



Arleston Solar and BESS

Construction Traffic Management Plan

Arleston Solar Limited

Prepared by:

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1GE

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Basis of Report

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1.0 Introduction

- 1.1 SLR Consulting has been commissioned by Arleston Solar Limited to prepare a Construction Traffic Management Plan (CTMP) to support a planning application for a proposed solar farm development with associated infrastructure and equipment at Arleston Lane, South Derbyshire. The site layout can be found at **Appendix A**.
- 1.2 The proposed development comprises the installation of a solar photovoltaic farm with ancillary infrastructure and equipment including a battery energy storage system (BESS). It is proposed that the maximum export capacity of the solar farm would be 41MW, and the BESS would have a capacity of 99.99MW.
- 1.3 The purpose of the CTMP is to provide a coordinated strategy to address challenges associated with the construction of the site and sets out measures to mitigate any potential impact of traffic movement associated with construction,
- 1.4 The CTMP is a living document which will be used throughout the construction phase of the development as a basis for a constant and coordinated management of construction traffic. The CTMP will be updated as necessary as the project progresses. Where the document is updated, it will clearly be noted as a variation.
- 1.5 A Principal Contractor has not yet been appointed as the planning permission is yet to be granted. This outline CTMP therefore sets out the general principles of how construction traffic will be managed during the construction phase. A detailed CTMP will be developed following grant of planning consent and the appointment of a Principal Contractor.
- 1.6 The precise detail may vary from content within this report; however, the broad principles will remain. The CTMP developed by the Principal Contractor will form the basis of agreeing the construction arrangements associated with the development with Derbyshire County Council (DCC).
- 1.7 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- 1.8 The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor and those of the highway department at DCC will be exchanged before commencement of works at the site.
- 1.9 This CTMP has been prepared with the following objectives:
 - To ensure that construction traffic does not have a detrimental effect on the surrounding public highway and local community;
 - To reduce the impact of construction traffic on the conventional network peak traffic hours; and
 - To identify measures to ensure safe and efficient movement of construction traffic.

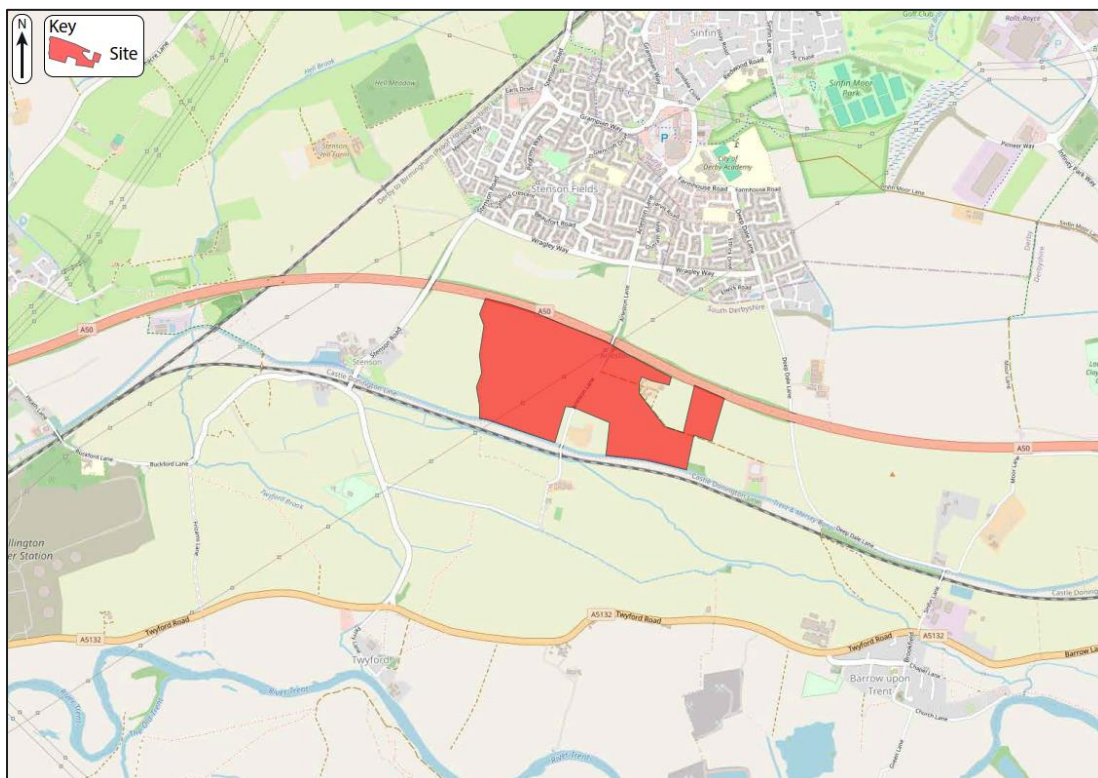


2.0 Site Context and Construction Methodology

Site Location

- 2.1 The site is located within the administrative boundary of South Derbyshire and Derbyshire Council, who act as the local planning authority and local highway authority respectively. It is located approximately 6.5km south from the centre of Derby, and approximately 700m from the southern boundary of Sinfen.
- 2.2 The current land use of the site is agricultural land and is surrounded by other parcels of agricultural land. The hamlet of Arleston is also located to the immediate south of the site.
- 2.3 The site location can be seen in **Figure 2.1**.

Figure 2.1 – Site Location



Construction Programme and Vehicle Arrangements

Proposed Construction Programme

- 2.4 Prior to the commencement of construction, the site contractor will be appointed to oversee the development and ensure that the operation of construction is regulated.
- 2.5 A programme of works will be consolidated by the appointed contractor, and the detailed construction phases, together with their anticipated duration, start and end dates, will be confirmed.



- 2.6 The construction of the array of solar photovoltaic panels will involve a number of key phases, which will be undertaken in accordance with a programme of works. Whilst some of these phases are required to be completed before others can commence, many will be carried alongside other phases, and so will overlap.
- 2.7 Whilst the detailed programme of works will need to be agreed, it is anticipated that the construction programme will last for approximately 12 - 18 months.
- 2.8 An overview of the indicative construction programme is shown within **Table 2.1**.

Table 2.1 - Indicative Construction Programme

Stage 1
- Mobilise contractor team - Site set up and clearance - Install site compound - Install stock-proof fencing and CCTV
Stage 2
- Completion of civils works - Internal stone tracks - Reen culverts - Cable trenches - Preparation of the grid yard - Install Solar Panel Mounting System - Mount Solar PV Modules - Complete Construction works on grid yard - Install ancillary electrical equipment - Inverters - Transformers - Battery installation
Stage 3
- Testing & Commissioning - Demobilise contractor teams - Complete associated landscaping works

Site Access, Fencing and Layout

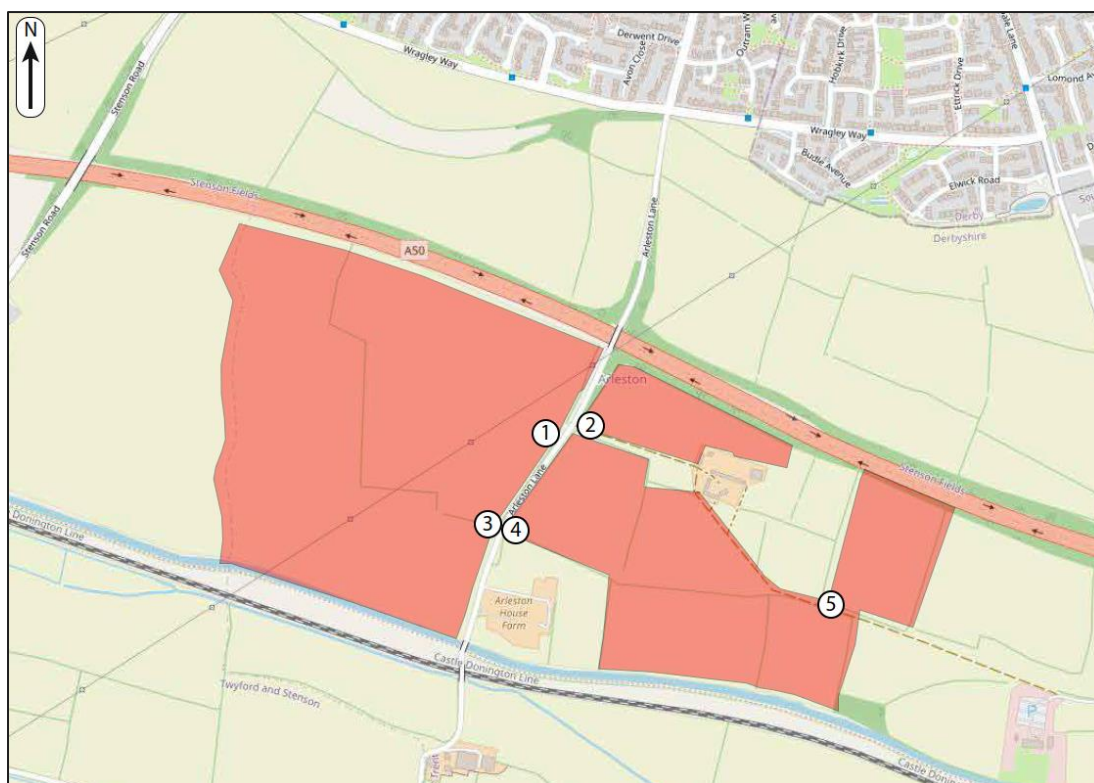
Site Access

- 2.9 There are five proposed accesses to the site. Access 1 through to Access 4 are to be taken from Arleston Lane, whilst Access 5 will be taken from the unclassified road leading to Arleston Farm.
- 2.10 It is proposed that construction vehicles for all 5 accesses are to be routed via Arleston Lane to the north of the site. This is due to the unsuitability of Deep Dale Lane to the east of the site for HGV traffic, and the weight restriction on the railway bridge on Arleston Lane to the immediate south of the site.



