

Construction Traffic Management Plan.

Minety Solar Park, Land Adjacent to Minety Substation, Wiltshire (PL/2024/07438).

On behalf of JBM Solar Projects 14 Ltd

Date: September 2025 | Pegasus Ref: P23-0965 TR01



Document Management.

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1. Introduction

- 1.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of JBM Solar Projects 14 Ltd (the Applicant) to address the transport issues associated with a S73 application for the construction of a Solar Park on land near Minety Substation, Wiltshire, SN16 9DX. The CTMP covers the installation, operation, and decommission of a Solar Park comprising ground mounted photovoltaics and Battery Energy Storage System (BESS) which could produce up to 49.9MW.
- 1.2. This S73 application seeks to vary planning permission PL/2024/07438 for a similar solar and BESS scheme. The key change in highways and transport terms is the removal of the use of the National Grid Minety Substation access point. A CTMP prepared by Pegasus Group was submitted and approved as part of the previous application at the site and therefore this document broadly follows the principles agreed at that time.
- 1.3. The site is located approximately 2.8 kilometres to the southwest of Minety, 12 kilometres to the east of Malmesbury and around 17 kilometres to the west of Swindon.
- 1.4. Construction and operational access will be provided via two separate access junctions along the site's frontage with the B4040. These will comprise the existing 'southwestern site access' which is located approximately 1.2 kilometres to the west of the National Grid Minety Substation junction and the 'southeastern site access', which is located approximately 662 metres to the west of the Dog Trap Lane junction. The southwestern access will serve traffic associated with the western part of the site. The southeastern access will serve traffic associated with the eastern part of the site.
- 1.5. 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.
- 1.6. 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 construction personnel's on-site induction processes.
- 1.7. The contact details of the contractor and those of the highway department at Wiltshire Council (WC) will be exchanged before commencement of the works on site.

2. Site Context

Site Location

- 2.1. The development site is located to the north of the B4040, which routes east to west along the southern boundary of the site. The site is located approximately 2.8 kilometres southwest of Minety and 1.8 kilometres south of Upper Minety.
- 2.2. The site is effectively split into two distinct eastern and western parcels either side of the National Grid Minety Substation. The land which bounds the site and Minety Substation is mainly agricultural or woodland use. Field boundaries are defined by hedgerows and/or tree lines.
- 2.3. The site location in the context of the local highway network is shown at **Figure 2.1**.

Planning History

- 2.4. The site benefits from planning permission PL/2024/07438 for the installation of a renewable led energy scheme comprising a 49.9MW Solar Park, which was granted on 5th December 2024. The application proposed access in three locations, the first comprising the junction serving the National Grid Substation, the second comprising the southwestern access and the third comprising the southeastern access.
- 2.5. The Case Officer's Report dated 5th December 2024 confirms at pages 7/8 that the local highway authority offered no objection to the scheme, subject to conditions.
- 2.6. The key highways and transportation related changes between the consented application and what is now proposed relate to the access strategy for the eastern parcel of the site (the removal of the National Grid Substation access) and a small change in construction traffic numbers resulting from the change in arrangement of the battery storage and inverter site layout. A temporary diversion to Public Right of Way (PRoW) HANK12 is now also proposed. This CTMP includes the Council's preferred construction route that was previously agreed. All other principles including access to the western parcel and potential mitigation are as previously proposed and agreed in principle with WC.

Local Highway Network

- 2.7. The local highway network generally serves local residential, commercial and agricultural land uses. It is not subject to any weight restrictions and is suitable to accommodate all types of vehicles including maximum articulated delivery vehicles.

B4040

- 2.8. The B4040 routes along the southern frontage of the site and connects the A429 to the west via a four-arm roundabout, and Cricklade to the east, passing through Charlton Village and Minety. To the east it connects with the B4696 at the Braydon Crossroads via a signalised four-arm junction. The carriageway measures approximately six metres wide and within the vicinity of the site is subject to a 50mph speed limit. The B4040 is currently observed to be used by HGVs and agricultural vehicles.

A429

- 2.9. The A429 provides a connection between M4 Junction 17, located approximately 17 kilometres to the southwest, and Cirencester, located approximately 20 kilometres to the north. It connects with the B4040 via the Whychurch Roundabout. It measures approximately eight metres wide and is subject to the national speed limit (60mph) for the majority of its route.

Public Rights of Way

- 2.10. There are number of Public Right of Way (PRoW) routes which cross and/or abut the site. There are four PRoW footpath routes, HANK11, HANK12, HANK13 and HANK16 and two PRoW bridleway routes, CHAR9 and HANK15. These PRoWs provide access between the B4040 to the south of the site and Hankerton Road north of the site. The PRoWs are shown on **Figure 2.2**.
- 2.11. It is proposed that PRoW HANK12 will be temporarily diverted in due course through a Temporary Traffic Regulation Order (TTRO) in order to accommodate one of the proposed construction compounds within the site. The proposed diversion route is indicatively shown on the S73 Landscape Masterplan included as part of the wider planning application submission.

Local Highway Safety

- 2.12. WC previously provided Personal Injury Collision (PIC) data for the most recent five year period available at that time (2017–2022) for a study area comprising the site frontage with the B4040. This confirmed that there had been one slight incident within the study area within the most recent five year period. The full PIC report is included at **Appendix A**.
- 2.13. The incident occurred on 21st July 2020 at 16:38 within the vicinity of the junction serving Minety Substation. It appears to have occurred when a motorcyclist proceeding normally along the carriageway collided with a tractor performing a right hand turn, resulting in a slight injury. Road conditions were fine/dry.
- 2.14. A review of the Crashmap.co.uk database suggests that there has been no further incidents for the five year period of 2019–2023 and therefore it is concluded that there are no highway safety patterns or problems with the local highway network in the immediate vicinity of the site.

3. Proposed Site Access Arrangements

Access Arrangements

- 3.1. Construction and operational access will be provided via two separate junctions along the site's frontage with the B4040. These will comprise:
- i. the existing 'southwestern site access' which is located approximately 1.2 kilometres to the west of the Minety Substation junction.
 - ii. 'the southeastern site access', which is located approximately 662 metres to the west of the Dog Trap Lane junction.
- 3.2. No temporary or permanent Traffic Regulation Orders (TROs) will be required.

Southwestern Site Access

- 3.3. Vehicular access to the western parcel of the site during the construction phase of development is proposed via an existing gated field access with the B4040, located approximately 1.2 kilometres to the west of the Minety Substation junction. The access is subject to an approved S278 Agreement with Wiltshire Council and is included at **Appendix A**.

Southeastern Site Access

- 3.4. Vehicular access to the eastern parcel of the site during the construction phase of development is proposed via the existing gated field access with the B4040, located approximately 662 metres to the west of the Dog Trap Lane junction. The access is subject to an approved S278 Agreement with Wiltshire Council and is included at **Appendix B**.

Construction Compound

- 3.5. Construction compounds are proposed in both the eastern and western parts of the site, as shown on the site layout included as part of the wider planning application submission. The Applicant has confirmed that there is sufficient space to allow the construction compounds to remain in place throughout the entire construction phase. Therefore, there will be no requirement for external operation or storage of construction materials, machinery or vehicles.
- 3.6. Precise details regarding the turning of articulated lorries within the site will be completed when a proposed compound plan is confirmed by the appointed contractor.
- 3.7. 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.

Internal Roads

- 3.8. The Solar Park layout will include access tracks throughout the site allowing for the movement of construction and maintenance vehicles. These will be completed during the initial stages of construction, so temporary haul routes will not be necessary.
- 3.9. The tracks will be made to withstand the loads of HGVs and plant and reduce the propensity of debris being taken on to the adjacent access track and highway. Internal access tracks will be constructed of graded stone on top of permeable matting.
- 3.10. If ground conditions dictate, wheel washing facilities will be provided. Wheel wash facilities will be provided in the form of a portable automated high-pressure washer with motion sensors to conserve water. All construction vehicles will therefore have to exit through the wheel wash area and as such will reduce the spread of mud and dirt onto the local highway network.

