



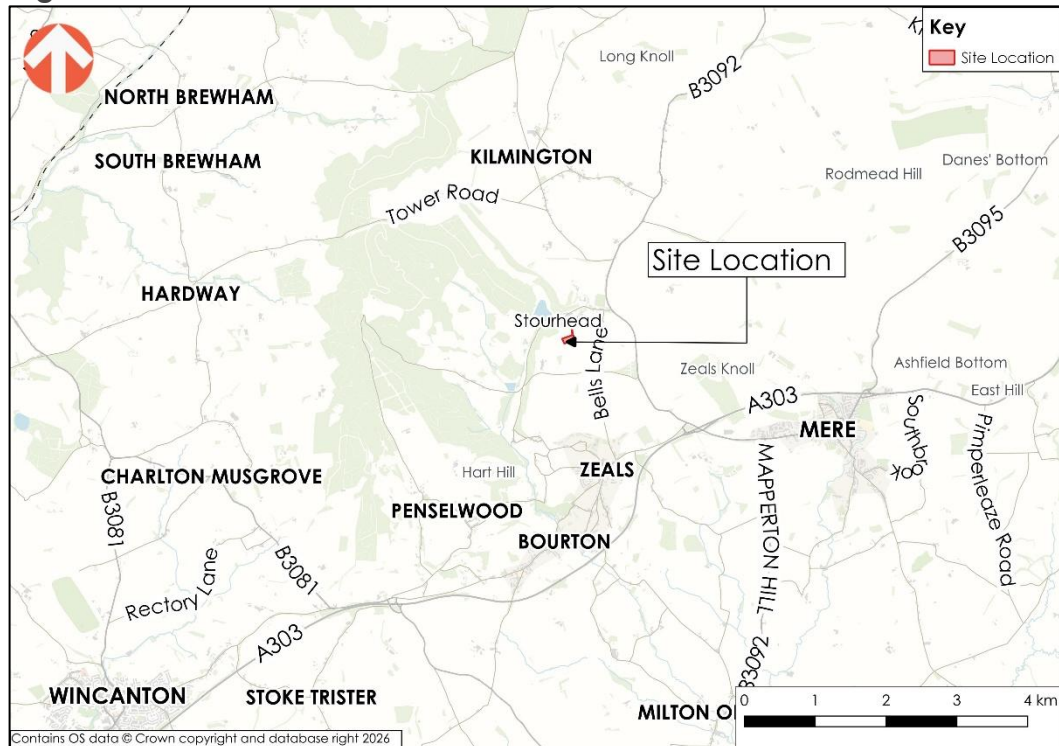
## Stourhead Solar, Stourton, Warminster

### Stourhead Solar - Construction Traffic Management Plan

|                    |                                                                                                            |
|--------------------|------------------------------------------------------------------------------------------------------------|
| <b>Project No.</b> | 2032                                                                                                       |
| <b>Revision</b>    | C                                                                                                          |
| <b>Date</b>        | 19 <sup>th</sup> May 2026                                                                                  |
| <b>Client</b>      | National Trust (Renewable Energy) Ltd                                                                      |
| <b>Prepared</b>    | O Clarke                                                                                                   |
| <b>Checked</b>     | C Middleton                                                                                                |
| <b>Authorised</b>  | C Mason                                                                                                    |
| <b>File Ref.</b>   | P:\2032 Stourhead National Trust Solar\C Documents\Reports\2032 Stourhead National Trust Solar - CTMP.docx |

## 1 Introduction

- 1.1 AWP has been commissioned to prepare a Construction Traffic Management Plan (CTMP) in support of a full planning application for a Solar Farm upon land at Stourhead, Near Mere, Wiltshire, BA12 6QD.
- 1.2 The proposed development is for the installation of a ground mounted solar PV farm plus ancillary infrastructure, equipment, landscaping and access. There will be a maximum grid export capacity of 500kWp.
- 1.3 The location of the site in relation to its surroundings can be seen within Figure 1.1 below. The proposed site layout is attached in Appendix B.