- 2.11 There are several weight and height restrictions on highways located within proximity of the site, and as such care will need to be taken that HGV traffic accesses the site using appropriate routes suitable for their vehicles. Details regarding the routing of construction traffic is presented further in **Section 3** of the report.
- 2.12 The appointed contractor will take all reasonable steps to ensure that construction traffic travels to and from the site via the appropriate route. The appointed contractor will ensure that suppliers are aware of this.
- 2.13 **Figure 2.2** shows the location of the site accesses in relation to the site, and the access drawings for the site can be found at **Appendix B**.

Figure 2.2 – Site Accesses



Access 1

- 2.14 Access 1 will be accessed from Arleston Lane. The access will be taken from an existing access and will be improved to ensure the vehicles servicing the site will be able to access the western part of the site. The design of Access 1 can be seen in **Drawing ref 422.064901.00001_AT_A03**
- 2.15 **Drawing ref 422.064901.00001_PD03** shows the achievable visibility splays of 2.4m x 90m can be achieved, in accordance with the DMRB one step below visibility standard for a 40mph road. Given the highway is not a trunk road, vehicle speeds are not expected to exceed 40mph. Additionally, signage will be installed advising users of the highway of an upcoming site access temporarily whilst works are being undertaken.



Access 2

- 2.16 Access 2 will be located on the access road to Arlestone Farm and is located near an existing access. The design of Access 2 can be seen in **Drawing ref 422.064901.00001_AT_A03**
- 2.17 **Drawing ref 422.064901.00001_PD03** shows the achievable visibility splays of 2.4m x 90m can be achieved, in accordance with the DMRB one step below visibility standard for a 40mph road.

Access 3 and 4

- 2.18 Access 3 and 4 will be located adjacent to each other and will be accessed from Arlestone Lane to the south of Access 1 and 2. The two access points are existing and will be improved to facilitate access to both the western and eastern part of the site. The design of Access 3 and 4 can be seen in **Drawing ref 422.064901.00001_AT_A03**
- 2.19 **Drawing ref 422.064901.00001_PD03** shows the achievable visibility splays of 2.4m x 90m can be achieved, in accordance with the DMRB one step below visibility standard for a 40mph road.

Access 5

- 2.20 Access 5 will be accessed from an existing farm track from which the client has access. The design of the junction will form a cross-over junction, with vehicles accessing the site via Access 4.
- 2.21 The design of Access 5 can be seen in **Drawing ref 422.064901.00001_AT_A04**.

Proposed Development

- 2.22 The proposed development comprises the installation of a solar photovoltaic farm with ancillary infrastructure and equipment including a battery energy storage system (BESS). It is proposed that the maximum export capacity of the solar farm would be 41MW, and the BESS would have a capacity of 99.99MW.

Construction Phasing

Frequency of Deliveries and Collections

- 2.23 Deliveries to the site will be scheduled to avoid multiple HGVs onsite at any one time. The range and size of vehicles used during the construction period will need to be confirmed after the contractor has been appointed; however, the following vehicles are likely to be used:
- Vans, up to transit size (2m x 5.7m);
 - Box Lorry/Flatbed (2.5m x 8.4m);
 - 6/8 Wheel Rigid Trucks, tippers, flatbed, concrete lorry etc (2.6m x 9.1m); and
 - Articulated HGV (2.6m x 16.5m).



- 2.24 On a typical day, vehicles larger than those highlighted above are not expected to visit the site.
- 2.25 To ensure safety, the movement of larger vehicles at the site will be managed by a trained marshal/banksman located to the north of the site on Arlestone Lane, where all vehicles can be directed to the appropriate site access. Furthermore, timings of any large vehicle movements will be co-ordinated to avoid the morning and afternoon/evening peak periods (07:00-10:00 and 16:00-19:00).

Construction Activities

- 2.26 The majority of HGV movements that will be generated during the construction programme will be delivering the aggregate for roads, concrete for foundations, the PV panels and backfilling sand. There will additionally be deliveries associated with the installation of the BESS.
- 2.27 Standardised trip rates for construction movements are not universally applicable. However, based on data from comparable development projects, the following estimates are considered appropriate for the expected number of construction deliveries at this site.
- 2.28 The planning application for the development of a similar solar farm site was recently submitted to Melton Borough Council in December 2024 (planning ref: 24/01188/FUL). Within the application, information was provided within the Transport Assessment regarding the number of deliveries expected for the site.
- 2.29 From the information provided within the Transport Assessment, a pro-rata rate has been calculated for the number of deliveries associated with the amount of energy produced, and separately with the onsite infrastructure works which need to be undertaken.
- 2.30 From these rates, the number of deliveries expected from the solar aspect site has been calculated.
- 2.31 Regarding the number of deliveries expected for the BESS, a planning application submitted for a BESS site to Test Valley Borough Council has been referenced (planning ref: 22/03346/FULLS) where the number of expected deliveries has been provided within their CTMP. A ratio was devised for the scale of the BESS, and has been applied to the proposed development.
- 2.32 The number of forecast deliveries to the site can be seen in **Table 2.2 and Table 2.3**, showing the expected number of deliveries for the Solar Site, and for the BESS site respectively.
- 2.33 For the forecast delivery, a construction period of 12 months has been chosen to calculate the weekly total deliveries. Should the construction period span a longer time period, the number of weekly deliveries would decrease.



Table 2.2 – Estimated Number of Deliveries (Solar Site)

Activity	Type of Vehicle	Estimated Deliveries
Construction Plant Low Loader	Low Loader	55
Aggregate for roads HGV	HGV	144
Concrete for foundations Concrete truck	Concrete Truck	150
PV Panels HGV with low loader	HGV with low loader	103
Support structures / mounting HGV with low loader	HGV with low loader	51
Small crane for delivery Low Loader	Low Loader	2
Inverters and transformers HGV with low loader	HGV with low loader	82
Cabling HGV	HGV	24
Backfilling sand HGV	HGV	119
Switchgear and housing HGV with low loader	HGV with low loader	10
Misc HGV	HGV	68
Total		807
Total per week (12-month period)		16

Table 2.3 – Estimated Number of Deliveries (BESS)

Activity	Type of Vehicle	Estimated Deliveries
Containers of Batteries	16.5m articulated HGV	28
DNO Substation	16.5m articulated HGV	3
Inverter Deliveries	16.5m articulated HGV	9
Switchgear	16.5m articulated HGV	3
Transformers	16.5m articulated HGV	10
Ready mix concrete/pre-cast concrete	16.5m articulated HGV/Concrete Mixer	21
Consumables for Site	16.5m articulated HGV	10
Temporary Welfare Facilities	7.5t Rigid HGV	4
Generators	16.5m articulated HGV	4
Cranes for Installation of Battery Containers	16.5m articulated HGV	2
Site Road and Compound Construction Material	20t Tipper HGV	21
Miscellaneous Plant	16.5m articulated HGV	10



Activity	Type of Vehicle	Estimated Deliveries
Spare Units	16.5m articulated HGV	2
Cabling	16.5m articulated HGV	9
Total		137
Total per week (12-month period)		3

- 2.34 As shown in **Table 2.2** and **2.3**, over the course of the construction period, there are not expected to be more than 19 deliveries per week on average.

Site Operation

- 2.35 It is expected that the site operational times during the construction phase will be as follows:
- Site open for non-noise invasive works (i.e. no heavy machinery or deliveries);
 - Monday to Friday 07:30-18:30; and
 - Saturday 07:30-16:30.
 - Site fully open for works including heavy machinery and deliveries;
 - Monday to Friday 08:30-17:30; and
 - Saturday 09:00-13:00.
 - The site will not be open on Sundays or on designated public holidays.
- 2.36 All work which is intended to take place outside of these hours, excluding emergencies, would be subject to prior agreement with South Derbyshire Council and Derbyshire County Council.
- 2.37 Following the construction phase, visits to the site will be infrequent, and expected to only consist of trips for maintenance purposes. These are likely to occur once a month at most. This equates to no more than 24 two-way vehicle trips per year. Sufficient parking will be retained for these maintenance visits, and access will be via the access gates used during the construction period.



3.0 Proposed Measures

- 3.1 This section of the CTMP sets out the measures that are proposed to be implemented during the construction phase of the development. This is divided into physical measures and travel behaviour measures.