Operational Phase

- 3.11. It is anticipated that the site will operate predominantly by remote access and only visited on an occasional basis with minimal impact to the surrounding local network. Operational vehicles are anticipated to use the proposed construction access points.
- 3.12. The largest vehicles that are likely to be used during the operational phase is expected to be no larger than a 7.5t van. There will be sufficient space within the site to allow for operational vehicles and service vehicles to enter, manoeuvre, turn and exit the site in a forward gear.

Pedestrian Access

- 3.13. All existing PRowS and accesses to Minety Solar Park will be maintained at all times, with the exception of PRow HANK12 which will be temporarily diverted in due course as set out at **paragraph 2.11**. When construction plant and machinery are accessing the site, a banksman will be employed to control both pedestrian movements and traffic control throughout the duration of the construction phase. If considered necessary, discussions will be held between the contractor and WC PRow Officers.

4. Construction Traffic Routing

- 4.1. It is proposed that construction traffic will route from the M4 Junction 17 via the A429 to the A429 roundabout with the B4040 (to the north-east of Malmesbury). Vehicles will turn right onto the B4040 and travel east to the proposed site accesses. Vehicles will route back to M4 Junction 17 via the same roads when leaving the site. The proposed route is indicatively shown at **Figure 2.1** and reflects the Council's preferred option for the existing permission at the site.
- 4.2. The route will ensure that construction vehicles associated with the site will use A-roads as far as practicable.
- 4.3. There are no signed height or weight restrictions on the designated route, and no road closures will be required.
- 4.4. Construction vehicles will only access the site via the designated construction route identified in this CTMP. Drivers will be informed of the route prior to departing for the site and will be advised not to use Sat-Nav.

5. Vehicle Trip Attraction

Construction Phase

- 5.1. The construction phase is anticipated at this stage to take approximately 22 months (up to 94 weeks). This includes the preparation of the site, including the installation of the access, erection of fencing, assembly and erection of the PV strings, installation of the battery storage, inverters/transformer and grid connection.
- 5.2. Deliveries to the construction compound will be outside of the traditional weekday peak hours at both accesses. Deliveries will be made between 0800–1600 and 1800–2000 Monday to Friday, with Saturday deliveries between 1000–1300.
- 5.3. 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 frequently access the site is a maximum legal length articulated HGV (18.75 metres long). However, there will be some movements made by mobile cranes (measuring up to 20 metres long).
- 5.4. Deliveries to the site shall be reported to the Site Manager and will be made on the smallest possible vehicles for each particular item of plant or material.
- 5.5. The components which are required to construct the solar park 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 49.9MW and as such this will equate to approximately 699 deliveries by HGVs. Assuming all deliveries arrive within the forecast 94-week period and Monday to Saturday, this equates on average to around one to two HGV deliveries (up to four two-way movements) per day by the largest vehicles on average.
- 5.6. The largest items expected to be transported to the site are the battery storage containers. The proposed solar park could have a total of up to 52 battery storage containers. The battery storage containers will be transported individually by maximum articulated HGVs, in order to divide their weight and as such this would equate to a total of up to 52 deliveries.
- 5.7. The proposed solar farm will have a total of 13 standalone inverters. The inverters will be transported individually by maximum articulated HGVs, in order to divide their weight and as such this would equate to a total of up to 13 deliveries.
- 5.8. There will be a total of 13 auxiliary transformers and 52 DcDc converters. These will be transported in multiples by maximum articulated HGVs. At this stage it is assumed that a total of 14 deliveries will be required.
- 5.9. It is anticipated at this stage 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 the Applicant has advised that around 1,000 deliveries could be required.
- 5.10. 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.

- 5.11. 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.
- 5.12. 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.
- 5.13. In summary, the following heavy good movements could be associated with the construction of the Solar Park, as set out in **Table 5.1**.

Table 5.1 – Forecast Construction Traffic Movements – Solar Park

Activity	Vehicle Type	Total Number of Deliveries
Solar Modules & Mounting Structures	Up to a 18.75m HGV	699 (1,398 movements)
Battery Storage Containers		52 (104 movements)
Ancillary (Fencing, Ground works equipment)		50 (100 movements)
Inverter Containers		13 (26 movements)
Spare Containers		1 (2 movements)
Auxiliary Transformers and DcDc Converters		14 (28 movements)
Customer Switchgear Cabinet	10m Rigid	2 (4 movements)
Access Tracks		1,000 (2,000 movements)
General	Front End JCB by low loader	4 (8 movements)
Total	1,835 deliveries (average of three to four deliveries per day or six to eight two-way movements per day)	
*Deliveries taking place over a 94-week period (564 working days)		

- 5.14. **Table 5.1** confirms that 1,835 deliveries (3,670 movements) could be made by vehicles associated with the construction of the Solar Park, at an average of around three to four deliveries, or around six to eight movements on average per day. This would equate to less than one delivery per hour during the set delivery times.
- 5.15. This is broadly comparable the number of trips forecast as part of the previously consented scheme which also estimated that there would be up to 14 two-way movements per day.
- 5.16. In addition to the HGV movements identified in **Table 5.1**, 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. There will also be movements made by mobile cranes.

Construction Phase Summary

- 5.17. Based on the above, it is expected that there will be approximately three to four deliveries per day accessing the site over the 94-week period when deliveries will occur. There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis. The level of traffic during the temporary 22-month construction phase is not considered to material and it is considered that it will not have an impact on the safety or operation of the local highway network.

Decommissioning Phase

- 5.18. It is expected that decommissioning of the site will involve a similar profile of vehicles as the construction phase, with processes predominantly in reverse of those which will be undertaken during the construction phase.

Operational Phase

- 5.19. It is currently anticipated that once the site is operational, there will be approximately 20 visits per year for equipment maintenance. The largest vehicles that are likely to be used during the operational phase is expected to be no larger than a 7.5t van or 4x4 vehicles. Whilst the contractor's compound will have been removed, space will remain within the site for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway.

6. Proposed Mitigation Measures

- 6.1. 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.
- 6.2. 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

- 6.3. 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.
- 6.4. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager. Drivers and banksmen 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.

Operation and Management of Banksmen

- 6.5. Trained banksmen will manage inbound and outbound HGV movements associated with the site.
- 6.6. Banksmen will be sited at both site access points during the construction phase to manage the safe access and egress of all construction traffic when in use. They will wear high-visibility clothing at all times and will communicate to HGV drivers and colleagues via CB-radio.
- 6.7. Banksmen will also be located within the construction compound to assist turning manoeuvres by the largest vehicles, where required.
- 6.8. As set out at **Section 1**, the contact details of the contractor and those of the highway department at WC will be exchanged before commencement of the works on site.

Temporary Signage

- 6.9. Temporary signage to advise drivers of the increase in HGV traffic during the construction period will be installed in the vicinity of the site accesses with signage notifying of construction vehicle traffic be posted along the B4040. This is indicatively shown at **Figure 2.1**.
- 6.10. Appropriate signage indicating no left turn out of the accesses will also be provided. It is anticipated that the signs will have 'NO LEFT TURN OUT FOR CONSTRUCTION TRAFFIC' wording.

Public Right of Way Mitigation

- 6.11. All existing PRoWs and accesses will be maintained at all times, with the exception of PRoW HANK 12 which is proposed to be temporarily diverted (as set out at **paragraph 2.11**). No temporary closures will be required. When construction plant and machinery are accessing the site, a banksman will be employed to control both pedestrian movements and traffic control throughout the duration of the construction phase.

