



Solar Farm at Storridge Road, Westbury

Construction Transport Management Plan Addendum

November 2025

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Appendix A – Swept Path Analysis

1. Introduction

This addendum to the Construction Traffic Management Plan (CTMP) approved under Condition 7 of planning permission PL/2021/10592 (the Permission) (see discharge of condition application PL/2024/10092) provides additional information on the proposed use of the existing access at Storridge Farm off Storridge Road during the construction of Phase 1 of the solar farm approved under the Permission.

The Permission approved the development of 29MW solar farm (over 43ha) and associated development on land on the west side of Storridge Road, Westbury (the Site).

This addendum accompanies a Section 73 (S.73) application to amend Conditions 2, 4, 5, and 7 of the Permission (the Proposals).

The approved CTMP remains the overarching document establishing the roles and responsibilities of those involved in the construction of the solar farm, and how the Site will operate to minimise disruption and ensure safety on the adjoining highway network. This addendum supplements the CTMP by providing specific details of Phase 1 operations, including mitigation and control measures for personnel and subcontractors, and confirms that all relevant CTMP measures remain applicable. The potential impact of traffic during Phase 1 construction is addressed, while the CTMP continues to cover the construction of Phase 2, as well as the operational and decommissioning periods of Phases 1 and 2 as originally approved.

2. Proposed Amendments

The proposed access arrangements for Phase 1 of the Site are shown in yellow on the submitted Location plan dated 24/11/25. The S73 application seeks to permit vehicles to travel southwards on Storridge Road and utilise the existing access at Storridge Farm for entry to the Site during Phase 1 of construction. Access for the Site will follow the approved route from Hawkeridge Road (B3097).

The existing Storridge Farm access, located approximately 275 m southeast of the consented access, is suitable for articulated lorries to enter and exit in a forward gear, as shown by the swept path analysis in Appendix A. No additional works are required as there are already clear visibility splays on both sides of the access point, and the access creates no additional ecological impacts, providing a safe and practical route for Phase 1 construction traffic.

3. Construction Overview

It is expected that construction of Phase 1 of the Site will occur over a 3-4 month period with construction due to commence in Spring/Summer of 2026. Traffic levels throughout the construction timeline are expected to remain consistent with the approved CTMP.

It is expected that the first month will witness a period of higher vehicle movements required to establish the construction compound and construction of the new internal access track for Phase 1 area of the Site. This period will see the most noteworthy

movements of HGV vehicles. Car/van arrivals are likely to remain constant throughout the construction period of Phase 1.

Daily/weekly traffic levels after the initial establishment phase are expected to be broadly similar to the levels in the CTMP.

4. Compliance with the CTMP Requirements

The table below demonstrates how the proposed temporary use of the existing access via Storridge Road complies with the proposed amended Condition 7. The details of the approved CTMP remain fully compliant with points 2 and 5–14 of Condition 7.

CTMP Requirement	Phase 1 Compliance (Use of Existing Storridge Farm Access)
1. Traffic management plan, including signage, closures, signals, banksmen etc.	No changes to the approved traffic management measures are proposed. Temporary construction signage will be installed at the Storridge Farm access to guide deliveries, and a trained banksman will be present during peak delivery periods if required. No road closures or temporary traffic signals are required.
3. Number and size of daily vehicles	During Phase 1, the frequency of construction deliveries is expected to be lower than that set out in the approved CTMP. From weeks 11 to 30, the frequency of trips is predicted to increase compared to the approved CTMP, as shown in Table 2. The total number of vehicles and their sizes will remain consistent with the approved CTMP, and no overall additional trips expected from the use of the existing access at Storridge Farm. Therefore, overall impacts remain in line with the approved CTMP. The key difference is that trips will be less concentrated and will be spread over two distinct construction periods on the Site.
4. Routing of vehicles	Routing remains compliant with the approved CTMP. The only adjustment is that vehicles will travel south along Storridge Road to enter the Site via the existing Storridge Farm access, as shown in the Location Plan. All wider routing via Hawkeridge Road (B3097) remains unchanged.

5. Conclusion

The additional details in this addendum to the CTMP for the use of the existing access at Storridge Farm remain consistent with the requirements of the approved CTMP and do not alter the overall traffic management approach for the development.

The proposed use of the existing access at Storridge Farm for Phase 1 avoids early engineering works, minimises ecological disturbance, and provides a safe and efficient route for Phase 1 construction. The existing access is suitable for the vehicle types required, and its use does not necessitate additional earthworks or give rise to additional environmental effects. Vehicle routing and construction traffic volumes remain within the parameters previously assessed and approved CTMP.

The proposed change is minor in nature, adheres to all CTMP criteria, and facilitates the efficient delivery and energisation of the solar farm. Accordingly, this addendum demonstrates compliance with the proposed amendments to Conditions 2, 4, 5, and 7.

Appendix A- Swept Path Analysis

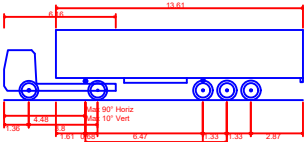




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LEGEND

- Red Line Planning Boundary
- Land Under Applicants Control



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Revision	
R1 - Initial Issue	11/11/2025

Project: 178-02-PV - Access to Phase 1

Drawing: Swept Path Analysis

Date: 11/11/2025

Scale: 1:1000

ISO expand A3 (420.00 x 297.00 MM)