



A Planning Application by
EDEN RB SOLAR LTD

In respect of
**Red Barn Solar Farm,
CHIPPENHAM**

Construction Management Statement

2508-038/CMS/01 | April 2026



Document Management

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1 Introduction

- 1.1 This Construction Management Statement (CMS) has been prepared by Transport Planning Associates (TPA) on behalf of Eden RB Solar Limited (the 'Applicant') in relation to the permitted solar farm (the 'Development') on Land at Red Barn, East of Kington St Michael, Chippenham.
- 1.2 The local planning and highway authority is Wiltshire Council.

Site Location and Development

- 1.3 A Site location plan is included at **Figure 1.1**.
- 1.4 The Site comprises two separate areas of existing agricultural land. The western area is positioned to the west of the A350 and east of Kington St. Michael, and the eastern area is positioned to the east of the A350.
- 1.5 The Development comprises the development of a solar farm of up to 40MW ac of export capacity, comprising the installation of solar photovoltaic panels, associated infrastructure and associated works including grid connection. The Site Layout Plan is shown in **Appendix A**.
- 1.6 The construction period will last approximately seven and a half months.

Development and Condition Wording

- 1.7 Full planning permission was granted by Wiltshire Council (WC) in January 2025 (Application Reference: PL/2023/08481). Planning permission was granted for the following description of development:

"Development of a solar farm of up to 40MW ac of export capacity, comprising the installation of solar photovoltaic panels, associated infrastructure and associated works including grid connection."

- 1.8 This report has been prepared to discharge several planning conditions related to the WC decision notice. A full list of these conditions is summarised in **Table 1.1**.

Table 1.1 Decision Notice Conditions

Condition	Wording
19.	No development shall commence on site until details of the proposed width of the access tracks, including any passing bays, between the public highway and the site compound, have been submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety.
20.	The development hereby permitted shall not be first commenced until the access tracks between the public highway and the site compounds have been consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety.
21.	The development hereby permitted shall not be first brought into operation until the Day's Lane access for a distance of 10 metres from the Day's Lane carriageway edge has been consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety.
22	The development hereby permitted shall not be first brought into operation until parking and turning arrangements for maintenance vehicles at the Day's Lane access have been constructed within the site to the satisfaction of the Local Planning Authority, in accordance with details which shall have been submitted to and approved by the Local Planning Authority. Such parking and turning space shall thereafter be maintained free of obstruction at all times and shall not be used for any other purpose. Reason: In the interests of highway safety.
29.	No development shall commence on site until a Construction Management Statement, together with an explanatory site plan, which shall include the following: a) Traffic routeing plan; b) Traffic routeing signs and HGV turning warning signs (including signage drawing(s)); c) Details for off-site and on-site traffic management ensuring that the arrivals and departures of HGVs are controlled to avoid any conflict; d) Traffic Management Plan (including signage drawing(s)), and the use of banksmen; e) Details of temporary/permanent Traffic Regulation Orders; f) Phasing plan; g) Number (daily/weekly) and size of delivery vehicles; h) Number of construction staff vehicle movements; i) Parking and turning of delivery vehicles, site operatives and visitors; j) Loading and unloading of plant and materials; k) Hours of construction, including delivery schedules; l) Storage of plant and materials used in constructing the development; m) Location and type of wheel washing facilities; n) Confirmation that the passing bays on Allington Lane (as demonstrated on drawing reference SK15 rev.A, dated 18/03/24) are to be provided and are fit for purpose, in terms of construction/surfacing and dimensions; o) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; p) Measures to control the emission of dust and dirt during construction; q) A scheme for recycling/disposing of waste resulting from demolition and construction works; and r) Measures for the protection of the natural environment. has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved

	construction management plan without the prior written permission of the Local Planning Authority. Reason: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.
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1.9 **Table 1.2** summarises where each requirement of each condition is addressed within the report.

Table 1.2 Condition Reference List

Condition 19 Requirement	Paragraph Number
No development shall commence on site until details of the proposed width of the access tracks, including any passing bays, between the public highway and the site compound, have been submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety.	5.8
Condition 20 Requirement	Paragraph Number
The development hereby permitted shall not be first commenced until the access tracks between the public highway and the site compounds have been consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety.	5.10 – 5.11
Condition 21 Requirement	Paragraph Number
The development hereby permitted shall not be first brought into operation until the Day's Lane access for a distance of 10 metres from the Day's Lane carriageway edge has been consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety.	5.10 – 5.11, 6.26
Condition 22 Requirement	Paragraph Number
The development hereby permitted shall not be first brought into operation until parking and turning arrangements for maintenance vehicles at the Day's Lane access have been constructed within the site to the satisfaction of the Local Planning Authority, in accordance with details which shall have been submitted to and approved by the Local Planning Authority. Such parking and turning space shall thereafter be	6.25 – 6.26

maintained free of obstruction at all times and shall not be used for any other purpose. Reason: In the interests of highway safety	
Condition 29 Requirement	Paragraph Number
A	4.2
B	4.10 – 4.12
C	4.14 – 4.18
D	4.10 – 4.18
E	4.13
F	2.4
G	6.11 – 6.16
H	6.17 – 6.22
I	5.12
J	2.7 – 2.8
K	6.23 – 6.24
L	2.7
M	Chapter 7 (xii – xiii)
N	4.19
O	Chapter 7, (xx)
P	Chapter 7, (xvii – xix)
Q	Chapter 6 (xxiii – xxviii)
R	Chapter 7, (xv – xix, xxiii)

Construction Management Statement

1.10 This Construction Management Statement (CMS) provides all the details on the construction traffic methodology in order to satisfy Conditions 19, 20, 21, 22 and 29 of the (Application Reference: PL/2023/08481) Decision Notice. It sets out the following details:

- Summary of Development and Construction Methodology
- Site Access Arrangements;
- Construction Vehicle Routing;
- Construction Compounds and Internal Routing;
- Construction Vehicle Trip Generation; and
- Construction Traffic Management Measures and Community Engagement.

- 1.11 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction and movement activities. The Construction Site Manager's details will be provided upon request to the highway authority in advance of any work being carried out.
- 1.12 This CMS draws upon information set out in the approved Outline Construction Traffic Management Plan (OCTMP), which supported the original planning application. It will be agreed with WC prior to construction commencing.

2 Summary of Development and Construction Methodology

- 2.1 This section provides an overview of the Development and construction methodology.
- 2.2 Main construction works are currently anticipated to commence in September/October 2026 and last approximately 7 and ½ months.

Solar Array Works Area

- 2.3 The main element of the development will accommodate the solar photovoltaic ('PV') arrays. The key equipment within the solar array works area are:
- **Solar PV Panels** – to convert sunlight into electrical current;
 - **Mounting Structures** – solar PV panels will be mounted on a metal assembly of PV Mounting Structures. This includes metal rails to directly support the solar PV panels, which themselves are supported by metal frames which are fixed on top of metal piles;
 - **Central Inverters with Transformers** – the inverters convert the direct current (DC) from the panels to alternating current (AC) which is in the form of electricity required by the Distribution Network Operator (DNO). The transformers then convert the electricity from low to high voltage suitable for exporting to the grid;
 - **DNO and Customer Substations** – these contain electrical switchgear enabling the solar farm to be disconnected from the grid in the event of a fault on either side. From the DNO substation, the electricity is exported to the grid;
 - **Electric Cabling** – electrical cabling will be required to connect PV Panels to the Central Inverters and from the Central Inverters to the Substations.

Construction Schedule

- 2.4 The construction programme will comprise several stages as identified below.

Stage 1 Site Preparation:

- Setting out
- Construction road (stage 1)
- Construction compound
- Temporary fencing

Stage 2 Civil Works:

- Substation foundations
- Inverter station foundations
- Electrical trenches – DC
- Security fence
- Electrical trenches – AC
- Electrical trenches – Data
- SUDS
- Road finishing (stage 2)

Stage 3 Mechanical Installation:

- Post installation
- Frame installation
- PV Panel installation
- CCTV pole installation
-

- **Stage 4 Electrical Installation:**

-
- AC cabling
- DC cabling
- CCTV
- Substations (DNO & Customer)
- Inverter stations
-

- **Stage 5 Commissioning:**

-
- Substations (DNO & Customer)
- Inverter stations
- Site energisation
- SCADA System
- CCTV
- Acceptable tests
-

- **Stage 6 Greenworks:**

-
- Habitat installations
- Screening & planting
- Re-seeding

Construction and Delivery Times

- 2.5 Construction activities and deliveries will be carried out Monday to Friday 08:00-18:00 and between 08:00 and 13:00 on Saturdays. No construction activities or deliveries will occur on Sunday or Public Holidays. Where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00). In addition, deliveries to the southern access to the western parcel of land will avoid school drop-off (08:00-09:00) and pick up (15:00-16:00) times during term time.
- 2.6 Due to the Site operational hours, construction workers travel should predominantly occur outside of peak hours.

Loading and Unloading of Plant Materials

- 2.7 All materials which are classed as hazardous shall be stored in suitable, secure and labelled containers. No more than 5 litres of fuel to be kept in vans.
- 2.8 A designated area, with plant nappies, spill kits and booms will be used when re-fuelling all plant/equipment.

3 Site Access Arrangements

- 3.1 This section sets out the details of the construction and operational phase access arrangements.

Construction Phase

- 3.2 Each parcel of land will have construction vehicle access point(s) that will utilise an existing agricultural access.

