

A Planning Application by
MELKSHAM CALNE GREEN LIMITED

In respect of
**Melksham Solar Farm,
MELKSHAM**

Construction Management Statement

November 2024



Document Management

© 2024 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AG	JD	JD	31 10 24
-	Issue	AG	JD	JD	28 11 24
A	Revision ^a				
B	Revision ^b				

Issued by:

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates
40 Berkeley Square
Bristol
BS8 1HP

0117 925 9400
bristol@tpa.uk.com
www.tpa.uk.com

^a

^b

Contents	Page
1 Introduction	1
2 Construction Site Access	3
3 Construction Compound	5
4 Construction Vehicle Routing	8
5 Construction Vehicle Trip Generation	11
6 Construction Activity and Community Engagement	15
7 Proposed Mitigation Measures	16

List of Drawings

Drawing 2101-053_SP01-B – Site Access Arrangements

Drawing 2408-013-SK01 - Construction Compound Plan and Car Park

List of Tables

Table 5.1 Heavy Goods Vehicle Movements – Solar Farm Construction Phase

Table 5.2 Heavy Goods Vehicle Movements – Battery Storage Construction Phase

List of Figures

Figure 1.1 Site Location

Figure 4.1 Construction Vehicle Routing Plan

List of Appendices

A Site Layout

B Mechanical Wheel Wash Specification

1 Introduction

- 1.1 This Construction Management Statement (CMS) has been prepared by Transport Planning Associates (TPA) on behalf of Melksham Calne Green Ltd (the 'Applicant') in relation to an approved solar farm and battery storage development (REF: PL/2021/08690) on land at Studley Farm, Melksham, Wiltshire.

Site Location

- 1.2 A Site location plan is included as **Figure 1.1**. The Site is located on land to the south of the village of Atworth, Wiltshire. The Site is located within the jurisdiction of Wiltshire Council.

Development and Condition Wording

- 1.3 The Site has planning permission from Wiltshire Council for the following development:

"Installation of a solar farm and battery storage facility with associated infrastructure."

- 1.4 The planning permission is subject to conditions set by Wiltshire Council in relation to the construction methodology and its management. The relevant condition wording is set out below:

Wiltshire Council (PL/2021/08690) Condition 12

- 1.5 Condition 12 states the following:

"Notwithstanding the submitted details contained within the approved Construction Transport Management Plan, no development shall commence on site (including any works of demolition), until a further Construction Management Statement, together with a site plan, which shall include the following:

- 1. the parking of vehicles of site operatives and visitors; - to be shown on the drawing*
- 2. Number and size of delivery vehicles/ construction vehicles*
- 3. loading and unloading of plant and materials - to be shown on the drawing*
- 4. storage of plant and materials used in constructing the development; - to be shown on the drawing*
- 5. wheel washing facilities; - location shown on the drawing*

6. measures to control the mud on the road during construction;

7. hours of construction, including deliveries;

8. pre-condition photo survey any damage related to the development will be put right (to the satisfaction of the LHA) within 3 months of the development completion has been submitted to, and approved in writing by, the Local Planning Authority.

The Statement should also detail drainage arrangements and measures that will be taken to reduce and manage the emission of noise, vibration and dust during the construction phase of the development. This shall include the following details:

9. The movement of construction vehicles;

10. The cutting or other processing of building materials on site;

11. Wheel washing and vehicle wash down facilities;

12. The transportation and storage of waste and building materials;

13. The recycling of waste materials (if any);

14. The loading and unloading of equipment and materials;

15. The location and use of generators and temporary site accommodation; and

16. Where piling is required this must be Continuous flight auger piling wherever practicable to minimise impacts. The approved Statement shall be adhered to throughout the construction period.

The development shall not be carried out otherwise than in accordance with the approved Construction Management Statement without the prior written permission of the Local Planning Authority.

REASON: In order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, drainage, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase."

- 1.6 This Construction Management Statement (CMS) provides all the details on the construction methodology in order to satisfy the above condition.

2 Construction Site Access

- 2.1 This section sets out the details of the construction vehicle access points. The location and form of the access points were agreed with Wiltshire Council as part of the CTMP that supported the planning application.

Construction Phase

- 2.2 All construction vehicles will access the Site from the four-arm A365 Bath Road roundabout, which serves Atworth Business Park via Bath Road, via a right-in left-out formation. Approximately 80m south of the roundabout, Bath Road provides access to Studley Farm Lane which construction vehicles will follow to the Site.
- 2.3 Two Public Rights of Way are located in the vicinity of the access. Footpath ATWO 14 routes from the roundabout junction on the A365 past Atworth Business Park. ATWO 18 connects to ATWO 14 and routes along Studley Farm Lane. Both Public Rights of Way will remain open during the construction phase. Signage will advise pedestrians of the construction vehicle access, and banksmen will be in place to ensure their safety when construction vehicles are present.
- 2.4 Swept path analysis of a 16.5m articulated lorry negotiating the A365 Bath Road roundabout and Bath Road to Studley Farm Lane is shown on 2101-053_SP01-B. Banksmen will be provided where Studley Farm Lane adjoins Bath Road to ensure the safe movement of all construction vehicles, particularly with regard to vehicle movements associated with Atworth Business Park, adjacent residential dwellings and users of the Public Rights of Way.
- 2.5 In summary this access arrangement is considered suitable for the following reasons:
- The access is taken from an A-Road (A365 Bath Road), suitable for large vehicles. It is currently used by agricultural vehicles associated with Studley Farm;
 - There are no recorded Personal Injury Collisions (PIC's) at the A365 Bath Road roundabout or where Bath Road adjoins Studley Farm Lane during the most recent five-year period;
 - Banksmen will be deployed where Studley Farm Lane adjoins Bath Road and at the roundabout junction. Banksmen will not direct general traffic, but will indicate to construction vehicles when it is appropriate for them to access and egress the Site. Priority will always be given to the through traffic; and
 - All construction vehicles will access and egress the Site in a forward gear.
- 2.6 Temporary signage will be erected where Studley Farm Lane adjoins Bath Road during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'.

These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames. The temporary signs will be in place for the duration of the construction phase.

Section 50 Licence

- 2.7 Prior to works being undertaken in the highway, all appropriate licences will be obtained, including a Section 50 licence. Through this process, traffic management will be agreed with the local Highway Authority.
- 2.8 All terms and conditions of the Section 50 licence will be adhered to.
- 2.9 Through the Section 50 licence, the contractor will agree a start date with Wiltshire Council. This will take on board any other planned works in the highway, so that they can be coordinated, wherever possible.

3 Construction Compound

- 3.1 There will be one construction compound/laydown area located in the north west corner of the Site. The compound will be designed to accommodate the turning movement of a 16.5m articulated HGV within the Site to allow large vehicles to enter and leave the Site in a forward gear. Track matt will be laid across the entirety of the compound area to protect the grass underneath.
- 3.2 The layout of the construction compound is shown in **Drawing 2408-013-SK01-B**.

Construction Compound

- 3.3 The construction compound, as shown in **Drawing 2408-013-SK01** will include storage for site equipment and parking for staff.
- 3.4 The construction compound will include:
- A total of 20 car parking spaces and two minibus spaces;
 - Welfare facilities;
 - Storage Area;
 - Loading and unloading area;
 - Wheel wash facilities; and
 - Generators.

Public Rights of Way

- 3.5 There are a number of footpaths present throughout the Site, these include:
- Footpath ATWO 13;
 - Footpath ATWO 14;
 - Footpath ATWO 18;
 - Footpath ATWO 19;
 - Footpath ATWO 20; and
 - Footpath ATWO 21;
- 3.6 The following measures will be enforced.
- Appropriate signage will be installed along the footpaths to make users aware of the construction activity. This will include information on operating times;
 - The footpaths will be kept clear outside of construction hours;
 - Any damage to the surface of the footpath will be repaired immediately. The surface will be returned to its original condition following construction.

