four material storage units and two welfare units will be provided. The material storage units will be used to contain materials, products, parts, crates, packing materials and waste for the duration of the construction phase.

4.23. Two toilet blocks and a canteen will be provided. An office block will be located at the entrance of the compounds for signing in and out.

4.24. Loading and unloading of construction material and plant will take place within the construction compounds. A fenced and secured storage area will also be provided.

4.25. The compounds will be large enough for HGVs to turn and exit the compound in a forward gear. A Swept Path Assessment of an HGV making this manoeuvre is shown in **Appendix D**.

4.26. No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the site or the access track leading to the site compound during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the site. The site manager will monitor that parking is taking place in the designated area within the compound.

4.27. Whilst the contractor's compounds will have been removed following the construction phase, space will remain within the permitted scheme site for vehicles to turn around ensuring that reversing will not occur onto the adjacent carriageway.

Measures to Control the Emission of Dust and Dirt

4.28. Mitigation measures to control dust and dirt will include:

i. Water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site.

ii. Avoiding dry sweeping of large areas.

iii. Ensuring vehicles entering and leaving sites are covered to prevent escape of materials during transport.

iv. Inspect internal access tracks and instigate necessary repairs to their surfacing, including recording all inspections and any subsequent action in a site log book.

v. Install hard surfaced haul routes, which are regularly damped down with mobile sprinkler systems, or mobile water bowsers and regularly cleaned.

vi. Installation of a dry wheel wash; and

vii. Ensuring there is an adequate area of hard surfaced road between the wheel wash facility and the site exit.

4.29. These measures will prevent mud and other debris from being transported onto the highway.

5. Condition Surveys

5.1. Pre-commencement walk-over Condition Surveys have been undertaken at the site for the local highway network forming part of the construction traffic route, and for the PRoW routes internal to the site.

5.2. A copy of the video and photographic evidence of the Condition Survey area has been provided to the highway authority alongside this report. All evidence was gathered on 24th May 2023, prior to construction commencing at the site.

Local Highway Network Survey

5.3. As set out in the Decision Notice, the extent of the survey included the full length of Westlands Lane including its junctions with the A350 and the B3353 as well as the location of the proposed site access. Folly Lane West, its junction with the A350 and the proposed site access were also surveyed.

5.4. Generally, Westlands Lane and Folly Lane West are in a fit state with minor signs of wear to the surfacing. However, some instances of edge deteriorating, cracking, fatting, and rutting have been identified. The full Highway Condition Survey is included at **Appendix E.**

PRoW Survey

5.5. The PRoW survey included the full lengths of LACO 1A, LACO 2 and LACO 5 which cross the site.

5.6. Most of the stiles and gates are in an adequate condition. The PRoW networks are generally not signed or distinguishable on the ground and many sections of the network were overgrown, some to the point that they are completely inaccessible, indicating that they are rarely used. The full PRoW Condition Survey is included at **Appendix F.**

Figures

A3

N

1:1

0 25mm

M4

M4 J17

A350

A4

B3353

Chippenham

Corsham

Indicative site boundary

Westlands Ln

Key:

- Site boundary
- Construction traffic route Northern Access
- Construction traffic route Southern Access
- All construction traffic
- Weight and width restrictions to be checked with Network Rail prior to use for access purposes
- Existing weight restriction prohibits use for site access

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
A	19/09/2023	ROUTE UPDATED	JAN	-

SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTE PLAN

WICK SOLAR FARM

CLIENT:
JBM SOLAR PROJECTS LTD

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
15/06/2023	NTS	JAN/LT	

DRAWING NUMBER:
P20-0137 FIGURE 2.1

REVISION No:
A

PEGASUS GROUP

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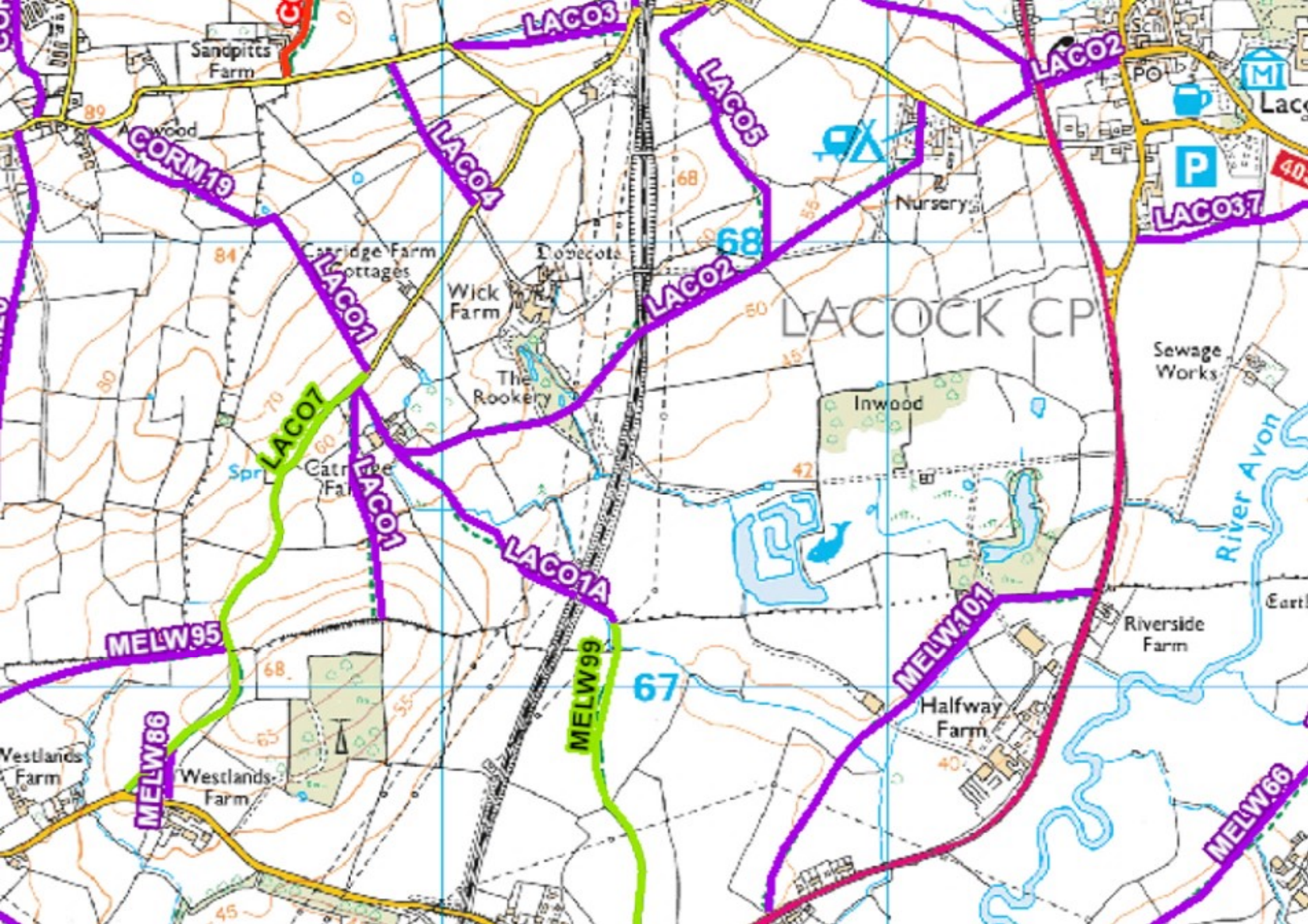
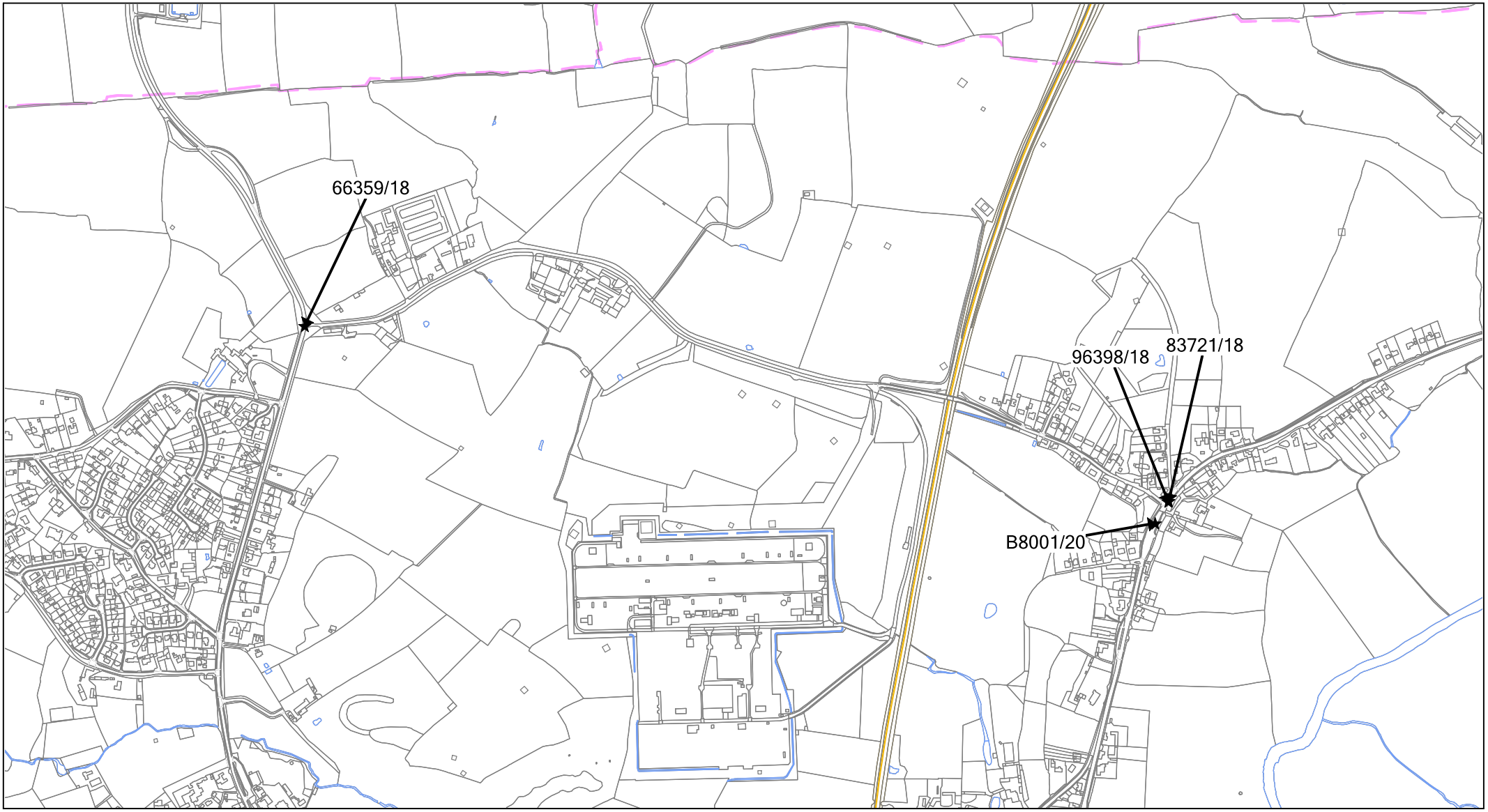
Appendix A



LACO3
LACO2
LACO5
LACO4
CORM19
LACO1
LACO7
LACO1A
LACO3.7
LACOCK CP
Sandpitts Farm
Arwood
Catridge Farm Cottages
Wick Farm
Dovecote
The Rookery
Nursery
Inwood
Sewage Works
River Avon
Riverside Farm
Halfway Farm
Westlands Farm
MELW95
MELW86
MELW99
MELW101
MELW66
68
67