**Figure 1.1: Site Location – Wider Context**

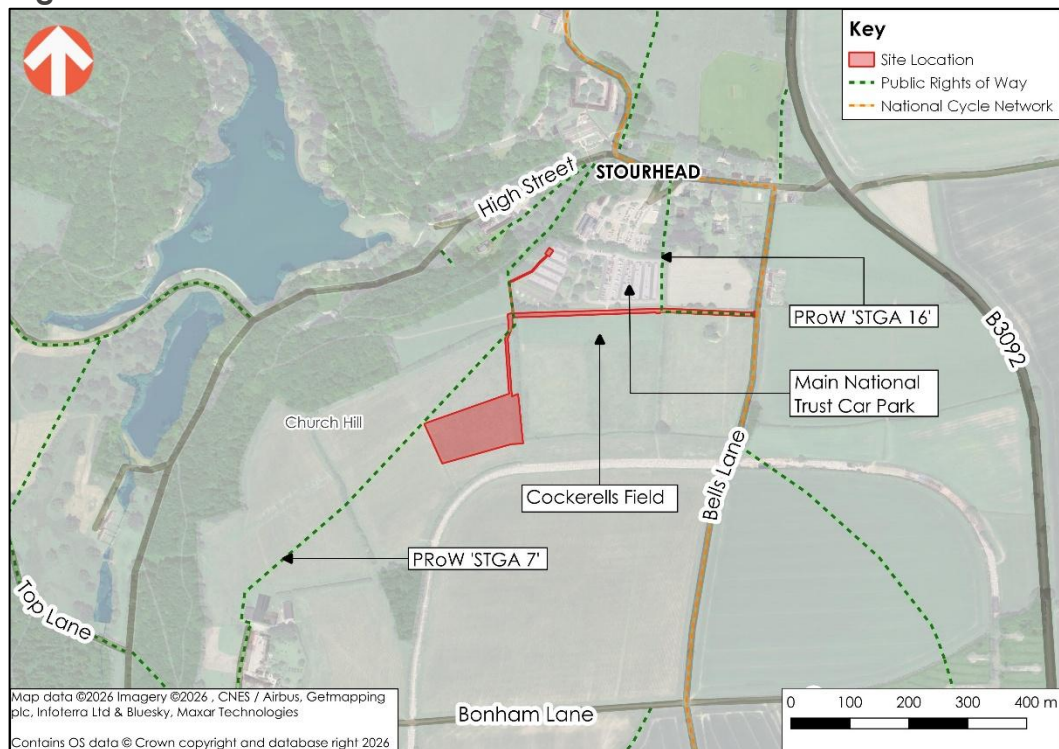
- 1.1 This CTMP provides information on:
- Existing Local Conditions;
  - Development Proposals and Access Arrangements (including Public Rights of Way management);
  - Construction Trip Generation, Traffic Impact, and Management Measures; and
  - Operational Trip Generation and Traffic Impact.
- 1.2 The final section of this CTMP will provide a summary and conclusion to the report.

## 2 Existing Conditions

- 2.1 The site forms the southern part of an undeveloped field, and is bordered by surrounding undeveloped land. The National Trust Stourhead House & Gardens are located to the north of the site, along with associated car parking.
- 2.2 The field located directly east of the site is known as the Cockerells Field. This is used as an overflow car park during events (i.e. Christmas, Easter), with access to the existing visitor car park located to the north.

- 2.3 The location of the site in relation to the local area can be seen in Figure 2.1:

**Figure 2.1: Site Location – Local Context**



### Local Road Network

- 2.4 There is an existing track located within close proximity to the northern boundary of the site. This routes in an east to west direction, and along the northern side of Cockerells Field. To the east, it provides access to Bells Lane, via an existing gated entrance. This access is currently only used for maintenance and agricultural purposes, and is not used by visitors of the National Trust Stourhead House & Gardens.
- 2.5 To the north, Bells Lane routes for approximately 215m before connecting to High Street via a simple priority junction.
- 2.6 High Street provides access to the main Stourhead House & Gardens entrance to the west, and to the east, High Street connects with the B3092 via a simple T-Junction. To the south, the B3092 provides access to the A303 (T) and the Strategic Road Network. The A303 (T) provides access to Andover, the A350, and M3 (T) to the east, and towards Yeovil and the M5 (T) to the west. To the north, the B3092 provides access to the A361 and towards Frome.
- 2.7 To the south, Bells Lane provides access to the surrounding rural areas, including the village of Zeals.

### **Pedestrian and Cycle Network**

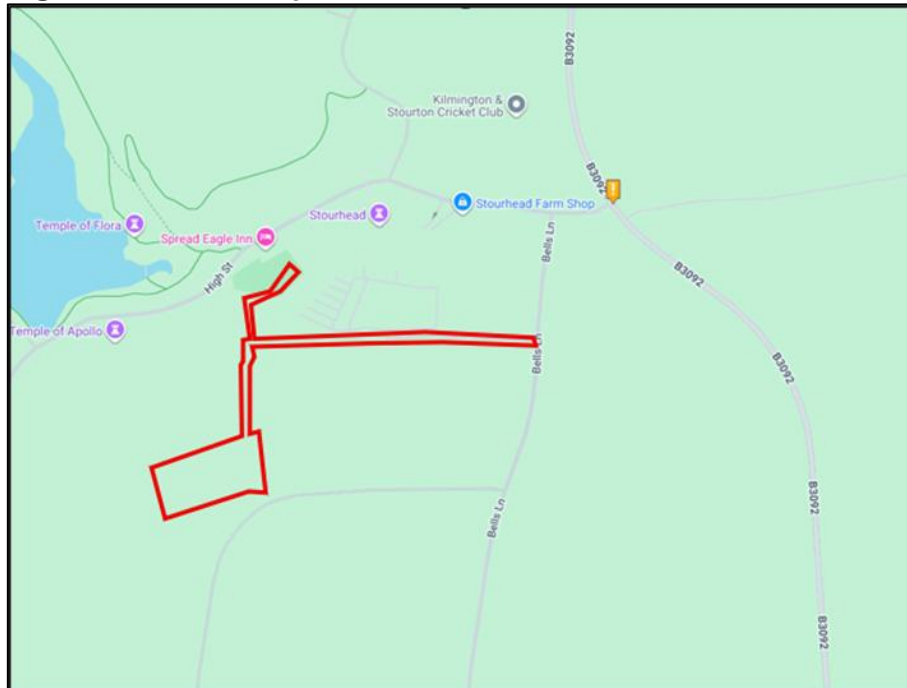
- 2.8 There are a number of Public Rights of Ways (PRoWs) within the vicinity of the proposed site.
- 2.9 These are outlined below and shown on Figure 2.1 above. All of the PRoWs are classified as footpaths.
- PRoW 'STGA 16' routes from Bells Lane along the existing track, before routing in a northerly direction through the Stourhead House & Gardens and connecting to High Street; and
  - PRoW 'STGA 7' routes directly north of the proposed site, in a north east to south west direction. To the north of the site, it routes through the Stourhead House & Gardens before connecting with High Street.
- 2.10 National Cycle Network (NCN) Route 25 is located to the east of the site, routing along Bells Lane and High Street. This is shown on Figure 2.1 above. NCN 25 provides access to Frome to the north (via NCN 24) and Gillingham to the south.