Construction Compound and Site Security

- 6.12. The construction compounds will be on flat ground and 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.
- 6.13. The construction compounds will be secured by Heras fencing and will include the following:
- i. Reception area.
 - ii. Office and welfare area (including toilets, an office, a canteen and a drying room).
 - iii. Security cabin.
 - iv. Turning and laydown areas for delivery vehicles.
 - v. Mobile plant, diesel and materials storage areas; and
 - vi. Vehicle parking.
- 6.14. The construction compounds will be large enough for HGVs to enter, turn and exit in a forward gear. HGVs will set down plant, materials and equipment at the construction compound which will then be transported around the site and by smaller vehicles. Deliveries of materials will be phased throughout the construction period to ensure there is sufficient storage space available for direct offloading and storage onto the site.
- 6.15. The compounds will include a temporary car parking area. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network. 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. Contractors and visitors will be advised of the parking arrangements in advance of travelling to the site and that they should not park on-street or the access tracks. The site manager will monitor that parking is taking place in the designated area within the compounds.
- 6.16. It is anticipated that, where feasible, large plant machinery will remain on site throughout the construction of the development. This will assist in minimising unnecessary local trips made by large and heavy vehicles travelling to and from the site each day. To the degree possible, plant machinery would arrive at the beginning of the construction period and depart at the end of the construction period and will be stored within the construction compounds.

6.17. The site will be secured at all times either by Heras fencing or security hoarding where natural boundaries are not already present. Checks will be completed by the contractor at regular intervals to ensure that the route is secure and that there are no openings or damage to the fencing.

6.18. No decorative displays for public viewing are proposed.

Control of Dust and Dirt

6.19. All contractors are to adhere to (so far as is reasonably practicable) the measures set out below in order to help reduce and control the dust and dirt created during the construction works:

- Dust will be controlled where necessary with a water bowser and any stone/concrete cutting will have water fed suppression.
- Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation will be located as far away as possible from the site boundaries.
- Stored materials liable to dust generation will be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.
- Skips, chutes, and conveyors will be covered and if necessary enclosed to ensure that dust does not escape.
- All vehicles carrying dusty materials will be securely covered.
- Areas where there is regular vehicular movement will have a consolidated surface which will be kept in good repair.
- A wheel wash hose will be made available at the compound. This will be used for dust suppression and for the cleaning vehicle wheels/tyres.
- Periodic road-sweeping will be implemented if ground conditions and/or adverse weather conditions dictate. This will ensure that the site access track and public roads affected are kept clean. The public highway will be inspected daily.

6.20. If ground conditions dictate, wheel washing facilities will be provided. Wheel wash facilities will be provided in the form of a portable automated high-pressure washer with motion sensors to conserve water. All construction vehicles will therefore have to exit through the wheel wash area and as such will reduce the spread of mud and dirt onto the local highway network.

Waste Management and Storage

6.21. The disposal of waste generated during construction will be managed to maximise the re-use of material on-site. This provides environmental benefits from the use of surplus material and reduces any adverse effects of disposal, including vehicle trips.

- 6.22. The contractor will seek to minimise the waste generated from their construction activities where practicable. This will include measures such as 'just-in time' deliveries, careful storage of materials on-site, minimisation of packaging and use of re-usable packaging etc. All waste will be managed in accordance with the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery and disposal as set out in the Waste (England and Wales) Regulations 2011), and in such a way as to prevent harm to human health, amenity and the environment.
- 6.23. The contractor will maintain responsibility for the management of waste. The contractor will commit to waste minimisation opportunities by maintaining a role in the management of the supply chain during construction.
- 6.24. The burning of waste at any time will be strictly prohibited.
- 6.25. Movement of waste from the site will be in vehicles that are properly covered and inspected prior to entry onto adopted highways.
- 6.26. Waste bins will be used for the collection and storage of waste within site boundaries to facilitate the segregation of waste for re-use, recycling and recovering, where appropriate.
- 6.27. Skips and other storage receptacles will be sheeted, and bins will remain lidded or closed, during times when waste is not being deposited into them. They will also be covered to prevent the escape of waste whilst in transit and loaded for maximum efficiency.
- 6.28. A register of all waste loads leaving the site will be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

Liaison and Public Engagement

- 6.29. A display board will be prominently displayed at the site access points detailing the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside of normal working hours), and a postal address where any enquiries can be sent.
- 6.30. The telephone number provided to local residents and businesses will be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints.
- 6.31. Regular communication with neighbouring residents will be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances.
- 6.32. Complaints resulting from the site should be addressed to the Site Manager. A complaints register will be kept and will include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

Protection of the Natural Environment

- 6.33. Vehicles will switch off their vehicle's engine when stationary to prevent exhaust emissions.
- 6.34. Details relating to the protection of trees are set out in the Arboricultural Impact Assessment which will be followed throughout the construction period.
- 6.35. All vegetation clearance works will be supervised by a suitably qualified ecologist. An Ecological Clerk of Works (ECoW) will be employed on site.



Figures



Key

-  Approximate Site Boundary
-  Construction Traffic Route
-  Signs for all construction traffic arriving to site
-  Signs for all construction traffic departing from site
-  Signs for general traffic
-  Corresponding Sign

NOTE 1

All signs to be provided in accordance with TSRGD.

① = SIGN 1 (see note 1)



② = SIGN 2 (see note 1)



③ = SIGN 3 (see note 1)



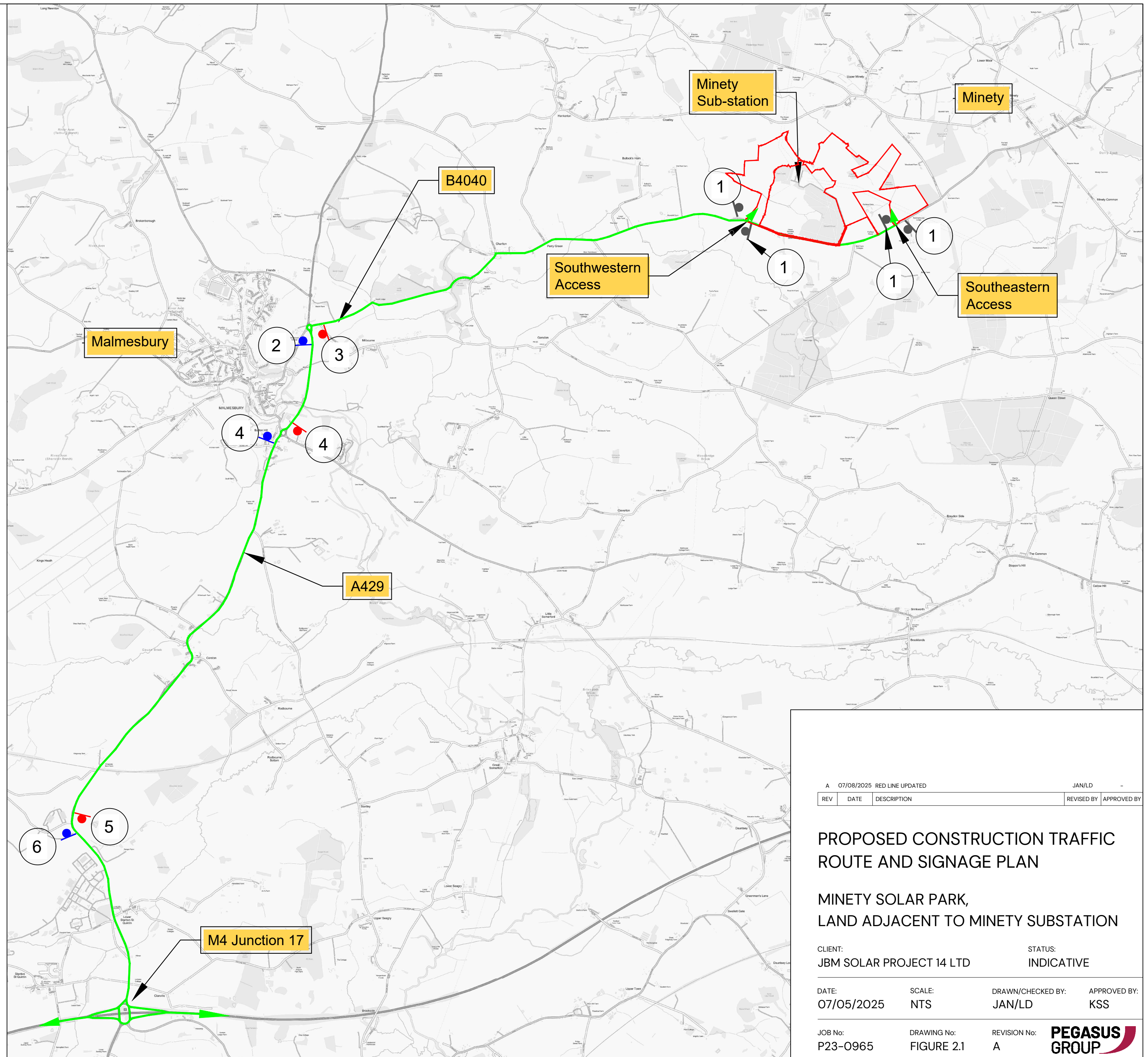
④ = SIGN 4 (see note 1)