Traffic Management Principles

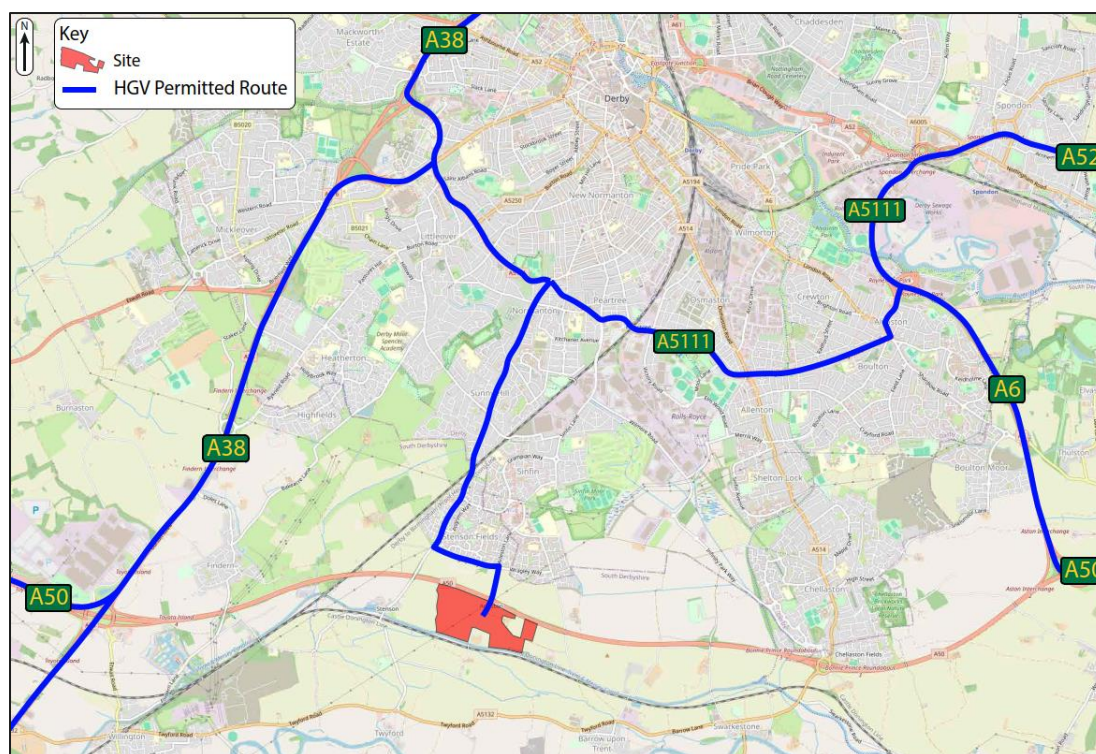
- 3.2 The following traffic management principles will be established:
- The Site Manager will take responsibility for deliveries to the site, ensuring that any disruption and/or nuisance to nearby properties or road/footway users is minimised;
 - The Site Manager will liaise with external companies relating to the routes to the site, ensuring that the construction route to the Strategic Road Network is followed, and note any height/width restrictions;
 - The Site Manager will ensure that mitigation measures are adhered to, as to avoid mud and debris on the surrounding highway network. They will also implement road cleansing where appropriate; and
 - Where possible, on-site vehicles will be encouraged to turn off their engines when stationary, so as to reduce noise and reduce exhaust pipe emissions.

Traffic Routing

- 3.3 The most appropriate route for HGVs to access the site is to route via the A5111 Ring Road, which can be accessed 5km north of the site and can be used to access the A38, A6 and the M1.
- 3.4 The proposed construction traffic route to access the A5111 Ring Road is illustrated in **Figure 3.1** and at **Appendix C**. From the A5111 Ring Road, access to the wider strategic network is available.



Figure 3.1 – Construction Traffic Routes



- 3.5 All drivers will be fully trained and will be provided with a copy of the routing plan to ensure they use the correct roads when driving to and from the site.

Parking and Loading Arrangements

- 3.6 The parking and loading of all delivery vehicles will be undertaken on-site within the construction compound.
- 3.7 The timings of the vehicular movements will be co-ordinated so as to avoid any morning or evening peak periods, where possible. Additionally, deliveries will be scheduled to avoid the potential for arriving and departing vehicles to interact on the access road.

Signage Strategy

- 3.8 An off-site signage strategy will be implemented to direct construction traffic and staff along the desired routes.
- 3.9 The signs will indicate to cyclists, pedestrians, and motorists that there will be construction vehicles entering and exiting the site. The signage will be in accordance with, or similar to Drawing P7301 of Part 3 of the Traffic Signs Manual Chapter 8, as shown in **Figure 3.2**.



Figure 3.2 - Drawing P7201 'Works Access'



3.10 Health and Safety signage will be erected around the construction site.



4.0 Mitigation Measures

4.1 Mitigation measures will be implemented on site during the construction phase to minimise the effect of construction traffic and reduce the potential for localised disruption.

4.2 The following measures are proposed to be implanted;

- Wheel washing for all vehicles leaving the site;
- When required, and if attributable to the development, road cleansing of the local highway network;
- Suppression of dust and noise where possible;
- Limited hours of work and deliveries; and
- Signage strategy.

Wheel Washing and Road Cleansing

4.3 Vehicles exiting the site may inadvertently carry deposits of debris or mud, trapped on their tyres, out on to the surrounding highway network.

4.4 To ensure that this does not occur, a wheel-cleaning regime will be implemented throughout the duration of the contract.

4.5 The wheel-cleaning operation will be carried out by an operative wearing appropriate Personal Protective Equipment, who will inspect vehicles leaving site, and clean wheels with a jet wash if required. The potential for a proprietary wheel cleaning bay to be provided on site at the exit of the construction compound will be investigated dependent on availability.

Dust and Noise Suppression

4.6 The contractor will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the scheme working to the relevant British Standards and best working practices. Some of these measures may include:

- The location of wind-break netting around loose debris such as materials, stockpiles near vehicle loading/unloading areas; and
- Sheeting of vehicles carrying loose aggregate or other materials to and from the site to mitigate against materials being blown from the vehicles whilst travelling.

Vehicle Sizes

4.7 The range and size of vehicles used during the construction period will need to be confirmed after the contractor has been appointed. However, it is expected that the construction will not require any abnormal loads to access the site, with all components required to construct the solar farm delivered on 16.5m articulated vehicles (as a maximum length).



Travel Behaviour Measures

- 4.8 To ensure construction traffic to the site including for workers is not detrimental to the local highway, information on alternative travel options will be provided to workers. This will include a summary of potential car share options.
- 4.9 This information will be displayed on a noticeboard in a prominent location, such as at the compound car park or within welfare buildings.
- 4.10 All of this information will be provided before commencement of construction.



5.0 Monitoring and Control

- 5.1 The movement of all construction related vehicles will be monitored by the appointed contractor to ensure that it is carried out in accordance with the details contained within this CTMP.
- 5.2 Traffic monitoring will be reported, and this will feed back into the content of this CTMP. As outlined in the previous section, it is intended for the CTMP to be a 'living document' which is updated periodically as and when required.
- 5.3 Any checking or corrective action required will also be monitored. This methodology will ensure that the construction activities are being undertaken in accordance with the CTMP and that the Contractors are held to account.
- 5.4 It is envisaged that regular meetings will be held to discuss the progress of the development with key stakeholders. Construction traffic management will be an agenda item at all regular meetings and anticipated deliver vehicle movements will be discussed. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action will be taken as appropriate.
- 5.5 The procedure for addressing non-conformance/compliance and ensuring that corrective actions are undertaken is outlined below:
- Completion of a Non-Conformance Report – this will record any traffic related incident and work that has not been carried out in accordance with the CTMP;
 - Completion of a Corrective Action Report – this will record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
 - Action – Any necessary actions identified as a result of the above will be allocated to a responsible person, along with a timescale for the action to be undertaken.
- 5.6 Records of the above will be retained by the Contractor throughout the construction process. The records will be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

Complaints and Inquiries Procedure

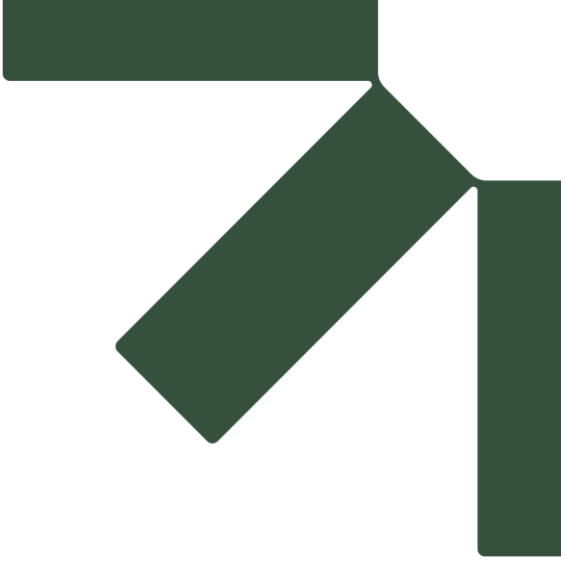
- 5.7 It is important that members of the public or interested parties are able to make valid complaints or inquiries about the transport elements of the construction works. Such complaints and inquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and will also allow the construction techniques to be refined and improved.
- 5.8 It is anticipated that the complaints and inquiries procedure can be made either directly to the Site contractor or via Derbyshire County Council, who in turn will provide feedback to the Site contractor. Contact details for the Site contractor will be made clearly visible at the Site entrance.
- 5.9 Any complaints and inquiries will be logged promptly by the Site Contractor and kept on Site for review by Derbyshire County Council upon request.



6.0 Summary

- 6.1 SLR Consulting has been commissioned by Arleston Solar Limited to prepare a Construction Traffic Management Plan (CTMP) to support a planning application for a proposed solar farm development with associated infrastructure and equipment at Arleston Lane, South Derbyshire.
- 6.2 There are five proposed accesses to the site. Access 1 through to Access 4 are to be taken from Arleston Lane, whilst Access 5 will be taken from the unclassified road leading to Arleston Farm.
- 6.3 It is proposed that construction vehicles for all 5 accesses are to be routed via Arleston Lane to the north of the site. This is due to the unsuitability of Deep Dale Lane to the east of the site for HGV traffic, and the weight restriction on the railway bridge on Arleston Lane to the immediate south of the site.
- 6.4 Access 1 - 4 will achieve visibility splays of 2.4m x 90m, adhering to DMRB standards for a 40mph road, and signage will be installed to warn drivers. Access 5 will be a cross-over junction over the unclassified highway, directing traffic through Access 4.
- 6.5 Standardised trip rates for construction movements are not universally applicable. However, based on data from comparable development projects, the estimates have been calculated for the expected number of construction deliveries at this site.
- 6.6 The measures identified within this CTMP include:
- Control of access to the site, with vehicles booked in and checked by traffic marshals;
 - Wheel washing, road cleansing and limited hours of work; and
 - Acceptable parking for cars and HGVs within the site.
- 6.7 This CTMP is a living document and can be reviewed and developed where appropriate and within acceptable means to achieve the objective of limiting and mitigating the impacts of construction traffic on the environment.