Appendix B



Wiltshire COUNCIL

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Westlands lane for Pegasus

SCALE	1 : 9320
DATE	03/05/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/11/2017** **to** **31/10/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Westlands lane for Pegasus

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
Road No.	Date									
	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
66359/18	Tuesday 17/07/2018 1700hrs	B3353 GOODES HILL, JCT WITH WESTLANDS LN, MELKSHAM WITHOUT. LW	Veh 1	Car	Turning right	E to N				
			Veh 2	Pedal cycle	Going ahead	N to S	Dri	M	59	Slight
B 3353	Daylight									
E 388,908	Dry									
N 166,617	Fine without high winds									
	50 mph									

V1 (CAR) TRAV N HAS TURNED RIGHT WITHOUT GIVING WAY, ENTERING PATH OF V2 (P/CYCLE) TRAV S. V2 HAS TAKEN EVASIVE ACTION AND LEFT C/WAY N/SIDE. RIDER OF V2 HAS BEEN DISPLACED. V1 HAS LEFT THE SCENE. THERE WAS NO CONTACT BETWEEN V1 AND V2. LW

83721/18	Wednesday 05/09/2018 0919hrs	A350 JCT WITH C220 WESTLANDS LANE, MELKSHAM WITHOUT.	Veh 1	Car	Stopping	NE to S	Dri	F	49	Serious
			Veh 2	Car	Going ahead	NE to S	Dri	M	43	Slight
A 350	Daylight									
E 390,438	Dry									
N 166,307	Fine without high winds									
	30 mph									

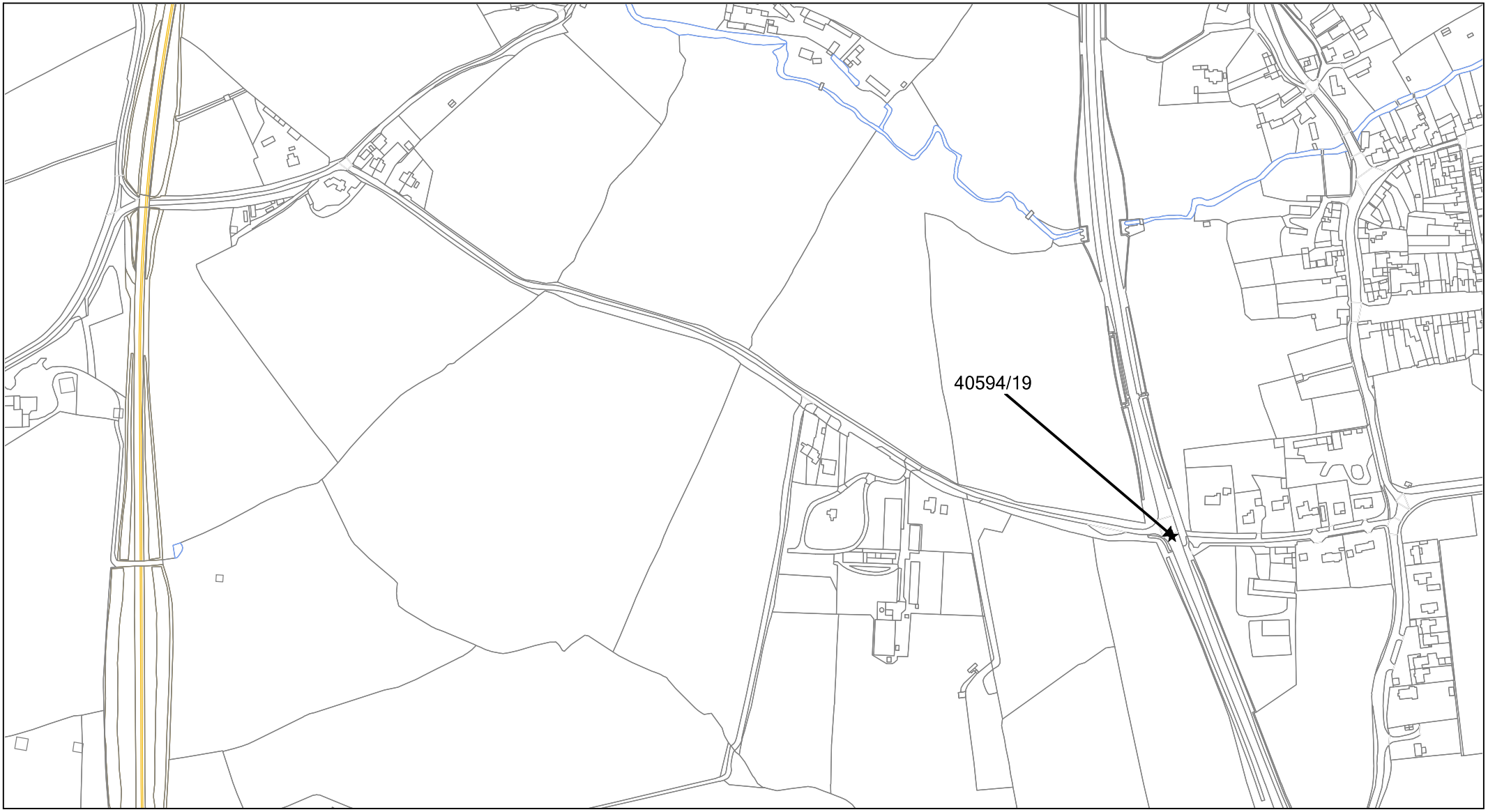
V2 (CAR) TRAV S HAS SLOWED TO A STOP IN TRAFF DUE TO VEH AHEAD TURNING RIGHT. V1 (CAR) TRAV S HAS FAILED TO SEE TRAFF STOPPING AND COLLIDED INTO REAR OF V2. IW