⑤ = SIGN 5 (see note 1)



⑥ = SIGN 6 (see note 1)



A 07/08/2025 RED LINE UPDATED

JAN/LD

REV DATE DESCRIPTION

REVISED BY APPROVED BY

PROPOSED CONSTRUCTION TRAFFIC ROUTE AND SIGNAGE PLAN

MINETY SOLAR PARK, LAND ADJACENT TO MINETY SUBSTATION

CLIENT:
JBM SOLAR PROJECT 14 LTD

STATUS:
INDICATIVE

DATE:
07/05/2025

SCALE:
NTS

DRAWN/CHECKED BY:
JAN/LD

APPROVED BY:
KSS

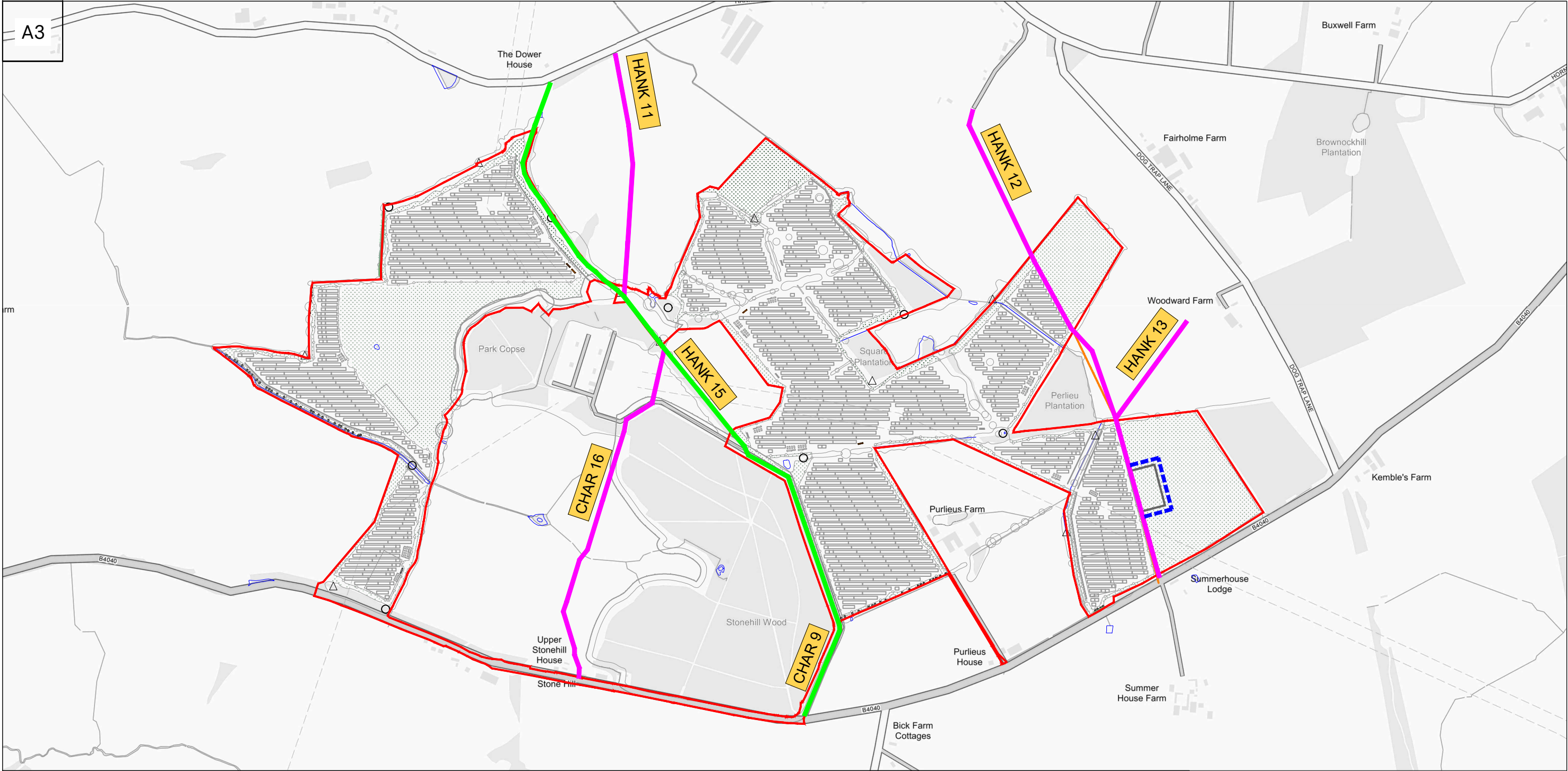
JOB No:
P23-0965

DRAWING No:
FIGURE 2.1

REVISION No:
A

**PEGASUS
GROUP**

\\N011\\Data\\Projects\\CIRENCES\\P23-0965\\MINETY SOLAR FARM DISCHARGE OF CONDITIONS\\2024\\09 P3 Dwg\\06 TR\\03 Figures\\P23-0965_Figure 2.2_PROWs_Rev A.dwg



Key

Site Boundary

Public Rights of Way

Footpath

Bridleway

Indicative Alignment of Temporary Diversion of HANK12

A 07/08/2025 RED LINE AND LAYOUT UPDATED			JAN/LD -	
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PUBLIC RIGHTS OF WAY PLAN

MINETY SOLAR PARK,
LAND ADJACENT TO MINETY SUBSTATION

CLIENT: JBM SOLAR PROJECTS 14 LIMITED STATUS: INDICATIVE

DATE: 07/05/2025 SCALE: NTS DRAWN/CHECKED BY: JAN/LD APPROVED BY: KSS

JOB NUMBER: P23-0965 DRAWING NUMBER: FIGURE 2.2 REVISION No: A





Appendix A

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

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
71864/20	Tuesday	B4040, PURLIEUS FARM ENTRANCE,	Veh 1	M/C > 125 cc	Going ahead	W	to E	Dri	M	48 Serious
B 4040	21/07/2020	MINETY, WILTSHIRE	Veh 2	Agric. veh	Turning right	N	to W			
E 400,452	1638hrs									
N 189,024	Daylight									
	Dry									
	Fine without high winds									
	60 mph									
V1 (M/BIKE) TRAV E. V2 (TRACTOR) TRAV S. V1 O/T HGV ON BEND AND FAILS TO SEE TRACTOR PULLING OUT OF T-JCT. COLLIDES O/S V2. FALLS OFF V1. JT.										