Storage of Materials

- 3.7 All materials necessary to construct the solar farm and energy storage facility will be stored within the temporary construction compound or the site itself. Materials will be delivered on a just in-time basis such that they will only need to be stored within the construction compound for a short time period. Certain equipment may also be delivered directly to their install location, such as inverter stations, which require to be directly unloaded onto foundations.

Security

- 3.8 The Site will be secured using a perimeter fence in accordance with the approved fencing plan and shown on the proposed layout at **Appendix A**.
- 3.9 Heras fencing (or similar) may also be required to secure the construction compound and any other areas of the site until the perimeter fence is completed.

Wheel Washing

- 3.10 A mechanical wheel wash facility will be provided just before the new access track, so that no construction vehicles exiting the site will take mud or debris onto the local highway network. An example of a mechanical wheel wash is included at **Appendix B**. The Location of the proposed mechanical wheel wash is shown in **Drawing 2408-013-SK01**.

Artificial Lighting

- 3.11 No external lighting is expected to be required during the construction phase, except for the doorways of the welfare cabins and other temporary buildings, within the temporary construction site compound. These will be externally illuminated utilising PIR sensor lighting, activated by pedestrian movement. Such lighting would be appropriately shielded/cowls fitted to prevent light spill away from the doorways.

Refuse and Recycling

- 3.12 Refuse and recycling will be collected on Site and stored within the construction compound or elsewhere on site within skips or waste bins. It will be collected when required throughout the construction period. No burning of waste on the site at any time is permitted.

Internal Access Track

- 3.13 The Proposed Development will include internal access roads throughout the Site allowing for the movement of construction and maintenance vehicles. It is proposed that the internal access roads will be built during the initial stages of construction.

4 Construction Vehicle Routing

- 4.1 The details of the construction vehicle route are set out below. Drivers will be made aware of the route in advance of driving to the Site. The selected route is considered the most appropriate route to the Site. It is the same as the route that was supported by highway officers and approved by the Council's planning committee in March 2023.

Route Overview

- 4.2 The designated route is illustrated in **Figure 4.1**.

Inbound Construction Traffic

- 4.3 It is anticipated that the majority of construction vehicles will route to the Site from the M4 Motorway via the A46 and A4. Upon entering Box from the west on the A4, construction vehicles will be required to take right turn at the signalised junction with Devizes Road, before proceeding east on the A365.
- 4.4 The A365 Bath Road routes eastwards and generally comprises a single carriageway two-way road, initially subject to a 30mph speed limit before increasing to the national speed limit.
- 4.5 Upon entering Atworth, the speed limit returns to 30mph. Construction vehicles will turn right at the roundabout junction with Atworth Court and Bath Road to access the Site via Studley Farm Lane.
- 4.6 There are no posted weight or height restrictions along the above described route.

Outbound Construction Traffic

- 4.7 Upon egressing the Site, outbound construction vehicles will follow the reverse of the above described route.

Route Signage

- 4.8 Temporary road signage will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points along the route, including junctions.
- 4.9 All signage is compliant with Chapter 8 of the Traffic Signs Manual where applicable. The following points have been considered when locating signage:

- The position of the sign in relation to the highway;
- Possible distraction to drivers; and
- The proximity to junctions and roundabouts.

Management of Deliveries

- 4.10 Due to the relatively low number of vehicles associated with the construction phase at the Site, there is not anticipated to be any significant delay to background traffic.
- 4.11 The phone number of the Construction Site Manager will be made available to all drivers of vehicles that will be accessing the Site. Drivers will be advised to call ahead when stopped at an appropriate layby that will allow sufficient time for banksmen to prepare at the Site access.
- 4.12 The following procedures will be initiated to ensure that the arrivals and departures of HGVs are controlled to avoid any conflict:

Procedure for Arrival to Site

- Driver to call ahead to Site when stopped at an appropriate layby;
 - The banksmen are mobilised and will go to position at the Site access;
 - The driver will be informed that the operators are in place and it is appropriate to travel to the Site via the agreed route;
 - All operatives will communicate with each other, as necessary; and
 - Banksmen will assist HGV's to manoeuvre from Bath Road into both of the Site accesses, but will not direct general traffic.
- 4.13 The following procedure will be initiated when HGV's are leaving the Site:

Procedure for Leaving the Site

- Before drivers depart, the Construction Site Manager will be notified. They will then mobilise the banksmen at the Site access;
- Drivers will be advised when the banksmen are in place; and
- Banksmen will guide the drivers exiting the Site.

Summary

- 4.14 The proposed construction vehicle route is considered to provide the most direct and appropriate route from the strategic highway network to the Site.

- 4.15 The use of any roads other than the designated and signposted route shall not be permitted and this shall be enforced through the agreement of the CMS.
- 4.16 Appropriate measures will be provided throughout the construction phase in order to manage the arrival and departure of HGVs at the Site.

5 Construction Vehicle Trip Generation

- 5.1 It is anticipated that the construction phase will last for approximately 30 weeks. Construction activities and deliveries will be carried out Monday to Friday 08:00-18:00 and between 08:00 and 13:30 on Saturdays. No construction activities or deliveries will occur on Sunday or Public Holidays. Where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).
- 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 movement is controlled and kept to a minimum.
- 5.3 Deliveries to the Site shall be reported to the Construction Site Manager and will be made by the smallest possible vehicles for that particular item of plant or material.

Construction Vehicle Movements: Solar Farm

- 5.4 The components which are required to construct the solar farm will arrive by HGV (maximum size of 16.5m in length).
- 5.5 The Applicant has advised that 430 deliveries will be required for the solar modules and mounting structures. The largest vehicle to deliver this equipment will be a 16.5m articulated vehicle.
- 5.6 It is anticipated that the proposed solar farm will have a total of six inverter/transformer stations. It is assumed that these would be transported individually due to their weight and as such it is anticipated that this would equate to a total of six deliveries.
- 5.7 It is also anticipated that the internal equipment housed within the substation container and the external equipment located within the substation compound would be delivered on four 10m rigid lorries and/or 16.5m articulated lorries.
- 5.8 It is likely that the material required for the internal access tracks will arrive by 10m rigid vehicles and it is anticipated that 215 deliveries will be required.
- 5.9 Front end JCBs would also be required to transport equipment around the Site, and to distribute the graded stone required for the access road as necessary. It is anticipated that five JCBs will be required and that these will be transported to the Site by a 16.5m low loader.
- 5.10 In addition, there will be a number of deliveries bringing sand, gravel and cables to the Site.

- 5.11 **Table 5.1** sets out a summary of the HGV movements that could be associated with the construction phase of the solar farm.

Table 5.1 Heavy Goods Vehicle Movements – Solar Farm Construction Phase

Activity	Type of Vehicle	Total Number of Deliveries
Solar Modules & Mounting Structures	Max 16.5 Articulated	430 (860 two-way movements)
Inverters/Transformers	10m Rigid	6 (12 two-way movements)
Substation	10m Rigid and 16.5m Articulated	4 (8 two-way movements)
Internal Access Tracks	10m Rigid	215 (430 two-way movements)
General	Front End JCB by low loader	5 (10 two-way movements if driven to Site)
Other (sand, gravel, waste etc)	Max 16.5 Articulated	315 (630 two-way movements)
Total		975 deliveries (average of 7 deliveries per day or 14 two way movements per day)*
10% Buffer		1,073 deliveries (average of 7 deliveries per day or 14 two way movements per day)*
* Deliveries taking place over a 30 week period (150 working days, excluding Saturdays to be robust)		

- 5.12 As set out in **Table 5.1** it is anticipated that 1,073 deliveries (2,146 two-way movements) could be made by HGVs during the construction of the solar farm, at an average of around seven deliveries, or 14 two-way movements, per day. This includes a 10% buffer to give a worst-case scenario.

Battery Storage

- 5.13 Components which are required to construct the battery storage facility will arrive by HGV (maximum size of 16.5m length). In summary, it is proposed that the following HGV movements could be associated with the construction of the battery storage facility, as set out in **Table 5.2**.

