Lime Down
Solar Park

Environmental Statement

Volume 3, Appendix 13-1: Transport Assessment (Part 2) (Clean)

October 2026

Revision 7

Planning Inspectorate Reference: EN010168

Document Reference: APP/6.3

APFP Regulation 5(2)(a)

Schedule of Changes

Revision	Section Reference	Description of Changes	Reason for Revision
2	Throughout	Updated to confirm schedule of construction vehicle movements associated with deliveries.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Throughout	Updated to confirm that multiple Final CTMPs will be provided post - consent.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Throughout	Updated to clarify that the construction phase is two years.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Table 13-5	Updated Table 13-5 to provide breakdown of observed traffic flows for eastern and western construction routes to Lime Down D.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Table 13-7	Updated Table 13-7 to provide breakdown of personal injury collision data for eastern and western construction routes to Lime Down D.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Paragraph 1.4.7	Updated Paragraph 1.4.7 to clarify the BESS Area is within the western extent of Lime Down D.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Table 13-9	Updated Table 13-9 to include the 400 kV Substation within the indicative construction programme.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Table 13-10	Updated Table 13-10 to provide breakdown of access points for eastern and western construction routes to Lime Down D.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Paragraph 1.5.3 to 1.5.18 and Table 13-12	Updated Paragraph 1.5.3 to 1.5.18 and Table 13-12 to provide further context and breakdown of HGV movement calculations for the construction phase.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Table 13-15	Updated Table 13-15 and Paragraph 1.5.36 to provide further context and breakdown of HGV movement calculations for the operational replacement phase.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Paragraph 1.6.1 to	Updated Paragraph 1.6.1 to 1.6.13, Table 13-16, and Table 13-17 to	Updated for Deadline 1 of Examination in response to

Revision	Section Reference	Description of Changes	Reason for Revision
	1.6.13, Table 13-16 and Table 13-17	provide further context and breakdown of vehicle trip distribution.	Wiltshire Council's Relevant Representation.
	Table 13-19 and Paragraph 1.7.8	Updated Table 13-19 and Paragraph 1.7.8 to provide breakdown of abnormal load movements for eastern and western construction routes to Lime Down D and updated delivery numbers for the Cable Route Corridor, respectively.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Paragraph 1.8.6 to 1.8.11	Updated Paragraph 1.8.6 to 1.8.11 to provide further detail and evidence regarding passing points along construction routes.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Annex E	Further detail and breakdown of vehilce trip generation calculations for Construction Phase.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Annex F	Additional information on daily and houry link flows on proposed construction routes.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Annex G	Further detail and breakdown of vehilce trip generation calculations for Construction Phase.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Annex H	Change in annex number. No change in information included.	To align with updated order of Annexes.
	Annex I	Details of Alderton Road Highway Improvement Area works.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Annex J	Update swept-path drawings showing passing opportunities for a 16.5 metre Articulated HGV and Car to pass, including topographical survey.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
	Annex K	Swept-path drawings showing passing opportunities for two 16.5m articulated HGVs to passing, including topographical survey.	Updated for Deadline 1 of Examination in response to Wiltshire Council's Relevant Representation.
3	Table 3-10	Correction of Access 4 to clarify use of access.	Updated for Deadline 3 in response to request by Examining Authority Written Questions.
	Table 13-11	Correction of Access 110 and 111 to align with Figure 13-12.	Updated for Deadline 3 in response to request by