Western Parcel of Land

Access 1 – A350 West

- 3.3 Construction vehicle access to the northern section of the western parcel of land is shown in **Drawing SK01-D-2201-050**. This utilises an existing access on the A350 which is already used by large agricultural vehicles. The land owner has identified that there are approximately 230 HGV movements and up to 370 tractor and trailer/machinery trips using this access per year. The A350 is a dual carriageway road with a central reservation. Therefore, the junction will operate as a left-in/left-out only arrangement. The access will be widened to accommodate a 16.5m articulated vehicle. This is the largest vehicle that will visit the Site. Swept path analysis has been provided to demonstrate the manoeuvre of this vehicle into the Site. The access arrangement accords with the principles of a 'direct access', as set out in the Design Manual for Roads and Bridges (DMRB) CD 123.
- 3.4 **Drawing SK01-D-2201-050** demonstrates that visibility splays of 215m can be achieved to the south, from a setback of 4.5m, in accordance with the posted speed limit. **Drawing SK01-D-2201-050** also demonstrates that visibility splays of 295m from a setback of 4.5m can be achieved to the south, which accords with the stopping site distance for the national speed limit on a dual carriageway road.
- 3.5 The access is not wide enough for Heavy Goods Vehicles (HGVs) to access and egress the Site simultaneously. Due to the relatively low number of movements, this will not create an issue. However, as a safeguard, a holding area will be provided for vehicles to wait before egressing onto the A350, should another vehicle be arriving at the same time. Banksman will instruct drivers when it is clear from them to depart. Visibility splays of 4.5m x 215m to the south are achievable.
- 3.6 The access is being agreed with Wiltshire Council Highways Department and it's currently going through the technical approval and Section 278 process. The access design will be implemented in accordance with the Construction (Design and Management Regulations 2015 (CDM)).

- 3.7 In addition, all HGV deliveries will be co-ordinated using a booking system to ensure that vehicles do not arrive and depart at the same time. If a delivery is scheduled to arrive, departing vehicles will be held within the Site until instructed to depart.

Access 2 – Allington Lane

- 3.8 Construction vehicle access to the southern section of the western parcel of land is shown in **Drawing SK03-D-2201-050**.
- 3.9 This utilises an existing agricultural access to Kington Farm from Allington Lane, which already accommodates HGV movements. The access will operate as a left-in/left-out only access for all vehicles including those related to the existing use. This will ensure that there will be no vehicles travelling west on Allington Lane, and thus no two-way traffic.
- 3.10 At the signal junction on the A350 to the west of Kington Langly, construction vehicles travelling southbound will turn right towards Kington St. Michael. After approximately 700m they will turn right at a crossroads onto Allington Lane where the access to Kington Farm is located. When departing, vehicles will turn left out of the access towards the A350, where they will turn left again to re-join the A350 northbound carriageway.
- 3.11 **Drawing SK03-D-2201-050** demonstrates the manoeuvre of this vehicle into the Site. Banksmen will be provided at the Site access junction to ensure the safe movement of all construction vehicles.
- 3.12 Improvements were originally proposed at the crossroad junction to allow a 16.5m articulated vehicle to turn right (accordingly, condition 15 attached to the planning permission requires full engineering details of the improvements to be provided, amongst other things); however, a detailed topographical survey has subsequently been undertaken which shows widening works are not necessary. On this basis, the improvements are no longer proposed.

Eastern Parcel of Land

Access 3 – A350 East

- 3.13 Construction vehicle access to the eastern parcel of land is shown in **Drawing SK02-D-2201-050**. This utilises an existing access on the A350, which is already used by large agricultural vehicles. The landowner has confirmed that there are approximately 1,200 to 1,500 tractor trailer trips annually for grass silaging and maize harvesting, plus additional tractor trailer trips when hauling straw to Kingston St Michael. The junction will operate as a left-in/left-out only arrangement. The access will be widened to accommodate a 16.5m articulated vehicle. This is the largest vehicle that will visit the Site. The access

arrangement accords with the principles of a 'direct access', as set out in the Design Manual for Roads and Bridges (DMRB) CD 123.

- 3.14 **Drawing SK02-D-2201-050** demonstrates that visibility splays of 215m can be achieved to the south, from a setback of 4.5m, in accordance with the posted speed limit. **Drawing SK02-D-2201-050** also demonstrates that visibility splays of 295m from a setback of 4.5m can be achieved to the north, which accords with the stopping site distance for the national speed limit on a dual carriageway road.
- 3.15 As with the access from the A350 to the western parcel of land, the access to the eastern parcel of land is not wide enough for HGVs to access and egress the Site simultaneously. But due to the relatively low number of movements, this will not create an issue. However, as a safeguard, a holding area will be provided for vehicles to wait before egressing onto the A350, should another vehicle be arriving at the same time. Banksman will instruct drivers when it is clear from them to depart. In addition, all HGV deliveries will be co-ordinated using a booking system to ensure that vehicles do not arrive and depart at the same time. If a delivery is scheduled to arrive, departing vehicles will be held within the Site until instructed to depart.
- 3.16 The access is being agreed with Wiltshire Council Highways Department and it's currently going through the technical approval and Section 278 process. The access design will be implemented in accordance with the Construction (Design and Management Regulations 2015 (CDM)).

Road Safety Audit

- 3.17 The Site access points have previously been the subject to a Stage 1 Road Safety Audit, which identified no significant issues (**Outline Construction Traffic Management Plan, Appendix F** refers). All of the recommendations have been taken into account in the detailed drawings that are being assessed through the technical approval and Section 278 process.

Traffic Management

- 3.18 It has previously been agreed with Wiltshire Council Highways Department that traffic management will be implemented on the A350 during the construction phase, as identified below.
- Construction of Accesses – During the construction of the access junctions on the A350 the speed limit of the A350 within the vicinity of the Site access will be reduced to 50mph. Also a short section of the inside lane of the A350, will be temporarily closed whilst the access is being constructed. This will be agreed as part of the S278 License process. Once the accesses are constructed the lane will be reopened.

- Construction Phase – During the entire construction phase of the Proposed Development, the speed limit of the A350 within the vicinity of the Site access will be reduced to 50mph.
- 3.19 These traffic management measures have been updated to reflect the recommendations within a Road Safety Audit (**Outline Construction Traffic Management Plan, Appendix F** refers). They are therefore deemed acceptable to all road users.

Public Rights of Way

- 3.20 Public Right of Way (PRoW) KTSM37 and KLAN36 lie to the north and south of Allington Lane respectively. Accordingly, construction vehicles arriving to the western parcel of the Site via Access 2 (Allington Lane) might come across users of these PRoW. Construction vehicles arriving and departing from the Site at this location will also be required to cross PRoW KLAN38, which runs in an east to west alignment north of the yard of Kington Farm and along the south boundary of field 13. PRoW KLAN33 and KLAN39 also traverse the Site (western parcel).
- 3.21 PRoW KLAN32 exists at Access 3 (A350 East) meaning construction vehicles arriving to the eastern parcel might come across users of the route.
- 3.22 At locations where construction traffic will be required to cross, or be in the vicinity of, PRoW the following measures will be implemented:
- Speeds will be limited to 10mph;
 - Drivers will stop and give-way to any public right of way users that they encounter;
 - Appropriate signage will be installed along the public rights of way to make users aware of the construction activity. This will include information on operating times;
 - Banksman will also be present at the crossing point to ensure the safe movement of all users;
 - The public right of way will be kept clear outside of construction hours;
 - Any damage to the surface of the public rights of way will be repaired immediately. The surface will be returned to its original condition following construction.
- 3.23 For the avoidance of doubt, no diversions of any PRoW within, or in the vicinity of, the Site are required.

Operational Phase

- 3.24 Once operational, maintenance vehicles will access the western parcel of land by the same access junctions as for the construction period. Maintenance vehicles (no larger than a long wheelbase van) will access the eastern parcel of land via the existing agricultural access on Day's Lane (**Outline**

Construction Traffic Management Plan, Appendix H refers). The frequency of the visits will be approximately once or twice a week.

4 Construction Vehicle Routing

- 4.1 The details of the construction vehicle route are set out below. Drivers will be made aware of the route in advance of driving to the Site.

Route Overview

- 4.2 The designated route for all traffic associated with the construction phase is illustrated in **Figure 4.1**.
- 4.3 The route was agreed with the local highway authority during the planning application process.
- 4.4 The designated route requires all construction vehicles to arrive via the M4, Junction 17. This is part of the strategic highway network managed by National Highways. Junction 17 connects directly to the A350 via Stanton St. Quintin Roundabout.

Route to Eastern Parcel of Land

- 4.5 From the Stanton St. Quintin Roundabout, vehicles will travel south on the A350 for approximately 1.2km to reach the Site access for the eastern parcel of land, via the improved left-in/left out access junction.
- 4.6 When departing vehicles will travel south on the A350 before looping around the Malmesbury Roundabout to join the northbound carriageway of the A350 which will take vehicles back towards the Stanton St. Quintin Roundabout and the M4.

Route to Western Parcel of Land

Allington Lane/Kington Farm Access

- 4.7 Vehicles will continue in a southbound direction on the A350. At the signal junction on the A350 to the west of Kington Langly, construction vehicles will turn right towards Kington St. Michael. After approximately 700m they will turn right at a crossroads onto Allington Lane where the access to Kington Farm is located. When departing, vehicles will turn left out of the access towards the A350, where they will turn left again to re-join the A350 northbound carriageway towards the M4.