96398/18	Thursday 11/10/2018 1640hrs	A350 JCT WITH C220 WESTLANDS LANE, MELKSHAM WITHOUT.	Veh 1	Car	Wait to turn right	NE to NW	Dri	M	29	Slight
			Veh 2	Car	Going ahead	NE to S	Dri	M	38	Slight
A 350	Daylight									
E 390,437	Dry									
N 166,306	Fine without high winds									
	30 mph									

V2 (CAR) TRAV NW HAS STOPPED AT TRAFF TO TURN RIGHT, V1 (CAR) TRAV S HAS FAILED TO SEE V2 HAD STOPPED AND COLLIDED INTO REAR OF V2. IW

B8001/20	Thursday 26/11/2020 1755hrs	A350 BEANACRE ROAD, SWINDON, WILTSHIRE	Veh 1	M/C > 125 cc	Going ahead LH bend	W to NE	Dri	M	36	Slight
A 350	Darkness: no street lighting									
E 390,414	Dry									
N 166,267	Fog or mist									
	60 mph									

V1 (M/BIKE) TRAV NE. V1 HAS SLIPPED ON MUD, LOST CONTROL AND COLLIDED W/ N/S VERGE. M/BIKE O/T'D. JT.



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Folly Lane for Pegasus

SCALE	1 : 4660
DATE	03/05/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/11/2017** **to** **31/10/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Folly Lane for Pegasus

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No.	Date										
	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
40594/19	Sunday	A350, JCT WITH FOLLY LN WEST, LACOCK	Veh 1	Car	Turning right	W	to S				
	28/04/2019		Veh 2	M/C < 125 cc	Going ahead	S	to N	Dri	M	20	Serious
A 350	1635hrs										
	Daylight										
E 391,367	Dry										
N 168,220	Fine without high winds										
	60 mph										

