



CHICKLADE SOLAR FARM

CONSTRUCTION AND OPERATIONAL TRAFFIC MANAGEMENT PLAN

15 January 2026



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1. Introduction

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Enviromena Project Management UK Ltd to provide transport and highways support for the proposed development of Chicklade Solar Farm (“the proposed development”) at Land off A303, Chicklade, SP3 5SS (“the site”). The local planning and highway authority are Wiltshire Council (WC).

1.2. Site Location and Context

- 1.2.1. The site is located to the north of Chicklade Services, accessed off the A303. The site is surrounded by agricultural fields screened by hedgerows. The location of the site is outlined in Figure 1 below.

Figure 1 – Site Location Plan



Source: Open Street Map

1.3. Proposed Development

- 1.3.1. The Site currently comprises land circa 12.48 hectares in area with not all of it being used for the development. This planning application seeks the installation of ground mounted photovoltaic array with associated infrastructure, engineering works, access, and landscaping on land off A303, Chicklade, SP3 5SS. The Site layout plans are included at **Appendix A**.

1.4. Roles and Responsibilities

- 1.4.1. This Construction and Operational Traffic Management Plan (COTMP) will be delivered by the Contractor appointed to carry out the works. Nonetheless the responsibility for ensuring the measures set out in this COTMP are adhered to remains with the Developer; with WC as the enforcing agency.

- 1.4.2. Any concerns regarding the failure of part or all of this COTMP to be implemented or adhered to should be addressed to the Developer in the first instance. Should the response not be satisfactory then the concern should be raised with WC as enforcing agency; contact details are provided below.

Table 1 – Contact Details

Developer	Wiltshire Council (enforcing agency)
Contact: To be completed by the Developer	Contact: To be completed by WC
Address: To be completed by the Developer	Address: To be completed by WC

1.4.3.

1.5. Report Structure

- 1.5.1. The principle aim of this COTMP is to ensure that the construction works, and operational period are organised and delivered in a manner that safeguards the highway impact, highway safety and amenity of the area surrounding the Site.
- **Section 2: Construction Process;** summarises the different phases of work and sets out the construction methodology and working hours.
 - **Section 3: Traffic Generation;** outlines the anticipated composition and volume of traffic during the construction and operational phases of the development along with the proposed routing of traffic.
 - **Section 4: Proposed Access and Construction Route;** provides an appraisal of the highway geometry of the identified construction route, having regard to current design guidance in combination with the volume and type of traffic generated by the proposed development.
 - **Section 5: Measures, Management, and Control Processes;** focuses on the proposals to ensure that a suitable management strategy and structure is in place to control activity on site and to ensure a suitable reporting procedure for local residents and stakeholders.
 - **Section 6: Environmental Impact Measures;** identifies how the environmental impacts of the development in relation to transport will be managed and mitigated.
 - **Section 7: Summary and Conclusion;** provides an overview of the proposed development

2. Construction Process

2.1. Introduction

- 2.1.1. This section outlines the proposed indicative development schedule, construction methodology and the way in which deliveries will be controlled with regard to the local highway network.

2.2. Development Schedule

- 2.2.1. The proposed construction is scheduled to last for up to two months. The construction can broadly be split into the following phases;

- Site Setup – including site tracks, perimeter fencing, site welfare, construction compound;
- Solar Panel Frames – including setting out positions, installing piles, constructing frames;
- Cabling and Ducting – including installing AC cables, DC mains, earthing system and ducts; and
- Modules and Commissioning – including connecting LV DC and AC, installing modules and overall commissioning.

- 2.2.2. It should be noted however, that the construction programme may be subject to change prior to work commencing on site.

2.3. Delivery of Plant and Materials

- 2.3.1. All construction deliveries will utilise the proposed access off the internal road network of Chicklade Services. Where required, the access track leading to the solar farm will be constructed using crushed rock / aggregate base laid over clear ground with a finer 'type 3' stone and gravel material surface. The track will be fully permeable and will not affect on-site drainage.

2.4. Working Hours

- 2.4.1. All works will be conducted between the hours of 07:00 to 19:00 hours Monday to Friday with limited construction activities on Saturday mornings (08:00-13:00) foreseen. No construction activities will take place on a Sunday's or Bank Holiday. Works undertaken outside of these timings will only occur would be organised through liaison with WC.

3. Traffic Generation

3.1. Introduction

- 3.1.1. This section of the report sets out the estimated volume and type of vehicles that will be generated throughout the construction and operational phase of the development.
- 3.1.2. It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change prior to work commencing on site. Any substantial changes in the build program and / or number of vehicular movements will be communicated to the local planning and highway authority in advance of construction.

3.2. Construction Vehicles

- 3.2.1. The trip generation potential of the construction phase of the development has been informed through discussion with the applicant on the anticipated construction programme and is based on experience of delivering similar developments in the United Kingdom.
- 3.2.2. The construction period is estimated to last for up to two months, with deliveries fluctuating within this period. It is envisaged that the majority of movements would be Monday to Friday with only a limited

number of movements on a Saturday. All deliveries will be instructed to avoid the network peak hours of 08:00-09:00 and 17:00-18:00.

- 3.2.3. Forecast HGV two-way traffic movements associated with the construction phase of the Development is presented in Table 2.

Table 2 – Construction Vehicle Movements

Activity	Vehicle Size	Two-way vehicle movements
Site Set Up and Ongoing Management (including fencing, water/waste deliveries, site huts etc)	Various sizes with around 70% being 8-10m rigids and the remaining 30% being 16.5m articulated vehicle	142
Solar Pannel	16.5m articulated vehicle	16
Mounting Frame	16.5m articulated vehicle	10
Aggregate (access track)	Tipper Lorry	52
Transformer Station	16.5m articulated vehicle	2
Total		222

- 3.2.4. It is estimated that across the 2-month construction period, there will be 222 two-way HGV deliveries to the site, which equates to 5 two-way HGV movements per day.
- 3.2.5. The most intensive period during construction will occur during the initial site set up.
- 3.2.6. In addition, it is anticipated that 40 two-way LGV movements are anticipated per day associated with staff travel to the site.

3.3. Construction Vehicle Types

- 3.3.1. Of the vehicle movements, the typical vehicle types will be as follows:

- Light vehicles – cars and small vans; and,
- Rigid Vehicles / Tipper Lorries up to 10m in length
- Articulated lorries – up to 16.5m;

- 3.3.2. Typical vehicle types are illustrated in **Table 3** below.