### **Public Transport**

- 2.11 The closest bus stop to the site is located at the Bells Lane / High Street junction, located approximately a three-minute (215m) walk from the existing Bells Lane access. This is known as the 'Bus Shelter' bus stop, and a sheltered seating area is provided.
- 2.12 This bus stop provides access to the 80 and 82 bus services. The 80 routes between Mere and Frome via Stourton, and operates one AM service on a Wednesday. The 82 provides a route between Mere and Warminster via Kilminster and Horningham, operating one AM service on a Friday. The full bus timetables are attached in Appendix C.

### **Accident History**

- 2.13 Personal Injury Accident (PIA) data for the latest five-year period for which data is available has been reviewed, using records obtained using Crashmap. The extent of the PIA search area covers the local road network in the vicinity of the site, including Bells Lane, High Street and the B3092. An extract of the Crashmap PIA records is shown on Figure 2.1 below.

**Figure 2.2: CrashMap Extract**

- 2.14 As shown in Figure 2.2 above, there have been no recorded incidents at the site access or along Bells Lane in the vicinity of the site.
- 2.15 One incident was reported within the search area and timeframe, which has a casualty severity of 'slight' and is an isolated incident. It occurred at the T-Junction with High Street and the B3092, and involved two vehicles. With only one slight incident within the study area occurring at an isolated location, this therefore demonstrates that there is no history of incidents that suggest any road safety issues in the vicinity of the site.
- 2.16 In conclusion, a review of the accident records on the local road network, for the most recent five-year period for which data is available, demonstrates that there is no pattern of incidents that might suggest any existing road safety issues on the local road network in the vicinity of the proposed site.

### **3 Development Proposals & Access Arrangements (including PRow Management)**

#### **Development Proposals**

- 3.1 The proposed development is for the construction of a solar farm with the installation of a ground mounted solar PV farm plus ancillary infrastructure, equipment, landscaping and access. There will be a maximum grid export capacity of 500kWp.

- 3.2 The site layout plan for the proposals is contained in Appendix B.

### **Vehicular Site Access**

- 3.3 Access to the site is proposed to be via the existing access junction onto Bells Lane, located to the east of the site. This is currently used for agricultural and maintenance purposes, and as outlined in Section 2 of this report, there is no history of accidents at this location or in the vicinity. From the Bells Lane junction, vehicles will route along the existing track through Cockerells Field to access the site.
- 3.4 This access route will be used for both the construction and operational stages of the development. As outlined in Section 6 of this report, once the construction of the site has been completed, the site will only be used occasionally by maintenance vehicles.
- 3.5 There will be adequate space provided for vehicles to turn around within the site, to ensure that all access/egress movements are made in a forward gear.

### **Public Rights of Way**

- 3.6 As outlined in Section 2 of this report, there are a number of PRowS within the vicinity of the site.
- 3.7 The existing alignment of the PRow 'STGA 16' and 'STGA 7' will not be impacted by the proposed development, including at the construction stage. Signage and interpretation boards will be installed along the PRow route, and will contain relevant information on the proposed development, including timescales and any impacts of the works on the PRow. These will be installed at the entrance points of the PRow (including at the junction with Bells Lane), with additional warning signage provided at regular intervals.
- 3.8 There are three points on the site where PRowS cross over the vehicle access route. At these locations, additional warning signage will be installed, including 'Pedestrians Crossing' signage for lorry drivers and 'HGVs Crossing' signage for pedestrians. Staggered barriers will be installed for pedestrians on either side of the crossing points, and speed humps will be installed for vehicles. At the crossing points, HGV drivers will give way to pedestrian users. In addition, there will be driver awareness training provided for HGV drivers.

- 3.9 It will be the contractor's responsibility to ensure that the site is organised so that pedestrians can move without risk to health or safety, as required by the CDM 2015 Regulations.