Table 5.2 Heavy Goods Vehicle Movements – Battery Storage Construction Phase

Activity	Type of Vehicle	Total Number of Deliveries
Battery Modules (up to 49.9 MW)	Max 16.5m Articulated	50 (100 two-way movements)
General Deliveries (cables, fencing etc.)	16.5m Articulated or 10m Rigid	75 (150 two-way movements)
Contractor's Compound	16.5m Articulated	6 (12 two-way movements)
Total		131 deliveries (average of less than one delivery per day or up to two two-way movements)
* Deliveries taking place over a 30 week period (150 working days, excluding Saturdays to be robust)		

- 5.14 As set out in **Table 5.2** it is anticipated that a maximum of 131 deliveries (262 two-way movements) could be made by HGV's during the construction of the battery storage facility, at an average of less than one delivery, or up to two two-way movements, per day.
- 5.15 Therefore, combining the vehicle trip numbers shown in **Table 5.1** and **Table 5.2**, there is likely to be approximately eight vehicle movements per day (or 16 two-way movements) made by HGVs associated with the construction of the Solar Farm and Battery Storage facility.

Construction Worker Trips

- 5.16 In addition to the HGV movements identified in **Table 5.1** and **Table 5.2**, there will also be a number of construction movements associated with smaller vehicles for the transportation of construction workers and sub-contractors.
- 5.17 It is anticipated that 60 to 70 construction workers are to be required on Site on an average day. The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that the majority of 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.
- 5.18 20 car parking spaces and two minibus parking spaces will be provided within the construction compound. This is shown in **Drawing 2408-013-SK01-B**.
- 5.19 The applicant will implement measures to seek to maximise the numbers of staff that car share with colleagues in order to reduce the number of vehicles travelling to and from the Site each day, including

a car share scheme to match potential sharers and help to identify any colleagues that could potentially collect other members of staff along their route.

- 5.20 In summary, parking shall be provided within the Construction Compound, including for a total of 20 car parking spaces and two minibus spaces. No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network or the Site access road at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the Site. The Construction Site Manager will monitor that parking is taking place in the designated area on a regular basis.

Operational and Decommissioning Phases

- 5.21 Once operational, maintenance vehicles will utilise the same access points. Maintenance vehicles (likely to be a transit van) will visit the Site approximately once or twice a week
- 5.22 Space will be available within the Site on the access roads for such a vehicle to turn around to ensure that reversing will not occur onto the highway.
- 5.23 The traffic management elements of the decommissioning phase will be addressed in the decommissioning plan.

Summary

- 5.24 It is expected that there will be approximately eight HGVs accessing the Site each day during the construction phase. There will also be construction workers arriving at the Site in the morning and departing in the evening, although the numbers involved are forecast to be relatively low and will occur outside of peak hours.
- 5.25 The level of traffic forecast during the temporary construction phase is therefore low and it is concluded that it will not have a material impact on the safety or operation of the local highway network.

6 Construction Activity and Community Engagement

Parking

- 6.1 Parking shall be provided within the Construction Compound, including for a total of 20 car parking spaces and two minibus spaces. No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network or the Site access road at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the Site. The Construction Site Manager will monitor that parking is taking place in the designated area on a regular basis.

Community Engagement

- 6.2 The Construction Site Manager's details will also be provided on a Site-board at the Site access to each parcel. All residents in the vicinity of the site access' (notably those on the Bath Road) will be provided with contact details of the Construction Site Manager via a letter drop.

7 Proposed Mitigation Measures

- 7.1 The contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Construction Site Manager to oversee the implementation of these mitigation measures.
- 7.2 The mitigation measures are set out below.

Signage

- (i) Signs to direct construction vehicles associated with the development will be installed along the agreed construction traffic route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route;
- (ii) All signage on the designated route will be inspected twice daily by the Construction Site Manager, once in the morning and once at lunchtime, to ensure they are kept in a well-maintained condition and located in safe and appropriate locations;

Vehicle Movement

- (iii) Banksman will be provided at the Site accesses to indicate to construction traffic when it is safe for them to enter and exit the Site;

Parking

- (iv) Advisory signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site or on the Site access road. Contractors and visitors will be advised that parking facilities will be provided on-Site in advance of visiting the Site and that they should not park on-street;

Wheel Wash Facility

- (v) A mechanical wheel wash facility will be provided within the construction compound. In the unlikely event the wheel wash facility breaks down for a short period, construction workers will spray wheels using a power hose, before they re-enter the public highway;
- (vi) A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway;

- (vii) If required a road sweeper will be provided for the carriageway adjacent to the site access to alleviate any residual debris generated during the construction phase, as required;

Noise Reduction and Air Quality

- (viii) Low noise generators will be used for power within the Site;
- (ix) Construction activity will only take place during daytime hours (08:00-18:00) Monday – Friday and 08:00 – 13:00 on Saturdays;
- (x) When on Site and when not in use, vehicle engines will be switched off;
- (xi) Vehicles carrying material off-Site will be sheeted to prevent the spread of dust;
- (xii) In dry conditions, areas near to the Site access will be sprayed with water supplied to prevent the spread of dust if required;

Site Security

- (xiii) The Site will be secured via a perimeter fence or temporary fencing. CCTV will be operational within the construction compound;

Road Condition Survey

- (xiv) Condition 12 (requirement 8) of the planning permission requires a pre-condition photo survey to be undertaken, the purpose of which is to assess the baseline condition of Bath Road, prior to commencement of development. This will be carried out at a later date and submitted to Wiltshire Council closer to the time of construction.
- (xv) Once construction is complete, a post-construction condition photo survey will be undertaken in order to identify any additional defects that can reasonably be attributable to construction activities at the Site. Any identified highways defects resulting from construction activities associated with the Site will be corrected to the satisfaction of Wiltshire Council.

Drawings

A2
ORIGINAL
PLOT SIZE



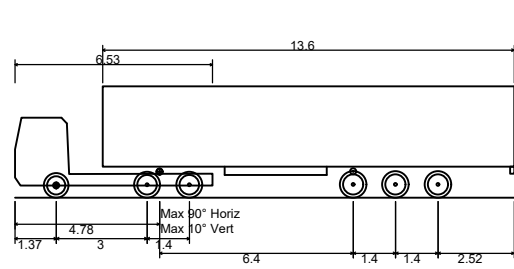
16.5m Articulated HGV Driving To Site



16.5m Articulated HGV Driving Out Of Site

Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of Her Majesty's Stationary Office. Crown Copyright - Licence No. AL100034021

NOTES:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

B	26.07.21	Project title updated, drawing scale reduced to 1:500.	PSW	WG	JD
A	21.06.21	Update with topo survey and vehicle retracked to suit.	PSW	WG	JD
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