Table 3 – Construction Vehicle Types

Classification	Vehicle Type Description	Typical Vehicle
Cars and Light Goods Vehicles (LGV)	Saloon, Hatchback, Estate, 4WD, Pick-Up	
	Light Vans	
Heavy Goods Vehicles (HGV)	Rigid Vehicles / Tipper Lorries	
	Articulated Lorries	

3.4. Abnormal Loads

- 3.4.1. It is not anticipated that there will be any abnormal load deliveries to the site. However were any abnormal loads required all abnormal load deliveries would be subject to discussions with the Abnormal Loads Officers, WC and National Highways at the earliest practical opportunity to enable an appropriate delivery plan to be put in place.
- 3.4.2. This process would be managed and undertaken by a specialist haulage contractor with appropriate escort vehicles being provided as required managed through the Electronic Service Delivery for Abnormal Loads (ESDAL) system.

3.5. Dwell Times

- 3.5.1. Delivery vehicles are likely to attend the Site for approximately one hour per vehicle. There are sufficient spaces within the curtilage of the Site to ensure that no vehicles would have to wait on the surrounding highway network. A passing bay capable of accommodating a 16.5m articulated vehicle is also proposed on the access track to ensure that no vehicles would have to wait on the surrounding highway network or within Chicklade services.
- 3.5.2. Further measures that will be employed to control the number and frequency of vehicles arriving at the Site are detailed within Section 5 of this report.

3.6. Construction Staff

- 3.6.1. During construction, there is a balance to be made between the intensity of on-site activity and the duration of that activity. In terms of employment generated by the solar farm, the construction phase will generate approximately 20-30 full time jobs. Car sharing will be employed to minimise traffic so far as is practically possible.
- 3.6.2. All staff are anticipated to arrive at the site in the 30-minute periods preceding the start of the operating day (i.e. 07:30 to 08:00hrs) and depart in the 30-minute period that follows the end of the operating

day (i.e. 18:00 to 18:30hrs). Staff trips are likely to travel to / from different origins / destinations and hence spread their movement across the highway network.

- 3.6.3. Construction staff will be directed to park within the Temporary Construction Compound where construction staff parking will be located.

3.7. Operational Vehicles

- 3.7.1. During the operational phase, the development-related vehicle movements are expected to be minimal and comprise 1 car/van visiting the Site once every two weeks, equivalent to 4 two-way movements per month. This volume of vehicle trips is considered to be negligible.

4. Site Access and Construction Route

4.1. Introduction

- 4.1.1. This section of the report sets out an appraisal of the highway characteristics and geometries along the identified access route along with safety considerations to ensure that vehicles are able to travel safely and efficiently to the Site, having due regard to the traffic volumes and vehicle types identified previously.

4.2. Site Access

- 4.2.1. The Site's existing access off the A303 in the vicinity of 'Mitchell Motors Restoration Limited' can not be utilised for construction access due to the inability to achieve visibility either in accordance with the signed speed limit or the 85th percentile speed of traffic. This is due to the buildout of the building in the vicinity of the carriageway which obscures visibility to the east.
- 4.2.2. It is therefore proposed to utilise the recently approved Chicklade Services (Ref: PL/2022/06298) access to exit the local highway network. As part of planning application PL/2022/06298 a supporting Transport Assessment was submitted and reviewed by both Wiltshire Council and National Highways. The Transport Assessment detailed that in accordance with the recorded 85th percentile speed of vehicles on the A303 (from the west is 55.2mph and 50.3mph from the east) that visibility of 176 metres to the west and 150.6 metres to the east is achievable. This is provided as a minimum and is measured from a point 4.5 metres back from the stop line. This is shown in Appendix D of the Transport Statement and has been shown at **Appendix B** of this report.
- 4.2.3. A swept path analysis of the largest vehicle anticipated to access the site a 16.5m articulated vehicle has been undertaken. This swept path analysis shows a 16.5m articulated vehicle can turn left and right both into and out of the approved access off the A303. This swept path analysis can be viewed at **Appendix C**.
- 4.2.4. It is recognised that the entry manoeuvre is tight, however this manoeuvre will be undertaken at low vehicular speeds and a banksman will be positioned at the access to aid construction vehicles. The swept path analysis demonstrates this manoeuvre is feasible. Given the low anticipated traffic volume of 16.5m articulated vehicles (64 two-way movements) for a temporary 2 month period it is considered that the proposed mitigation is sufficient.
- 4.2.5. Once within the Chicklade Services, construction vehicles will utilise the first left turn to turn onto the access track which leads to the site. This access is suitable of accommodating the largest construction vehicles anticipated (16.5m articulated vehicles) to access the site. A swept path analysis has been undertaken to demonstrate that 16.5m articulated vehicles can turn into and out of the access track leading to the site. This swept path analysis can be viewed at **Appendix D**.

4.2.6. To keep the access track access geometry as small as possible it is proposed that it will only be able to accommodate the one-way movement of articulated vehicles. This access strategy has been utilised for the following reasons:

- There are only 64 two-way 16.5m articulated vehicle movements anticipated over the 2 month construction period therefore the likelihood of two 16.5m articulated vehicles meeting is small;
- A booking system will be in place whereby construction vehicle drivers will have to call ahead to site to make sure the site is ready to receive them. This will reduce the likelihood of construction vehicles meeting;
- There is sufficient queuing capacity within Chicklade Services so that in the extremely unlikely situation of two 16.5m articulated vehicles meeting at the access that the vehicle trying to enter the access track could wait entirely off the highway network with additional capacity for other vehicles; and
- A passing bay is proposed on the access track to allow two 16.5m articulated vehicles to pass one another

4.3. Passing Bay

4.3.1. It is proposed that a passing bay is provided on the access track which will measure 20m in length 2.5m in width and will have 10m tapers at either end. A swept path analysis has been undertaken of 16.5m articulated vehicles passing on the access track utilising the passing bay, this swept path analysis can be viewed at **Appendix F**.