A350 Access

- 4.8 Vehicles will continue south on the A350 before looping around the Malmesbury Roundabout to join the northbound carriageway of the A350. From the roundabout, the western parcel access is approximately 2.8km away.
- 4.9 When departing the western parcel, construction vehicles turn left and will travel north on the A350 to re-join to the M4.

Route Signage

- 4.10 Temporary road signing will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points on the route, such as junctions.
- 4.11 All signage will be compliant with Chapter 8 of the Traffic Signs Manual where applicable and therefore the following points will be considered when locating signage:
- The position of the sign in relation to the highway;
 - Possible distraction to drivers; and
 - The proximity to junctions and roundabouts.
- 4.12 A signage plan is included in **Figure 4.2**.
- 4.13 As part of the traffic management strategy, a Temporary Traffic Regulation Order (TTRO) will be agreed with Wiltshire Council to reduce the speed of the A350 to 50mph within the vicinity of the access points. A TTRO will also be agreed to temporarily close a short section of the inside lane of the A350 whilst the access is being constructed. This traffic management plan is shown in **Drawing SK13-A-2201-050**.

Management of Deliveries

- 4.14 Due to the relatively low number of vehicles associated with the construction phase at the Site (see **Section 6**), it is not anticipated that the construction of the Development will cause any delay to background traffic.
- 4.15 The phone number of the Construction Site Manager will be made available to all drivers of vehicles that will be accessing the Site. All deliveries will be scheduled in advance using a booking system.

Drivers will be instructed to stop at the Leigh Delamere Service Station on the A4 and make contact if they are likely to miss their allotted slot to allow the schedule to be adapted in as much as possible.

- 4.16 The following procedure will be initiated when deliveries are made to the Site:

Procedure for Arrival to Site

- Drivers to be notified of scheduled arrival time ahead of delivery to the Site;
- When the delivery vehicle is due, operators will be mobilised and will go to position at the Site access;
- All operatives will communicate with each other, as necessary; and
- Banksman will assist HGVs to manoeuvre into the Site access.

- 4.17 The following procedure will be initiated when HGVs are leaving the Site:

Procedure for Leaving the Site

- Before drivers depart, the Site Manager will be notified. They will then mobilise the banksman at the Site access;
- Drivers will be advised when the operators are in place; and
- Operators will guide the drivers back onto the public highway.

- 4.18 Undertaking the measures detailed within this Section will remove conflict between arriving and departing construction vehicles and minimise conflict with background traffic.

Passing Places

- 4.19 Notwithstanding the left-in/left-out only access already approved at Access 2 (Allington Lane), which will be reinforced via both existing and new temporary signage at the junction, the passing bays on Allington Lane are to be provided and are fit for purpose, in terms of construction/surfacing and dimensions. This is detailed in **Drawing SK15-C-2201-050**, which shows how a 16.5m articulated HGV can pass a car along this section of the road in the unlikely event of two-way traffic.

Summary

- 4.20 The construction vehicle routes provide the most appropriate routes from the strategic highway network to the Site. There are no posted weight or height restrictions along the above described routes, and they do not pass through any residential areas.

- 4.21 The use of any roads other than the designated and signposted route shall not be permitted and this shall be enforced through the agreement of this CMS.
- 4.22 Appropriate management measures will be provided throughout the construction phase in order to manage the arrival and departure of HGVs and other construction vehicles at the Site. This is set out further in **Section 7**.

5 Construction Compounds and Internal Routing

Construction Compounds and Laydown Areas

- 5.1 Three construction compounds are proposed across the Site all of which will contain laydown areas with four additional laydown areas throughout the Site, as shown on **Drawing SK02-B-2508-038** and **Drawing SK03-B-2508-038**. Two construction compounds will be provided in the western parcel of land and one construction compound will be provided in the eastern parcel of land. The main construction compound will be provided adjacent to access 1 (A350 West); this will contain the security and site arrivals kiosk amongst other things. The other smaller construction compounds are located in the southeast corner of field 13 and in the north of field 9. Four additional laydown areas will be provided throughout the Site.
- 5.2 The Construction Compounds will make use of available open areas adjacent to proposed storage containers and turning heads in the road. This will ensure HGVs do not back-up to the Site entrance. The Compounds will accommodate the storage of equipment, materials and parking for construction vehicles, including minibuses and cars, offices and welfare area providing washrooms and toilets.
- 5.3 Turning areas and passing bays are provided throughout the Site to allow for forward movement of HGV's and two-way movement. It is expected that on-site operatives would communicate to drivers when it is clear to move between passing places.
- 5.4 In total, three compound areas and four laydown areas are proposed. These are summarised as follows:

Main Entrance Compound (Access 1 A350 West):

- laydown area;
- access track to parking spaces;
- 40 car parking spaces and 3 minibus parking spaces;
- Security and site arrival office;
- a small/office;
- toilets;
- kitchenette;
- drying room; and
- changing rooms.

Compound Two (Southwest Corner of Field 13):

- laydown area;
- kitchenette;
- changing rooms;
- toilets; and
- drying room.

Compound Three (In the North of Field 13):

- laydown area;
- 15 car parking spaces and 1 minibus parking space;
- toilets;
- kitchenette;
- drying room; and
- changing rooms.

Laydown Area One (Field 11):

- laydown area; and
- turning head.

Laydown Area Two (Field 12):

- laydown area; and
- unloading area / passing bay.

Laydown Area Three (Northwest of Field 8):

- laydown area; and
- turning area.

Laydown Area Four (North of Field 9):

- laydown area;
- 12 car parking spaces and 1 minibus parking space; and
- turning area.

- 5.5 It is expected that all construction worker vehicles and minibuses will be contained within the Main Entrance Compound. However, additional parking is proposed at other compounds across the site to allow for senior personnel to quickly travel to different parts of the site as needed.

Internal Access Track

- 5.6 The Development will include internal access tracks throughout the Site allowing for the movement of construction and maintenance vehicles. The internal access track will be completed during the initial stages of construction.
- 5.7 During the construction phase, appropriate turning areas will be provided in the vicinity of the internal access track to ensure all vehicles egress the Site in a forward gear.
- 5.8 **Drawing SK01-D-2508-038** provides details of the access tracks including any passing bays, between the public highway and the site compounds.
- 5.9 It is expected that all temporary access roads and compound areas will be made up using temporary geotextile matting.
- 5.10 Any access roads and turning areas that will remain in place during the operational period will be fully constructed during the initial stages of construction. These would be expected to be made up of crushed and compacted stone laid on a geotextile membrane base.
- 5.11 The development hereby permitted shall not be first commenced until the access tracks between the public highway and the site compounds have been consolidated and surfaced with new full depth hot rolled asphalt carriageway construction within the first 10m of each access track, and asphalt concrete for the internal access tracks leading to Compounds 1, 2 and 3. Details of internal access tracks to be consolidated prior to construction works at each access are shown in **Drawing 2508-038-SK01-C** and **Drawing 2508-038-SP02-B**.

Parking

- 5.12 Car parking spaces will be provided on Site within the construction compound. No parking by contractors, visitors or delivery vehicles will be permitted on the local highway at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of traveling to the Site. The Site Manager will monitor that parking is taking place in the designated area on a regular basis.

6 Construction Vehicle Trip Generation

- 6.1 The section sets out the trip generation associated with the construction of the Development.
- 6.2 It is anticipated that the construction phase will last for approximately seven and a half months. Construction activities and deliveries will be carried out Monday to Friday 08:00-18:00 and between 08:00 and 13:00 on Saturdays. No construction activities or deliveries will occur on Sunday or Public Holidays. Where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00). In addition, deliveries to the southern access to the western parcel of land will avoid school drop-off (08:00-09:00) and pick up (15:00-16:00) times during term time
- 6.3 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 movement is controlled and kept to a minimum. The largest vehicle that will be used to deliver equipment to the Site will be a 16.5m articulated vehicle.
- 6.4 Deliveries to the Site will be reported to the Construction Site Manager and will be made by the smallest possible vehicle for that particular item of plant or material.

Construction Vehicle Movements

- 6.5 The Applicant has advised that 288 deliveries will be required for the solar modules and mounting structures. The largest vehicle to deliver this equipment will be a 16.5m articulated vehicle.
- 6.6 The solar farm will have 12 inverter/transformer stations. It is assumed that these would be transported as a single container, with a supplementary hi-ab to lift the container. As such it is anticipated that there would be 24 deliveries.
- 6.7 It is also anticipated that the internal equipment housed within the substation container and the external equipment comprising the substation compound would be delivered on five 10m rigid lorries and/or 16.5m articulated lorries.
- 6.8 It is likely that the material required for the internal access tracks will arrive by 10m rigid vehicles and it is anticipated that 258 deliveries will be required.
- 6.9 Front end JCBs (or similar) would also be required to transport equipment around the Site, and to distribute the graded stone required for the access road as necessary. It is anticipated that fifteen JCBs will be required and that these will be transported to the Site by a 16.5m low loader.

- 6.10 In addition, there will be a number of deliveries bringing sand, gravel and cables to the Site. These will predominantly use 10m rigid vehicles (or smaller). It is anticipated that there could be around 378 of these deliveries over the course of the construction period.
- 6.11 **Table 6.1** sets out a summary of the HGV trips that will be associated with the construction phase of the Scheme.