Appendix A Site Plan

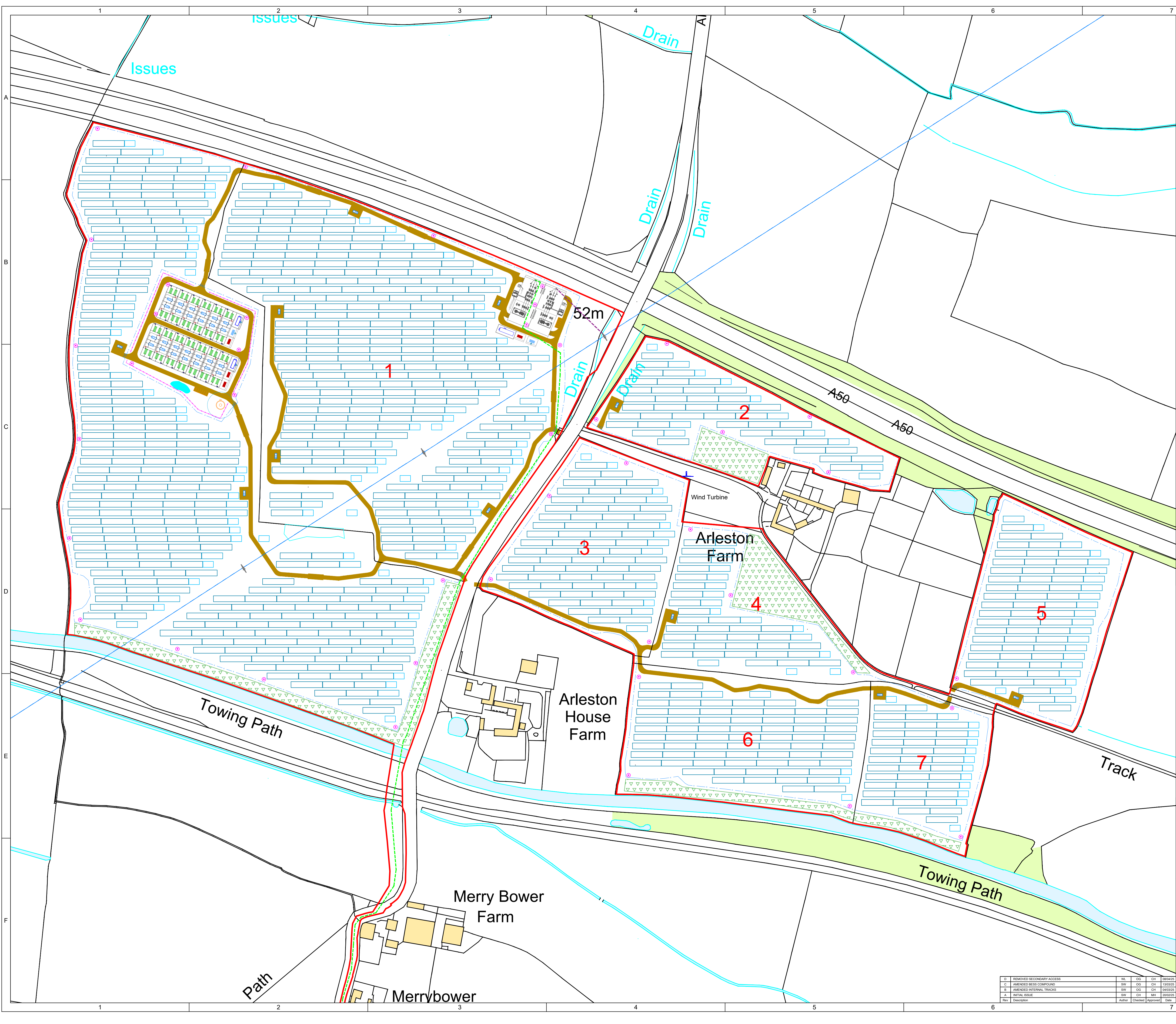
Arleston Solar and BESS

Construction Traffic Management Plan

Arleston Solar Limited

SLR Project No.: 422.064901.00001

9 April 2025

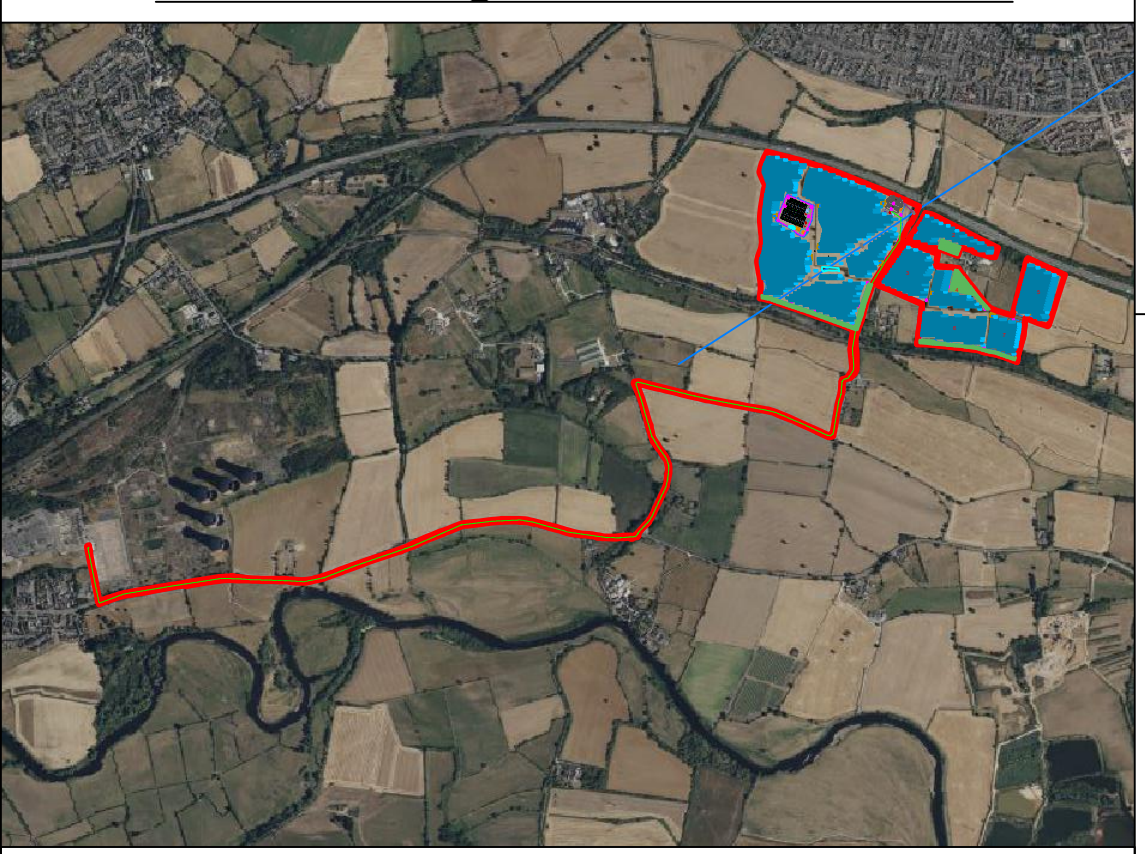


- NOTES:**
1. This drawing is for indicative purposes and is not for construction. Scaled dimensions must not be taken from this drawing. All dimensions are to be confirmed on-Site prior to commencement of work.
 2. All units are listed in metres unless otherwise stated.
 3. This drawing is to be read in conjunction with all other relevant documentation.
 4. In areas of archaeological or ecological sensitivity non-intrusive construction methods are to be employed.

LEGEND

	PV Panel
	Development Site Boundary
	Perimeter Fence with Security Gate
	Inverter Station
	On-Site Office and Welfare Facilities
	Access Track
	Car Parking Area
	On-Site Storage Container
	Collector Switchroom
	Substation Compound Area
	CCTV Tower
	Existing Overhead Line
	Existing Pylon
	Weather Station
	BESS Container
	Battery Management System
	Fire Control Unit
	Water Tank and Pumping Station
	Acoustic Fence
	Planting Area

Satellite Image Plan Scale 1:30000



GEOREFERENCE INFORMATION:

Map Centre: 478836, 319563
Coordinates: OSGB1936 NationalGrid

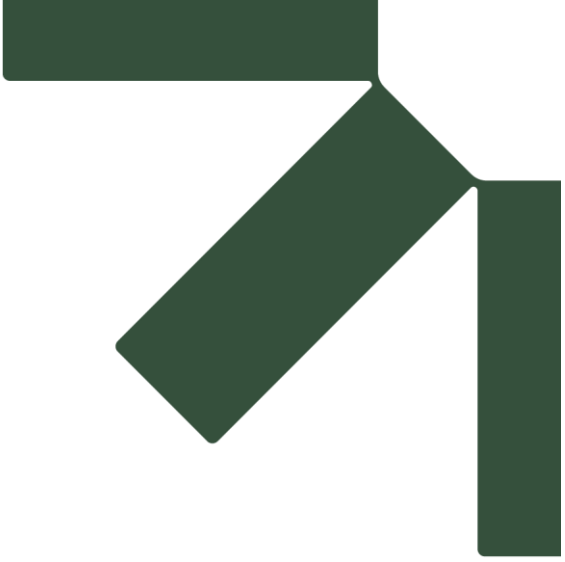
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Project Title	Arleston Solar and BESS	Scale	1:2000
Site Address	Arleston Lane, Arleston, Barrow-on-Trent, Derby, DE73 7HN	Paper Size	A1
Drawing	Planning Layout	Sheet	1 of 1
Drawing No.	2023-009-LYT-1	Revision	D

D	REMOVED SECONDARY ACCESS	NL	OG	CH	09/04/23
C	AMENDED BESS COMPOUND	SW	OG	CH	13/03/25
B	AMENDED INTERNAL TRACKS	SW	OG	CH	04/03/25
A	INITIAL ISSUE	SW	CH	MH	20/03/25
Rev	Description	Author	Checked	Approved	Date