## 4 Construction Activities and Site Operations

### Introduction

- 4.1 It is anticipated that the development would be constructed in a phased manner. It is not expected that much work would be required on levels or groundwork, but any such construction activity needed would be undertaken first. This would be followed by the installation of the support frames and footings, then the delivery and installation of the solar panels and associated equipment, and finally connection to the grid.
- 4.2 All of the site deliveries will be made to the on-site temporary construction compound where construction plant and materials will be stored.

### Working Hours & Construction Period

- 4.3 The normal working hours for construction at the site are expected to be as follows:
- Monday to Friday 07:00 – 18:00
  - Saturday 09:00 – 13:30
- 4.4 Construction work will not take place outside of the times outlined above, or on Bank Holidays, without prior agreement from the Local Planning Authority.
- 4.5 Deliveries by HGV will be arranged so that they arrive/depart outside of the peak hours on the local road network (e.g. 08:00-09:00 and 17:00-18:00) and are staggered where possible to minimise the number of vehicles turning up at the site at the same time.
- 4.6 It is expected that the temporary construction period will be over an eight-week period. This will be timed to avoid coinciding with any of the major events associated with the Stourhead House and Gardens, and therefore, the overflow car park in Cockerells Fields will not be in use throughout the construction phase.

## 5 Construction Traffic Management

- 5.1 During the temporary construction phase of the development, traffic will be generated by delivery/collection vehicles and journey to work trips associated with the workforce.
- 5.2 Transportation of any construction plant will take place on a maximum vehicle size of a 16.5m articulated lorry and would only be required on an infrequent basis, most notably at the beginning and end of the construction phase as site operations are wound up/down. The types of trips expected to be generated are listed below:
- Delivery of the solar panels
  - Delivery of DNO switchgear, and transformers
  - Foundations and hardstanding materials
  - Civil engineering materials being brought onto the site
  - Plant deliveries to and from the site
  - Fuel and commodities deliveries
- 5.3 Staff travelling to and from the site are expected to do so by a variety of different means, including by minibuses and smaller private vehicles.
- 5.4 It is not considered that the proposals for the development present the potential for any unusual construction activities or abnormal loads for a development of this type. Furthermore, the quantity and frequency of construction vehicle trips are not expected to be significantly different from those associated with other similar sites (further details are provided below).

### Routes to/from Site

- 5.5 All construction traffic will be required to approach and depart the site using the existing access track from Bells Lane. All construction traffic will route along Bells Lane to the north to access High Street, before travelling south along the B3092. This will provide access to the A303 (T) for eastbound and westbound directions.
- 5.6 The construction route to / from the site is shown in Figure 5.1, attached in Appendix A.
- 5.7 An on and off-site signing strategy will be implemented to guide all construction traffic and staff to the development site. It is not anticipated

that any roads will need to be temporarily closed to traffic during the construction phase.

### **Construction Phase Traffic Generation**

- 5.8 The construction phase trip generation information has been supplied by the developer, based on their experience of similar installations.
- 5.9 Over the eight-week construction period, it is expected that there will be approximately eight two-way HGV movements per day. This will be additional to a small number of staff vehicle movements, and as outlined below, the majority of these would likely involve minibuses or vans with a high occupancy rate.
- 5.10 The predicted delivery trips would be spread throughout the day and avoid the peak hours where possible, occurring at times allocated through a project Delivery Management Procedure.
- 5.11 A protocol for construction vehicles could include the following:
- The access route to and from the site will be signed, with all construction visitors to the site being advised of the route to follow;
  - The Site Manager will be responsible for ensuring all construction and delivery vehicles to and from the site are managed efficiently and reduce nuisance or unnecessary disruption to the operation of the existing highway network;
  - Drivers of delivery vehicles will be required to contact the Site Manager by mobile telephone to advise of their approach to the site so that the appropriate access route can be cleared and security gates opened. This will ensure that vehicles do not have to wait on the public highway and will not meet other construction HGVs at the site access junction on Bells Lane;
  - Parking for contractors vehicles deemed essential will be provided within the site boundary; and
  - The Site Manager will ensure that the public highway is kept clear of mud and debris, with measures such as wheel washing employed.
- 5.12 This proposed delivery procedure would provide adequate controls, sometimes contractually, to enable the Site Manager to effectively

schedule deliveries to/from the site to minimise the impact on the local and wider road network.

### **Construction Staff Trips**

- 5.13 Construction staff will travel to site via minibuses and smaller private vehicles. One travel pattern characteristic associated with the construction industry is the practice of journeys to work being made in groups with pickups made by minibus or van through the local area where the workforce reside. This is a common occurrence for teams of manual workers that are transported to/from the site by their recruitment agency. Therefore, although a modest number of non-HGV trips are identified in association with the development of the site, it is likely that a high vehicle occupancy rate would be applicable.
- 5.14 A promotional strategy will be implemented by the applicant in order to raise awareness of and promote sustainable travel options for workers during the construction phase, including car share and public transport options.
- 5.15 This strategy will include a transport briefing for construction employees during the site induction at the beginning of work on site. It is envisaged that this would cover active travel and public transport options, and the dissemination of car share contact numbers. Copies of updated information could be displayed on a prominent site notice board.