Table 6.1 Heavy Goods Vehicle Movements – Construction Period

Activity	Type of Vehicle	Total Number of Deliveries
Solar Modules & Mounting Structures	Max 16.5 Articulated	288 (576 two-way trips)
Inverters/Transformers	10m Rigid/16.5m Articulated	24 (48 two-way trips)
Substation	10m Rigid and	5 (10 two-way trips)
Internal Access Tracks	10m Rigid	258 (516 two-way trips)
JCB Delivery	Low Loader	15 (30 two-way trips if driven to Site)
Other (sand, gravel, waste etc)	Max 16.5 Articulated or 10m Rigid	378 (756 two-way trips)
Total		968 deliveries (average of just under 6 deliveries per day or 12 two-way movements per day*)

*Deliveries taking place over a 7.5-month period (171 working days, excluding Sundays)

- 6.12 As set out in **Table 6.1** it is anticipated that 968 deliveries (1,936 two-way trips) could be made by HGVs during the construction of the development.
- 6.13 There will be a relatively flat programme for deliveries of equipment to the Site. Notwithstanding this, there is likely to be a small peak in deliveries early in the construction process, for Site set-up, including the construction of the access track. The Applicant has advised that there will be no more than 15 deliveries per day during this period, which will last for two or three weeks.
- 6.14 During the construction period, the following delivery split per access is anticipated:
- Access 1 (A350 West) – 446 deliveries / 892 movements (46%);
 - Access 2 (Allington Lane) – 260 deliveries / 520 movements (27%); and
 - Access 3 (A350 East) – 262 deliveries / 524 movements (27%).

- 6.15 As set out in Section 3, the land owner has identified that there are approximately 230 HGV movements and up to 370 tractor and trailer/machinery trips using Access 1 per year (total of 600). Likewise, the landowner has confirmed that there are approximately 1,200 to 1,500 tractor trailer trips annually from Access 3.
- 6.16 Once the solar farm is constructed, the number of trips associated with the agricultural use of the Site will be greatly reduced compared to the existing situation. Therefore, there will be a net reduction in trips using the accesses onto the A350.

Construction Worker Trips

- 6.17 In addition to the HGV movements identified in **Table 6.5.**, there will also be a number of vehicle movements associated with smaller vehicles for the transportation of construction workers and sub-contractors.
- 6.18 On average there is expected to be 100-150 workers onsite per day, with up to a maximum of 200 construction workers during the peak phase of construction, with circa 100 workers (50%) likely to be based locally and circa 100 (50%) likely to be non-local.
- 6.19 It is anticipated that non-local workers would stay in local accommodation and would be transported to and from the Site via a minibus shuttle service. It is assumed that each minibus will have a maximum capacity of 12 seats, with an average occupancy of 10 passengers for each trip. At times of peak construction this will therefore require five minibuses offering two shuttle services each at the beginning and end of each working day.
- 6.20 It has been assumed that locally based construction workers will travel to the Site via private car or van, with an average car occupancy rate of 1.5 people per vehicle. Based on the anticipated maximum number of locally based workers this would result in the requirement for 67 car parking spaces to be provided during peak construction at the Site.
- 6.21 The applicant will implement measures to seek to maximise the numbers of staff that car share with colleagues in order to reduce the number of vehicles travelling to and from the Site each day, including a car share scheme to match potential sharers and help to identify any colleagues that could potentially collect other members of staff along their route.
- 6.22 In summary, parking shall be provided within the Construction Compounds, including for a total of 67 car parking spaces and five minibus spaces. No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network or the Site access road at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the Site.

The Construction Site Manager will monitor that parking is taking place in the designated area on a regular basis.

Construction Vehicle and Construction Worker Travel Timings

- 6.23 As stated, and where possible, construction deliveries will be coordinated to avoid construction vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).
- 6.24 Due to the Site operational hours on weekdays (08:00-18:00), construction worker travel should predominantly occur outside of the peak hours.

Operational and Decommissioning Phases

- 6.25 Once operational, maintenance vehicles will access the western parcel of land by the same access junctions as for the construction phase. Maintenance vehicles will access the eastern parcel of land via the existing agricultural access on Day's Lane. Maintenance vehicles (likely to be a transit van) will visit the Site approximately once or twice a week.
- 6.26 **Drawing SP02-C-2508-038** provides a swept-path analysis of Day's Lane which demonstrates that the turning space of the access is free of obstruction, allowing vehicles to access and egress the site safely and sufficiently with no material impact on the highway network.

Summary

- 6.27 It is expected that there will approximately just under six HGV deliveries, or twelve two way movements, per day on an average day during the construction phase. If a 10% buffer is applied to represent a worst case, the number of deliveries per day on average increase to just over six. There will also be construction workers arriving at the Site in the morning and departing in the evening, although the numbers involved are forecast to be relatively low compared to background traffic and should predominantly occur outside of peak hours. The movements will also be split across the three accesses.
- 6.28 The level of traffic forecast during the temporary construction phase is therefore relatively low and it is concluded that it will not have a material impact on the safety or operation of the local highway network.

7 Construction Traffic Management Measures and Community Engagement

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

Construction Vehicle Route Eastern Parcel of Land

- (i) All construction vehicles will travel south on the A350 from the Stanton St. Quintin Roundabout (M4 Junction 17), for approximately 1.2km to reach the Site access for the eastern parcel of land, via the improved left-in/left out access junction. When departing vehicles will travel south on the A350 before looping around the Malmesbury Roundabout to join the northbound carriageway of the A350 which will take vehicles back towards the Stanton St. Quintin Roundabout and the M4.

Construction Vehicle Route Western Parcel of Lane (South)

- (ii) All construction vehicles will travel south on the A350 from the Stanton St. Quintin Roundabout (M4 Junction 17) to the signal junction to the west of Kington Langley, where they will turn right towards Kington St. Michael. After approximately 700m they will turn right at a crossroads onto Allington Lane where the access to Kington Farm is located. When departing, vehicles will turn left out of the access towards the A350, where they will turn left again to re-join the A350 northbound carriageway towards the M4.

Construction Vehicle Route Western Parcel of Land (North)

- (iii) All construction vehicles will travel south on the A350 from the Stanton St. Quintin Roundabout (M4 Junction 17) beyond the signal junction to the west of Kington Langley before looping around the Malmesbury Roundabout to join the northbound carriageway of the A350. From the roundabout, the western parcel access is approximately 2.8km away. When departing the western parcel, construction vehicles turn left and will travel north on the A350 to re-join to the M4.

Signage

- (iv) Signs to direct construction vehicles associated with the development will be installed along the construction traffic route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route;

- (v) All signage on the designated route will be inspected daily by the Construction Site Manager, to ensure they are kept in a well-maintained condition and located in safe and appropriate locations;

Vehicle Movement

- (vi) Where possible, construction deliveries by HGV will be coordinated to avoid the network peak hours of 08:00-09:00 and 17:00-18:00;
- (vii) Deliveries to the western parcel of land (south) will avoid school drop-off (08:00-09:00) and pick up (15:00-16:00) times during term time;
- (viii) Banksman will be provided at the Site accesses to indicate to construction traffic when it is safe for them to enter and exit the Site;
- (ix) Traffic management will be in place on the A350 during the construction phase to support the safe movement of construction vehicles;

Booking System

- (x) A booking system will be set up to manage arrivals and departures to the Site. A log will be kept as part of the booking system;

Parking

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

Wheel Wash Facility

- (xii) Three wheel washing facilities will be provided on site, one located between each construction compound and access point;
- (xiii) A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway;

Public Rights of Way

- (xiv) Where construction vehicles are required to cross a public right of way, the following measures will be implemented;
 - a. Speeds will be limited to 10mph;
 - b. Drivers will stop and give-way to any public right of way users that they encounter;
 - c. Appropriate signage will be installed along the public rights of way to make users aware of the construction activity. This will include information on operating times;
 - d. Banksmen will also be present at the crossing points to ensure the safe movement of all users;
 - e. The public rights of way will be kept clear outside of construction hours;
 - f. Any damage to the surface of the public rights of way will be repaired immediately. The surface will be returned to its original condition following construction;

Noise Reduction and Air Quality

- (xv) Low noise generators will be used for power within the Site;
- (xvi) Construction activity will only take place during daytime hours (08:00-18:00 Monday to Friday and 08:00-13:00 on Saturdays);
- (xvii) When on Site and when not in use, vehicle engines will be switched off;
- (xviii) Vehicles carrying material off-Site will be sheeted to prevent the spread of dust;
- (xix) In necessary and in dry conditions, areas near to the three Site accesses will be sprayed with water supplied to prevent the spread of dust;

Site Security

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

Community Engagement

- (xxi) The Construction Site Manager's contact details will be provided to Wiltshire Council in advance of any work being carried out.
- (xxii) They will also be provided on a Site-board at each of the three Site accesses. If anyone in the local community has any issues during the construction phase, the Construction Site Manager will be available to discuss.