V1 (CAR) TRAV E, V2 (M/CYCLE) TRAV N. V1 PULLED OUT OF JCT INTO PATH OF V2, V2 COLLIDED O/S V1. TN

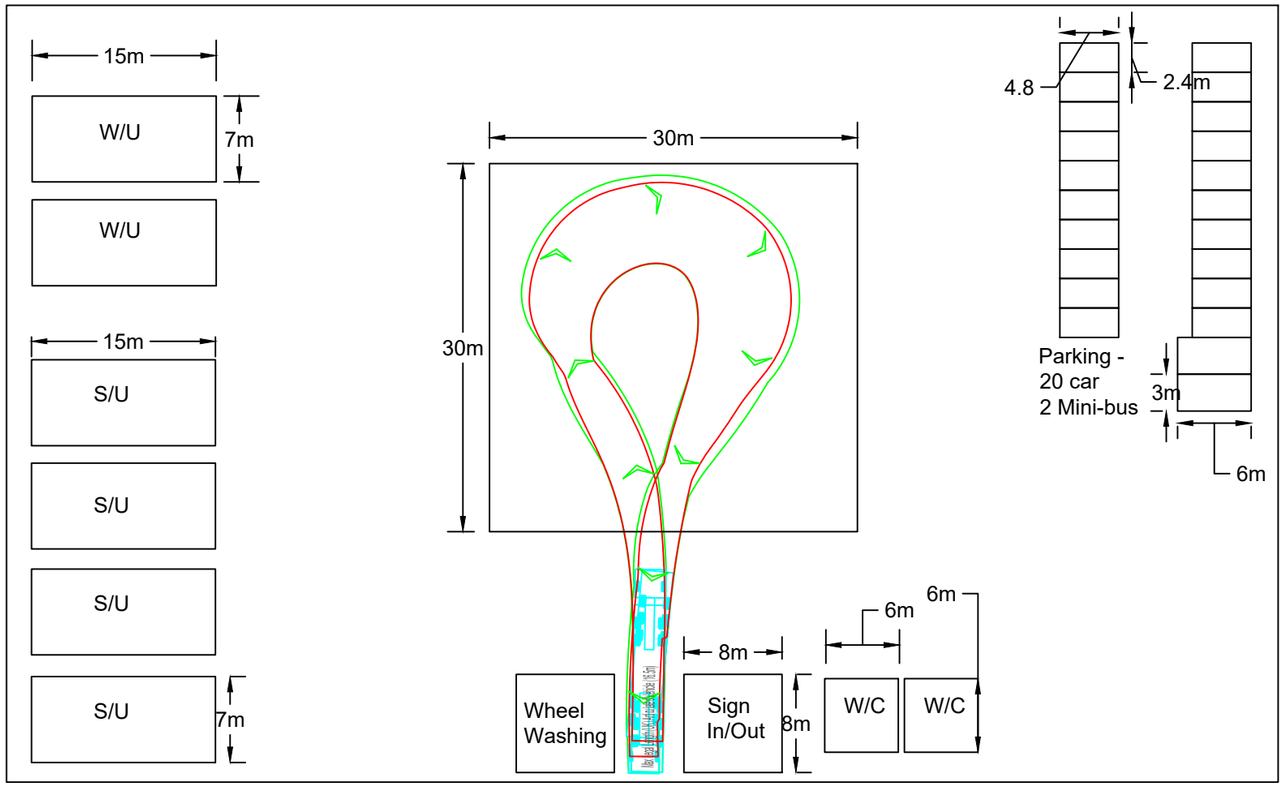
Appendix C



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

Appendix D

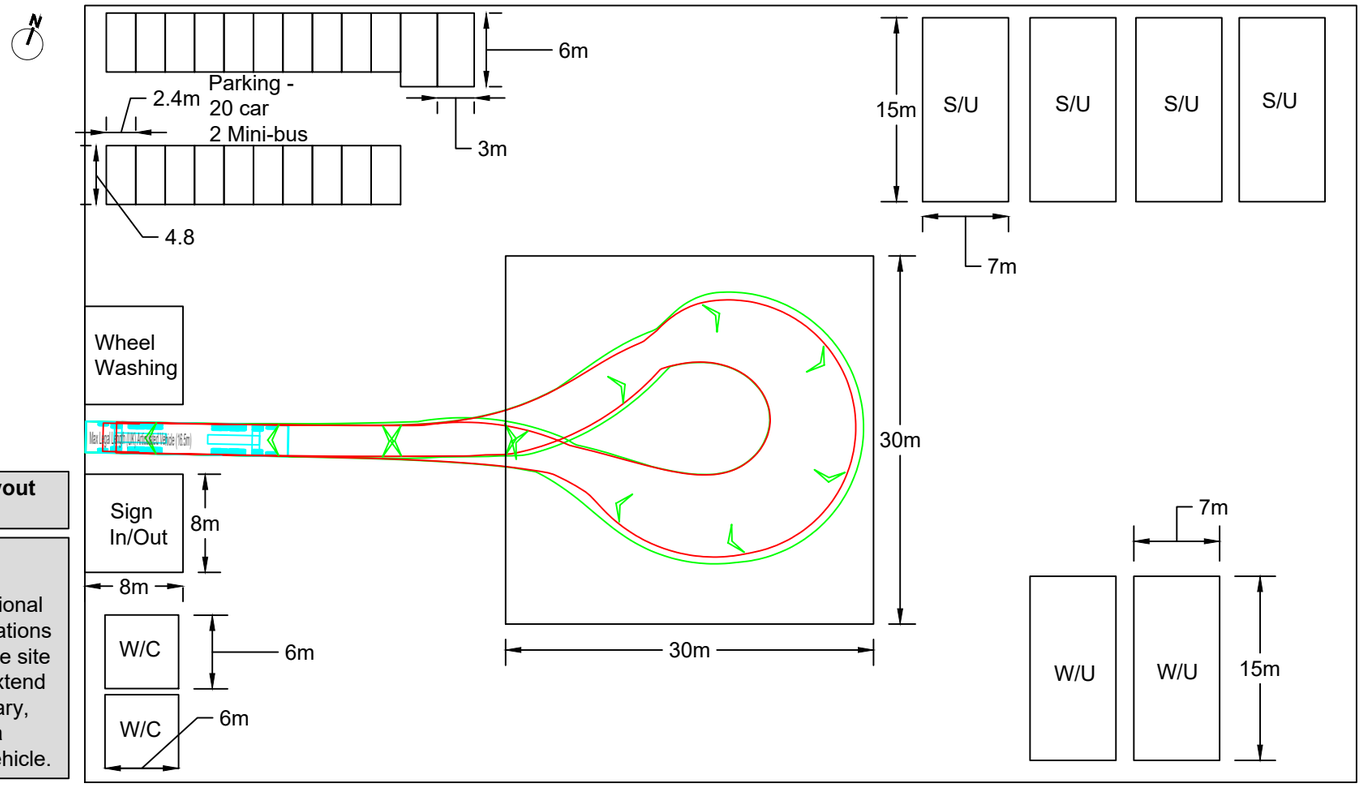
A3



Northern Compound Layout
Scale 1:500

Note

Exact Layout will be conditional upon final EPC. Minor variations to the logistical layout of the site may change, but will not extend beyond the red line boundary, nor will it adversely affect a forward moving delivery vehicle.



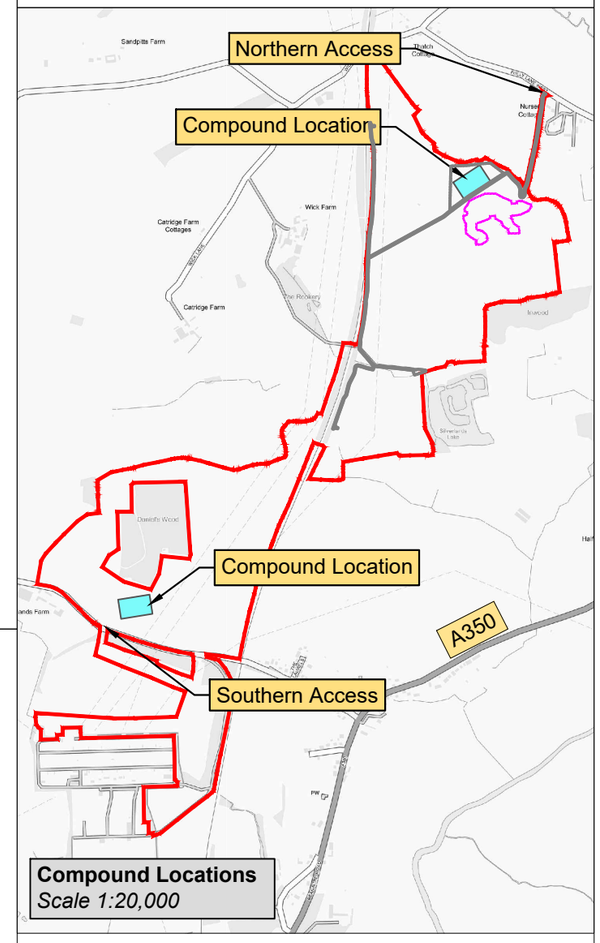
Southern Compound Layout
Scale 1:500

Note

Exact Layout will be conditional upon final EPC. Minor variations to the logistical layout of the site may change, but will not extend beyond the red line boundary, nor will it adversely affect a forward moving delivery vehicle.

Key

- Compound
- Archaeologically Sensitive Area



Compound Locations
Scale 1:20,000

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
A	30.08.2023	NORTHERN COMPOUND LOCATION UPDATED TO AVOID ARCHAEOLOGICALLY SENSITIVE AREA	JAN	KSS

INDICATIVE CONSTRUCTION COMPOUND LAYOUTS AND LOCATIONS

WICK SOLAR FARM

CLIENT:
JBM SOLAR PROJECTS 13 LTD

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
30/06/2023	AS SHOWN	JAN/LT	KSS

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P20-0137	APPENDIX D	A

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Appendix E

Pre-Commencement Highway Condition Survey.