4.4. Proposed Vehicle Access Strategy

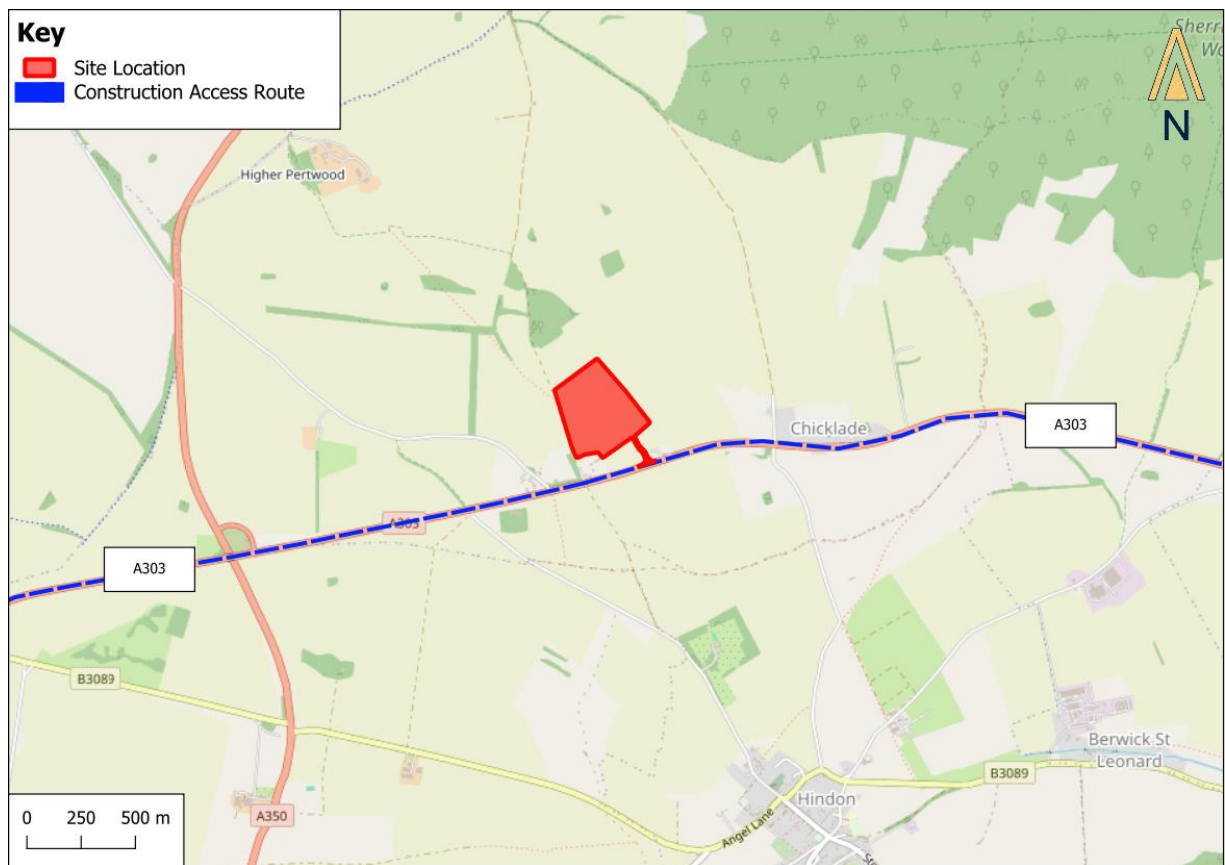
4.4.1. To manage construction traffic (both LGVs and HGVs) and to ensure traffic does not travel on inappropriate roads, a construction vehicle access route has been identified for the site. The identified route has been informed by, the existing highway conditions, including any restrictions which may impact on the movement of HGVs to be used during construction.

4.4.2. It is proposed that construction traffic will gain access to the site via the following route:

- Construction vehicles will turn off the A303 into Chicklade Services utilising the approved access;
- Construction vehicles will then turn left onto the access track to reach the Site.

4.4.3. The route is illustrated in Figure 2:

Figure 2 – Construction Access Route



4.4.4. Construction Vehicles will utilise the same route when exiting the Site.

4.5. Access Management Measures

- 4.5.1. Management measures will be implemented to ensure that construction HGVs can access and exit the site safely.
- 4.5.2. Construction HGVs will be subject to a booking system with fixed arrival times. A banksman will be utilised and situated at the site access to assist HGVs in accessing and egressing the site and will only instruct HGVs to depart the site when the internal Chicklade Services road is clear of traffic in the vicinity of the site access, and it is safe to do so.
- 4.5.3. Temporary signage will be located in the vicinity of the site access during the construction period to warn drivers of the site access. **Figure 3** provides an illustrative example of the types of signage that will be installed.

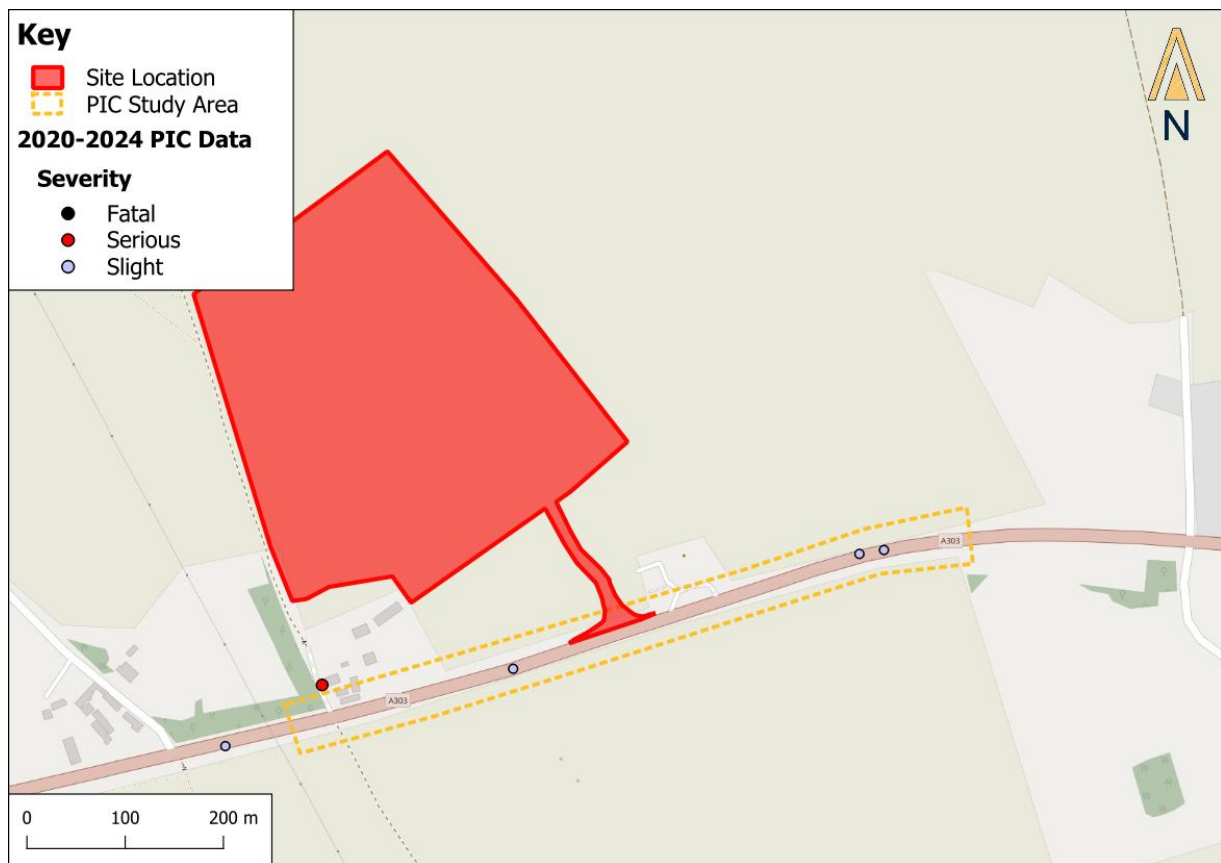
Figure 3 – Temporary Signage at Site Access