Appendix B Site Access Design Drawings

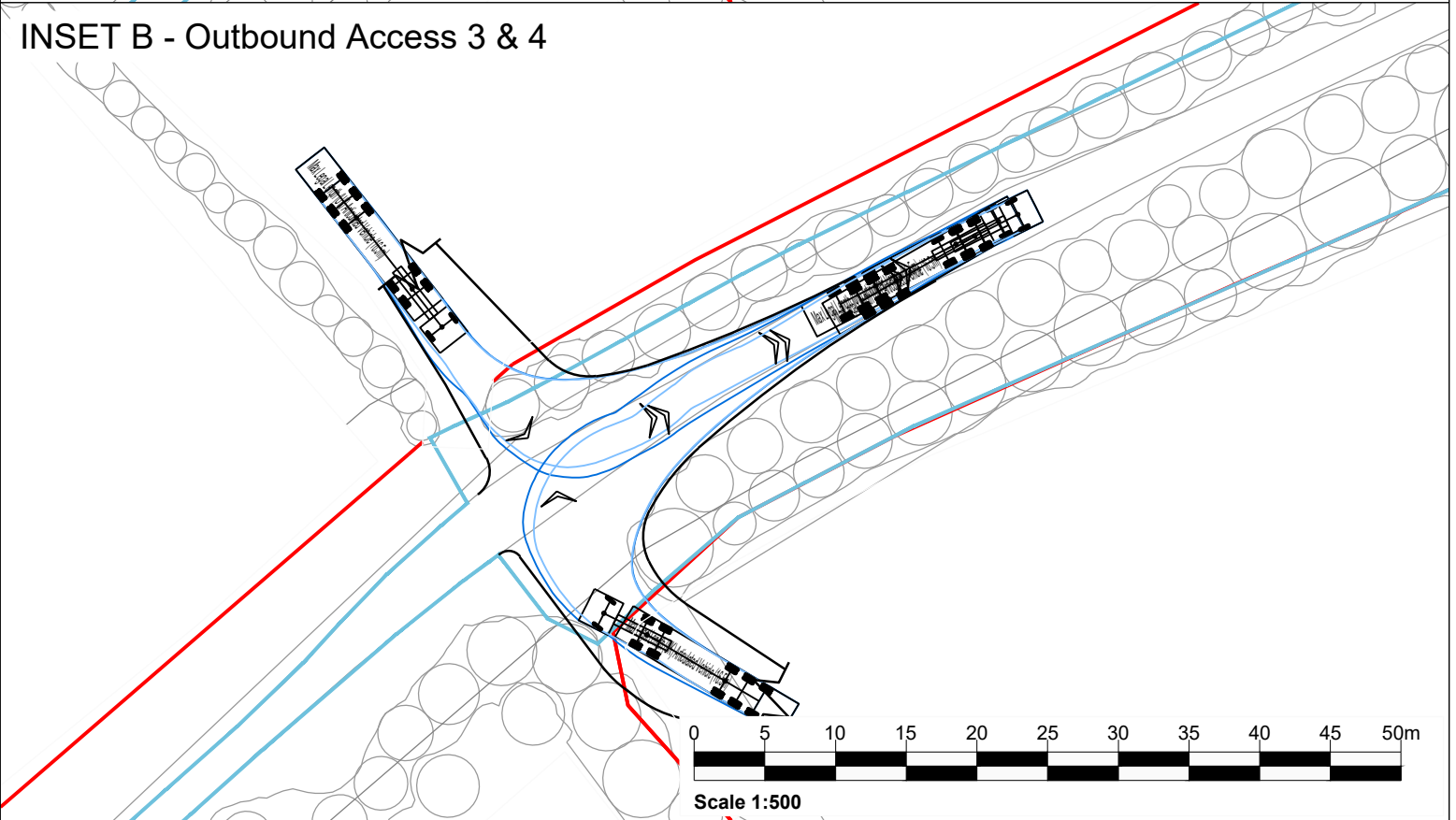
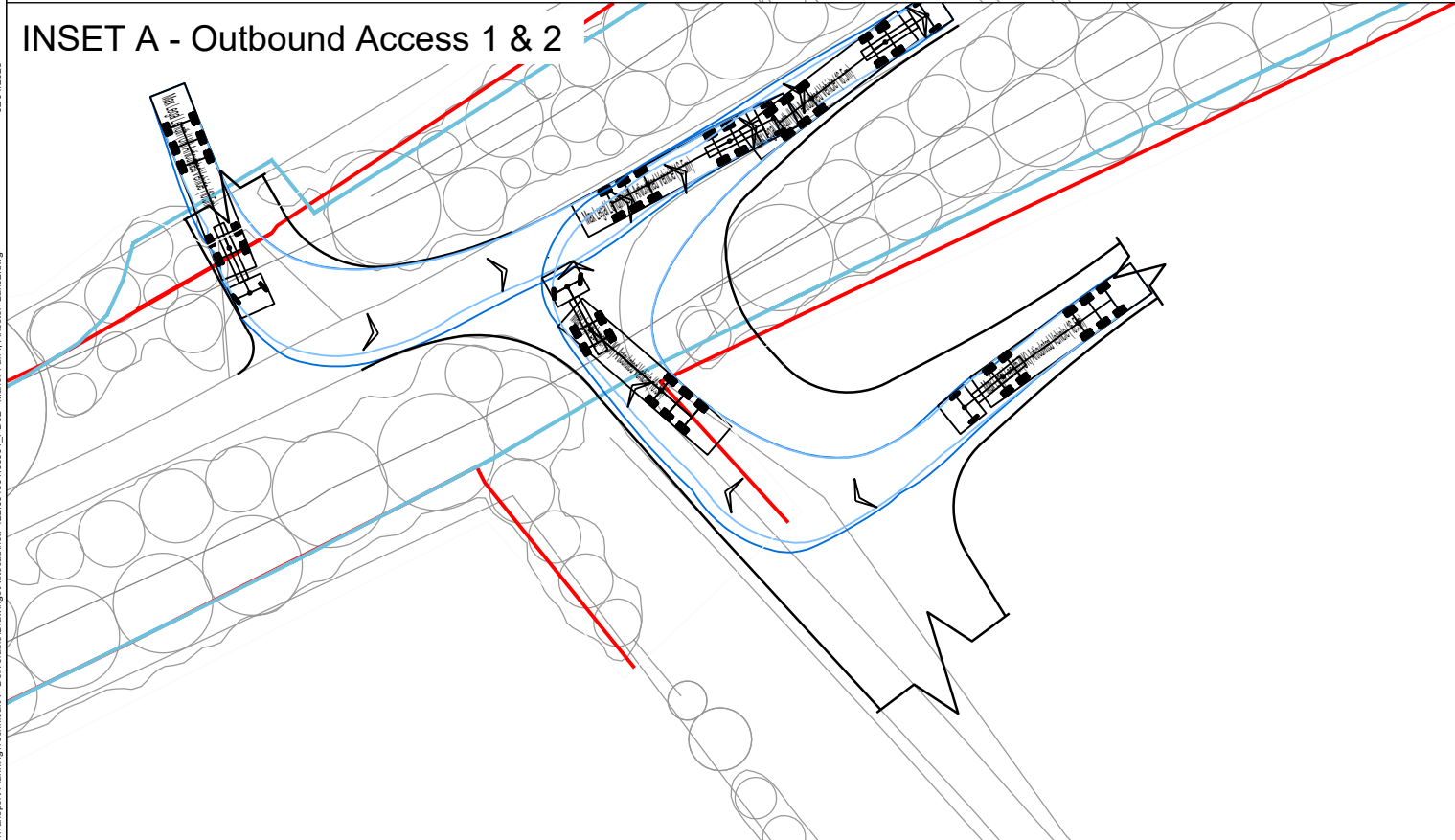