### **Construction Traffic Impact**

- 5.16 Based on the above trip generation information, it is expected that over the eight-week construction period, there would be approximately eight HGV movements per day, which is equivalent to fewer than one HGV movement every hour.
- 5.17 In addition, although a small number of non-HGV trips are identified in association with the development of the site, it is likely that a high vehicle occupancy rate would be applicable.
- 5.18 Therefore, given the very low trip generation expected during the construction stage which would typically only last eight weeks, it is considered that the temporary traffic impact of the consented site during the construction stage would be negligible. It is therefore considered that there will be no 'severe' impact on the local road network during the construction stage, as required by the NPPF.

## **6 Operational Stage Traffic**

- 6.1 When operational, the site will not require any staff to be located on site. There is however likely to be occasional visits for maintenance and inspection purposes only.
- 6.2 Maintenance traffic would be in the form of vans from visiting technicians with occasional deliveries for spare parts and replacement equipment. It is expected that there would only be around one maintenance visit to the site per month once operational.
- 6.3 Operational stage traffic will access the site via the existing access from Bells Lane and the internal track.
- 6.4 Operational stage traffic flows are therefore expected to be extremely low and typically outside the normal network peak hours, so the impact on the surrounding highway network will be negligible.

## **7 Conclusion**

- 7.1 AWP has been commissioned to prepare a Construction Traffic Management Plan (CTMP) in support of a full planning application for a Solar Farm upon land at Stourhead, Near Mere, Wiltshire, BA12 6QD.
- 7.2 The proposed development is for the installation of a ground mounted solar PV farm plus ancillary infrastructure, equipment, landscaping and access. There will be a maximum grid export capacity of 500kWp.
- 7.3 A review of the local road network has been undertaken. This includes a review of the accident records on the local road network for the most recent five-year period for which data is available, which demonstrates that there is no pattern of incidents that might suggest any existing road safety issues on the local road network in the vicinity of the development site.
- 7.4 Access to the site is proposed to be via the existing access junction onto Bells Lane, located to the east of the site. From the Bells Lane junction, vehicles will route along the existing track through Cockerells Field to access the site. There will be adequate space provided for vehicles to turn around within the site, to ensure that all access/egress movements are made in a forward gear.
- 7.5 The existing alignment of the PRow 'STGA 16' and 'STGA 7' will not be impacted by the proposed development, and Signage and interpretation

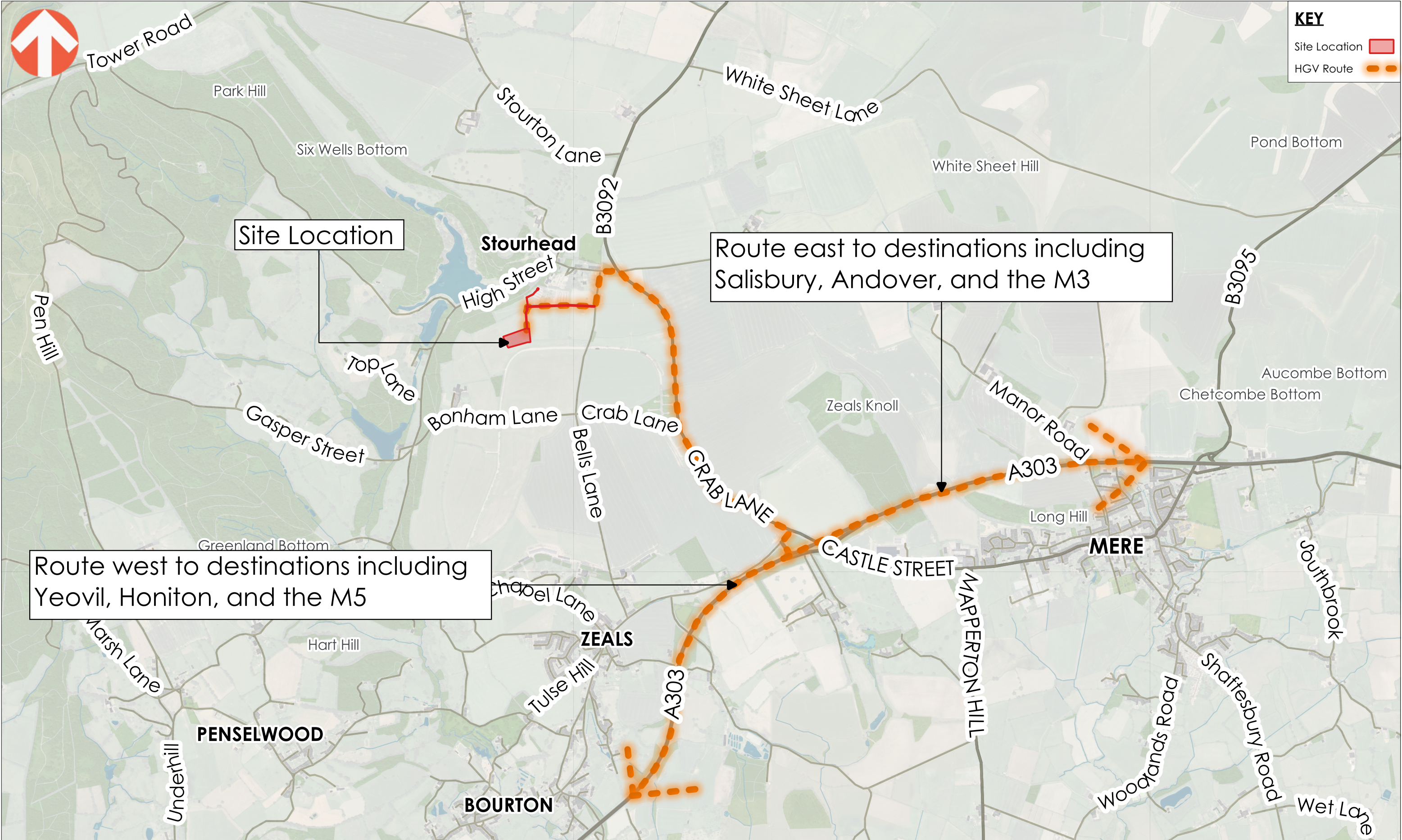
boards will be installed along the PRow route. Additional signage will be installed at any points where the PRow crosses over the vehicle access routes.