4.6. Road Safety

- 4.6.1. A review of the most recently available five-year period of injury data (2020-2024) has been undertaken using data supplied by the Department for Transport (DfT). The results are shown in **Figure 4**.

Figure 4 - PIA Map (2020-2024)



Source: DfT

- 4.6.2. As shown in **Figure 4**, over the most recently available five-year period, three slight incident has been recorded in the vicinity of the site. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development.

5. Measures, Management and Control Processes

5.1. Introduction

- 5.1.1. This section of the report sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the COTMP. The Site Manager will be responsible for the works which will ensure that the control processes are efficiently communicated and implemented.

5.2. Transport Co-ordination

- 5.2.1. The Applicant will appoint a Site Manager for the project, and the details will be provided to the Local Planning Authority once confirmed. The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- Managing the implementation of the COTMP;
- Vehicle Scheduling;
- Checking for scheduled road works on the <https://one.network/uk/barnsley> website;
- Checking for scheduled refuse collections with Local Planning Authority;
- Handling any complaints; and
- Acting as a point of contact for employees, contractors and the general public.

- 5.2.2. The Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- The contractor;
- The applicant;
- Site neighbours;
- Other local stakeholders such as emergency services or local transport providers; and
- Local Planning and Highway Authorities.

- 5.2.3. Regular review meetings and telecommunications will be held between the Site Manager and WC if requested. It is envisaged that update meetings / telecommunications will be held on an ad-hoc basis as required. Furthermore, the Site Manager will provide any monitoring data, delivery schedules, complaints or breaches of agreements to WC if requested.

5.3. Booking System

- 5.3.1. On a weekly basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers the Site Manager will, as far as practical, ensure that the deliveries are spread out across the week and across the day to minimise any potential disruption.
- 5.3.2. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that construction deliveries are managed in an efficient manor with minimal disruption and delays.

- 5.3.3. The provision of a construction compound will provide a waiting area with sufficient capacity for waiting HGVs. Hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready for their arrival on site.
- 5.3.4. Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or loading / unloading taking longer than expected to avoid any vehicles waiting.
- 5.3.5. The Applicant will provide banksmen to assist with the manoeuvring of delivery vehicles in to and out of the construction compound, as well as any internal movements throughout the site.
- 5.3.6. Where possible, all deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside of the highway peaks of 08:00-09:00 and 17:00-18:00. All vehicles ready to depart the site during these periods shall be held back within the compound area until the appropriate time has passed.

5.4. Route Compliance

- 5.4.1. Use of the agreed vehicle route shall be included as a contractual requirement of the Contractor and will be communicated to all driver accessing the site. This will include information of the times of operation, delivery routes and the vehicle booking system.

5.5. Temporary Construction Compound

- 5.5.1. The provision of a temporary construction compound enables sufficient space to accommodate a turning vehicle whilst at least one vehicle is parked, to allow for vehicles to be held back during the restricted periods, if required. The compound includes provision for Staff and Welfare offices, storage, staff and van / minibus parking, wheel washing facilities and loading and unloading areas.

5.6. Site Fencing

- 5.6.1. A 2.4m tall palisade security fence will be constructed around the site prior to any construction works taking place. The security fence will be constructed on the inside of hedgerows, so that it will be partially screened by the hedgerows in views of the surrounding area, further mitigating any visual impact.
- 5.6.2. The fencing of the site will protect members of the public from the ongoing construction works as well as preventing unauthorised personnel accessing the site. Poles for security cameras will also be erected around the border of the site.
- 5.6.3. Mandatory safety signage will be displayed for construction staff entering the site along with contact details for the Site Manager. The fencing will be kept clean and tidy at all times.

5.7. Communication Strategy

- 5.7.1. As identified above, the Site Manager will be responsible for ensuring that there is adequate liaison between all stakeholders and the Local Planning Authority and Highway Authorities throughout the construction period.
- 5.7.2. Prior to any works taking place, the contractor shall inform neighbours which may be affected by noise, dust or vehicle movements arising from the construction work or nature of the works, proposed hours of work and their expected duration. In addition to this a notice will be placed at the main site entrance informing the neighbours of the hours of work.

5.8. Complaints Procedure

- 5.8.1. Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and potential impacts it is possible that complaints may be raised by the

site's neighbours. The Site Manager will therefore be available to meet and explore issues with concerned neighbours directly via appointment.

- 5.8.2. Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees.
- 5.8.3. The Site Managers contact details will be provided to the Local Planning and Highway Authority prior to work commencing on site. Contact details for the Site Manager will also be displayed at the site entrance.

6. Environmental Impact Measures

6.1. Context

- 6.1.1. It is important that construction impacts in relation to issues that may arise along the local highway network, as well as increases in vehicle emissions and waste attributable to the proposed scheme are addressed. Suitable mitigation measures aimed at reducing these impacts with specific regard to transport are identified below.