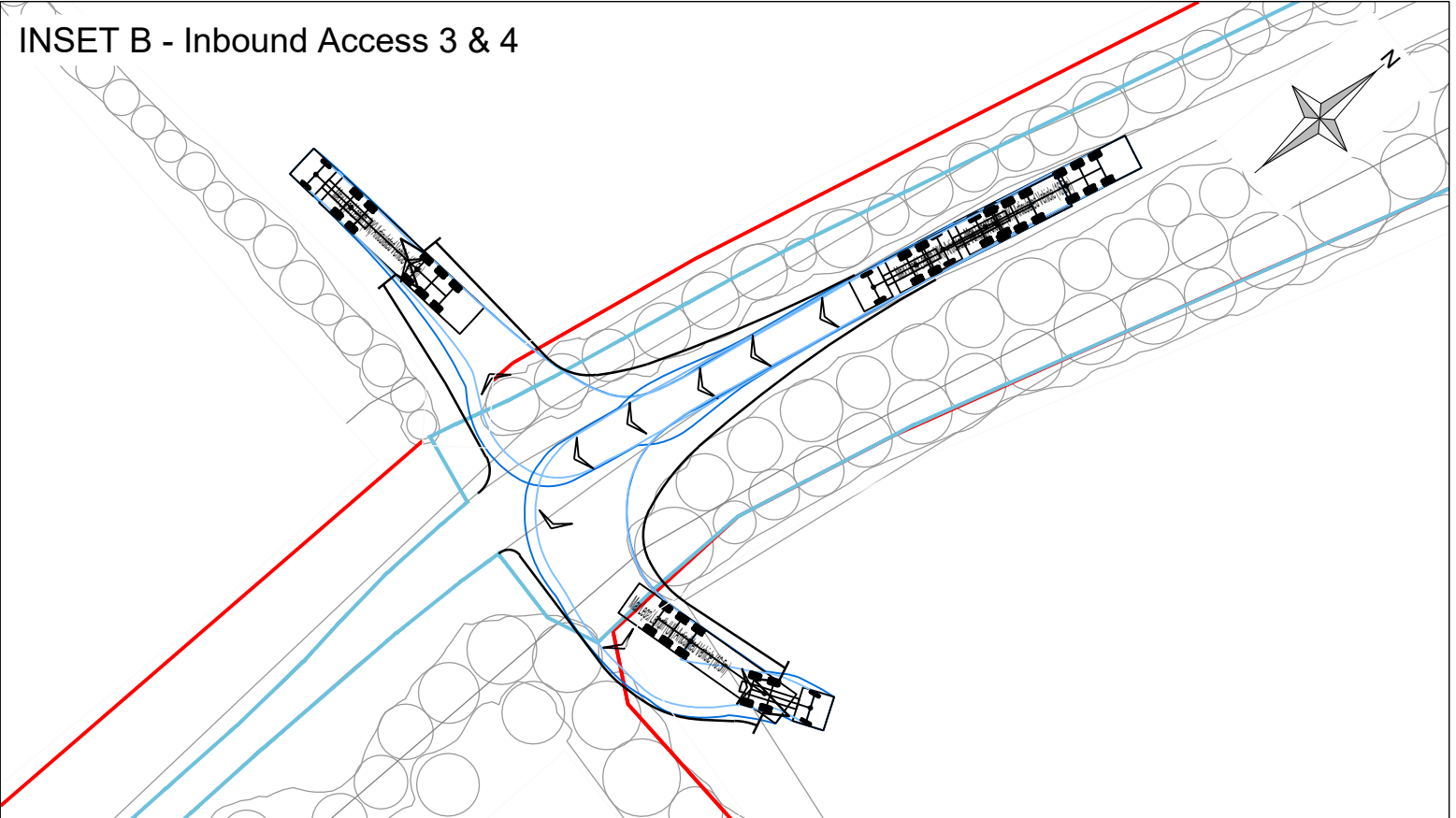
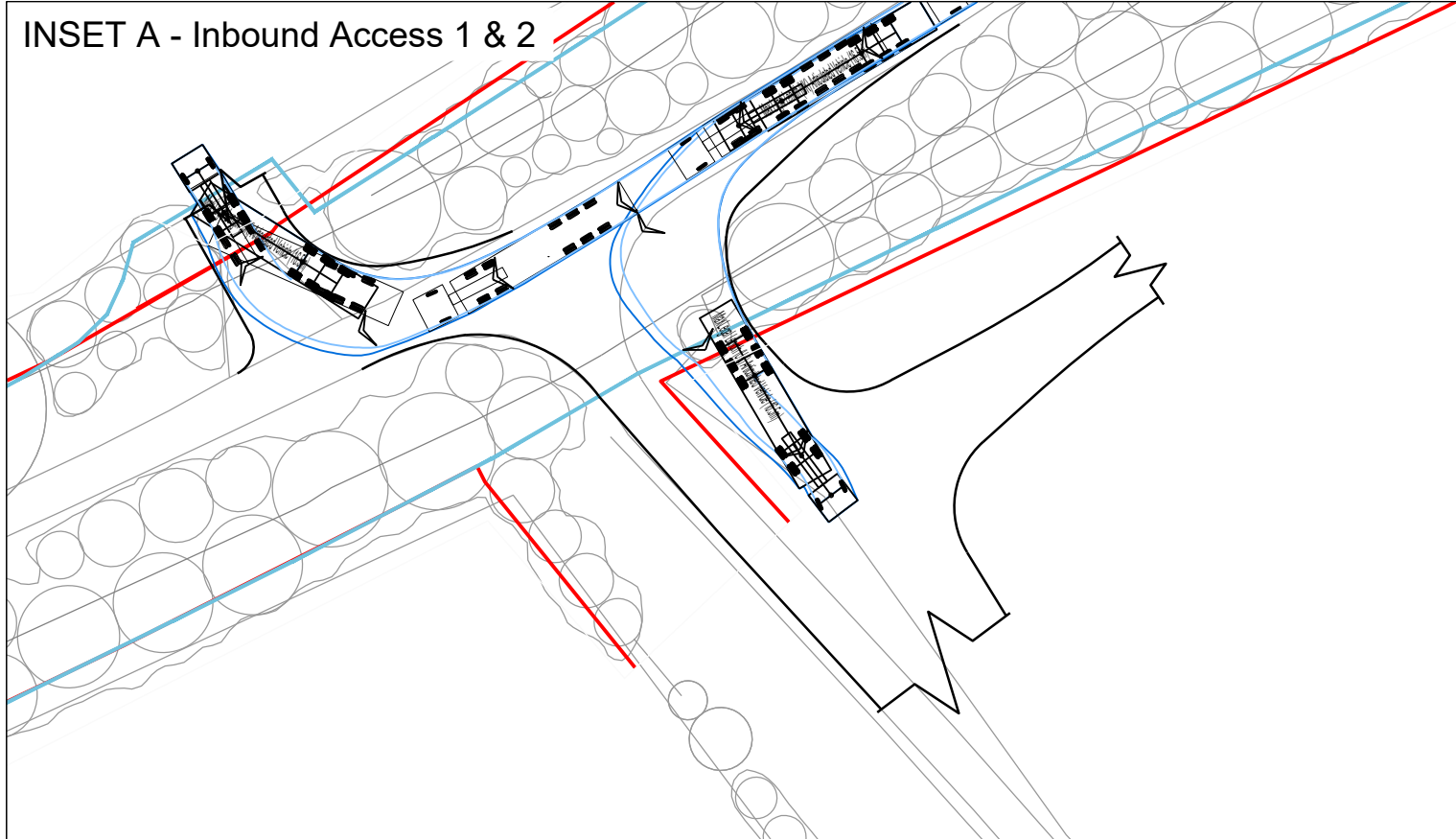
Arleston Solar and BESS