25 King Street
Bristol
BS1 4PB
0117 925 9400

www.tpa.uk.com

CLIENT:
MELKSHAM CALNE GREEN LIMITED

PROJECT:
**STUDLEY SOLAR FARM,
ATWORTH**

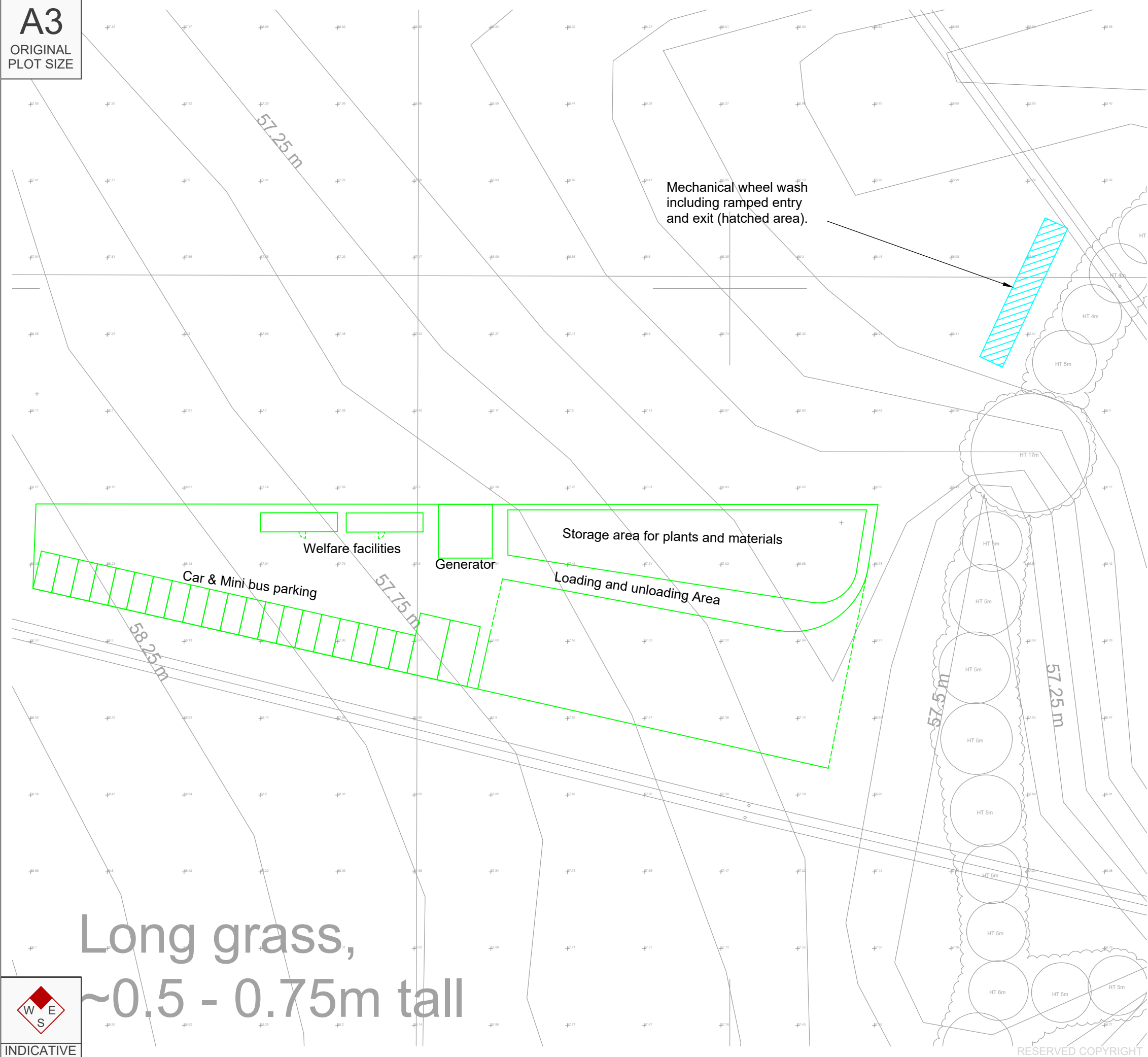
TITLE:
**Swept Path Analysis Of A
16.5m Articulated HGV**

STATUS:
INFORMATION

SCALE: 1:500	DATE: 19.05.21	DRAWN: PSW	CHECKED: RR	APPROVED: JD
JOB NO: 2101-053	DRAWING NO: SP01	REVISION: B		

RESERVED COPYRIGHT

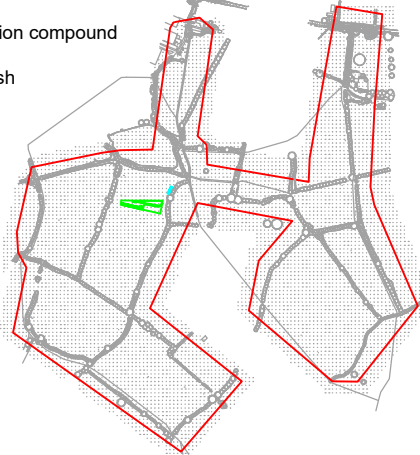
A3
ORIGINAL
PLOT SIZE



Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021

NOTES:

- = Redline boundary
- = Construction compound
- = Wheelwash



Location Plan
NTS

B	28.11.24	Added generator location.	KVT	AG	JD
A	13.11.24	Added location plan view in notes.	KVT	AG	JD
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



40 Berkeley Square
Bristol
BS8 1HP
0117 925 9400
www.tpa.uk.com

CLIENT:
MELKSHAM CALNE GREEN LIMITED

PROJECT:
**MELKSHAM SOLAR FARM,
WILTSHIRE**

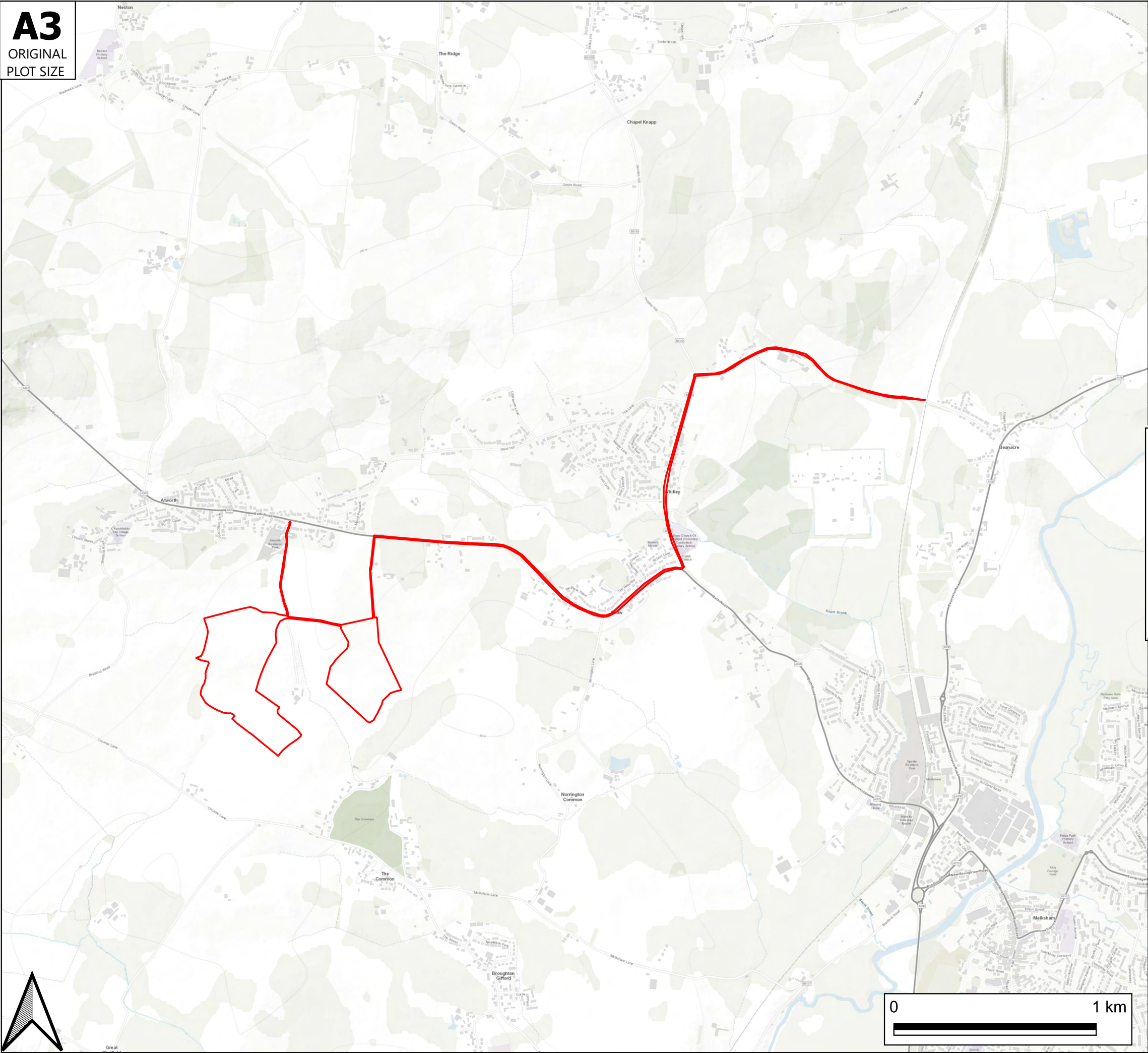
TITLE:
**Proposed Construction
Compound Layout**