Project number:	P20-0137 TR03
Project Name:	Wick Solar Farm
Date of survey:	24 May 2023
Start of survey:	10:00
End of survey:	14:30
By:	Luke Taylor
Conditions:	Light and Dry
Note:	This condition survey is to be read in conjunction with **TR03 - Figure 1.1** which illustrates the photo locations and the direction in which they were taken.

1. Introduction

1.1. This Pre-Commencement Condition Survey has been prepared by Pegasus Group on behalf of JBM Solar Projects 13 Limited in relation to planning permission 20/06840/FUL for the installation, operation, and decommission of a Solar Farm scheme at land north of Melksham Substation, Melksham.

1.2. The approved measures in the Construction Traffic Management Plan (CTMP) (subject to condition 8 of the planning permission) includes pre-commencement condition surveys to be undertaken on the local highway network and the Public Right of Way (PRoW) network within the site.

1.3. This Condition Survey document covers the local highway network and has been prepared in accordance with the Decision Notice and details set out in the approved CTMP. A separate Condition Survey document has been prepared which covers the PRoW.

1.4. A copy of the video evidence of the Condition Survey area has been provided to the highway authority alongside this report. All evidence gathered was prior to construction at the site. This Condition Survey summarises the key issues with the construction traffic route. The evidence should be viewed in conjunction with this report.

1.5. The construction traffic route to the site is via the A350 Folly Lane West and Westlands Lane. The extent of the survey has been confirmed with Wiltshire Council highway officers prior to the surveys taking place and that highway officers did not need to be in attendance of the survey.

2. Definitions

2.1. Fatting – is a carriageway defect where excess bituminous binder has come to the road surface through periods of hot weather. This results in excessive binder in the road content or embedment of aggregate particles.

2.2. Edge deterioration – is a defect where the carriageway surface is beginning to break away at the edges and is generally caused by poor edge support and / or vehicle over run.

2.3. Cracking – is a defect that may indicate that the carriageway layers are in partial or complete failure.

2.4. Rutting – is a continuous longitudinal depression in the wheel track which can create ponding or manoeuvrability issues.

3. Northern Site Access

3.1. The site access with Folly Lane West shows signs of edge deterioration and cracking as shown in **image 1**. Approximately 10 metres west of the site access the carriageway shows further signs of edge deterioration and rutting as identified in **image 2**, which has resulted in the formation of potholes.

3.2. Further detail on the northern site access is included in the video evidence submitted to Wiltshire Council.





4. Folly Lane West / A350 Junction

4.1. **Images 3, 4, 5 and 6** show the junction between Folly Lane West and the A350. **Image 3** shows signs of rutting and edge deterioration. Potholes have formed to the north and south of the junction as indicated in **images 4 and 5**. **Image 4** also shows that a section of the kerb on the northern side of the junction is missing.

4.2. Approximately 30 metres west of the junction there are further signs of edge deterioration in addition to fatting and cracking of the road surface.

4.3. Further detail on this junction is included in the video evidence submitted to Wiltshire Council.









5. Southern Site Access

5.1. In proximity to the southern site access along Westlands Lane, there is evidence of fatting and cracking to the road surface as shown in **images 7** and **8**. Initial signs of edge deterioration are also present along both sides of the carriageway.

5.2. Further detail on the southern site access is included in the video evidence submitted to Wiltshire Council.





6. B3353 / Westlands Lane Junction

6.1. The junction between the B3353 and Westlands Lane shows evidence of minor cracking in **images 9 and 10**. There is also some edge deterioration present along the southern side of the carriageway leading up to the junction as shown in **image 11**.

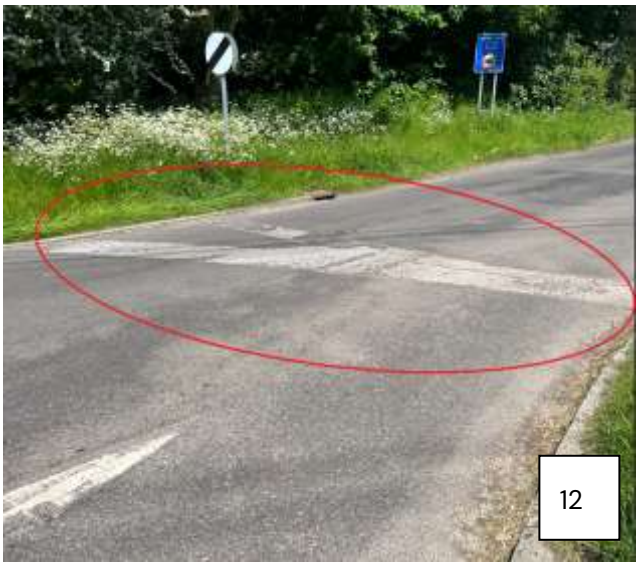
6.2. In **image 12** it is shown that approximately 10 metres east of the junction there is damage to the road surface. The probable cause of this is historic road works that involved digging up the carriageway.

6.3. Further detail on this junction is included in the video evidence submitted to Wiltshire Council.









7. Westlands Lane / A350 Junction

7.1. At the junction between Westlands Lane and the A350, cracking and edge deterioration are evident in the centre and southern portions of the junction respectively which is shown in **images 13 and 14**. The early signs of potholes forming can also be seen on the southern side of the junction in **image 15**.

7.2. Approximately 30 metres west of the junction there is a property undergoing building works. The entrance to the site is captured in **image 16** which shows evidence of cracking, edge deterioration and small potholes. Additionally, debris from the site has begun to enter the carriageway. Although it is assumed this damage will be repaired once the construction is finished it has been included here for completeness.

7.3. Further detail on this junction is included in the video evidence submitted to Wiltshire Council.


13


14


15


16

8. Summary

8.1. Generally, the existing highway network along the permitted construction routes are in fit state with some signs of wear to the surfacing. Instances of edge deterioration, rutting, fatting and cracking have been identified.

8.2. The areas highlighted in this report will be monitored before, during and after construction to assess whether further deterioration has occurred.

8.3. Video and photo evidence of the entire survey has been submitted to Wiltshire Council alongside this Condition Survey report.

