



Solar Farm at Storridge Road, Westbury

Construction Transport Management Plan Addendum

December 2025

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Appendix A – Swept Path Analysis

1. Introduction

This addendum accompanies an application for full planning permission for the use of an existing access at Storridge Farm during the construction, maintenance, and decommissioning of the permitted solar farm on land to the west of Storridge Road, Westbury (PL/2021/10592).

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 an existing access at Storridge Farm, Storridge Road.

The use of the existing access at Storridge Farm is proposed as an alternative to the originally approved access point at Storridge Road. The original access arrangements secured under the approved discharge of conditions application remain valid and may be implemented at any time for the construction, maintenance, or decommissioning of the solar farm.

The approved CTMP remains the overarching document establishing the roles and responsibilities of those involved in the construction of the solar farm, and the measures required to minimise disruption and ensure safety on the adjoining highway network. This addendum supplements the CTMP by providing specific details relating to the use of the existing Storridge Farm access and confirms that all approved CTMP measures remain applicable.

2. Proposed Amendments

The proposed amendments to the access arrangements for the approved solar farm are shown on the accompanying Site Layout Plan and Location Plan. The planning application submitted alongside this CTMP seeks to allow vehicles to use the existing access at Storridge Farm for the construction, maintenance, and decommissioning of the approved solar farm. This addendum to the CTMP proposes that vehicles may travel southwards on Storridge Road, providing flexibility to utilise the Storridge Farm access. Access to and from the approved solar farm will otherwise continue to follow the approved route via Hawkeridge Road (B3097), as outlined in the CTMP approved under PL/2024/10092.

The existing Storridge Farm access, located approximately 275 m southeast of the consented solar farm access, is suitable for heavy goods vehicles 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 site traffic.

The use of the existing access track at Storridge Farm will involve crossing Public Rights of Way (PRoW). The impact on the PRoW will be minimal during the construction, operational maintenance and decommissioning phases of the development. In accordance with the approved CTMP, pedestrians will be given priority over construction activities

were safe and possible. Appropriate warning signage will be provided to ensure that users of the PRow can continue to use the route safely and remain unaffected.

3. Construction Overview

The use of the existing access at Storridge Farm will not result in any considerable change to the construction programme, traffic volumes, vehicle types, or hours of operation approved within the Construction Traffic Management Plan. The duration and construction phasing will remain as previously assessed.

Traffic associated with the construction phasing outlined in the CTMP will remain consistent with the levels previously approved, including the number and type of HGV, car, and van movements. There will be no increase in average daily vehicle movements or peak period activity beyond that assessed within the CTMP.

All approved construction traffic management measures will continue to apply, including delivery scheduling, avoidance of peak network periods, on site turning arrangements, wheel washing facilities, use of banksmen where required, and temporary warning signage. These measures will ensure that construction traffic operates in a safe and efficient manner and does not give rise to an unacceptable impact on the local highway network.

The use of the existing access at Storridge Farm provides an alternative to the approved access on Storridge Road and has the potential to reduce temporary construction related impacts on the local highway network. The originally approved access arrangements remain available and may be implemented if required, and the proposed access does not result in any material increase in traffic movements or additional effects beyond those previously assessed and approved. All mitigation measures secured through the approved CTMP remain applicable, and the proposed access arrangements are acceptable in highway terms.

4. Compliance with the CTMP Requirements

The table below demonstrates that the proposed use of the existing access via Storridge Road is compliant with Condition 7. The details of the approved Construction Traffic Management Plan (CTMP) remain fully compliant with points 2 and 5–14 of Condition 7 of the approved solar farm permission (PL/2021/10592).

CTMP Requirement	Use of Existing Storridge Farm Access- Condition 7 compliance
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 banksmen 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 the construction phases of the solar farm, traffic levels will remain in accordance with the approved CTMP. The total number, size, and type of construction vehicles will remain consistent with

CTMP Requirement	Use of Existing Storridge Farm Access- Condition 7 compliance
	those previously approved, and no additional vehicle trips will arise from the use of the existing access at Storridge Farm. Accordingly, the overall traffic impacts will remain in line with those assessed within the approved CTMP. The principal difference is that construction trips will be less concentrated and distributed across two distinct construction periods on the Site, reflecting the phased construction approach proposed under the S.73.
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 avoids early engineering works, creates no additional ecological disturbance, and provides a safe and efficient access point. 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 Conditions 2, 4, 5, and 7 of the original solar farm consent (PL/2021/10592).

The approved CTMP (PL/2024/10092) remains the overarching traffic management framework for the consented solar farm. The approved measures remain fully implementable for the construction, maintenance and decommissioning of the development using the approved access arrangements. The amendments set out within this CTMP addendum enable the construction, maintenance and decommissioning of the solar farm to be undertaken via the existing access at Storridge Farm, as proposed within the accompanying planning application.

Appendix A- Swept Path Analysis

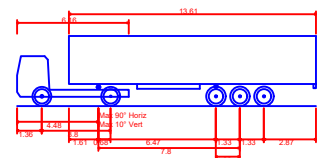




STARLIGHT
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LEGEND

- Red Line Planning Boundary
- Planning permission PL/2021/10592



FTA Design Articulated Vehicle (2016)

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	16/12/2025
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Project: 178-02-PV - Access to Phase 1

Drawing: Swept Path Analysis

Date: 16/12/2025

Scale: 1:1000

ISO expand A3 (420.00 x 297.00 MM)