- 7.6 It is expected that the temporary construction period will be over an eight-week period. This will be timed to avoid any of the main events associated with the Stourhead House and Gardens, such as around Easter / Christmas, and therefore, the overflow car park in Cockerells Fields will not be in use.
- 7.7 All construction traffic will be required to approach and depart the site using the existing access track from Bells Lane. All construction traffic will route along Bells Lane to the north to access High Street, before travelling south along the B3092 to reach the A303 (T).
- 7.8 A number of best practice techniques for minimising the temporary impact of construction traffic are proposed and have been outlined.
- 7.9 In order for the CTMP to be most effective, it is proposed that it is implemented on a site wide basis by all employees and sub-contractors coordinated by the Site Manager.
- 7.10 Trip generation for the construction phase of the development has been outlined. It is expected that over the eight-week construction period, there would be approximately eight HGV movements per day. In addition, a small number of non-HGV trips for staff are identified, although it is likely that a high vehicle occupancy rate would be applicable. When operational, it is expected that there would only be one visit per month for maintenance purposes.
- 7.11 In overall conclusion, given the low construction and operational trip generation of the development, alongside the construction time period of eight weeks and the measures proposed to manage the impacts during the construction stage, it is considered that the traffic impact of the scheme would be negligible. It is therefore considered that there will be no 'severe' impact on the local road network during the construction or operational stage, as required by the NPPF, and that there is no highway reason to prevent planning permission from being granted.

## **AWP**



## **Appendix A** Drawing and Figures



**KEY**

Site Location 

HGV Route 

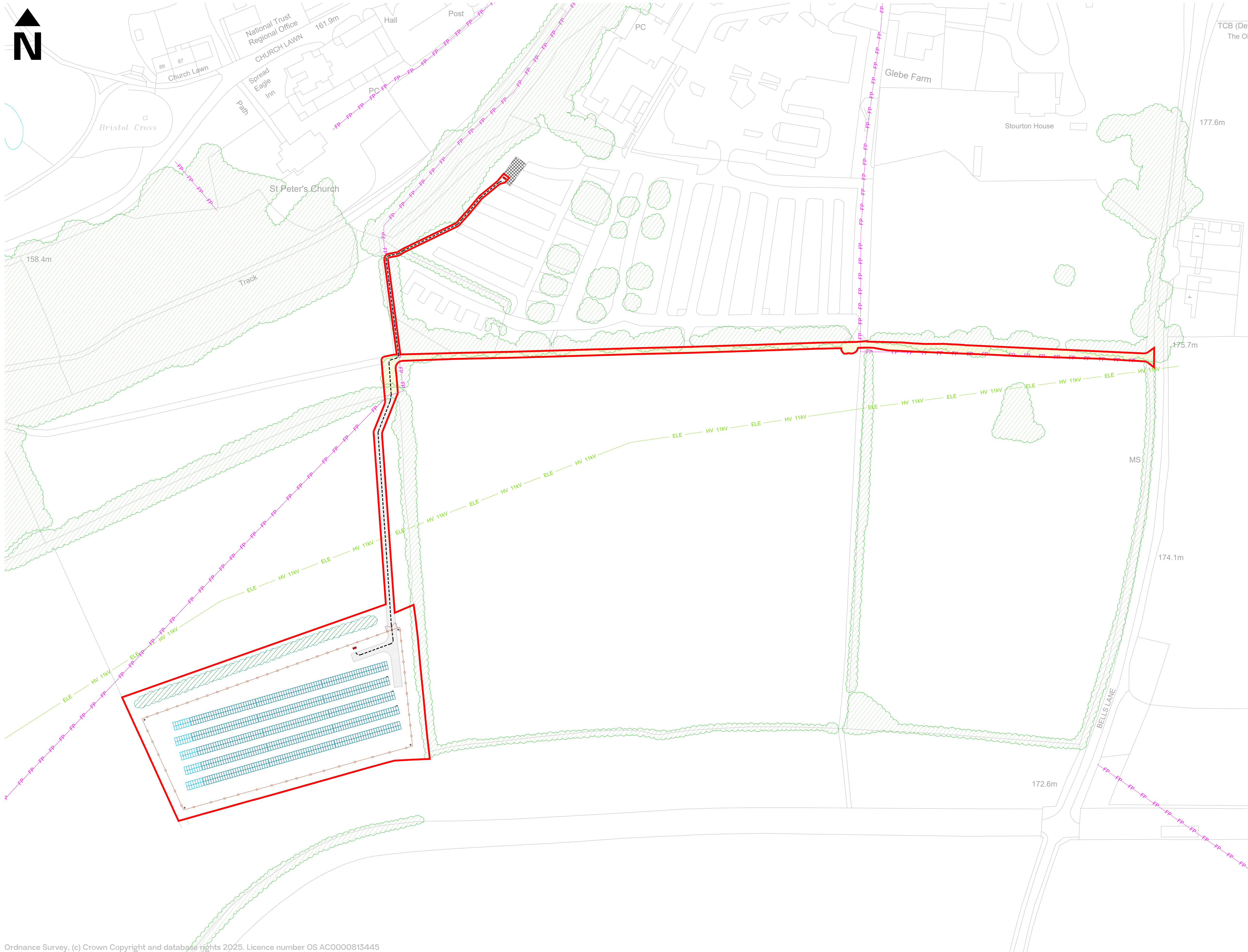
Route west to destinations including Yeovil, Honiton, and the M5