crashmap.co.uk

Validated Data

Crash Date: Tuesday, July 21, 2020

Time of Crash: 4:38:00 PM

Crash Reference: 2020547186420

Highest Injury Severity: Serious

Road Number: B4040

Number of Casualties: 1

Highway Authority: Wiltshire

Number of Vehicles: 2

Local Authority: Wiltshire (from 2009)

OS Grid Reference: 400452 189024

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

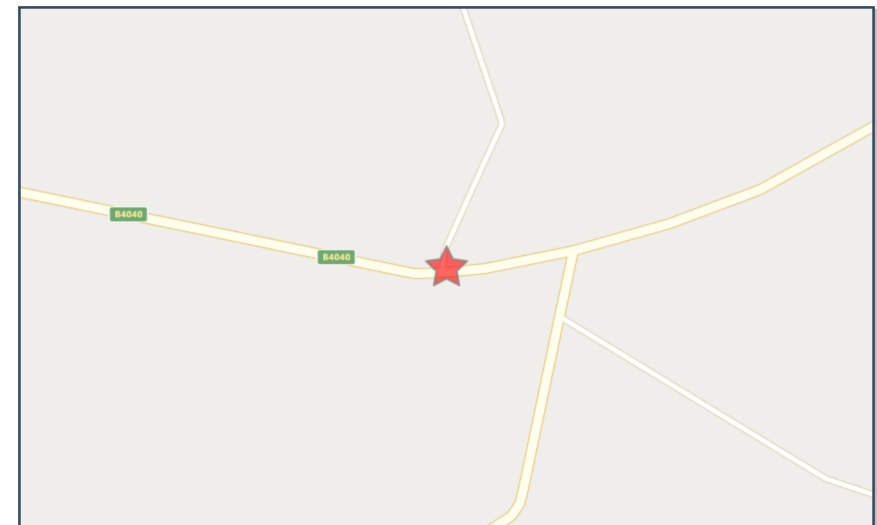
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc	28	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Agricultural vehicle	-1	Female	16 - 20	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None

Casualties

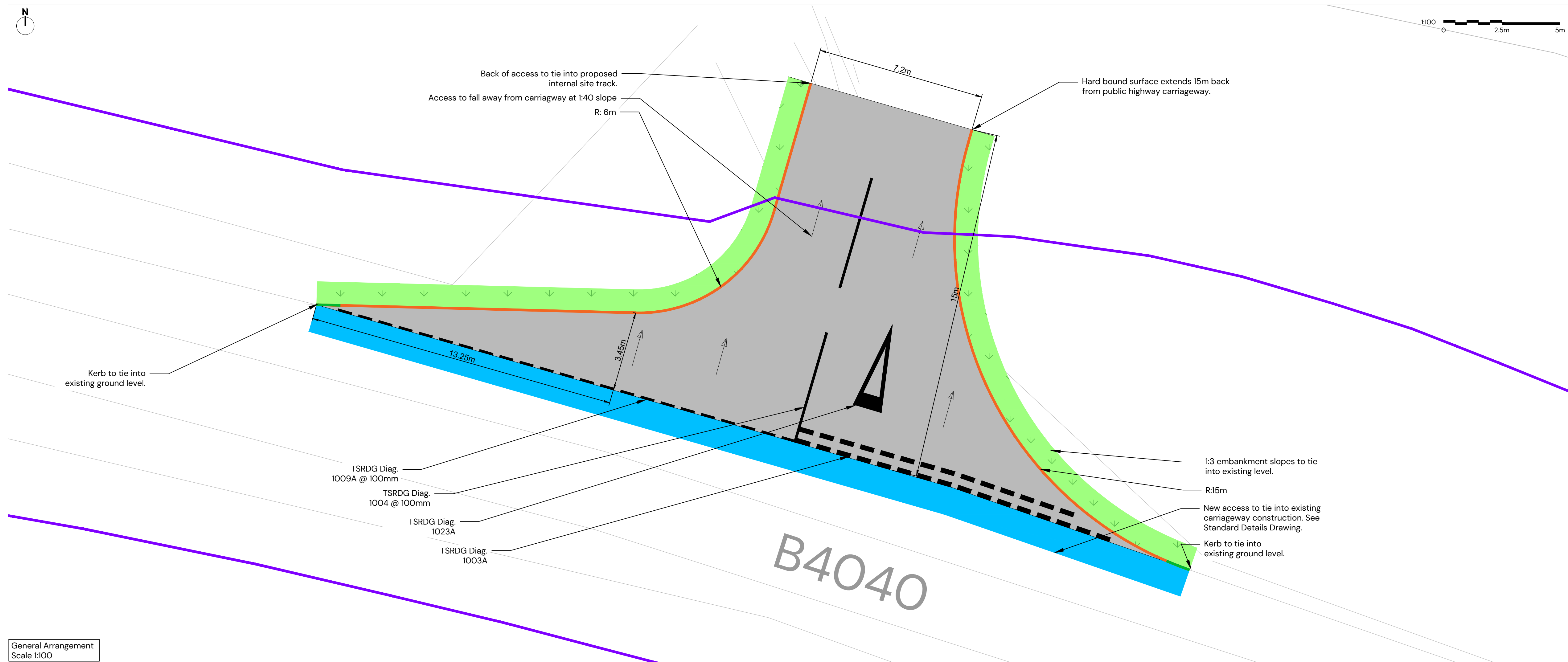
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