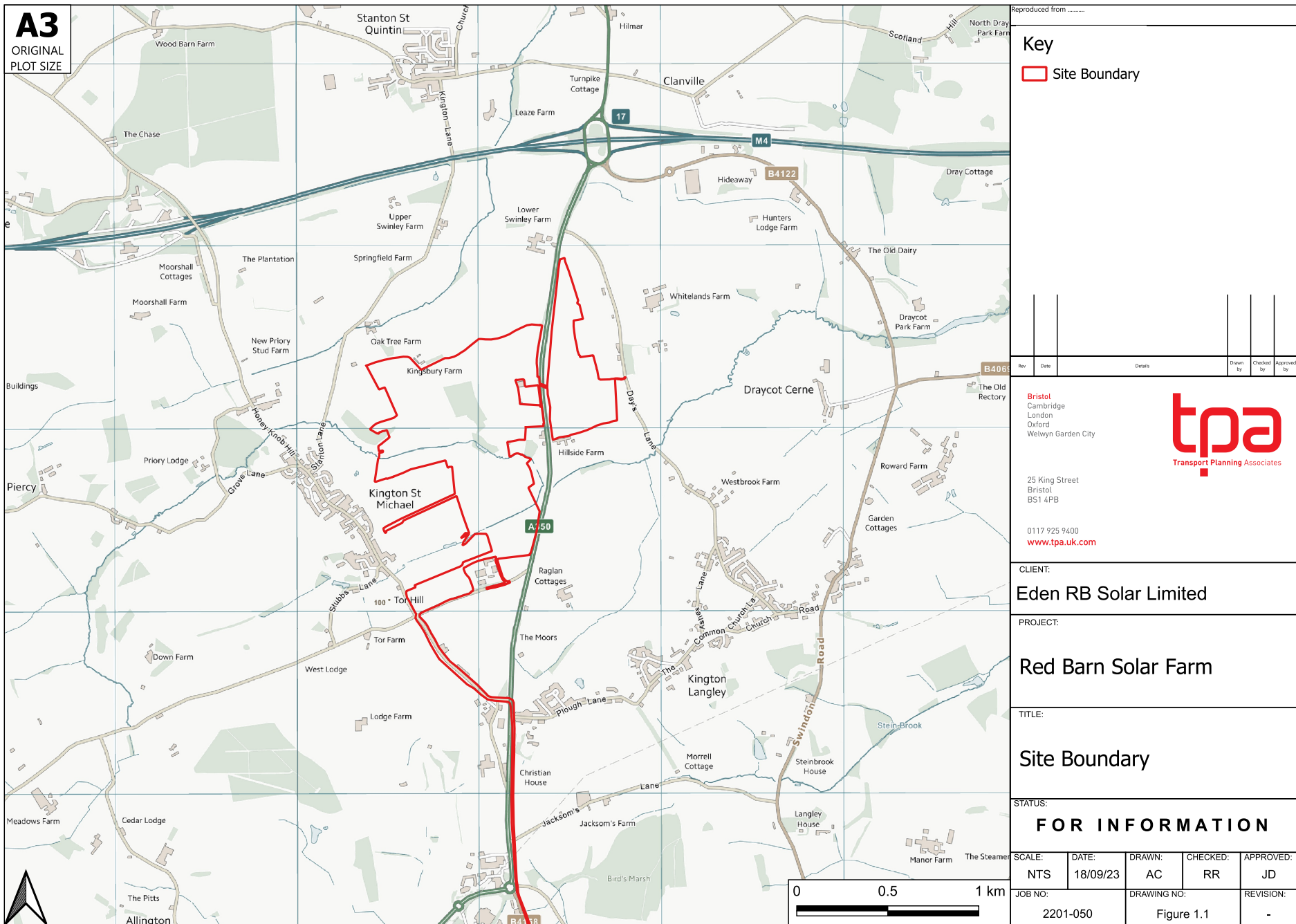
Waste/Litter

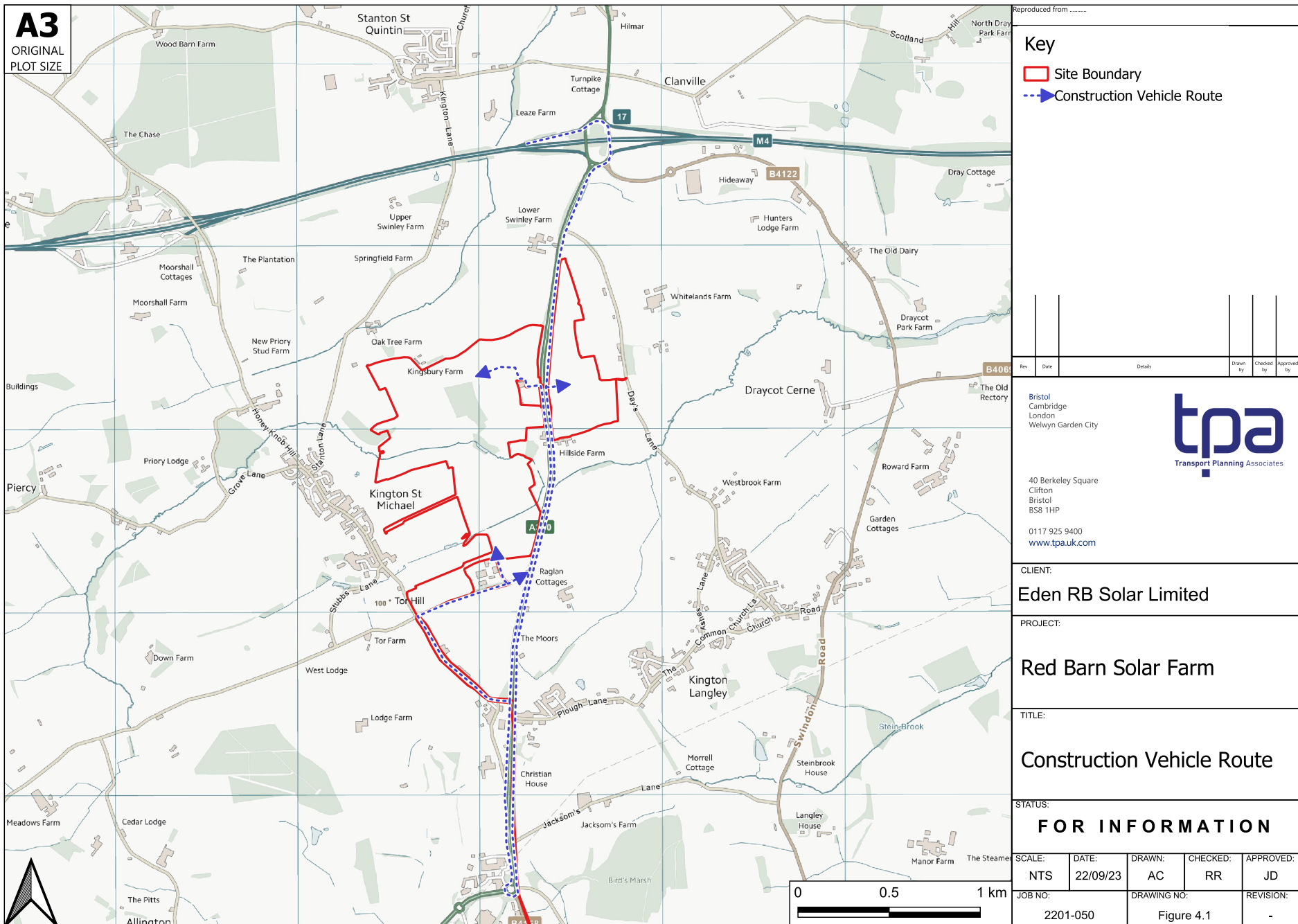
- (xxiii) The Site Waste Management Plan (SWMP) for the development sets out the practices to be put in place to ensure the control of waste on site, in a manner that is not detrimental to the local and wider environment. This encompasses the minimisation of waste and the removal of waste from site where necessary. Prior to commencement of the works, a SWMP will be prepared by the Developer.
- (xxiv) The plan identifies ways of minimising waste and maximising reuse and recycling, as well as the responsibilities of the Principal Contractor, subcontractors, and site team to ensure the waste management strategy is upheld.
- (xxv) The environmental control measures defined within the plan apply to all personnel including the Principal Contractor staff, sub-contractors, suppliers and third parties; and all activities and operations associated with the project.
- (xxvi) The waste management plan will set out measures to ensure compliance with the Duty of Care responsibilities as prescribed in Section 34 of the Environmental Protection Act 1990 and amended by The Waste (Scotland) Regulations 2012 including;
- Implementation of the waste hierarchy;
 - Classification and segregation of waste;
 - Waste storage; and
 - Waste documentation and transport.
- (xxvii) No disposal of waste by open burning will be permitted on-site.