Route east to destinations including Salisbury, Andover, and the M3

|                                                                                                                                                                                                                   |            |               |    |     |     |  |                                                                                                   |                        |               |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------------|----|-----|-----|--|---------------------------------------------------------------------------------------------------|------------------------|---------------|----|-----|----|-----|------|-------------|----|-----|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <div>Map data ©2026 Imagery ©2026 , CNES / Airbus, Getmapping plc, Infoterra Ltd &amp; Bluesky, Maxar Technologies</div> <div>Contains OS data © Crown copyright and database right 2026</div>                    |            |               |    |     |     |  | PROJECT: STOURHEAD SOLAR                                                                          |                        |               |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |
|                                                                                                                                                                                                                   |            |               |    |     |     |  | TITLE: HGV ROUTING PLAN                                                                           |                        |               |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |
|                                                                                                                                                                                                                   |            |               |    |     |     |  | PROJECT No: 2032                                                                                  | DRAWING No: FIGURE 5.1 | REV: A        |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |
|                                                                                                                                                                                                                   |            |               |    |     |     |  | SCALE @ A3:  |                        |               |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |
| <table border="1"><tr><td>A</td><td>20.02.2026</td><td>INITIAL ISSUE</td><td>OC</td><td>CAM</td><td>CM</td></tr><tr><td>REV</td><td>DATE</td><td>DESCRIPTION</td><td>BY</td><td>CHK</td><td>APD</td></tr></table> |            |               |    |     |     |  | A                                                                                                 | 20.02.2026             | INITIAL ISSUE | OC | CAM | CM | REV | DATE | DESCRIPTION | BY | CHK | APD | <div></div> <div>Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU<br/>Tel: 01392 409007 Web: www.awpexeter.com</div> |  |  |
| A                                                                                                                                                                                                                 | 20.02.2026 | INITIAL ISSUE | OC | CAM | CM  |  |                                                                                                   |                        |               |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |
| REV                                                                                                                                                                                                               | DATE       | DESCRIPTION   | BY | CHK | APD |  |                                                                                                   |                        |               |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |
| CLIENT: NATIONAL TRUST (RENEWABLE ENERGY) LTD                                                                                                                                                                     |            |               |    |     |     |  |                                                                                                   |                        |               |    |     |    |     |      |             |    |     |     |                                                                                                                                                                                                                          |  |  |



## **Appendix B** Proposed Site Layout



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This drawing is to be submitted for planning purposes only. All dimensions are to be confirmed on site prior to commencement of work.

| Revisions: |          |                                                                                                                                                                                                                                                                   |       |           |  |
|------------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----------|--|
| Revision   | Date     | Revision Notes                                                                                                                                                                                                                                                    | Drawn | Inspected |  |
| 01         | 14.10.25 | First Issue                                                                                                                                                                                                                                                       | RR    | ZH        |  |
| 02         | 28.10.25 | Red Line Boundary and Indicative Substation adjusted, DND Access Track, Transformer and Switchgear removed, Distribution Panel relocated, Panel spec changed to 2 in P, inter row spacing increased to 4m, Panels adjusted to be in line with southern fence line | RR    | ZH        |  |
| 03         | 29.10.25 | Western and Southern field boundaries formed by stock fencing added, Red Line Boundary and CCTV adjusted                                                                                                                                                          | RR    | ZH        |  |
| 04         | 30.03.26 | RLB, Cable Route, Indicative Substation Compound and Logo Amended                                                                                                                                                                                                 | EM    | SP        |  |
| 05         | 21.04.26 | RLB and Indicative Substation Compound Area Amended                                                                                                                                                                                                               | EM    | ZH        |  |
| 06         | 22.04.26 | Red Line Boundary Amended                                                                                                                                                                                                                                         | MR    | ZH        |  |