6.2. Air Pollution, Dust and Dirt Control

- 6.2.1. During works the main air pollution emissions are the dust and the fumes from machinery. The contractors will use high pressure hoses to saturate all materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- 6.2.2. The three main potential sources of air pollution emissions during construction works are the use of compressors, generators and portable petrol cut off saws. Any compressors and generators used will be of the latest design available with low emission ratings. All machinery will be switched off when not in use to minimise emissions as well as noise. Any portable petrol cut off saws will be operated with an automatic water applicator. The water application is designed to dampen any arising debris and dust as well as reduce the wear to the blade. Use of cut off saws without water attachments will not be tolerated under any circumstances.
- 6.2.3. Burning of materials on site will not be permitted in order to prevent smoke emissions.
- 6.2.4. Mud and debris on the road are regarded as one of the main environmental nuisances and safety problems arising from construction sites. A wheel washing facility will be provided for the duration of the construction works to ensure levels of mud and debris on roadways near the site is minimised. The wheel washing facilities will be in the form of a hose down point located adjacent to the construction compound. All vehicle wheels will be cleaned whenever a vehicle leaves the site.
- 6.2.5. The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

6.3. Noise Control

- 6.3.1. Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:
- Standard construction hours;
 - The use of quieter alternative methods or mechanical plant, where reasonably practical;
 - Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where practical;
 - Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use; and
 - Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

6.4. Fuel Consumption

- 6.4.1. The appointed Construction Contractor will strive to procure local contractors for the project where possible thereby minimising transport costs and impact on the local environment. The use of the

booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner which help to minimise the number of vehicle movements that would be generated.

- 6.4.2. A further measure that will be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

6.5. Waste Management

- 6.5.1. In order to seek to reduce the number of HGV trips that are generated, any limited aggregates generated on site during any works will be re-used wherever practical.
- 6.5.2. All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of fire/vermin risk. The waste will be separated into recycling types and general waste in designated general waste and refuse and recycling stores.
- 6.5.3. Whenever deliveries are undertaken, banksmen will be used to ensure that materials are transferred into the site as soon as possible to ensure that no dirt or rubbish is left on the public highway.
- 6.5.4. It will be requested that the manufacturer supplying the solar panels for the site use packaging that is 100% recyclable. The packaging material collected during the construction by the installation team can then be re-used by the solar panel manufacturer upon completion.

7. Summary and Conclusions

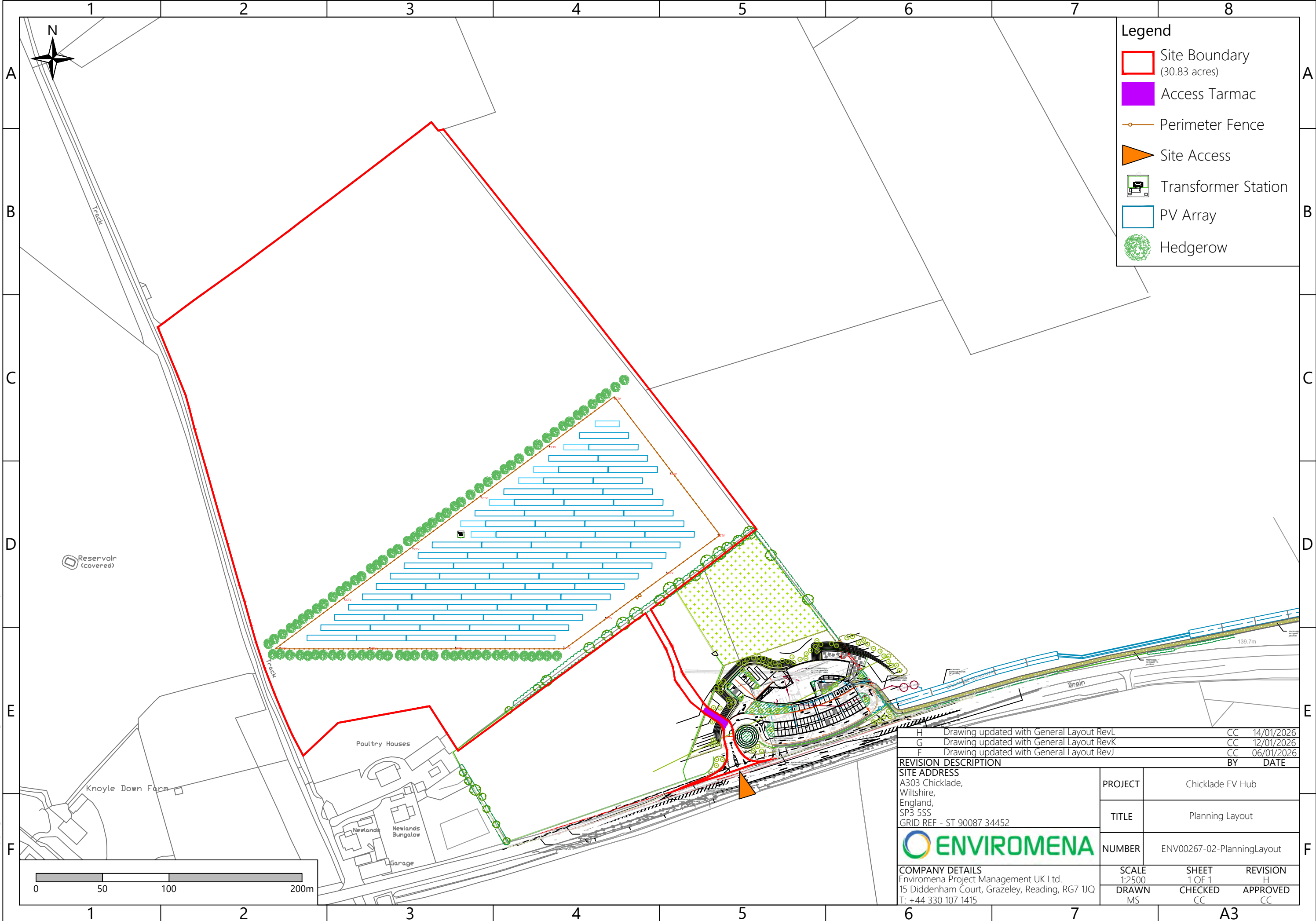
- 7.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Enviromena Project Management UK Ltd to provide transport and highways support for the proposed development of Chicklade Solar Farm (“the proposed development”) at Land off A303, Chicklade, SP3 5SS (“the site”). The local planning and highway authority are Wiltshire Council (WC).
- 7.1.2. A summary of the findings in this report are as follows:
- Construction vehicles will turn off the A303 into Chicklade Services and will then turn left into the access track.
 - Three slight collision was identified within the PIC Study Area in the vicinity of the access. With consideration to the number of vehicle movements generated by the Development, it is considered that the Development will have no adverse impact on highway safety.
 - The Development will be constructed over 2 months with the Development generating an average of 5 (two-way) HGV’s per day. In addition it is anticipated the Development will generate up to 40 two-way LGV movements per day associated with staff travel.
 - During the operational phase, the Development will generate up to 4 two-way vehicle trips per month, which is considered to have an imperceptible impact on the local highway network.
 - The volume of vehicle trips generated by the construction, and operational phases of the Development are considered to be negligible and would have an imperceptible impact on the operation of the local highway network. As such, there are no residual traffic impacts identified.