Revision	Section Reference	Description of Changes	Reason for Revision
			Examining Authority Written Questions.
	Paragraph 1.5.8	Clarification that AIL movements have been included in trip generation calculations.	Updated for Deadline 3 in response to request by Examining Authority Written Questions.
	Table 13-12	Inclusion of total deliveries and movements showing a 50% uplift, to clarify what has been assessed.	Updated for Deadline 3 in response to Wiltshire Council comments on Deadline 1 and 1A submissions.
	Throughout	Clarification on 90-day construction period for Cable Route Corridor access points.	Updated for Deadline 3 in response to Wiltshire Council comments on Deadline 1 and 1A submissions.
	Paragraph 1.6.16	Correction of access numbers in construction route descriptions.	Updated for Deadline 3 in response to request by Examining Authority Written Questions.
	Annex J	Update of Drawings SP43 to SP46.	Updated for Deadline 3 in response to Wiltshire Council comments on Deadline 1 and 1A submissions.
	Annex K	Update of drawing SP51, SP52, SP54 and SP55 and inclusion of Drawing PL300 and PL301 to demonstrate vertical alignment/visibility.	Updated for Deadline 3 in response to Wiltshire Council comments on Deadline 1 and 1A submissions.
4	Table 13-10 and Paragraph 1.4.16	Update to clarify reference to access drawings, confirm if works are temporary or permanent and provide description of works within the Highway Improvement Area.	Updated for Deadline 4 following request of Examining Authority First Written Questions and at ISH 3.
	Table 13-11 and paragraph 1.4.27 and 1.4.28	Update to clarify reference to access drawing, confirm if works are temporary or permanent and provide description of works within the Highway Improvement Area.	Updated for Deadline 4 following request of Examining Authority First Written Questions and at ISH 3.
	Paragraph 1.7.11 and 1.7.14	Clarification of AIL route numbering for Solar PV Sites.	Updated for Deadline 4 following request of Examining Authority at ISH 3.
	Paragraph 1.7.17-1.17.18	Confirmation of process for providing notice and that standard licensing procedure for AIL applies for all AIL deliveries.	Updated for Deadline 4 following request of Examining Authority at ISH 3.
	Paragraph 1.8.4 to 1.8.8	Update to clarify reference to HIA drawings, confirm if works are temporary or permanent and	Updated for Deadline 4 following request of Examining Authority First Written Questions and at ISH 3.

Revision	Section Reference	Description of Changes	Reason for Revision
		provide description of works within the Highway Improvement Areas.	
	Throughout	Update of Tables number following insertion of Table 13-20.	For clarity.
	Annex H	Removal of Drawings SP11-A, SP13-A, SP14-A, SP16-A, SP20-A, SP21-A, SP25-A, SP28-A and replaced with drawings PL401 to PL408 to show swept-paths and mitigation works required in HIAs for AIL deliveries.	Updated for Deadline 4 following request of Examining Authority First Written Questions and at ISH 3.
	Annex I	Update of HIA drawings. Inclusion of Drawings PL302 – PL304, showing details of proposed road widening. Inclusion of Drawings PL305-308 showing usable road width on proposed construction routes.	Updated for Deadline 4 following request of Examining Authority First Written Questions and at ISH 3.
5	Table 13-10	Update of Table 13-10 to include proposed relocation of Access 12 to proposed 132kV substation.	Updated to accommodate new construction traffic and AIL access route to avoid routing past Bincombe Wood.
	Table 13-19 and paragraph 1.7.11	Update of Table and text to include access 12 and 13 in proposed access route.	Updated to accommodate new construction traffic and AIL access route to avoid routing past Bincombe Wood.
	Annex C	Update to Drawings PL12 and PL13.	Updated to accommodate new construction traffic and AIL access route to avoid routing past Bincombe Wood.
	Table 13-20	Update of Table 13-20 to clarify surfacing for proposed widening.	Updated in response to TT2.6 of Examining Authority's Second Written Questions [PD-014]
	Annex I	Update of Drawings PL302, PL303 and PL304 to clarify surfacing for proposed widening.	Updated in response to TT2.6 of Examining Authority's Second Written Questions [PD-014]
	Paragraph 1.4.18	Clarification of access via Rodbourne Road during day-to-day operation only.	Updated in response to WC conservation officer comments.
6	Annex J	Update of Drawing SP38, SP39. SP42, SP43, SP44, SP45 and SP47 to include additional areas of topographical survey.	Updated in response to ISH3 request from Examining Authority.