| LEGEND: |                                     |
|---------|-------------------------------------|
|         | PLANNING APPLICATION BOUNDARY       |
|         | SITE ACCESS                         |
|         | TEMPORARY CONSTRUCTION ACCESS TRACK |
|         | PERIMETER FENCELINE                 |
|         | CABLE ROUTE                         |
|         | WATERCOURSES                        |
|         | FOOTPATH                            |

| SITE INFRASTRUCTURE: |                                 |
|----------------------|---------------------------------|
|                      | SSE INDICATIVE COMPOUND AREA    |
|                      | SECURITY GATE (PERIMETER FENCE) |
|                      | CCTV CAMERA                     |
|                      | PV DISTRIBUTION BOARD           |
|                      | STRING INVERTER                 |

| SERVICES: |               |
|-----------|---------------|
|           | ELE HV 11kV   |
|           | O/H 11kV LINE |
|           | ELE HV 11kV   |

| VEGETATION: |                     |
|-------------|---------------------|
|             | EXISTING VEGETATION |
|             | PROPOSED VEGETATION |

| INDICATIVE PV MODULE LAYOUT: |                        |
|------------------------------|------------------------|
|                              | FULL TABLE PV ARRAY    |
|                              | QUARTER TABLE PV ARRAY |

Status: **PLANNING**

Project: **STOURHEAD SOLAR FARM**

Client:



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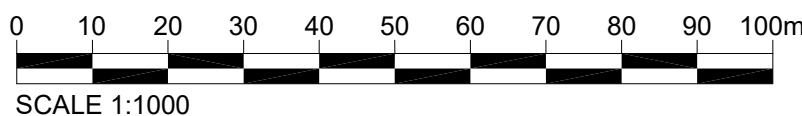
Drawing Title: **STOURHEAD SOLAR FARM  
PROPOSED SITE LAYOUT PLAN**

|                       |                       |                       |          |
|-----------------------|-----------------------|-----------------------|----------|
| Drawn: RR             | Checked: ZH           | Drawing Scale: 1:1000 | Size: A1 |
| Project Code: AEM053- | Drawing Number: PL-01 | Revision: 06          |          |

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# STOURHEAD SOLAR FARM - PROPOSED SITE LAYOUT PLAN

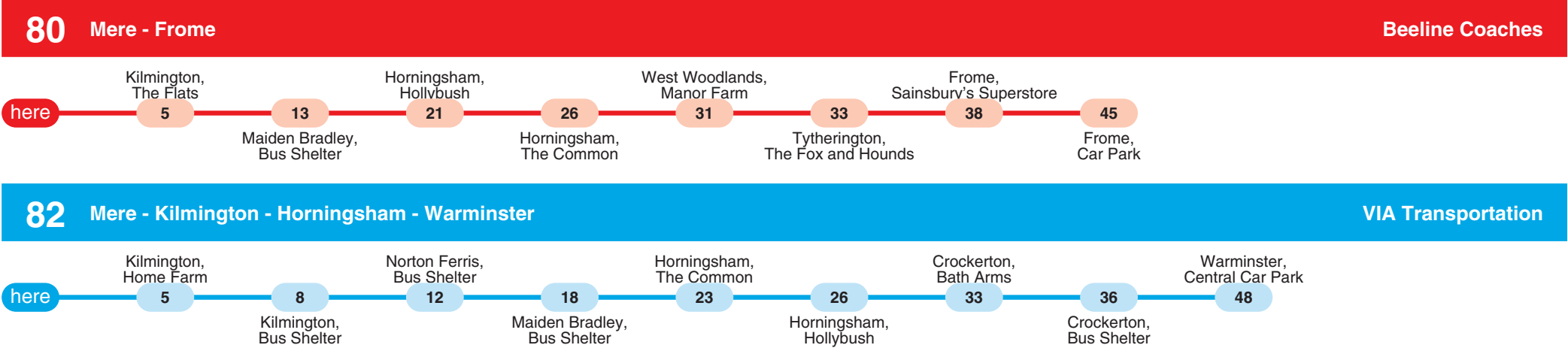
Scale: 1:1000@A1





## **Appendix C** Bus Timetables

Bus departures from this stop  
Stourton  
Bus Shelter (E-bound)



The numbers circled indicate approximate timings in minutes from Stourton, Bus Shelter

| Mondays to Fridays |    |              |  | Bus times as at 9th January 2026 |    |              |  |
|--------------------|----|--------------|--|----------------------------------|----|--------------|--|
| Time               |    | Service Note |  | Time                             |    | Service Note |  |
| 0917               | 82 | F            |  | 0940                             | 80 | Wed          |  |
|                    |    |              |  |                                  |    |              |  |
| Saturdays          |    |              |  |                                  |    |              |  |
| No Service         |    |              |  |                                  |    |              |  |
|                    |    |              |  |                                  |    |              |  |
| Sundays            |    |              |  |                                  |    |              |  |
| No Service         |    |              |  |                                  |    |              |  |

Notes: F - Fridays    Wed - Wednesdays

BY SMS

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts are free, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: wiladagw

NextBuses

Bus times by mobile browser