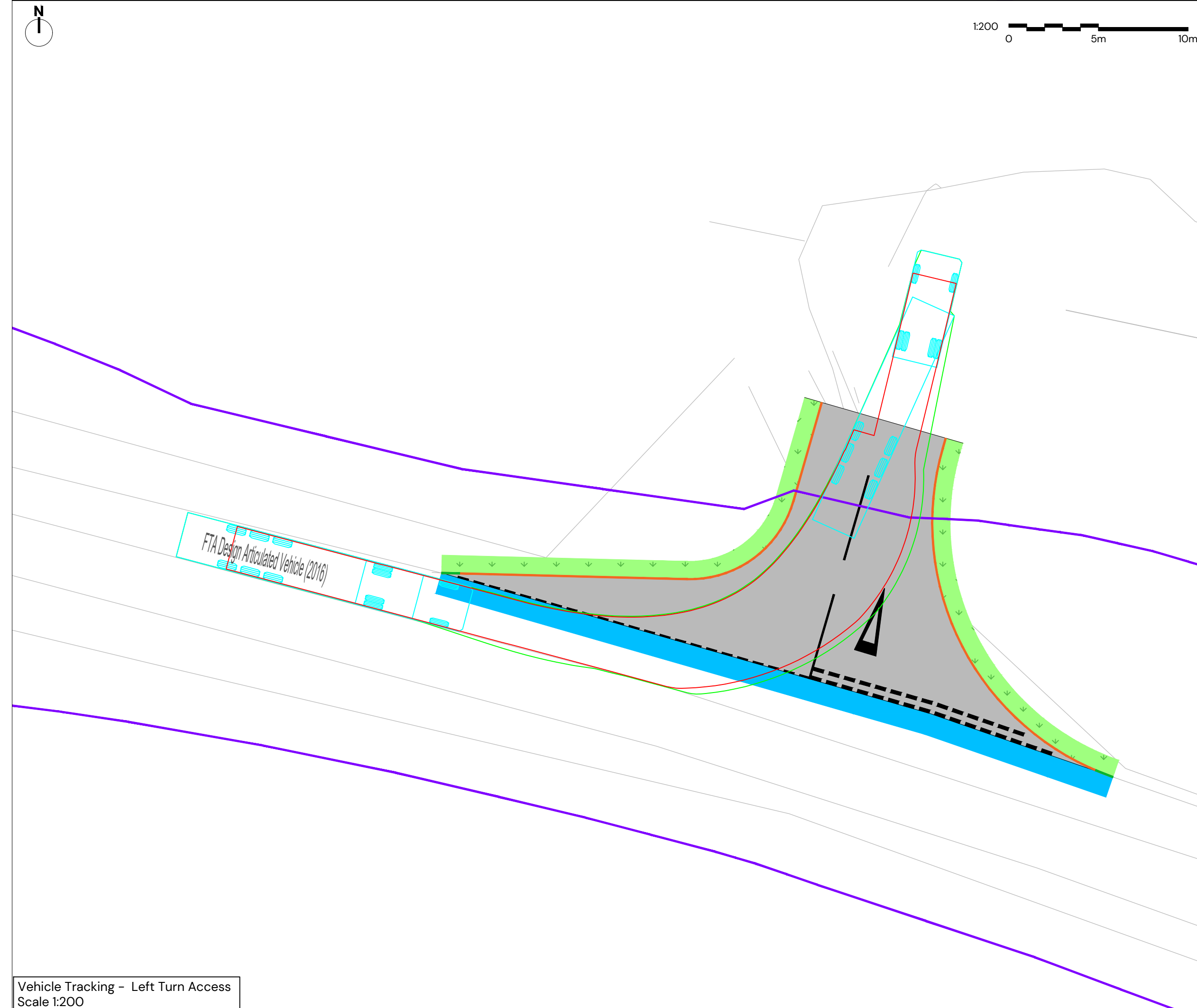
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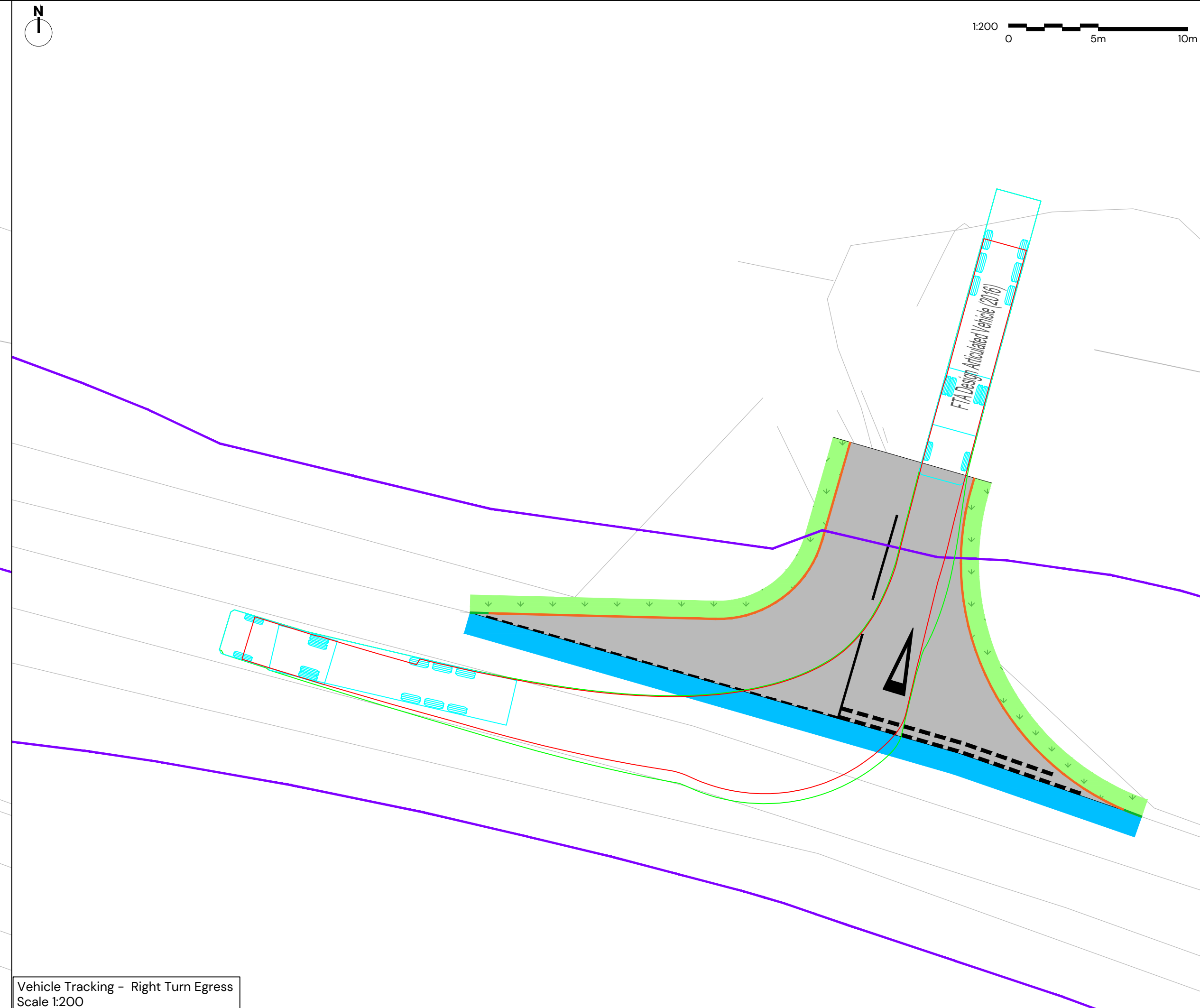
Appendix B



General Arrangement
Scale 1:100



Vehicle Tracking - Left Turn Access
Scale 1:200



Vehicle Tracking - Right Turn Egress
Scale 1:200

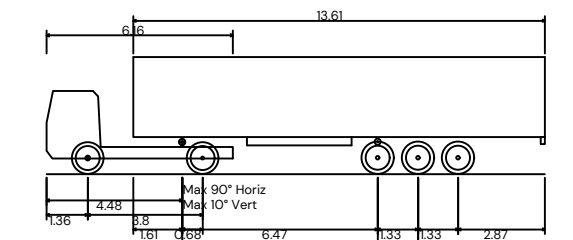
- Notes:

1. This drawing has been produced by Pegasus Group for the client and should not be used for anything outside of its intended purpose. Pegasus Group accept no liability for the misuse of this drawing.
2. The approximate coordinates for this access are E3993317, N1893320.
3. All works to be carried out strictly in accordance with Wiltshire Council highways specification for street works. If no specification is provided the Manual of Contract Documents for Highway Works (MCHW) shall be used.
4. Design has been based on topographical data provided by Tir 3D in November 2019. Pegasus Group accept no liability for the accuracy of these surveys. Contractors should verify levels on site before commencing works.
5. Contractor to make good areas tying into proposed works i.e. top of kerbs to ensure a smooth and stable transition to existing levels is provided.
6. Where new works meet existing ground, new works are to tie in at existing level.
7. A pre and post condition survey will be undertaken. Any works that damage existing infrastructure during construction will be repaired and made good as agreed with a representative of Wiltshire Council.
8. Access has been designed for sizes of vehicles up to and including those shown in this drawing.
9. Vehicle tracking has only been shown accessing/egressing the west foot of the BA040. This is in accordance with the proposed construction traffic routing plan within the approved Construction Traffic Management Plan.