Revision	Section Reference	Description of Changes	Reason for Revision
	Annex K	Update of Drawings SP50, SP52, SP54 and SP55 to include additional areas of topographical survey.	Updated in response to ISH3 request from Examining Authority.
	Annex I	Update of Drawings PL303, PL305, PL306, PL307, PL308 and PL309 to include additional areas of topographical survey.	Updated in response to ISH3 request from Examining Authority.
	Annex H	Update of Drawing PL404 to include additional areas of topographical survey.	Updated in response to ISH3 request from Examining Authority.
	Table 13-9	Update of construction period for 400KV substation.	Updated in response to comments regarding the construction programme.
	Paragraph 1.5.8	Update to clarify the transport assumption for a precautionary allowance for the off-site removal of up to 10% of excavated soils.	Updated as a result of Applicant due diligence.
7	Table 13-12	Updated to account for Applicant increased HGV numbers presented in Annex E.	Updated in response to Action 20 at ISH 6
	Table 13-13	Added to clarify level of Daily HGV trips in accordance with construction programme and increased HGV numbers presented in Annex E.	Updated in response to Action 20 at ISH 6
	Table 13-14	Added to clarify level of Daily HGV trips in accordance with construction programme and increased HGV numbers presented in Annex E.	Updated in response to Action 20 at ISH 6
	Table 13-15	Added to demonstrate probability of HGVs meeting in accordance with HGV numbers presented in Annex E.	Updated in response to Action 20 at ISH 6
	Table 13-16	Added to clarify level of construction workers and resulting trips as presented in Annex H.	Updated in response to discussion on worker trips at ISH 6
	Table 13-17	Added to clarify level of construction workers and resulting trips as presented in Annex H.	Updated in response to discussion on worker trips at ISH 6
	Table 13-18	Added to clarify level of construction workers and resulting trips as presented in Annex H.	Updated in response to discussion on worker trips at ISH 6

Revision	Section Reference	Description of Changes	Reason for Revision
	Table 13-19	Added to clarify level of construction workers and resulting trips as presented in Annex H.	Updated in response to discussion on worker trips at ISH 6
	Table 13-20	Updated to account for updated HGV numbers in Annex E and construction worker trips in Annex H.	Updated in response to Action 20 and discussions at ISH 6
	Table 13-21	Updated to account for updated HGV and CRC calculations in Annex E.	Updated in response to Action 20 and discussions at ISH 6
	Table 13-22	Updated to account for Applicant increased HGV numbers presented in Annex E.	Updated in response to Action 20 and discussions at ISH 6
	Table 13-23	Updated to account for updated HGV and CRC calculations in Annex E and updated construction workers calculations in Annex H.	Updated in response to Action 20 and discussions at ISH 6
	Table 13-29	Updated to account for updated HGV and CRC calculations in Annex E and updated construction workers calculations in Annex H.	Updated in response to Action 20 and discussions at ISH 6
	Annex C	Updated to remove Access 14 (Drawing PL-14) and Access 15 (Drawing PL15) as construction access points. Inclusion of updated Drawings for Access 12 (Drawing PL12-E) and Access 13 (Drawing PL13-E) to include for provision of banksmen Removal of requirement to remove hedgerow.	Updated in response to Action 19 at ISH 6
	Annex E	Updated to show Applicants revised HGV calculations.	Updated in response to Action 20 at ISH 6
	Annex F	Updated to account for Applicant increased HGV numbers presented in Annex E.	Updated in response to Action 20 at ISH 6
	Annex G	Added to demonstrate probability of HGVs meeting in accordance with revised HGV numbers presented in Annex E.	Updated in response to Action 20 at ISH 6
	Annex H	Added to clarify level of construction workers on each construction route.	Updated in response to discussions at ISH 6