7.2. Conclusion

- 7.2.1. In view of the findings within this COTMP, it is considered that the Development is acceptable in transport terms and meets the local and national policy objectives. The COTMP demonstrates that there are no residual impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

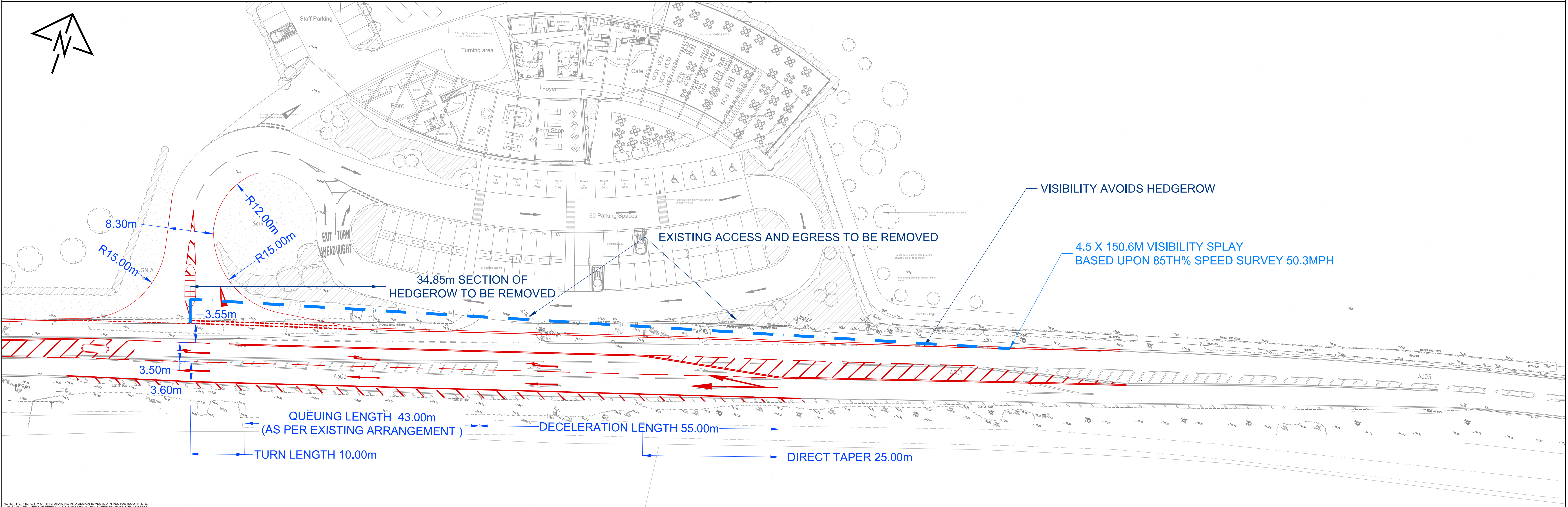
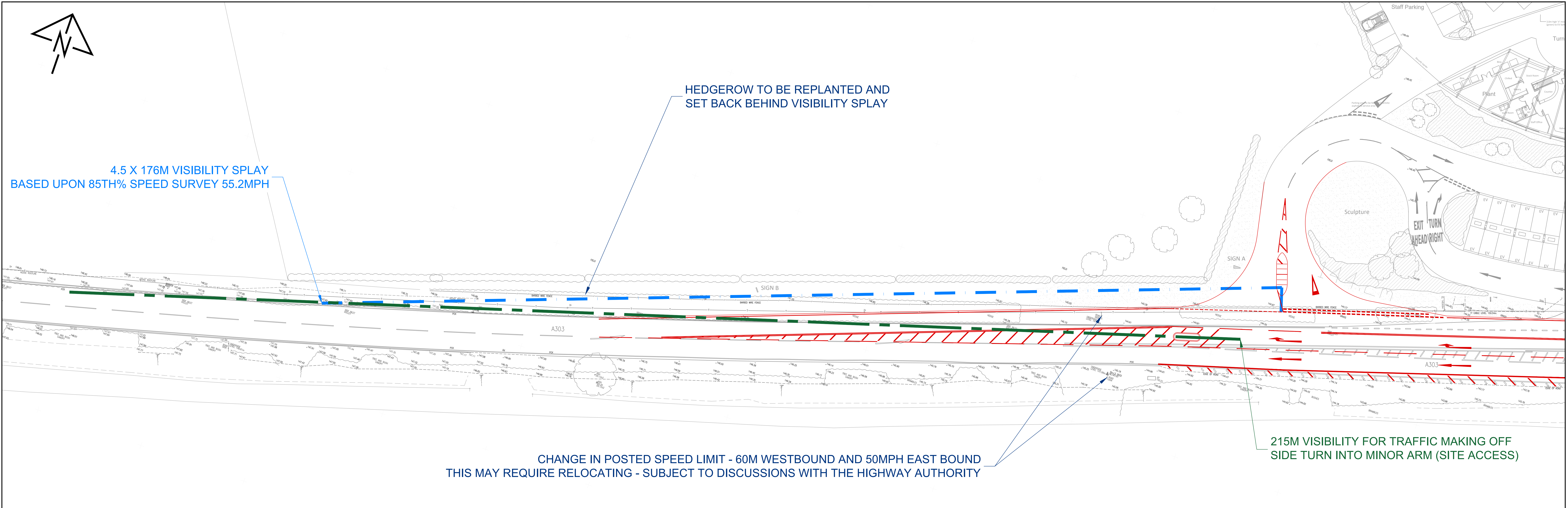
Appendix A – Site Layout