Key:

-  Transition Kerb
-  Splay Kerb (125mm upstand)
-  Adoptable carriageway tie-in extents
-  Tarmac carriageway pavement
-  Indicative Earthworks
-  Highway Boundary
-  Direction of Pavement Fall

Tracked vehicles:



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

Reference drawing:

P23-0965-PEG-XX-XX-DR-C-1011 S184 Standard Details

PI	19.06.2024	First Issue	SB	HYC	HYC
REV	DATE	DESCRIPTION	REVISED	CHECKED	APPROVED

S184 General Arrangement
Western Access

Minety Solar Farm

CLIENT:
RWE Renewables

DATE:
19.06.2024

SCALE:
As Shown @A1

DRAWN BY: SB
CHECKED BY: HYC
APPROVED BY: HYC

DRAWING NUMBER:
P23-0965-PI

PG OFFICE / TEAM:
BRS / INF

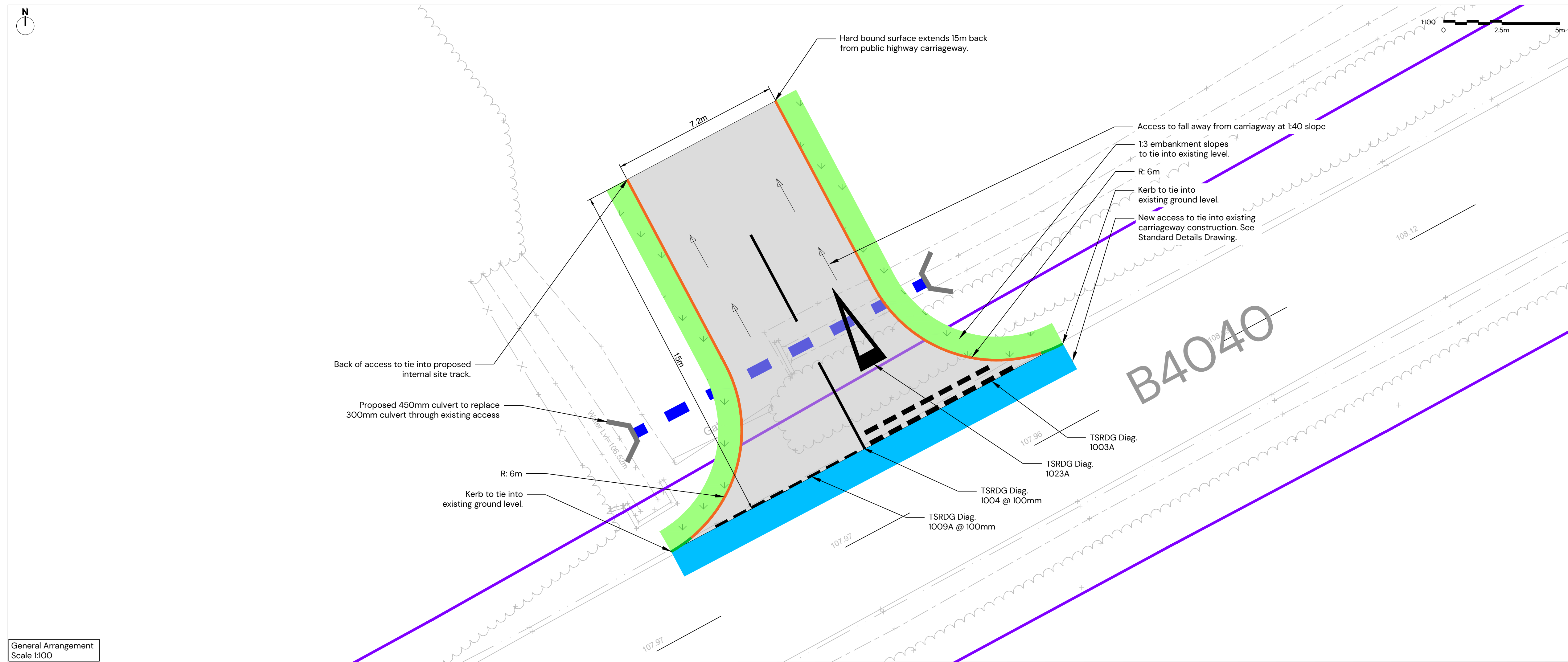
PEGASUS REF No:
P23-0965

DRAWING STATUS
S2





Appendix C



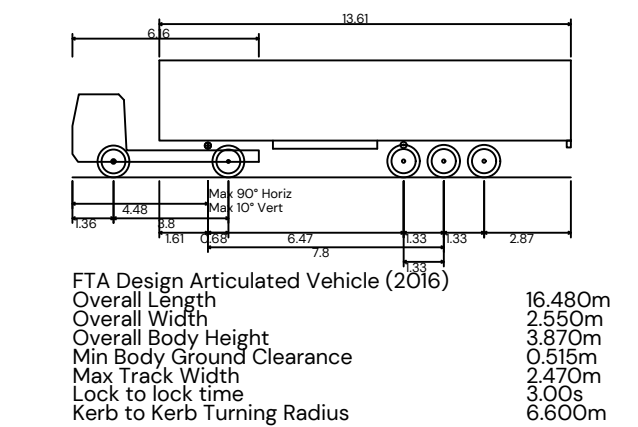
- Notes:

1. This drawing has been produced by Pegasus Group for the client and should not be used for anything outside of its intended purpose. Pegasus Group accept no liability for the misuse of this drawing.
2. The approximate coordinates for this access are E40I133 , N189272.
3. All works to be carried out strictly in accordance with Wiltshire Council highways specification for street works. If no specification is provided the Manual of Contract Documents for Highway Works (MCHW) shall be used.
4. Design has been based on topographical survey from Parish Land Surveys in November 2024. Pegasus Group accept no liability for the accuracy of these surveys. Contractors should verify levels on site before commencing works.
5. Contractor to make good areas tying into proposed works i.e. top of kerbs to ensure a smooth and stable transition to existing levels is provided.
6. Where new works meet existing ground, new works are to tie in at existing level.
7. A pre and post condition survey will be undertaken. Any works that damage existing infrastructure during construction will be repaired and made good as agreed with a representative of Wiltshire Council.
8. Access has been designed for sizes of vehicles up to and including those shown in this drawing.
9. Vehicle tracking has only been shown accessing/egressing the west of the B4040. This is in accordance with the proposed construction traffic routing plan within the approved Construction Traffic Management Plan.
10. Minimum junction setback and Y distances for visibility splays have been shown in accordance with DMRB for a speed limit of 50mph. Clear visibility will be from height of 1.05m vehicle driver height at the junction through to an object height of 0.6m from ground level.