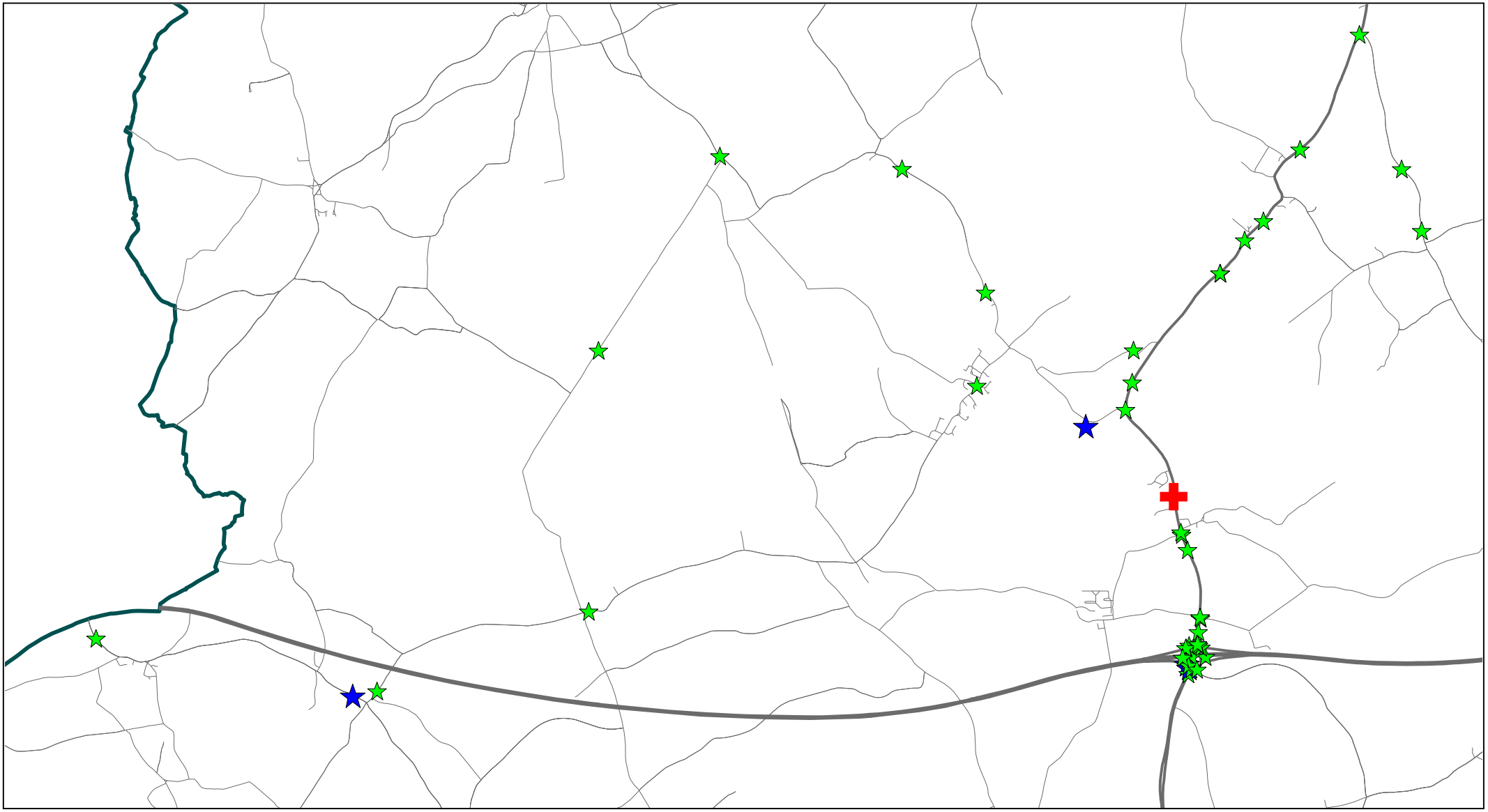
Revision	Section Reference	Description of Changes	Reason for Revision
	Annex I	Previously Annex G Updated to show Applicants revised HGV calculations.	Updated in response to Action 20 at ISH 6
	Annex J and paragraph 1.7.8-1.7.10	Added to add further information on delivery of BESS Units and PCS Units.	Updated in response to Action 13 of ISH 6
	Annex K	Previously Annex H Update of Drawing PL404-A to PL404-B showing AIL movement within public highway boundary. Update of Drawing PL405 to PL405-A showing tractor unit at either end of AIL trailer. Updated of Drawing PL406 to PL406-A to show AIL swept-path on topographical survey and avoiding tree on inside of bend. Addition of Drawing SP58 showing AIL turning at junction of B4039 and Fowlswick Lane.	Updated in response to Action 16 and 17 of ISH 6
	Annex L	Previously Annex I.	Annex letter updated due to the inclusion of additional Annexes
	Annex M	Previously Annex J.	Annex letter updated due to the inclusion of additional Annexes
	Annex N	Previously Annex K.	Annex letter updated due to the inclusion of additional Annexes
	Annex O and paragraph 1.8.14-1.8.15	Inclusion of indicative highway widening suggested by Wiltshire Council. Inclusion of Drawings PL310-PL314.	Updated in response to Action 8 of ISH 6
	Annex P	Added to account for updated HGV and CRC calculations in Annex E and updated construction workers calculations in Annex H.	Updated in response to Action 20 and discussions at ISH 6
	Throughout	Text updated to account for additional tables and updates to tables to account for updated HGV and CRC calculations in Annex E and updated construction workers calculations in Annex H.	Updated in response to Action 20 and discussions at ISH 6
	Table 13-30	Table added to show Daily and hourly HGV movements on key construction route links	Added in response to Action 7 of ISH6.