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H		Drawing updated with General Layout RevL	CC	14/01/2026
G		Drawing updated with General Layout RevK	CC	12/01/2026
F		Drawing updated with General Layout RevJ	CC	06/01/2026
REVISION DESCRIPTION		BY	DATE	
SITE ADDRESS		PROJECT	Chicklade EV Hub	
A303 Chicklade, Wiltshire, England, SP3 5SS GRID REF - ST 90087 34452		TITLE	Planning Layout	
ENVIROMENA		NUMBER	ENV00267-02-PlanningLayout	
COMPANY DETAILS		SCALE	SHEET	REVISION
Enviromena Project Management UK Ltd. 15 Diddenham Court, Grazeley, Reading, RG7 1JQ T: +44 330 107 1415		1:2500	1 OF 1	H
		DRAWN MS	CHECKED CC	APPROVED CC

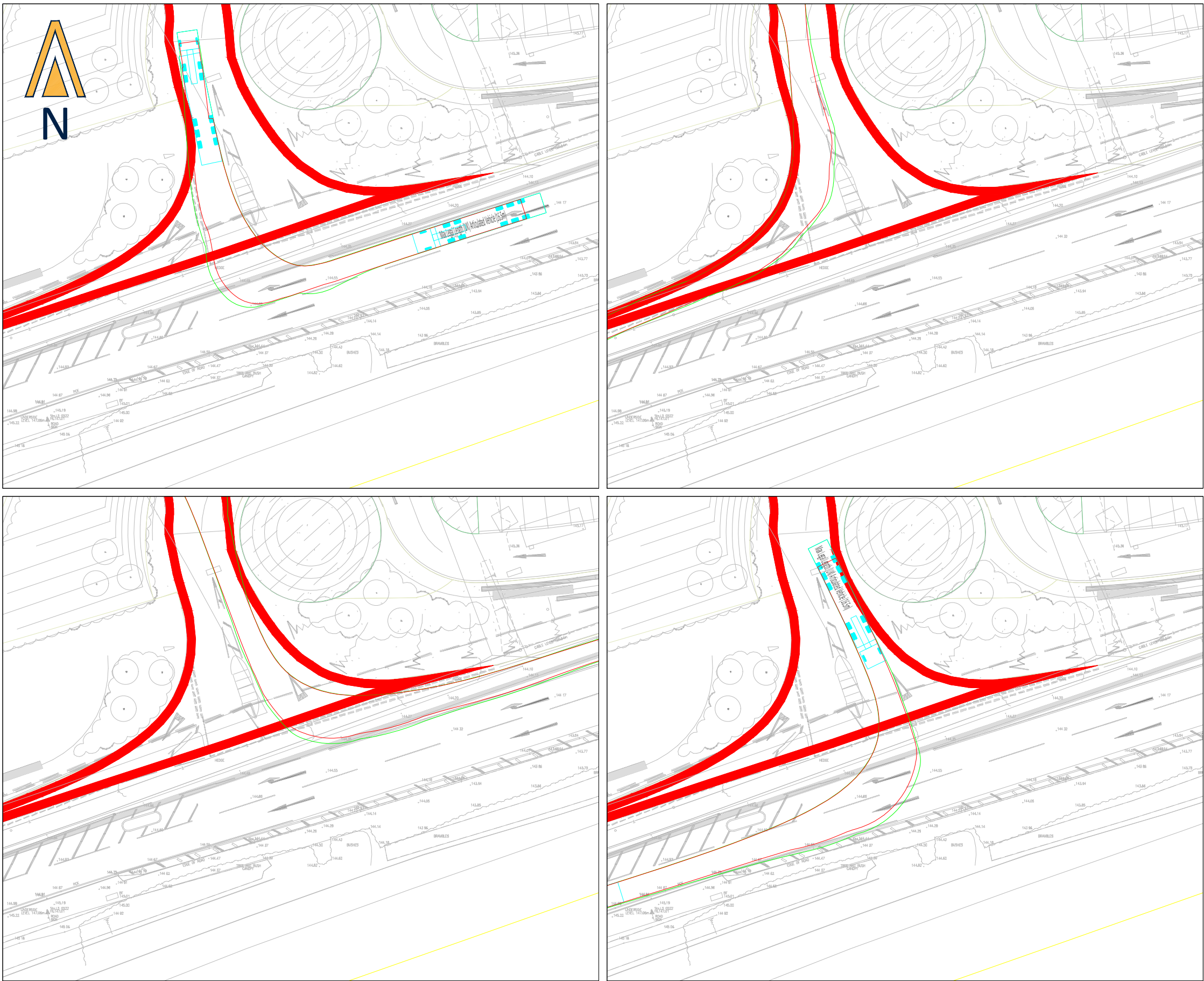
Appendix B – Site Access – Visibility Splay



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REV. DETAILS				DRAWING TITLE: PROPOSED SITE ACCESS RIGHT TURN FACILITY (BASED UPON 85th %ile ROAD SPEED)				DRAWING NUMBER: 216398_PD03			
A. UPDATED TOPIC SURVEY SHOWN				DRAWN: SCJ				REVISION: C			
B. UPDATED WITH MINOR DESIGN TEAM COMMENTS				CHECKED: DR				DATE: 12/07/22			
C. CLIENT DETAILS UPDATED				SCALE: 1:250 @ A0				PART OF: vectos. SLR			
STATUS: INFORMATION ONLY				THIS IS DRAWING IS FOR COMMENT ONLY				SUBJECT TO:			
				• ROAD SAFETY AUDIT				• LOCAL AUTHORITY REVIEW / APPROVAL			
				• NATIONAL HIGHWAY REVIEW / APPROVAL				• FULL VERTICAL ALIGNMENT			
				• FINAL DESIGN CHECK / REVIEW				• CAPACITY MODELLING			
				Key				- - - NATIONAL HIGHWAY BOUNDARY			
								- - - PROPOSED SITE ACCESS WITH RIGHT TURN FACILITY			

Appendix C – Swept Path Analysis – 16.5m HGV – Chicklade Services Access

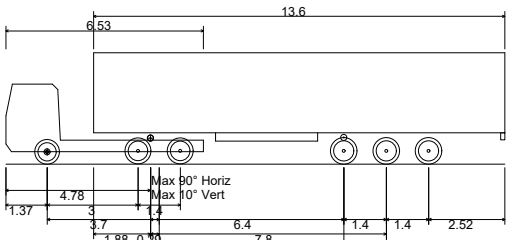
C:\Users\AndrewNock\Evoke Transport\Evoke Projects - Documents\2025\R-25-0214 Chicklade EV hub\50 Drawings\51 AutoCAD\R-25-0214-SP01-03.dwg