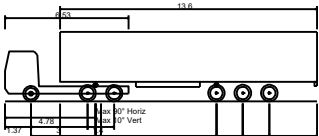
Construction Traffic Management Plan

Arleston Solar Limited

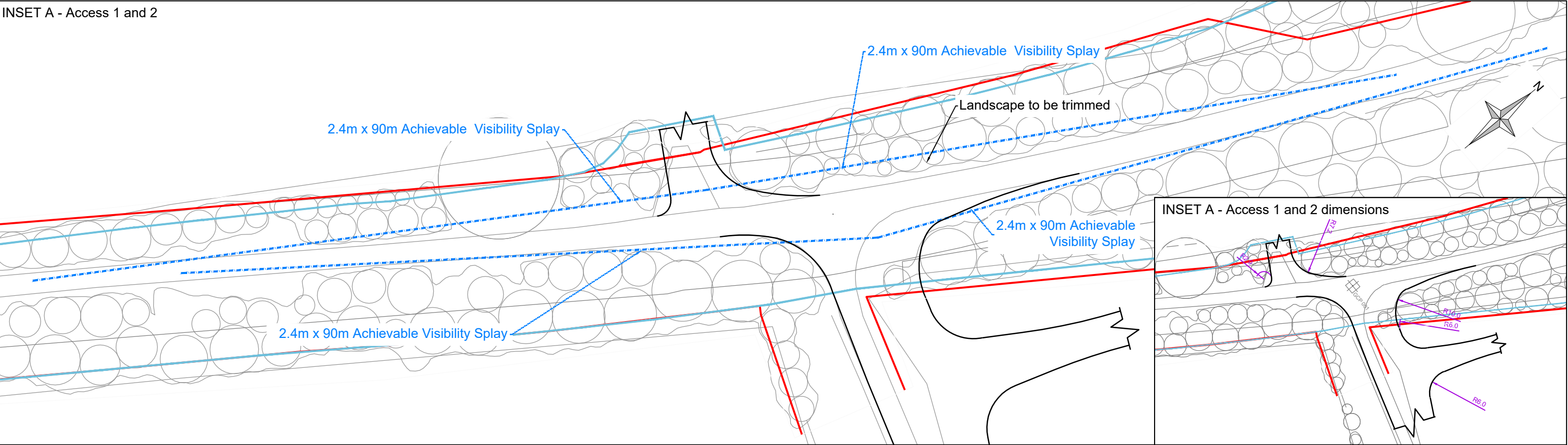
SLR Project No.: 422.064901.00001

9 April 2025

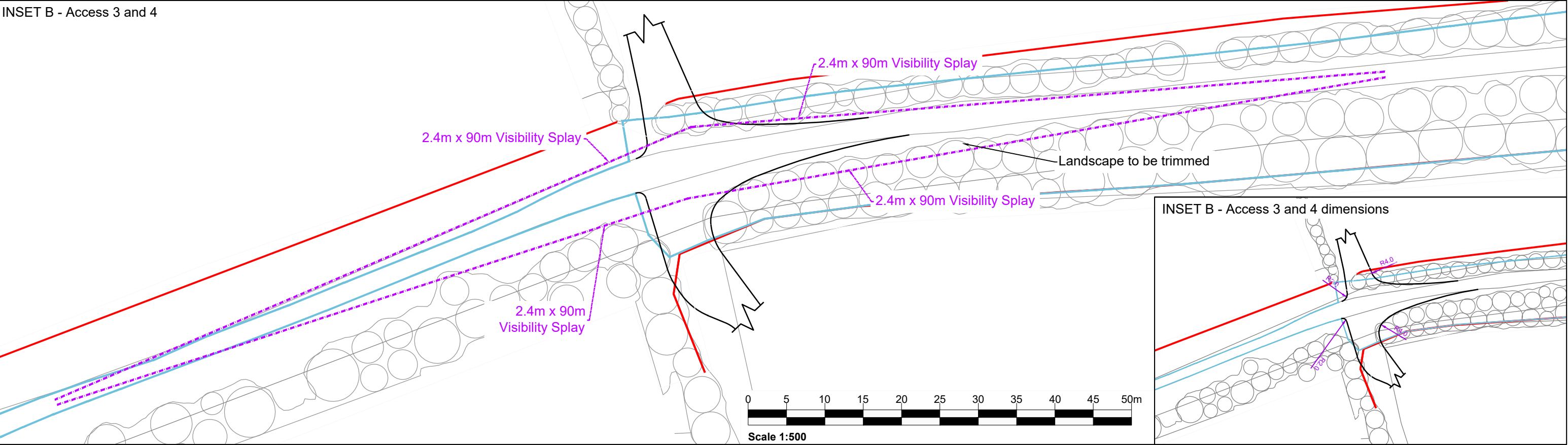


 www.slrconsulting.com		Client Arleston Solar Limited								Notes: 1. Drawing based on site plan:2023-009-LYT-1-RevC		Legend: — Highway boundary — Proposed kerb  Max Legal Length (UK) Articulated Vehicle (16.5m) Overall Length 16.500m Overall Width 2.550m Overall Body Height 3.681m Min Body Ground Clearance 0.411m Max Track Width 2.500m Lock to lock time 6.00s Kerb to Kerb Turning Radius 6.530m							
Drawing Status & Suitability Code		Project Arleston Solar and BESS																	
Designed MZ	Drawn MZ	Checked ST	Authorised ST											Drawing Title Swept Path Analysis 16.5m HGV Inset A and Inset B					
Date 17.03.2025	Date 17.03.2025	Date 17.03.2025	Date 17.03.2025	Scale 1:500 @ A3		SLR Project No. 422.064901.00001		Rev		Amendments		Date		By		Chk		Auth	
Drawing Number 422.064901.00001_AT_A03		Rev. .																	

INSET A - Access 1 and 2



INSET B - Access 3 and 4

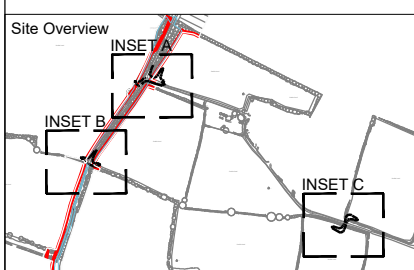


 www.slrconsulting.com		Client Arleston Solar Limited	
Drawing Status & Suitability Code		Project Arleston Solar and BESS	
Designed	Drawn MZ	Checked ST	Authorised
Date	Date 17.03.2025	Date 17.03.2025	Date
Drawing Number 422.064901.00001_PD03		Rev. .	Scale 1:500 @ A3
SLR Project No. 422.064901.00001			
Rev	Amendments	Date	By Chk Auth
Rev	Amendments	Date	By Chk Auth

Notes:

1. Drawing based on site plan:2023-009-LYT-1-RevC

Site Overview



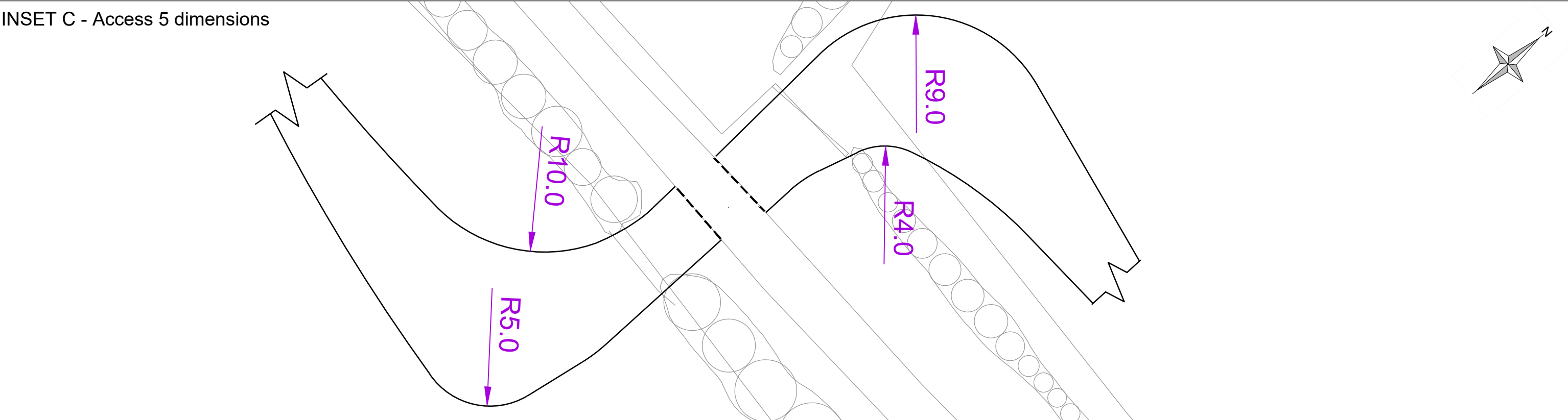
Legend:

— Highway boundary

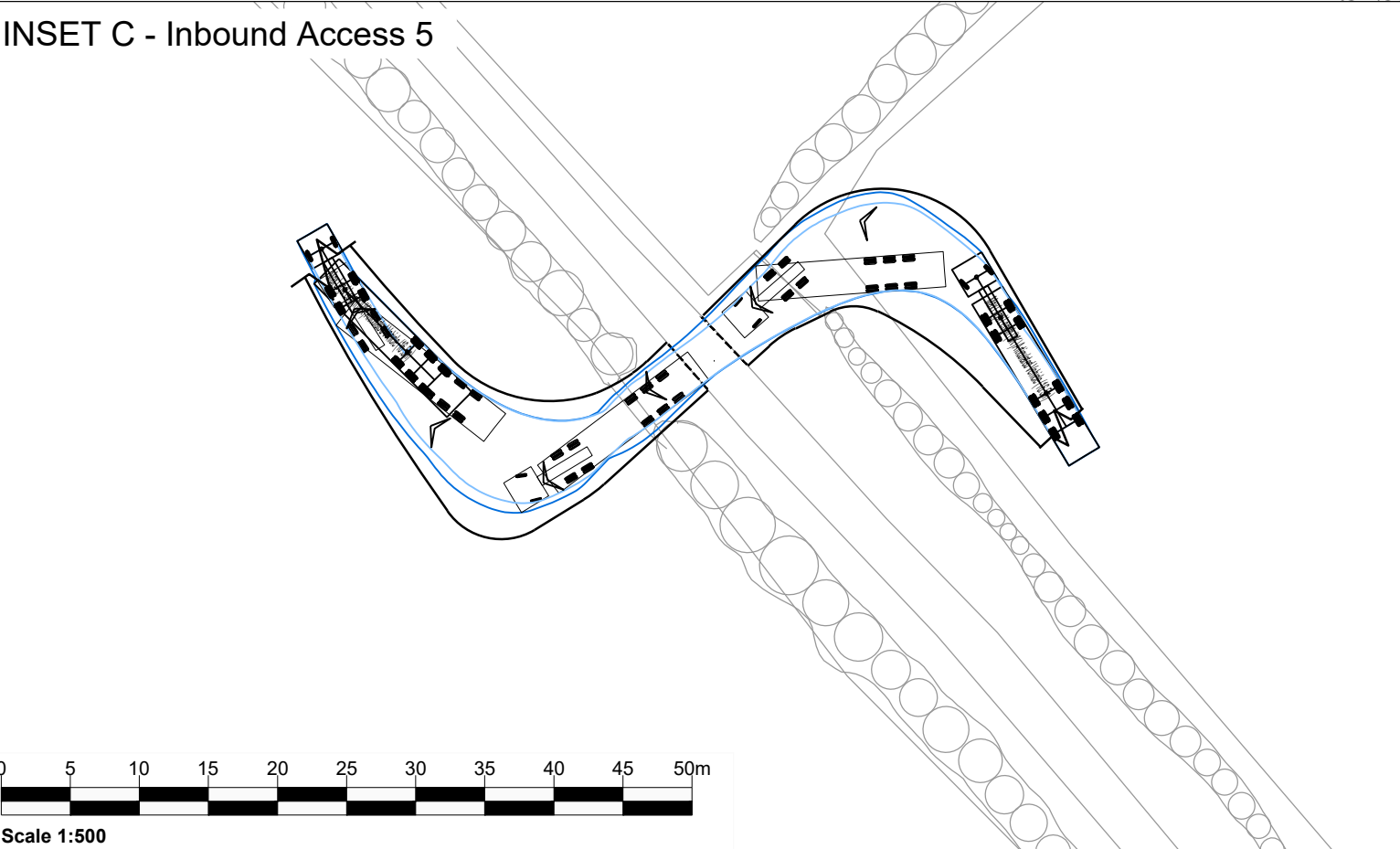
— Proposed kerb

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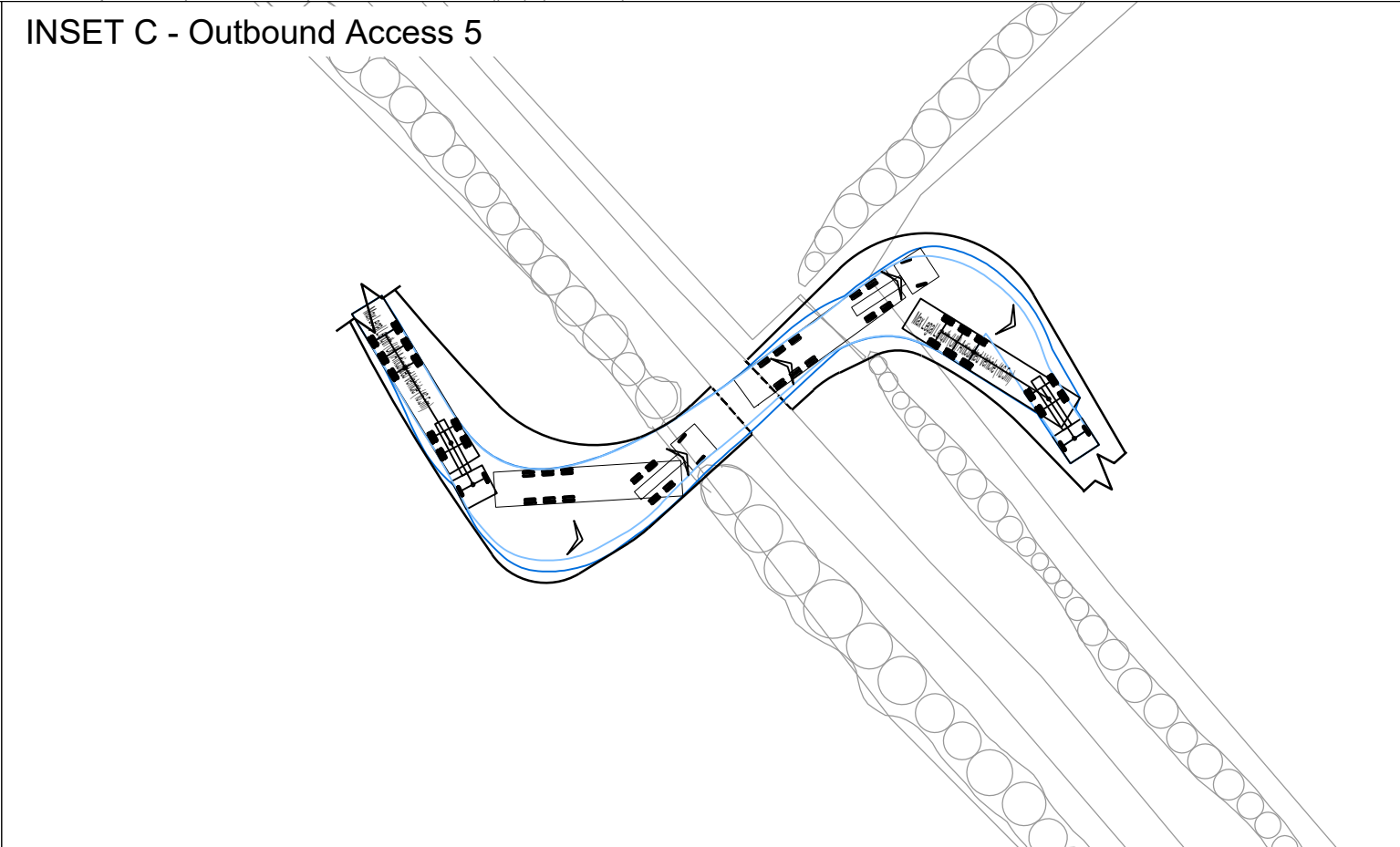
INSET C - Access 5 dimensions



INSET C - Inbound Access 5



INSET C - Outbound Access 5





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Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
	MZ	ST	
Date	16.12.2024	16.12.2024	

Drawing Number

422.064901.00001_AT_A04

Rev.

.

Client

Arleston Solar Limited

Project

Arleston Solar and BESS

Drawing Title

Swept Path Analysis
16.5m HGV
Inset C

Scale

1:250 @ A3

SLR Project No.

422.064901.00001

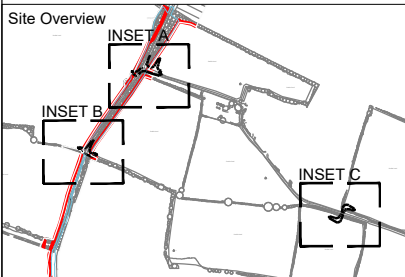
A	Updated site access	6.2.25	MZ	ST	
Rev	Amendments	Date	By	Chk	Auth

Rev	Amendments	Date	By	Chk	Auth
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Notes:

1. Drawing based on site plan:2023-009-LYT-1-RevC

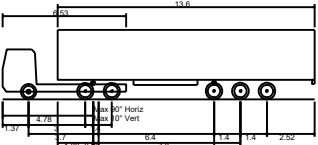
Site Overview



Legend:

Highway boundary

Proposed kerb



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length12.550m

Overall Width3.681m

Overall Body Height0.411m

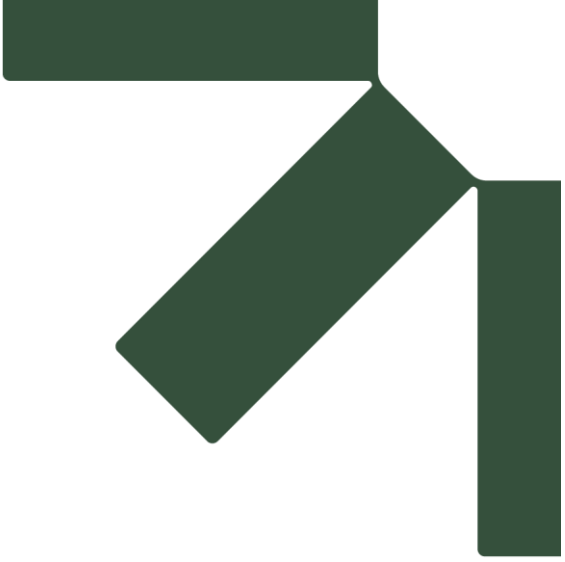
Min Body Ground Clearance2.500m

Lock to lock time6.00s

Kerb to Kerb Turning Radius6.530m

O:\Exter\Vecos\Exter\Projects\240000\422.064901\00001 - Manor Farm, Arleston Lane\Transport Planning\TechnicalA - Deliverable\Drawings\Autocad\new 422.064901.00001_PD02 - Manor Farm, Arleston Lane2.dwg 31/03/2025

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Appendix C Construction Access Routes

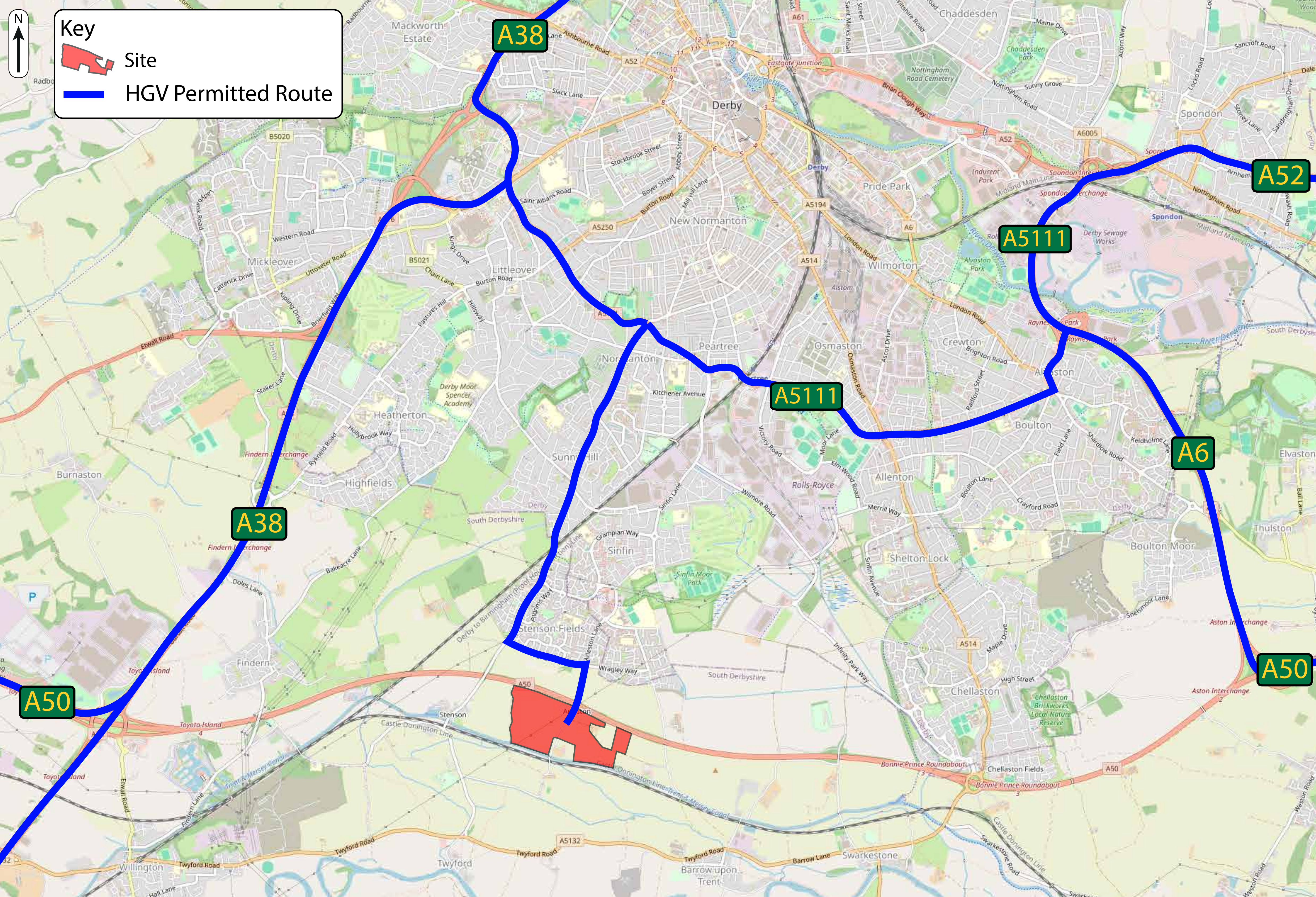
Arleston Solar and BESS

Construction Traffic Management Plan

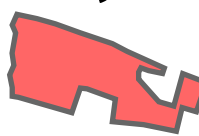
Arleston Solar Limited

SLR Project No.: 422.064901.00001

9 April 2025



Key

 Site

 HGV Permitted Route





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