STATUS:
INFORMATION

SCALE: 1:500	DATE: 31.10.24	DRAWN: KVT	CHECKED: AG	APPROVED: JD
JOB NO: 2408-013	DRAWING NO: SK01	REVISION: B		

Figures

A3
ORIGINAL
PLOT SIZE



NOTES

Key

Site Location

Rev	Date	Details			Drawn by
					Checked by
					Approved by

Bristol
Cambridge
London
Welwyn Garden City



40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:

Melksham Calne Green Limited

PROJECT:

Melksham Solar Farm,
Wiltshire

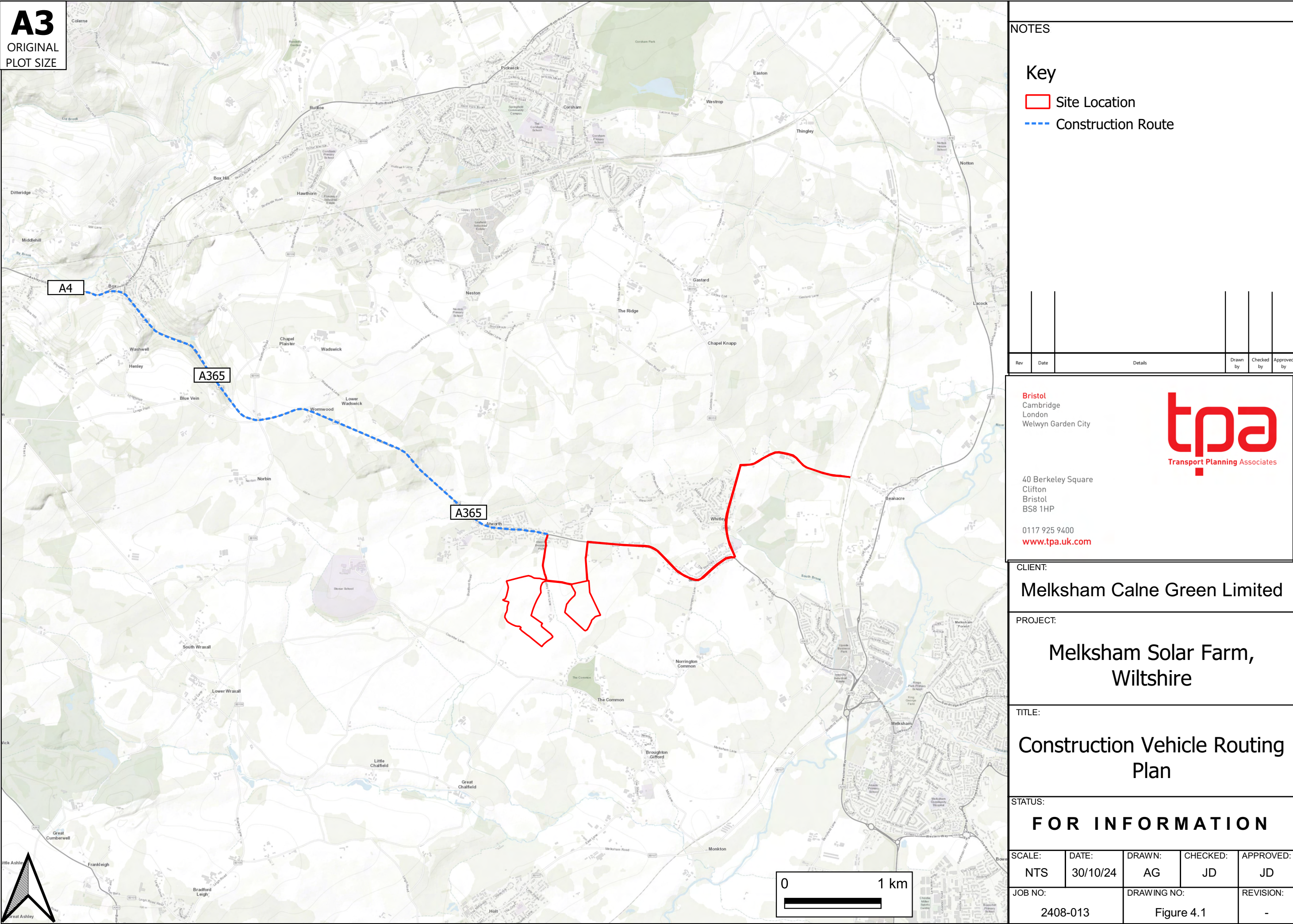
TITLE:

Site Location Plan

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	30/10/24	AG	JD	JD
JOB NO:		DRAWING NO:		REVISION:
2408-013		Figure 1.1		-



A3
ORIGINAL
PLOT SIZE

NOTES

Key

Site Location

Construction Route

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol

Cambridge

London

Welwyn Garden City

40 Berkeley Square

Clifton

Bristol

BS8 1HP

0117 925 9400

www.tpa.uk.com

tpa

Transport Planning Associates

CLIENT:

Melksham Calne Green Limited

PROJECT:

Melksham Solar Farm,
Wiltshire

TITLE:

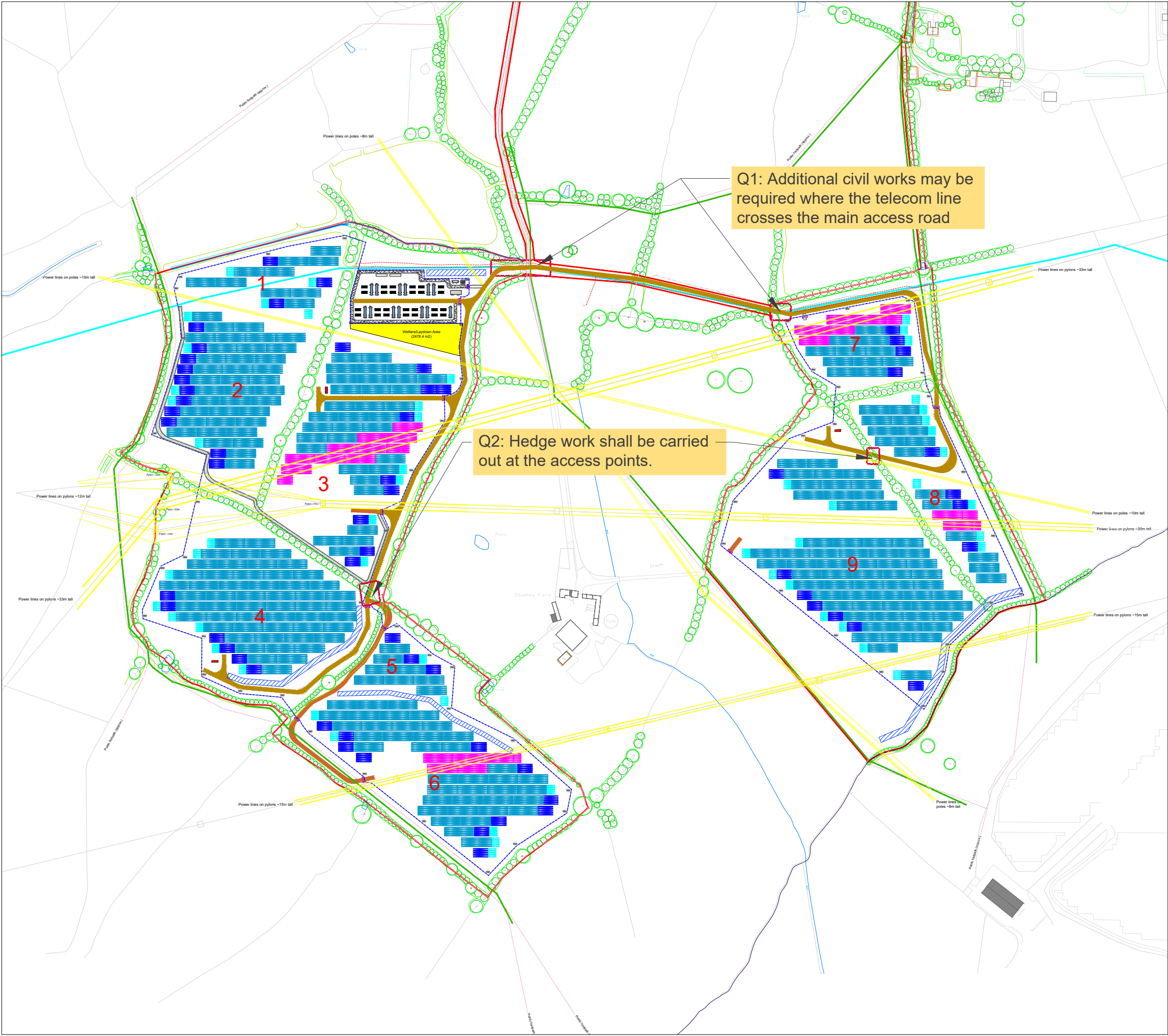
Construction Vehicle Routing
Plan

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	30/10/24	AG	JD	JD
JOB NO:	DRAWING NO:		REVISION:	
2408-013	Figure 4.1		-	

APPENDIX A



Q1: Additional civil works may be required where the telecom line crosses the main access road

Q2: Hedge work shall be carried out at the access points.

MELKSHAM

SITE LAYOUT

FIXED TILT 10°

COORDINATES 51.383583°, -002.189528°

COUNTRY	- UK
REGION / PROVINCE	- Atworth
COUNTY	- Wiltshire

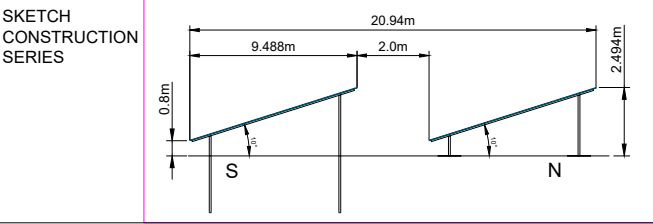
KEY	
	MV STATION
	PLANNING REDLINE
	FENCE
	GATE
	Pedestrian Gate
	CCTV
	ACCESS ROAD
	MAINTENANCE ACCESS
	PEDESTRIAN ACCESS
	VEHICLE ACCESS TO PYLON
	OVER HEAD LINE
	TELECOM LINE
	HEDGES
	SWALE
	FOOT PATH
	4 in Portrait Ballast Structure (Represents all three types)
	4 in Portrait Structure (4 x 7)
	4 in Portrait Structure (4 x 14)
	4 in Portrait Structure (4 x 28)

PROJECT DATA	
USED AREA	- 18.74 ha
FENCED AREA	- 24 ha
FENCE LENGTH / GATES	- 3660.94 m / 13
ROAD LENGTH	- 1877.5 m

PV PARAMETERS	
NUMBER OF STRUCTURES (4 X 7)	- 57
NUMBER OF STRUCTURES (4 X 14)	- 63
NUMBER OF STRUCTURES (4 X 28)	- 290
NUMBER/TYPE/POWER MODULES	- 37604/ JAM66D45LB-620Wp
INVERTER/ STANDS	- 52 x SUNGROW SG350HX
MV STATION	- 1 no. SPS-6500
MV STATION	- 2 no. SPS-6000

PLANT SYSTEM RATING- 23.314 MWp-DC

CONSTRUCTION AND PARAMETER	
CONSTRUCTION SERIES	- FIXED TILT 10°, 4 MODULES PORTRAIT
CONNECTION	- 28 / STRING
SYSTEM ROTATION	- NONE
SUN ANGLE / SHADOW ANGLE	- ...° / ...°



☒ PRELIMINARY	☐ EXECUTION	☐ AS BUILT
---	------------------------------------	-----------------------------------

R03	PV area and BESS layout updated	RH	25.10.2024		
R02	String lengths updated	RH	12.09.2024		
R01	Roads/panel placements have been updated	RH	09.09.2024		
R00	Issued for planning approval	RH	07.08.2024		
REV	CHANGES IN THE DESIGN	NAME	DATE	CHECKED	DATE

SITE LAYOUT	A 3	
SCALE Custom		

GB-MEL01&CLD104_R03_OVERALL SITE LAYOUT

	DATE, SIGNATURE		DATE, SIGNATURE		DATE, SIGNATURE
...	BELECTRIC	...	BELECTRIC	...	BELECTRIC

BELECTRIC GMBH
WADENBRUNNER STR. 10
97509 KOLITZHEIM
TEL. +49 (0)9385 5489 000
FAX. +49 (0)9385 5489 040

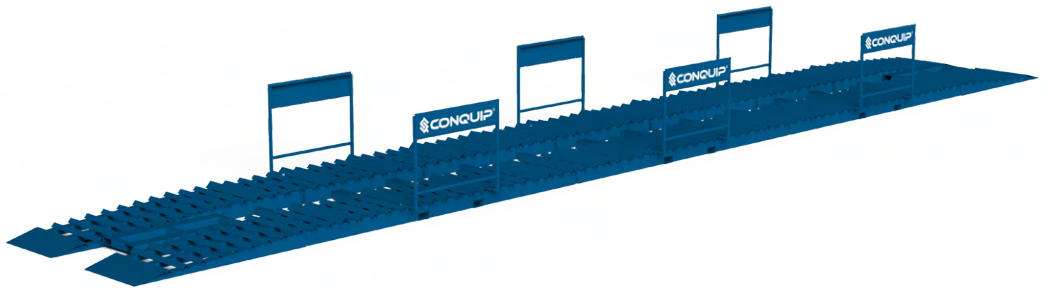
THIS DRAWING MAY NOT BE REPRODUCED OR BE MADE AVAILABLE TO THIRD PERSONS OR COMPETING COMPANIES WITHOUT PERMISSION. THE REPRODUCTION, DISTRIBUTION AND UTILIZATION OF THIS DOCUMENT AS WELL AS THE COMMUNICATION OF ITS CONTENTS WITHOUT EXPLICIT AUTHORIZATION IS PROHIBITED. OFFENDERS WILL BE HELD LIABLE AND CAN BE FINES UP TO 50% OF THE PROJECT COST. VARIATIONS IN DESIGN CAN OCCUR TO SITE CONDITIONS.

APPENDIX B



User Guide

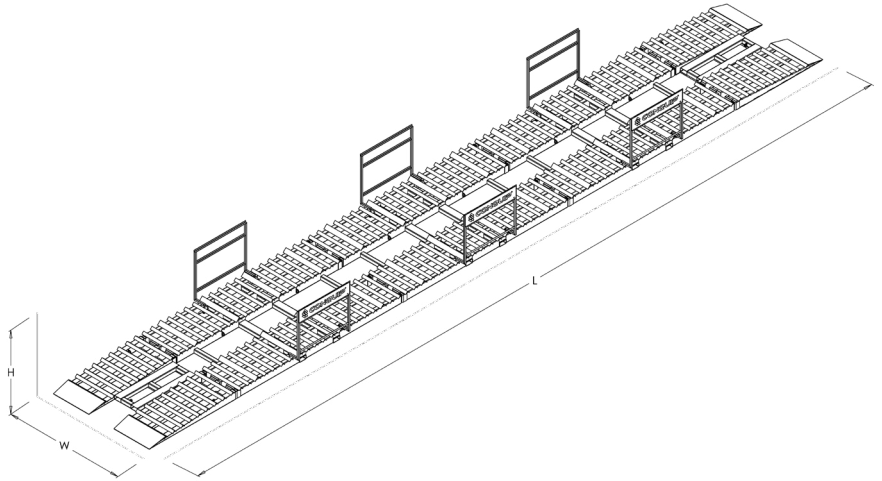
Wheel Wash



Product Information

Specification

Item	Product Code
Wheel Wash	SS700AC- 00044



¹Working Load Limit

Height	Width	Length	Weight	WLL ¹
1480mm	3100mm	19,960mm	5550kg	44,000kg

Item	Height	Width	Length
Ramp Section	270mm	2890mm	2600mm
Length Section	290mm	2890mm	4950mm

Product Information

Overview

The Conquip Wheel Wash is a very cost-effective wheel-cleaning system for machinery and vehicles to ensure that local roads are kept clean and site roadways are clear of mud.