NOTES

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VEHICLE PROFILE



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

VEHICLE TRACKING KEY

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

-	FIRST ISSUE	-	-	XX.XX.25
Rev	Amendment	Drn	App	Date

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Drawn by AN	Approved by N	Date 26/01/2026
Scale 1:500 @ A3	Job No R-25--0214	
Drawing No R-25-0214/SP01	Rev -	



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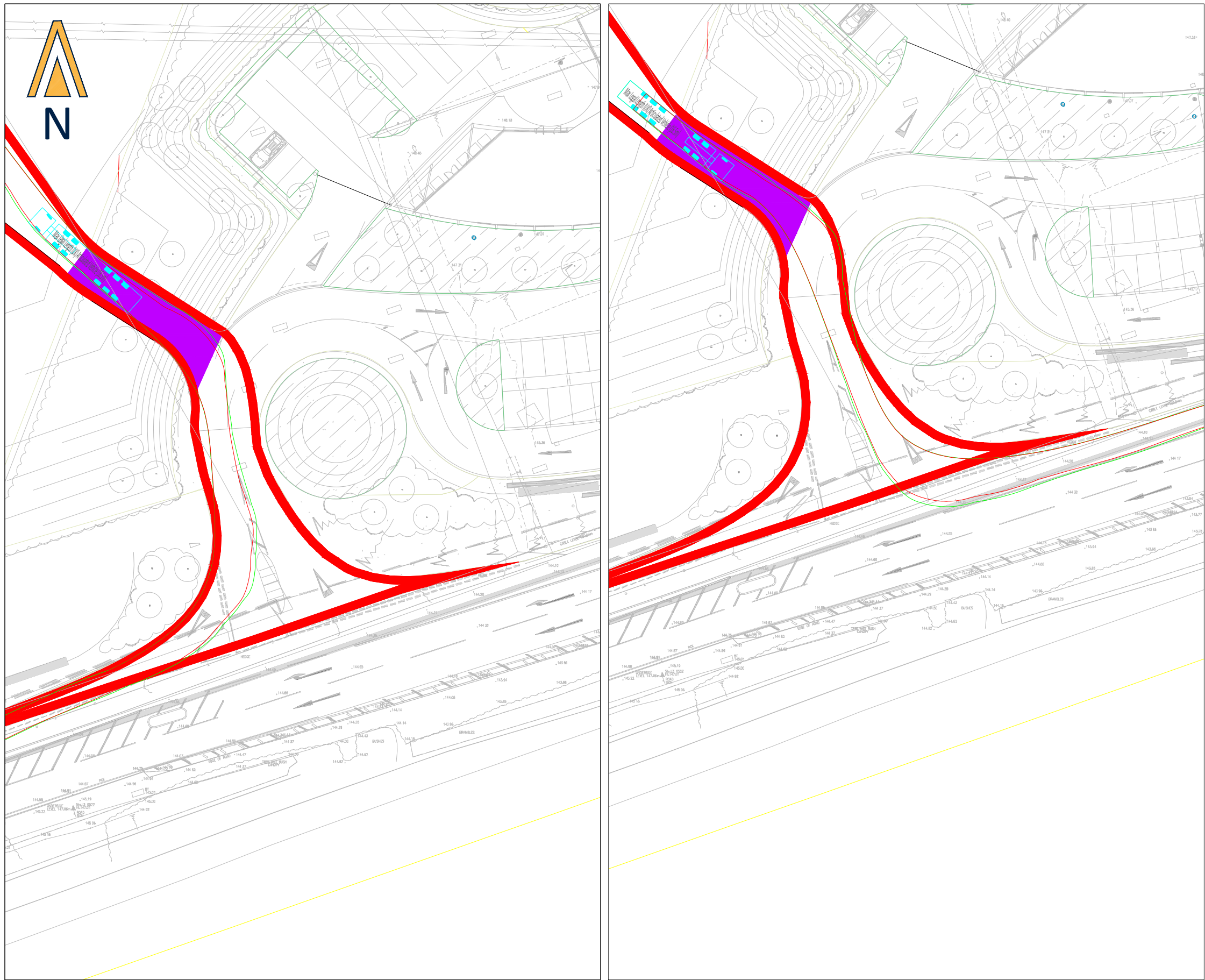
Project Name
**CHICKLADE SERVICES
A303**

Drawing Title
**SITE ACCESS
ARRANGEMENT - 16.5m HGV**

Client
**ENVIROMENA PROJECT
MANAGEMENT UK LIMITED**

Appendix D – Swept Path Analysis – 16.5m HGV – Site Access

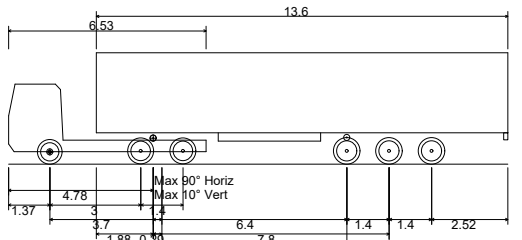
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VEHICLE PROFILE



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Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

VEHICLE TRACKING KEY

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- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

-	FIRST ISSUE	-	-	XX.XX.25
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Project Name CHICKLADE SERVICES A303	Drawing Title SITE ACCESS ARRANGEMENT - 16.5m HGV
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Client ENVIROMENA PROJECT MANAGEMENT UK LIMITED

Appendix E – Swept Path Analysis – 16.5m HGV – Passing Bay

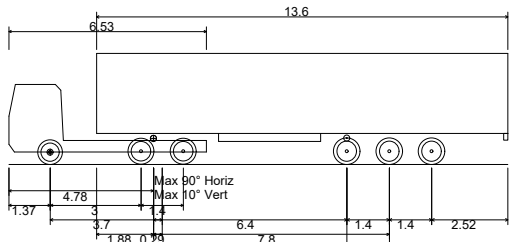
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VEHICLE PROFILE



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Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
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VEHICLE TRACKING KEY

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

-	FIRST ISSUE	-	-	XX.XX.25
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Project Name	CHICKLADE SERVICES A303
Drawing Title	PASSING BAY 16.5m HGV

Client	ENVIROMENA PROJECT MANAGEMENT UK LIMITED
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