8.4. Following completion of the construction phase, a post-construction condition survey will be undertaken to assess the condition of the surveyed areas.

8.5. Where remediation works are required as a result of construction activities associated with construction activities at the site, the extent and details of the repairs will be agreed with the local highway authority, as appropriate. Any remediation works will be completed within six months of completion of the site.

END

A3

N

1:1

0 25mm

Folly Lane West

A350

B3353

Westlands Lane

Beanacre

1,2

3,4,6

5

7

8

9,12

10

11

13,14,15,16

Sandpitts Farm
Thatch Cottage
The Water Mill
Lacock
Nursery Cottages
Wick Farm
Catridge Farm Cottages
Catridge Farm
The Rookery
Inwood
Silverlands Lake
Daniel's Wood
Halfway Farm
Westlands Farm
Bezzle's Farm
Shaw
Medical Care
Education Facility
Library
PW

LANES END
WICK LANE
FOLLY LANE WEST
FOLLY LANE EAST
WESTLANDS LANE
CHAPEL LANE
BEANACRE ROAD
CORSHAM ROAD
KENNEDY AVENUE
A350
B3353

Key:

- Site boundary
- Location of Taken Photograph
- Number and Direction of Photo Taken (1)

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

ROAD CONDITION SURVEY LOCATIONS

WICK SOLAR FARM

CLIENT: JBM SOLAR PROJECTS LTD

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
15/06/2023	NTS	JAN/LT	

DRAWING NUMBER: P20-0137 FIGURE 1.1

REVISION No:

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Appendix F

Pre-Commencement Public Right of Way Condition Survey.

Project number:	P20-0137 TR04
Project Name:	Wick Solar Farm
Date of survey:	24 May 2023
Start of survey:	10:00
End of survey:	14:30
By:	Luke Taylor
Conditions:	Light and Dry
Note:	This condition survey is to be read in conjunction with **TR04 - Figure 1.1**. which illustrates the photo locations and the direction in which they were taken.

1. Introduction

1.1. This Pre-Commencement Public Right of Way (PRoW) Condition Survey has been prepared by Pegasus Group on behalf of JBM Solar Projects 13 Limited in relation to planning permission 20/06840/FUL for the installation, operation, and decommission of a Solar Farm scheme at land north of Melksham Substation, Melksham.

1.2. The approved measures in the Construction Traffic Management Plan (CTMP) (subject to condition 8 of the planning permission) includes pre-commencement condition surveys to be undertaken on the local highway network and the PRoW network within the site.

1.3. This Condition Survey document covers the PRoW network internal to the site and has been prepared in accordance with the Decision Notice and details set out in the approved CTMP. A separate Condition Survey document has been prepared which covers the local highway network.

1.4. A copy of the photographic evidence of the Condition Survey area has been provided to the highway authority alongside this report. All evidence gathered was prior to construction at the site. This Condition Survey summarises the key issues with the PRoW which cross the site. The evidence should be viewed in conjunction with this report.

1.5. The PRoW routes surveyed were LACO 1A, LACO 2 and LACO 5. The extent of the survey has been confirmed with Wiltshire Council (WC) PRoW officers prior to the surveys taking place and that a member of WC did not need to be in attendance of the survey.

2. LACO 1A

2.1. The infrastructure relating to this PRoW is generally in good condition but is beginning to show signs of deterioration due to age as seen in **images 1, 2, 3, 4, 5**. There were no clearly defined PRoW paths connecting the stiles, and the majority of the route was overgrown as shown in **images 5 and 6**. It is not considered that this route is used very frequently.










5


6

3. LACO 2

3.1. The northern extent of this route connects onto Folly Lane West following the access to a caravan park. The condition of the road in this location was generally acceptable although some signs of cracking in the concrete were present as shown in **image 7**.

3.2. There were no defined PRoW paths, with the majority of the route following informal tracks and paths as identified in **images 9 and 14**.

3.3. The stiles were generally in good condition as shown in **images 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22**. The only damage to PRoW infrastructure was to a section of railing over a low bridge shown in **image 18**.

3.4. The majority of the route was heavily overgrown as shown in **images 8, 10 ,13, 15, 16, 17, 18, 19, 20 and 22**. One section was so overgrown as to be completely impassable which is identified on **Figure 1.1**. Vegetation in the vicinity of the railway tracks was better maintained as shown in **images 11 and 12**.

3.5. Due to the lack of a defined PRoW route between the stiles and overgrowth of vegetation around the stiles themselves, it is considered that this route is not frequently used.


7


8


9


Stop
Look
Listen
10


11


Look
Listen
Beware
12


13

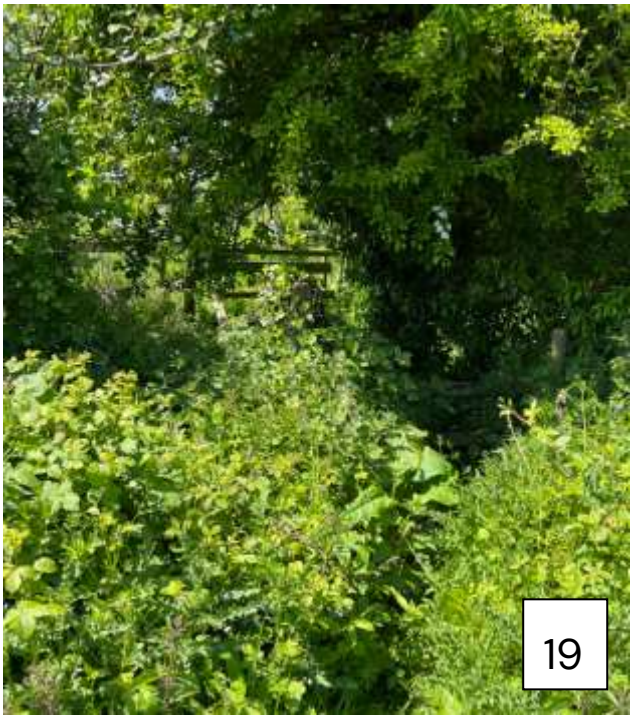

14


15


16


17


18


19


20


21


22

4. LACO 5

4.1. The route generally followed informal, pre-existing tracks such as those shown in **images 23, 24 and 25,** but there were no clearly defined PRoW paths connecting the stiles. There is also a section of impassable hedgerow as identified at **Figure 1.1** which restricts the use of the PRoW.