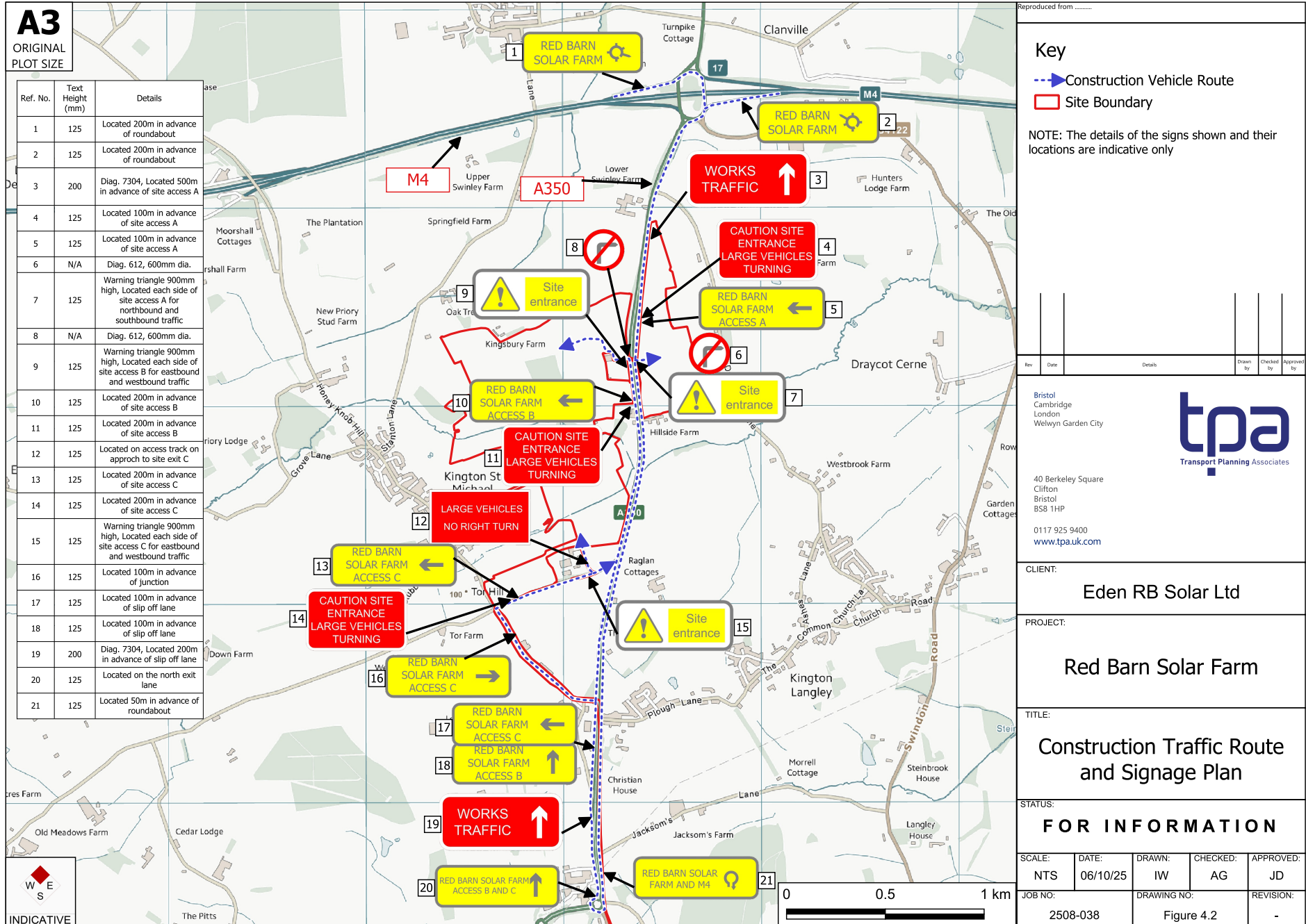
Road Condition Survey

- 7.2 A pre-construction road condition survey will be carried out along the route to the southern section of the western parcel of land from the A350 (including Allington Lane and the crossroad junction). This will be undertaken two weeks before the construction phase commences. The exact scope of the survey will be agreed with the local highway authority prior to commencement. Once construction is complete, a post-construction condition survey will be undertaken in order to identify any additional defects that can reasonably be attributable to construction activities at the Site. Any identified highways defects resulting from construction activities associated with the Site will be corrected to the satisfaction of the local highway authority.

FIGURES

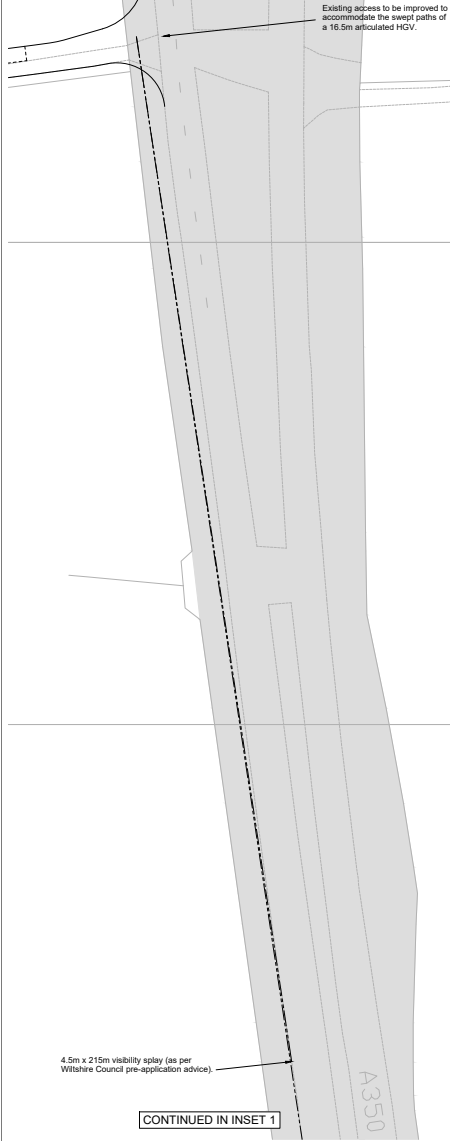




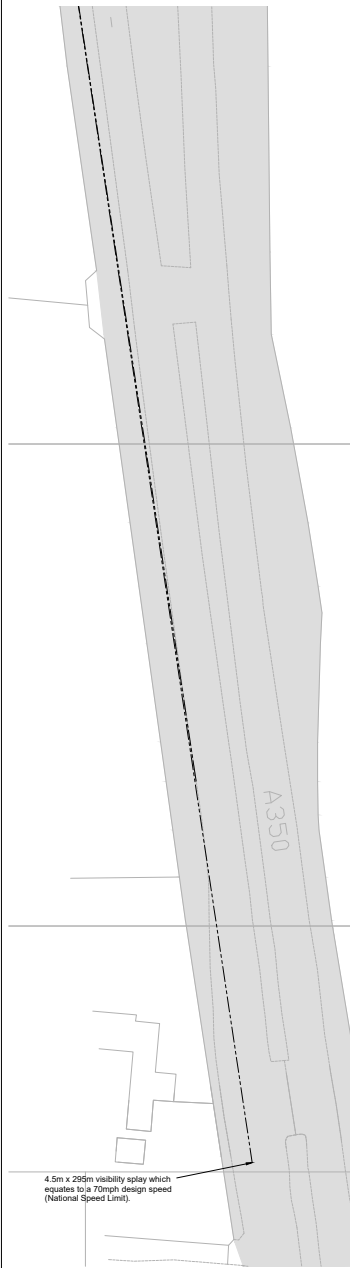


DRAWINGS

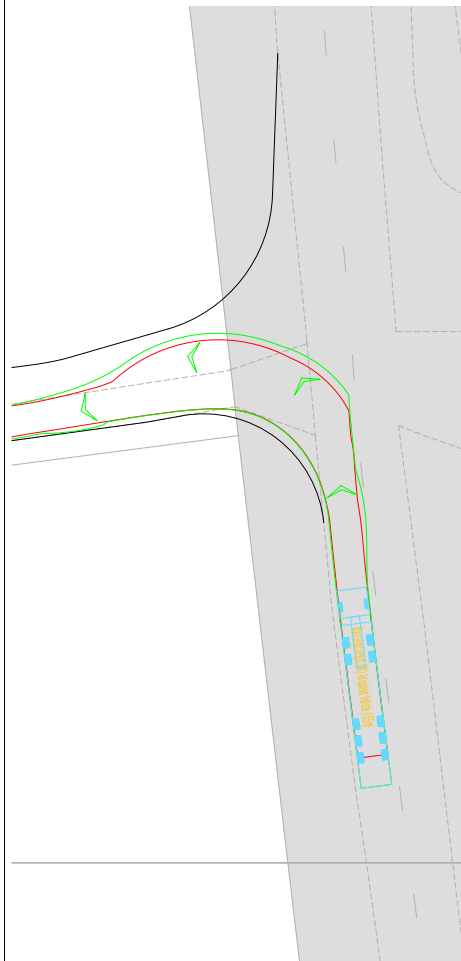
A1
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PLOT SIZE



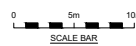
Site Access Arrangement
Scale 1:500



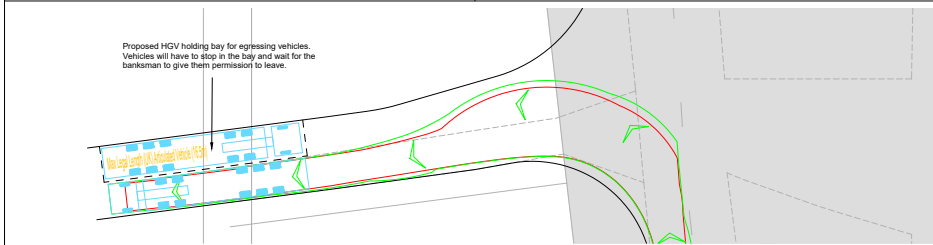
Inset 1
Scale 1:500



HGV Turning Left Into Access
Scale 1:200



HGV Turning Left Out Of Access
Scale 1:200



HGV Holding Bay For Egressing Vehicles
Scale 1:200



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NOTES:

1. The extent of adopted highway shown has been taken from a 1:6,000 scale Ordnance Survey based adopted highway plan dated 3rd May 2022 received from Wiltshire Council and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council.