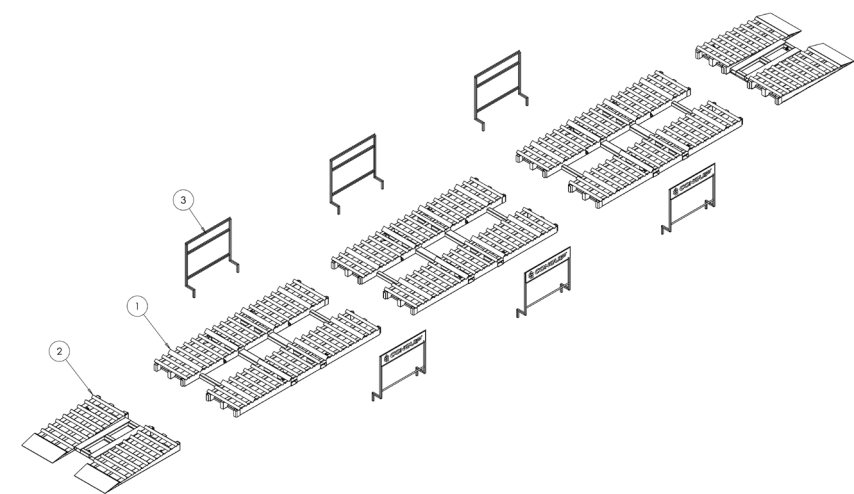
Key Benefits

- Simple interlocking design ensures easy transportation and quick installation and dismantling.
- Designed using a variety of ribbed sections to ensure vibration and friction required to remove the maximum amount of mud possible.
- Side rails to ensure visibility for vehicle drivers and machinery operators as to where the edge of the unit is.
- Quick and easy to clean out after use.

Product Information

Parts Diagram

Wheel Wash



NOTE: These parts are for this model, they may differ for previous versions. Please contact Conquip with any queries.

Item Number	Part Number	Description	Weight	Quantity
1	ZZ450073	Wheel Wash Flat Sub-Assembly	1350kg	3
2	ZZ450074	Wheel Wash Ramp Sub-Assembly	670kg	2
3	ZZ450075	Side Rail Assembly	26kg	6

Original Working Instructions

Usage Instructions

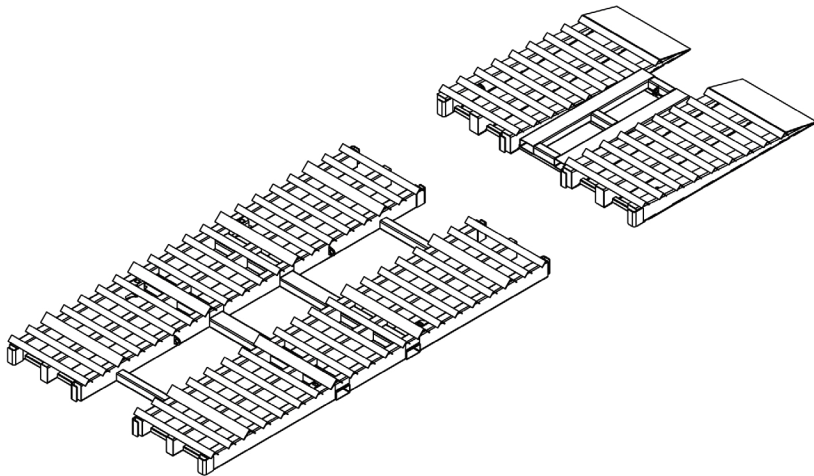
Important Usage Notes

- Ensure there is enough space to safely install and maintain the Wheel Wash System.
- Ensure there is adequate access for trucks and vehicles to drive onto and drive off the Wheel Wash unit.
- When assembling take care to prevent hands or feet being trapped into potential pinch points between sections.
- Install on level ground only.

Installation Instructions

1. Start the installation process at one end of the system (see Fig 1.1). Lift one ramp section into place using a suitably rated forklift. (If there is no forklift available, a suitably rated lifting apparatus can be used with lifting chains to move the sections into place.)

Fig 1.1

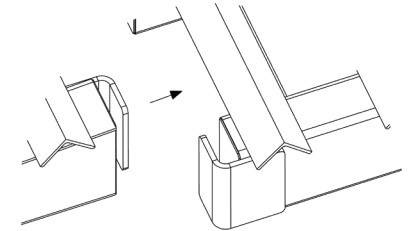


Original Working Instructions

Usage Instructions

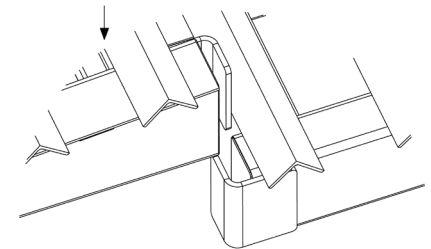
2. Lift and move a central section so that the ends have tabs that can interlock with each other (see Fig 1.2).

Fig 1.2



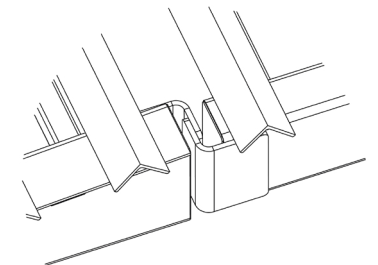
3. Connect it by lining the tabs up so that they align with the section below. Lower the section into place (see Fig 1.3).

Fig 1.3



4. Check it is secured (see Fig 1.4).

Fig 1.4

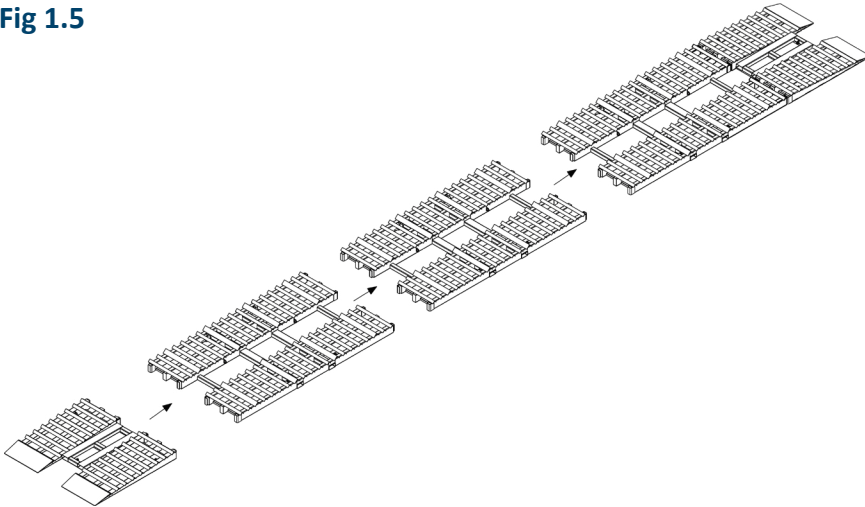


Original Working Instructions

Usage Instructions

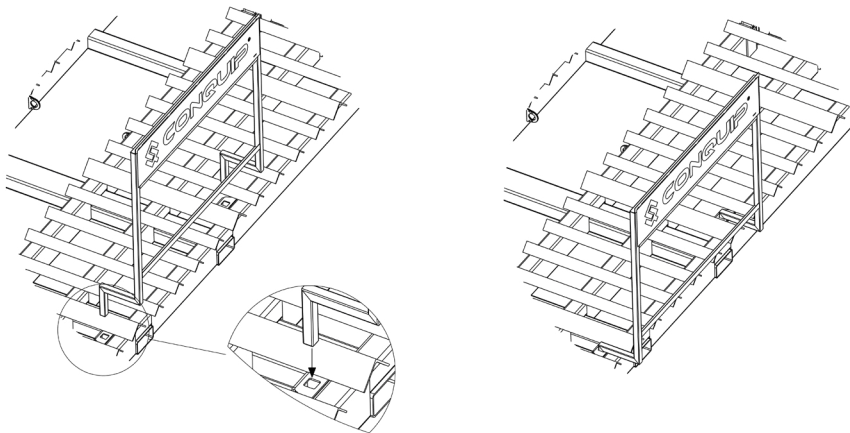
5. Repeat that for the remaining sections, adding 2 more central sections to the configuration and the remaining ramp section, (see Fig 1.5).