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Annex B PIC Data

Solar PV Sites - Wiltshire PIC Data

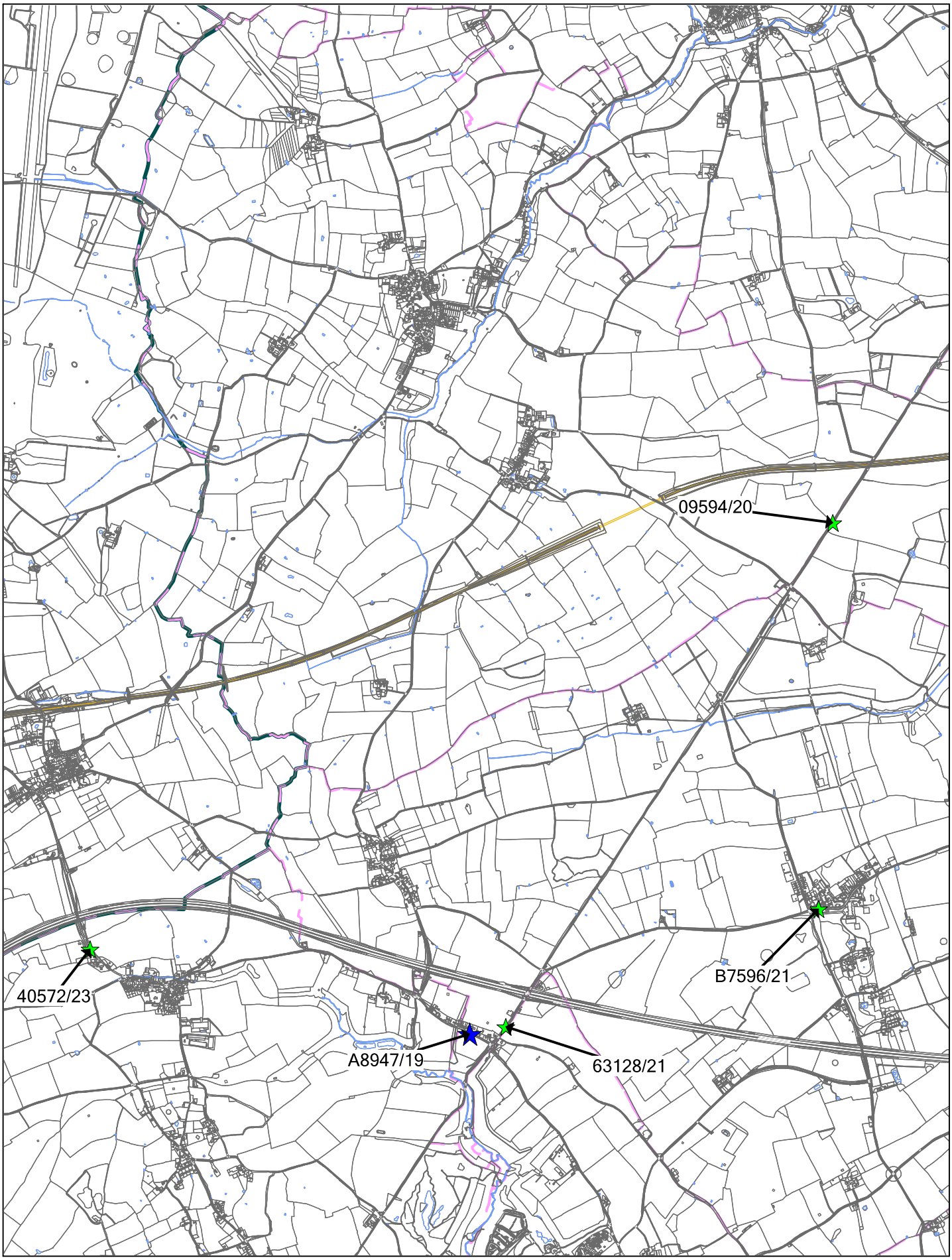


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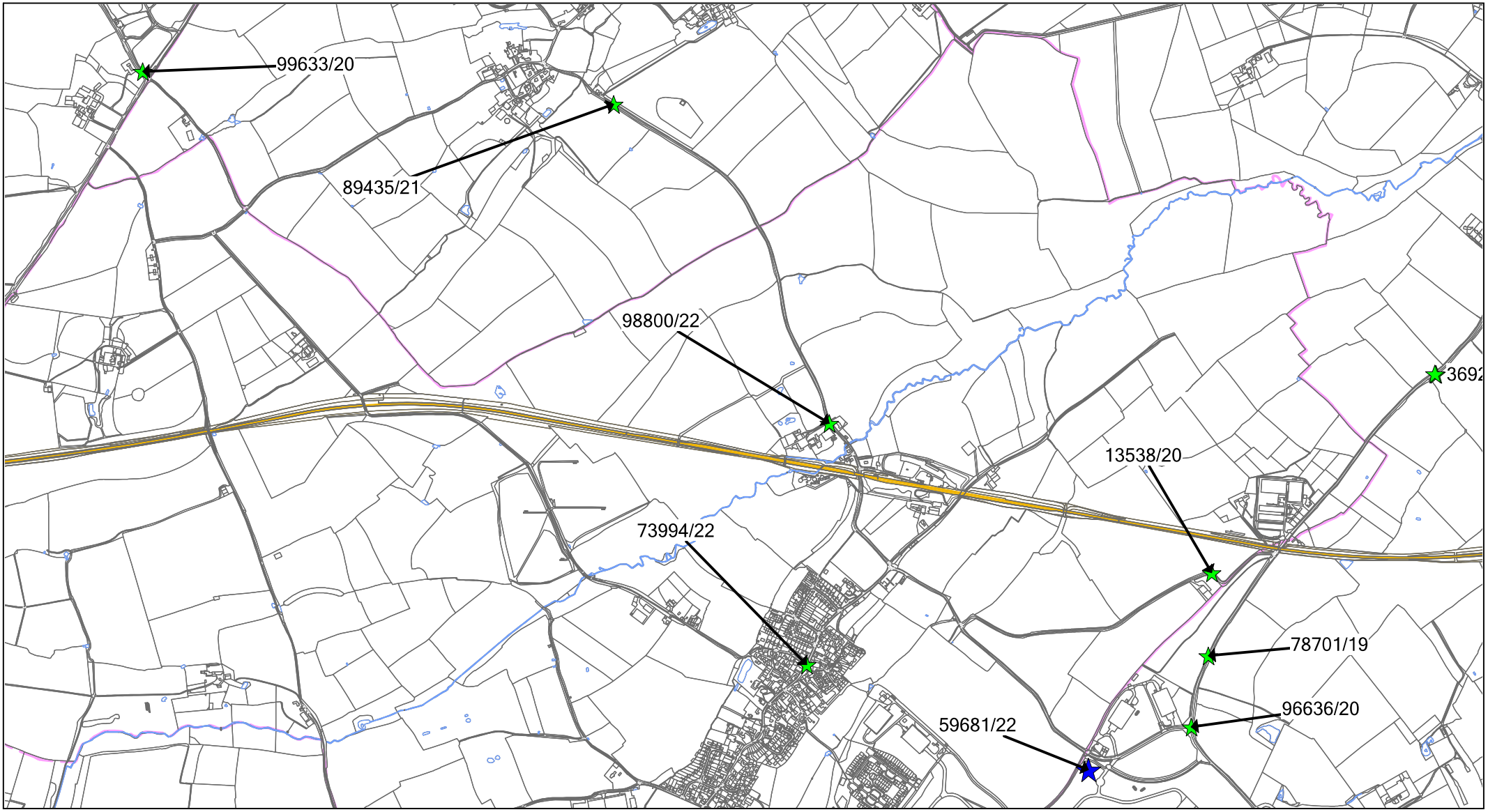