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 15.200m
Overall Width 2.500m
Overall Body Height 3.661m
Max Body Ground Clearance 0.417m
Max Track Width 2.500m
Lock to Lock Time 6.50s
Kerb to Kerb Turning Radius 8.530m

NO	DATE	DESCRIPTION	DESIGNED BY	CHECKED BY	APPROVED BY
1	14.04.22	Visibility splay for proposed access	PSW	RR	JD
2	14.04.22	Scale bars added	PSW	RR	JD
3	14.04.22	Proposed HGV holding bay added. PHOS removed for clarity	PSW	RR	JD
4	14.04.22	Adopted highway boundary and proposed highway added. Visibility splay removed for clarity	PSW	RR	JD

Client: EDEN RB SOLAR LTD

Project: RED BARN SOLAR FARM, CHIPPENHAM

Title: A350 Western Land Parcel - Proposed Site Access Arrangement

Status: INFORMATION

SCALE	DATE	DRAWN	CHECKED	APPROVED
As Shown	14.04.22	PSW	RR	JD

JOB NO	DRAWING NO	REVISION
2201-050	SK01	0

CONTINUED IN INSET 1

4.5m x 215m visibility splay (as per
Wiltshire Council pre-application advice)

4.5m x 295m visibility splay which equates to a 70mph design speed (National Speed Limit).

Existing access to be improved to accommodate the swept paths of a 16.5m articulated HGV.

Site Access Arrangement
Scale 1:500

0 5m 10m 15m 20m

SCALE BAR

Inset 1
Scale 1:500

0 5m 10m 15m 20m

SCALE BAR

HGV Turning Left Into Access
Scale 1:200

A horizontal scale bar with tick marks at 0, 5m, and 10m. The text "SCALE BAR" is centered below the bar.

HGV Turning Left Out Of Access
Scale 1:200

A horizontal scale bar with tick marks at 0, 5m, and 10. Below the bar is the text "SCALE BAR".

HGV Holding Bay For Egressing Vehicles

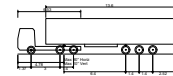
0 5m 10m

SCALE BAR

NOTES:

1. The extent of adopted highway shown has been taken from a 1:6,000 scale Ordnance Survey based adopted highway plan dated 3rd May 2022 received from Wiltshire Council and is indicative only.

 Approximate extent of adopted highway maintainable at public expense by Wiltshire Council.



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

D	18.11.20	Visibility sign for 10km added.	P200	NR	JD
E	15.10.20	Stake bars added.	P200	NR	JD
F	10.08.20	Proposed HDV holding bay added, P2020 removed for clarity	P200	NR	JD
A	15.08.20	Adopted highway boundary and public footpath added, Visibility sign shown for 10km.	P200	NR	JD
Rev	Date	Details	Drawn	Checked	Issued

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Cambridge
London
Oxford
Welwyn Garden City

25 King Street
Bristol
BS1 4PB
0117 925 9400
www.tpa.uk.com

CLIENT:

EDEN RB SOLAR LTD

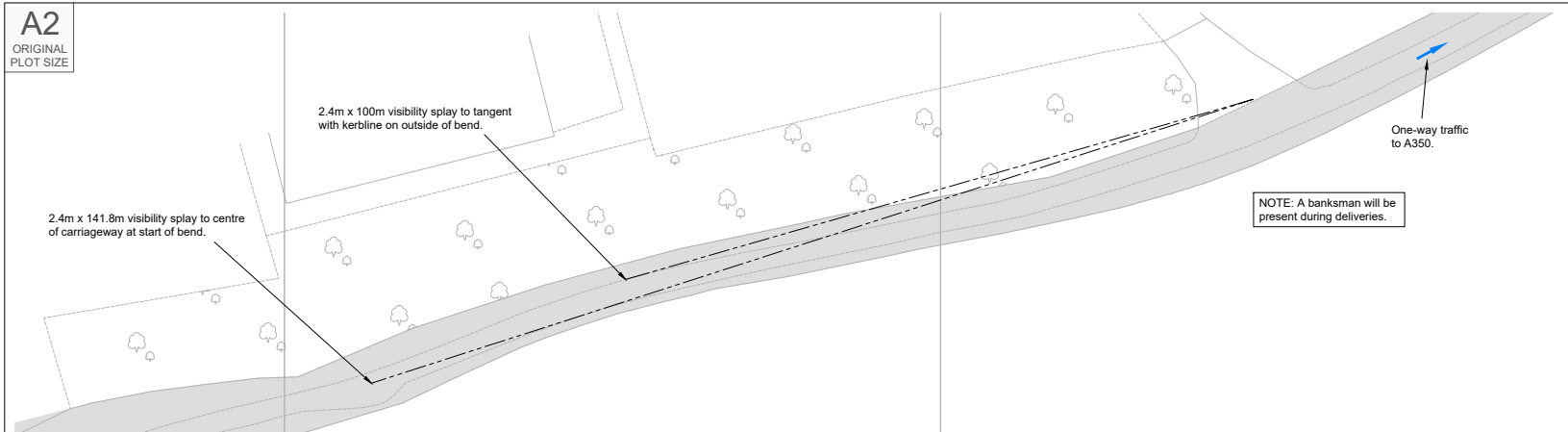
PROJECT:
RED BARN SOLAR FARM,
CHIPPENHAM

TITLE:
A350 Eastern Land Parcel -
Proposed Site Access
Arrangement

STATUS: INFORMATION

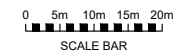
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JOB NO: 2201-050		DRAWING NO: SK02		REVISION: D

A2
ORIGINAL
PLOT SIZE



Existing Access Arrangement

Scale 1:500



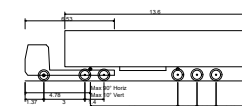
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NOTES:

1. The existing posted speed limit is 60mph (National Speed Limit).
2. The extent of adopted highway shown has been taken from a 1:6,000 scale Ordnance Survey based adopted highway plan dated 3rd May 2022 received from Wiltshire Council and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council.



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

Rev	Date	Details	Drawn By	Checked By	Approved By
D	11.10.20	Scale bars added.	PSW	RR	JD
C	15.05.20	Drawing title amended.	PSW	AC	JD
B	07.06.22	Visibility splays updated.	PSW	RR	JD
A	10.05.22	Adopted highway boundary added.	PSW	RR	JD

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London
Oxford
Weylyn Garden City



25 King Street
Bristol
BS1 4PB
0117 925 9400

www.tpa.uk.com

CLIENT:

EDEN RB SOLAR LTD

PROJECT:

**RED BARN SOLAR FARM,
CHIPPENHAM**

TITLE:

**Southern Land Parcel -
Proposed Site Access
and Arrangement**

STATUS:

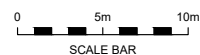
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	20.04.22	PSW	RR	JD
JOB NO:	DRAWING NO:	REVISION:		
2201-050	SK03	D		



HGV Turning Left Into Access

Scale 1:200



HGV Turning Left Out Of Access

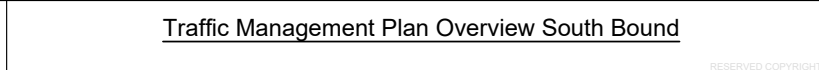
Scale 1:200



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Traffic Management Plan Overview South Bound



NOTES:

Exact details to be agreed by Wiltshire council prior to construction

1. *Journal of Management Studies*, 1997, 34, 1, 1-14.

[illegible]

100

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RED BARN SOLAR FARM

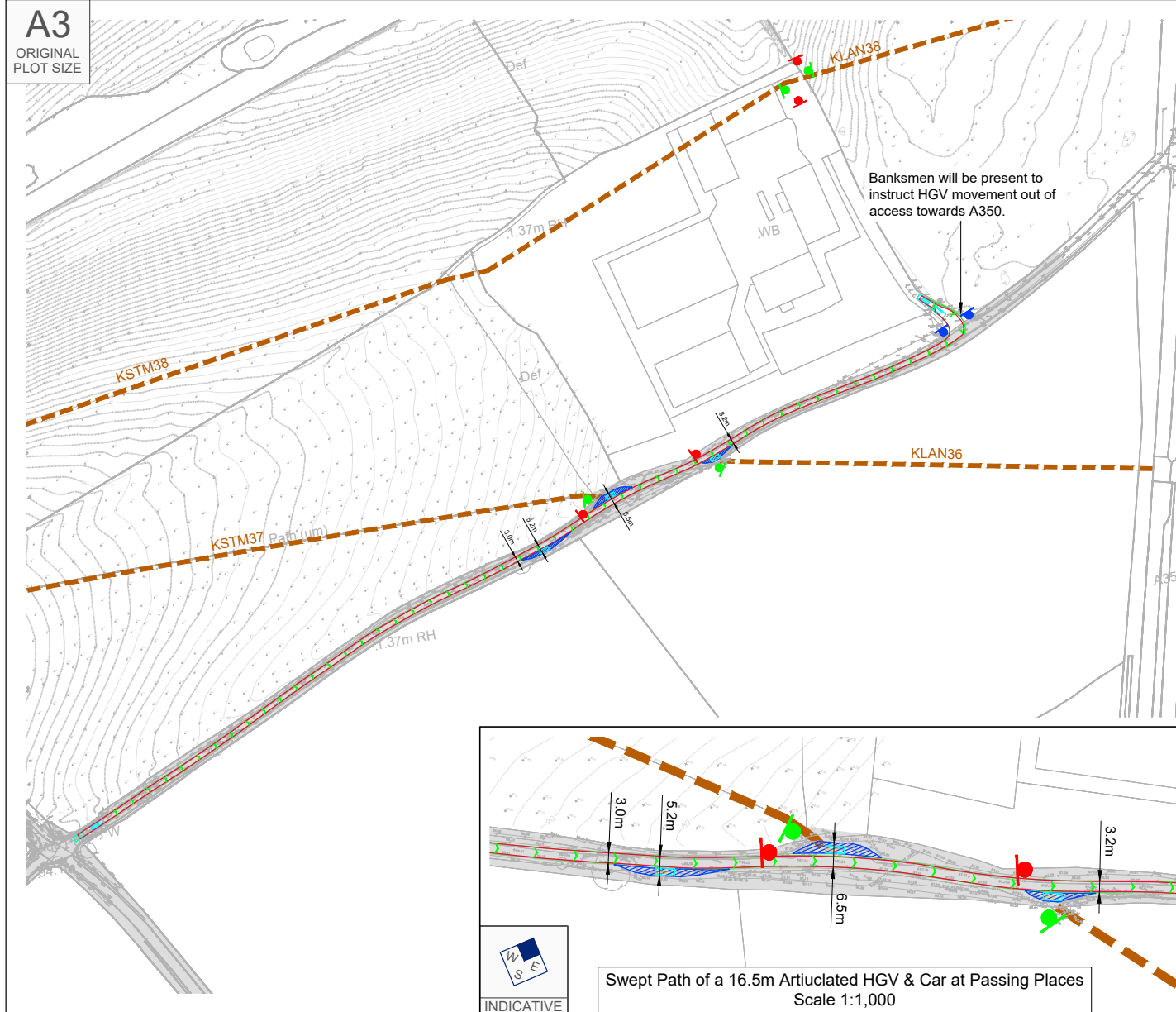
Indicative Traffic Sign

Construction

INDICATIVE

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A3
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PLOT SIZE