4.2. The stile shown in **image 26** was damaged and overgrown to the extent that it is unusable. The stile shown in **images 27 and 28** was in a good state of repair but was also quite overgrown.

4.3. Due to the overgrown nature of the stiles and the absence of a crossing point through a section of hedgerow as described above, it is not considered that this route is frequently used.










27


28

5. Summary

5.1. Generally, the PRoW routes were overgrown, with stiles in varying states of disrepair. Some sections of the PRoWs were completely impassable and there were no clearly defined PRoW paths. It is not considered that these routes are frequently used.

5.2. The areas highlighted in this report will be monitored before, during and after construction to assess whether further deterioration has occurred.

5.3. Following completion of the construction phase, a post-construction condition survey will be undertaken to assess the condition of the surveyed areas.

5.4. Where remediation works are required as a result of construction activities associated with construction activities at the site, the extent and details of the repairs will be agreed with the local highway authority, as appropriate. Any remediation works will be completed within six months of completion of the site.

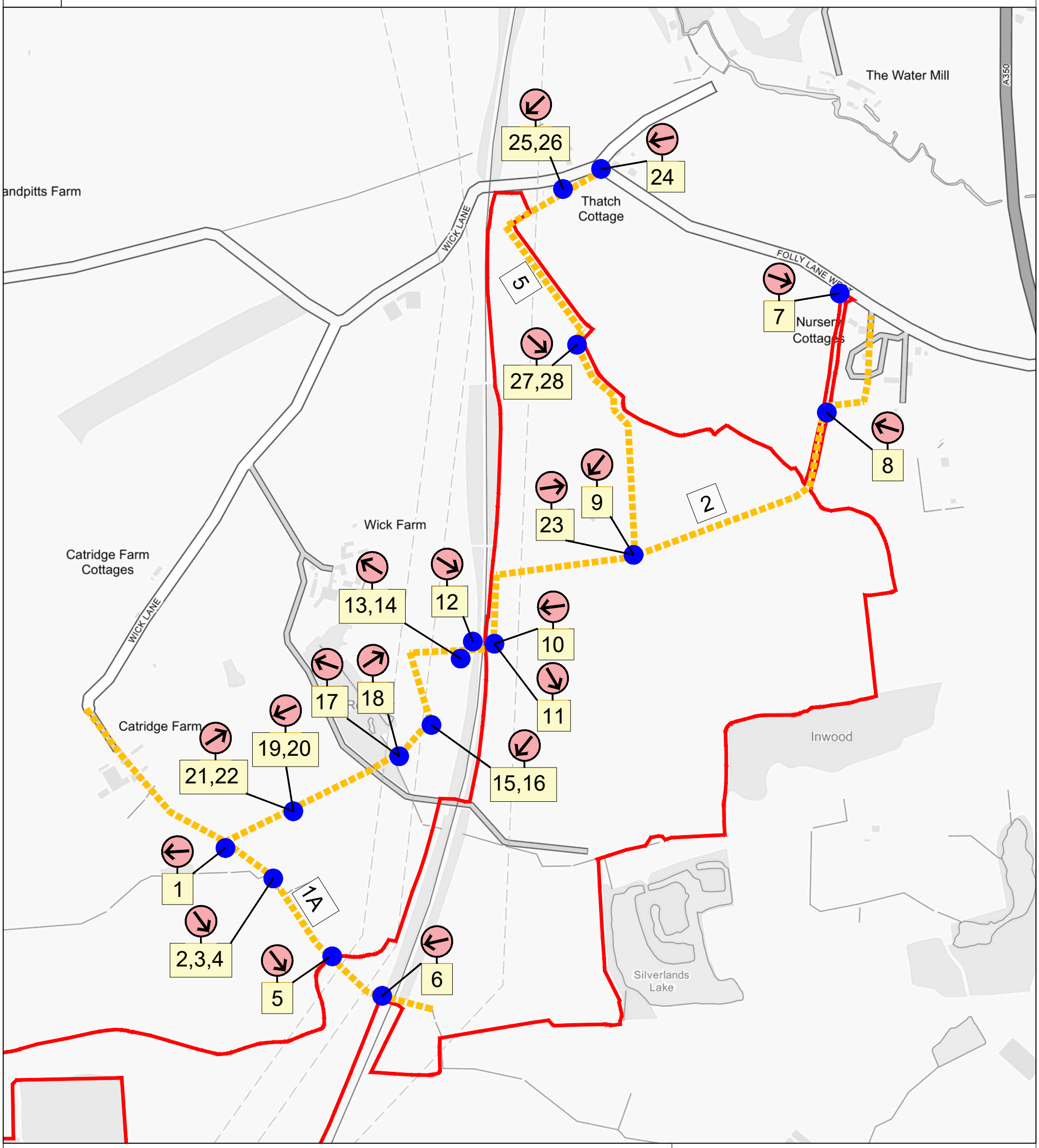
END

A3

N

1:1

0 25mm



Key:

- Site boundary
- Public Right of Way
- Location of Taken Photograph
- Number and Direction of Photo Taken (1)

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

PUBLIC RIGHT OF WAY CONDITION SURVEY LOCATIONS

WICK SOLAR FARM

CLIENT: JBM SOLAR PROJECTS LTD

DATE: 15/06/2023

SCALE: NTS

DRAWN/CHECKED BY: JAN/LT

APPROVED BY:

DRAWING NUMBER: P20-0137 FIGURE 1.1

REVISION No:

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