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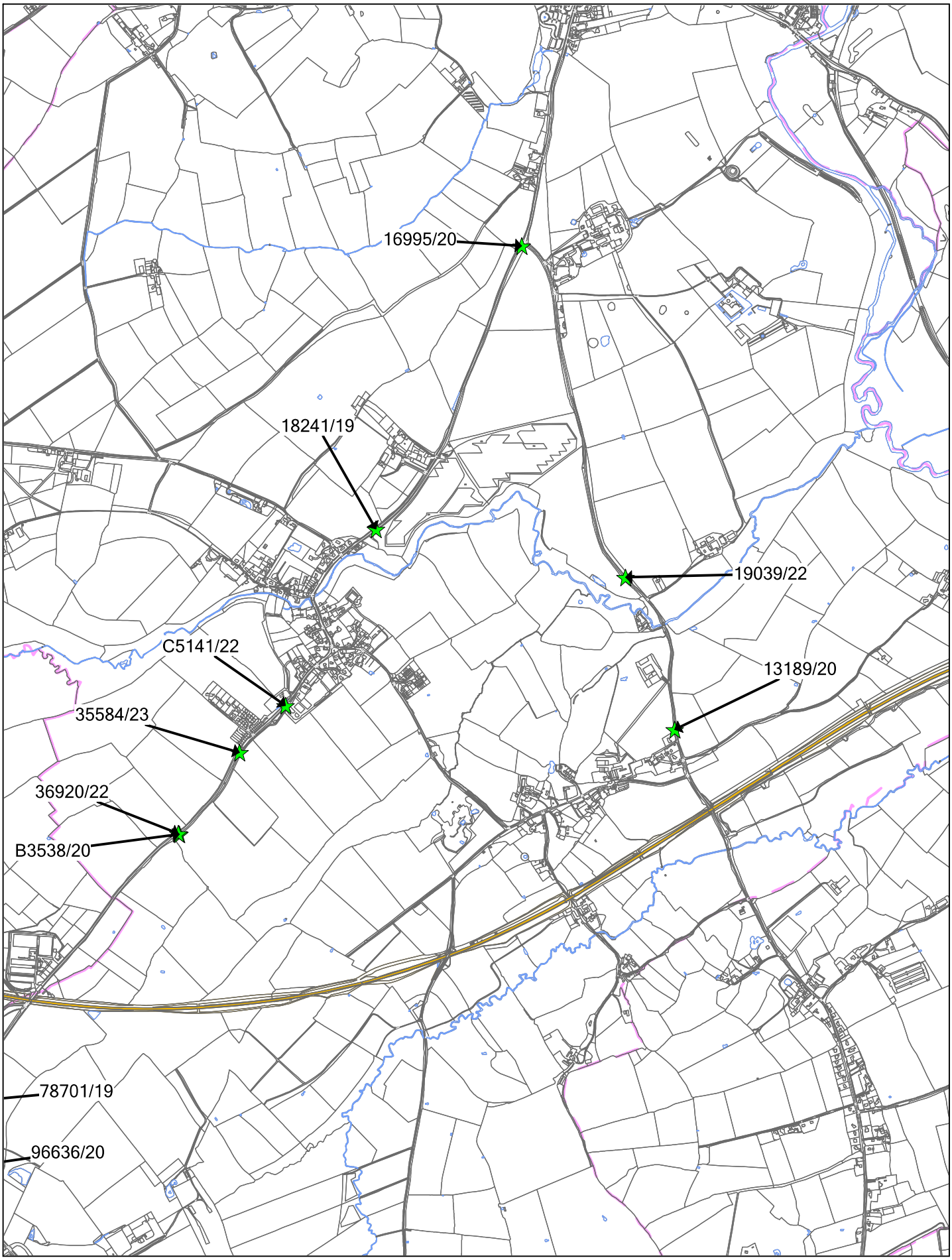