Overview of Passing Area and Signage Plan

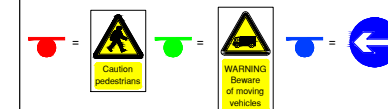
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NOTES:

- The extent of adopted highway shown has been taken from a 1:6,000 scale Ordnance Survey based adopted highway plan dated 3rd May 2022 received from Wiltshire Council and is indicative only.
- The location of public footpaths have been taken from the adopted highway plan referenced in note 1 above and are indicative only.

- = Existing passing area
- = Public right of way
- = Adopted Highway Boundary



C	06.11.25	PRoW signage updated	IW	AG	JD
B	07.10.25	Adopted highway boundary added	AS	AG	JD
A	05.07.24	Added new view of tracking & dimension around passing places.	KVT	RR	JD
Rev	Date	Details	Drawn by	Checked by	Approved by

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Welwyn Garden City

tpa
Transport Planning Associates

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www.tpa.uk.com

CLIENT:

EDEN RB SOLAR LTD

PROJECT:

**RED BARN SOLAR FARM
CHIPPENHAM**

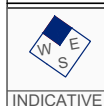
TITLE:

**Allington Road Audit
Passing Area & PRoW
Signage Plan**

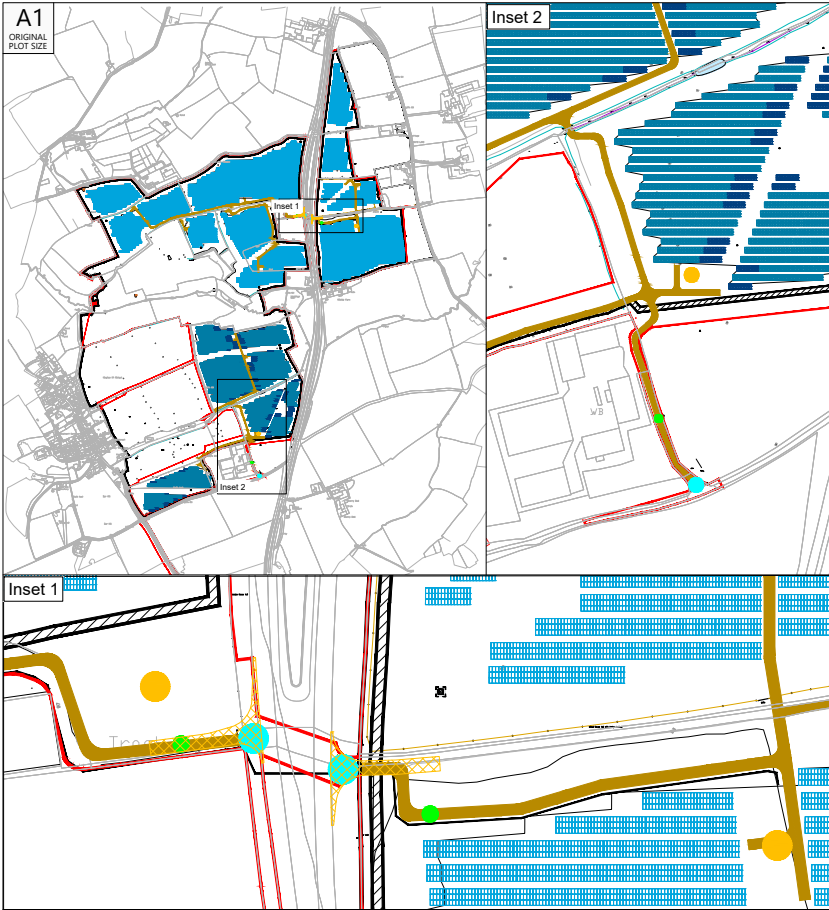
STATUS:

INDICATIVE

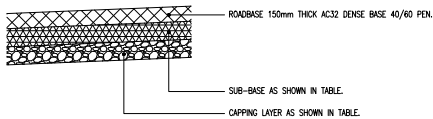
SCALE: As Shown	DATE: 18.03.24	DRAWN: KVT	CHECKED: RR	APPROVED: JD
JOB NO: 2201-050	DRAWING NO: SK15	REVISION: C		



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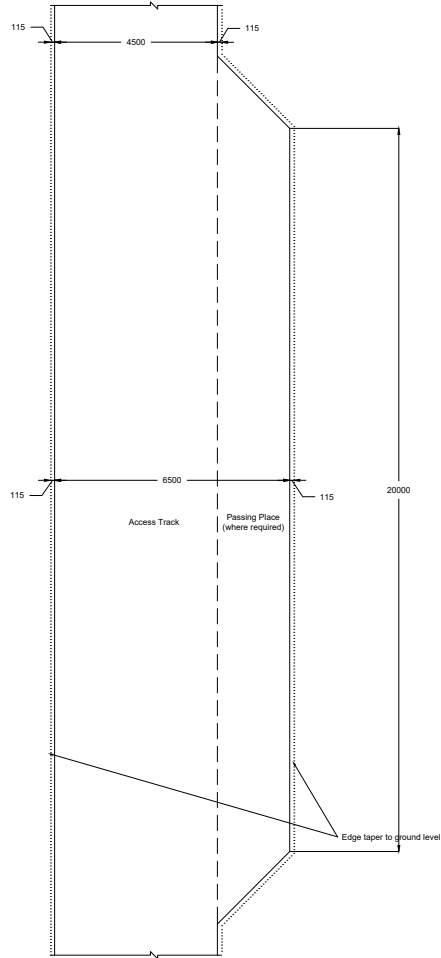


Surface detail

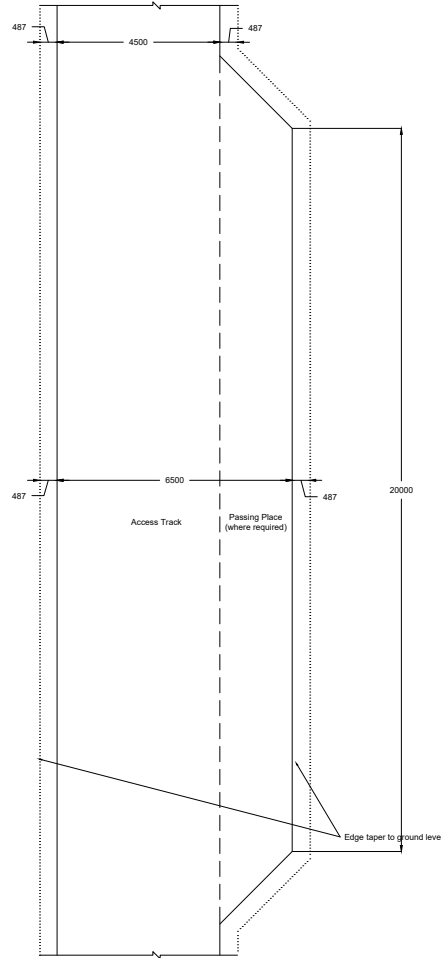


SUB-BASE AND CAPPING LAYER THICKNESSES			
SUBGRADE CBR	CAPPING LAYER THICKNESS (mm)	SUB-BASE THICKNESS (mm)	FOUNDATION TYPE
>15%	150	200	1
	250	150	2
>10 - 15%	170	230	1
	390	180	2
>5% - 10%	210	320	1
	550	240	2
>2.5% - 5%	250	450	1
		350	2

Scale: NTS



Typical Internal Access Track Layout



Typical Internal Access Track Layout
(Non-Intrusive Over Root Protection Areas)

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NOTES

- This drawing is based on Edinvar Renewable's PV Layout drawing reference EDR1008-101 Rev 1, dated 29/03/24
- All dimensions are in millimetres unless otherwise stated

KEY:

- Site Access Location
- Construction Compound Location
- Wheel Wash Facility
- Bound Surface (See H02 & H12 for further detail)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

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CLIENT:
EDEN RB SOLAR LTD

PROJECT:
RED BARN SOLAR FARM -
DISCHARGE OF CONDITIONS
SN14 6DH

TITLE:
Typical Access Track Details
and Passing Place Locations

STATUS:
FOR INFORMATION

SCALE	DATE	DRAWN	CHECKED	APPROVED
NTS	02.10.25	AS	AG	JD
JOB NO	DRAWING NO	REVISION		
2508-038	SK01	D		

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