Fig 1.5



6. Now, insert the side rails. Lift the side rails and use the locating slots to secure them in place (see Fig 1.6). There should be 3 down each side of the unit.

Fig 1.6



Original Working Instructions

Usage Instructions

Usage Instructions

1. Once installation is complete, large vehicles and machinery (that do not exceed the capacity of the Wheel Wash) can be driven down the length of the Wheel Wash System, as considered safe by the site-specific risk assessment.
2. As the vehicle proceeds down the ramp mud will be shaken off and will fall through the drive-over sections onto the ground.
3. If the build-up of mud and waste starts to cause the system to be ineffective, lift the sections out of the way and clear away the waste using an excavator or suitable machinery.

Original Working Instructions

Safety Instructions

Basic Safety

A site-specific Risk Assessment, and lift plan where applicable, must be completed by the responsible person before using this equipment to control risks, produce a safe system of work and ensure safety for you, your colleagues and others. Your risk assessment will determine the correct Personal Protective Equipment (PPE) for the task you are doing. You must use it. Conquip recommends that you should wear:

- Suitable clothing
- Gloves
- Hard hat
- Protective footwear (steel toecaps)
- Safety glasses



Important Safety Notes

- Read these instructions before using this equipment. If there is anything you do not understand or if you have any concerns do not use this equipment. Contact your supervisor or Conquip Engineering Group for advice.
- You must check that you have considered all the safety requirements for the task you are doing and that this equipment is suitable.
- You must protect bystanders and the general public by preventing access to the working area.
- Do not use this equipment if you are tired, unwell or under the influence of alcohol or drugs. If you are taking any medicine or undergoing treatment you should inform your supervisor.

Usage & Transportation

- Never unevenly load this equipment.
- The weight of the equipment, together with its attachments, must be added to the weight of the load when calculating the total load that will be imposed on the lifting apparatus / operating machine.
- This equipment must be used in conjunction with the load ratings of the lifting apparatus / operating machine. (Refer to the manufacturers' load ratings and original working instructions).
- Make sure you know how to use this equipment and understand all aspects of its operation in case of emergency.
- This equipment weighs more than 25kg. Do not lift or manhandle without machine assistance.
- Do not operate this equipment near overhead power lines.
- Take care in confined spaces, near ceilings or similar hazards. This equipment was designed for vertical lifting. Do not drag, or swing.
- Before operating this equipment, check that you have enough space for you to work safely and make sure that the working area is clear of hazards, obstructions and personnel.
- Before lowering equipment make sure that the landing zone is clear and capable of accepting the size and weight of the load.
- Crush Risk. Keep hands and feet clear of the equipment at all times to avoid injury.
- Do not exceed the maximum Working Load Limit (WLL) shown on the serial plate. Ensure that the WLL on the individual lift points is not exceeded.
- Before lifting, check that the load is secured, balanced and stable. Allow space for the equipment to move if the load shifts.
- Manoeuvre loaded or raised equipment carefully. Travel and turn slowly to avoid unit becoming unstable.

Personnel

- All personnel must wear relevant personal protective equipment.
- Do not wear loose clothing or jewellery and tie back long hair to avoid becoming tangled or trapped in this equipment. You must make everyone in the work area aware of what you are doing.
- All personnel involved in the lifting operation must be competent to do so and must have been briefed in conjunction with this User Guide available from Conquip Engineering Group, the manufacturer.

Equipment Maintenance & Cleaning

- It is mandatory that the equipment is thoroughly examined regularly, by a qualified engineer, to ensure compliance with relevant regulation/s. (Conquip recommend to carry out thorough examination every six months).
- This product may incorporate various loose and detachable items of lifting gear. Refer to the separate requirements for the safe use of those items.
- When not being used, store the unit in a clean, upright condition and in a safe place where it will be protected from thieves and unauthorised users.
- This equipment must be inspected by the responsible person before each use and then regularly, as determined by your risk assessment or working practice. If you have any concerns about condition or suitability do not use.

Disclaimer

Warranty

The products supplied by Conquip Engineering Group are all guaranteed by a 12 month warranty.

Apart from where exceptions apply, Conquip Engineering Group promises to repair or replace any fault which the Company considers to be due to defective material or workmanship within 12 months of the date of sale, at no additional cost.

- Faults arising from unauthorised alterations (see modifications section below for full details).
- Damage caused by abuse, neglect, misuse or falling.
- Damage caused because of failure to follow transportation, storage, loading, cleaning or operating instructions.
- Replacement or repair of components due to fair wear and tear.
- Any consequential damage or wear arising from the use or fitting of additional or non-standard parts.

Modifications

If any third-party modifications or alterations, involving drilling, welding, cutting or distortion of materials in any form, are to be carried out on the product, Conquip Engineering Group must provide full written approval prior to the work being carried out.

Alterations, modifications, additions or repairs must be carried out by Conquip Engineering Group's recognised distributors, if they are not carrying out the work themselves.

Conquip Engineering Group operate a continuous improvement policy and therefore reserve the right to alter technical specifications and user guide details at any point without notice.

Conquip Engineering Group will not cover or reimburse any transportation and/or shipment costs to and from their premises or their recognised agents, or any material and/or labour costs for repair, replacement or assessment against a warranty claim.

Conquip Engineering Group and/or their directors, employees, insurers or recognised agents will not be held liable for consequential damages, losses or expenses relating to the inability to use the product correctly for its purpose.

EC Declaration of Conformity

In accordance with EN ISO 17050-1:2004

Declaration: As defined by the Machinery Directive 2006/42/EC and subsequent amendments

We, CONQUIP ENGINEERING GROUP, herewith declare that the following indicated equipment meets the fundamental health and safety requirements concerning the EU guide line(s), due to their design and manufacture.

This declaration will be rendered null and void if the machine is changed without our approval.

Signed:



Dated: 2020

Garry Critchley, Managing Director

Product Code(s):	SS700AC- 00044
EC Directive/ Regulation:	2006/42/EC, Lifting Operations and Lifting Equipment Regulations 1998 Provision and Use of Work Equipment Regulations 1998
Harmonised Standards:	BS EN ISO 12100:2010 BS EN 13155
General Description/ Designation:	Wheel Wash – SS700AC- 00044
WLL:	SS700AC- 00044 = 44,000kg

Important Notes

- This User Guide is for this Conquip product only.
- Any movements of the product must be thoroughly planned before the work commences to identify potential hazards and assess risk.
- All personnel involved in lifting and transportation of this product must have read this User Guide and must be properly briefed.
- You must be competent, alert and medically fit when using this equipment. If you have a medical condition, a mental or physical disability, you must seek advice from a medical professional before using this equipment.

Talking to us is easy

We're here to help

Call us on 0845 520 1101

Email us at sales@cqegroup.com

www.cqegroup.com

Conquip Engineering Group

Waterbrook Estate, Alton, Hampshire, GU34 2UD