Key:

-  Transition Kerb
-  Splay Kerb (125mm upstand)
-  Adoptable carriageway tie-in extents
-  Tarmac carriageway pavement
-  Indicative Earthworks
-  Highway Boundary
-  Direction of Pavement Fall
-  Visibility Splay
-  450mm polypipe
-  Bag Headwall

Tracked vehicles:



Reference drawing:

P23-0965-PEG-XX-XX-DR-C-1012 Standard Details East
P23-0965-PEG-XX-XX-DR-C-1022 Culvert Design

P1	13.05.2024	First Issue	SB	HYC	HYC
P2	11.12.2024	Culvert design	SB	HYC	HYC
REV	DATE	DESCRIPTION	REVISED	CHECKED	APPROVED

S184 General Arrangement
Eastern Access

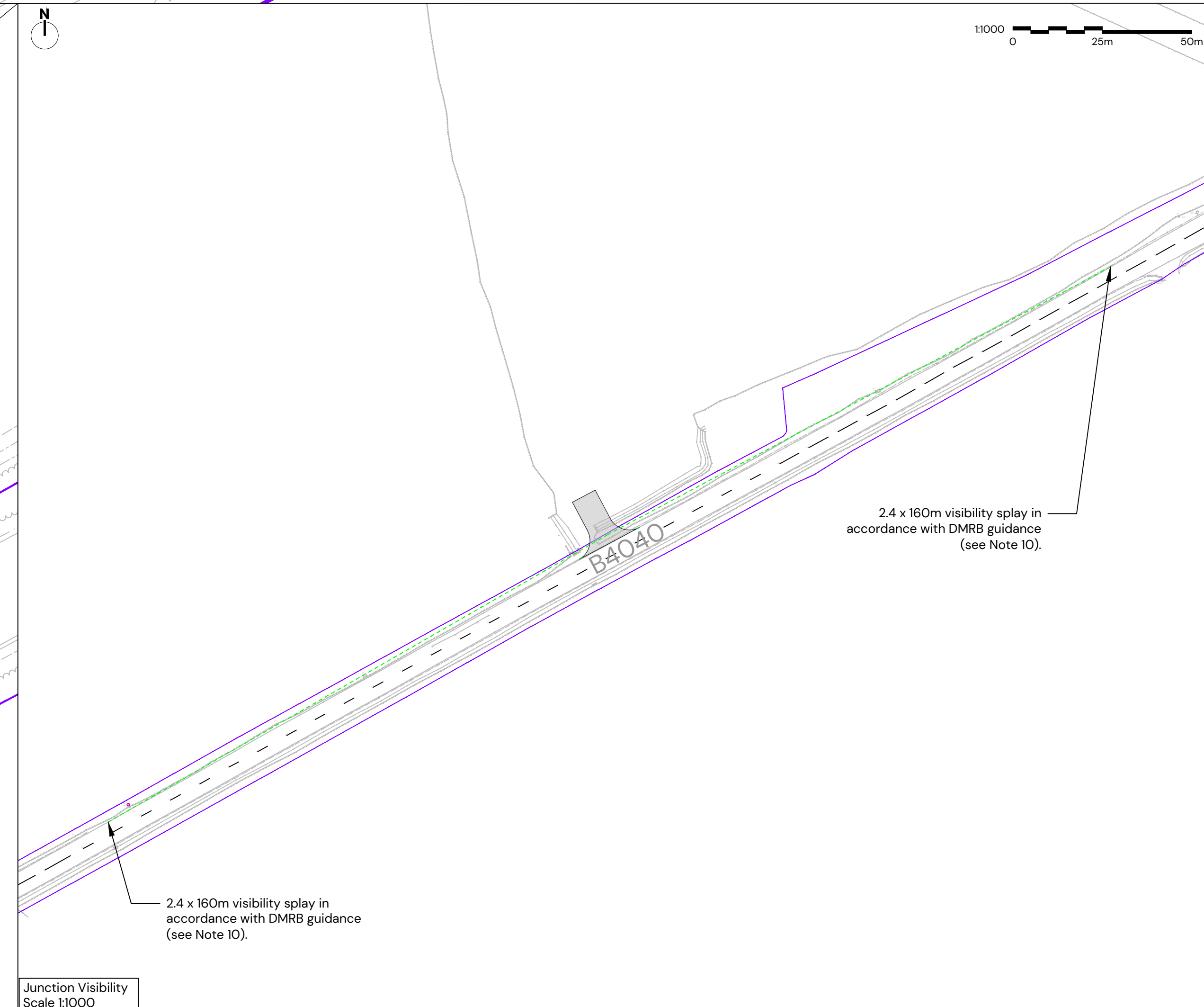
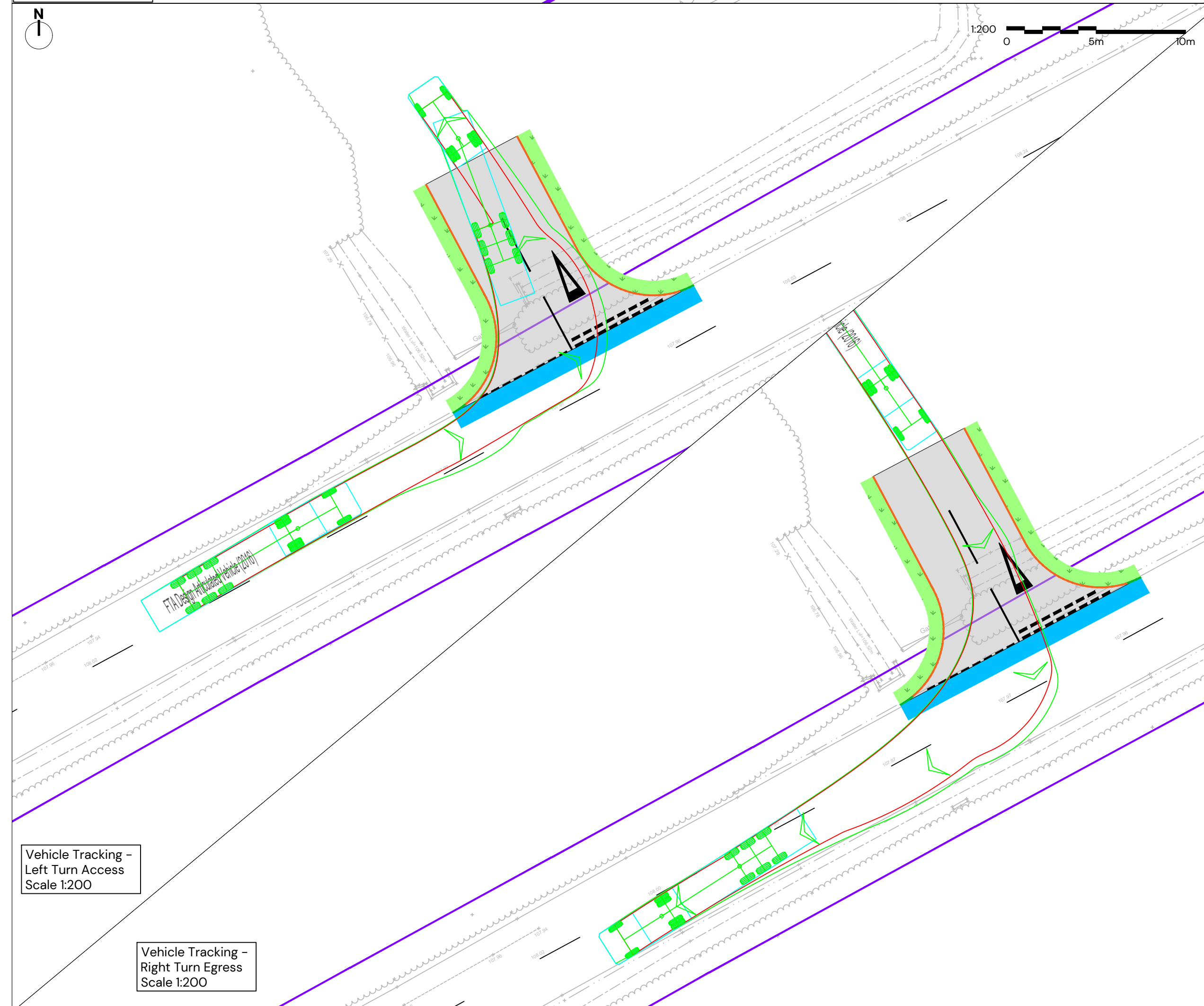
Minety Solar Farm

CLIENT:
RWE Renewables

DATE: 13.06.2024 SCALE: As Shown @A1

DRAWING NUMBER: P23-0965-PEG-XX-XX-DR-C-1002-P2 PG OFFICE / TEAM: BRS / INF

PEGASUS REF No:	DRAWING STATUS
P23-0965	S2



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