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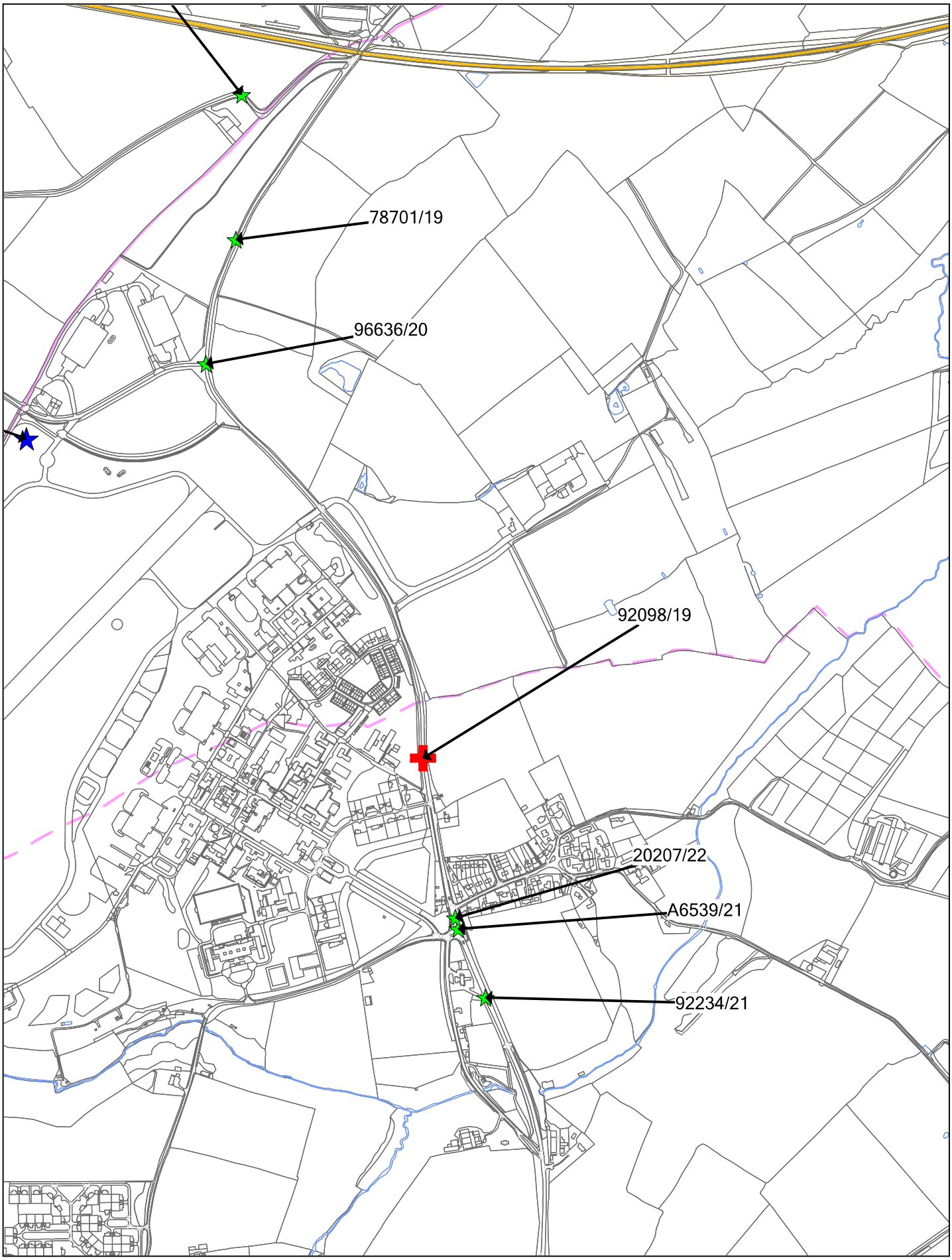


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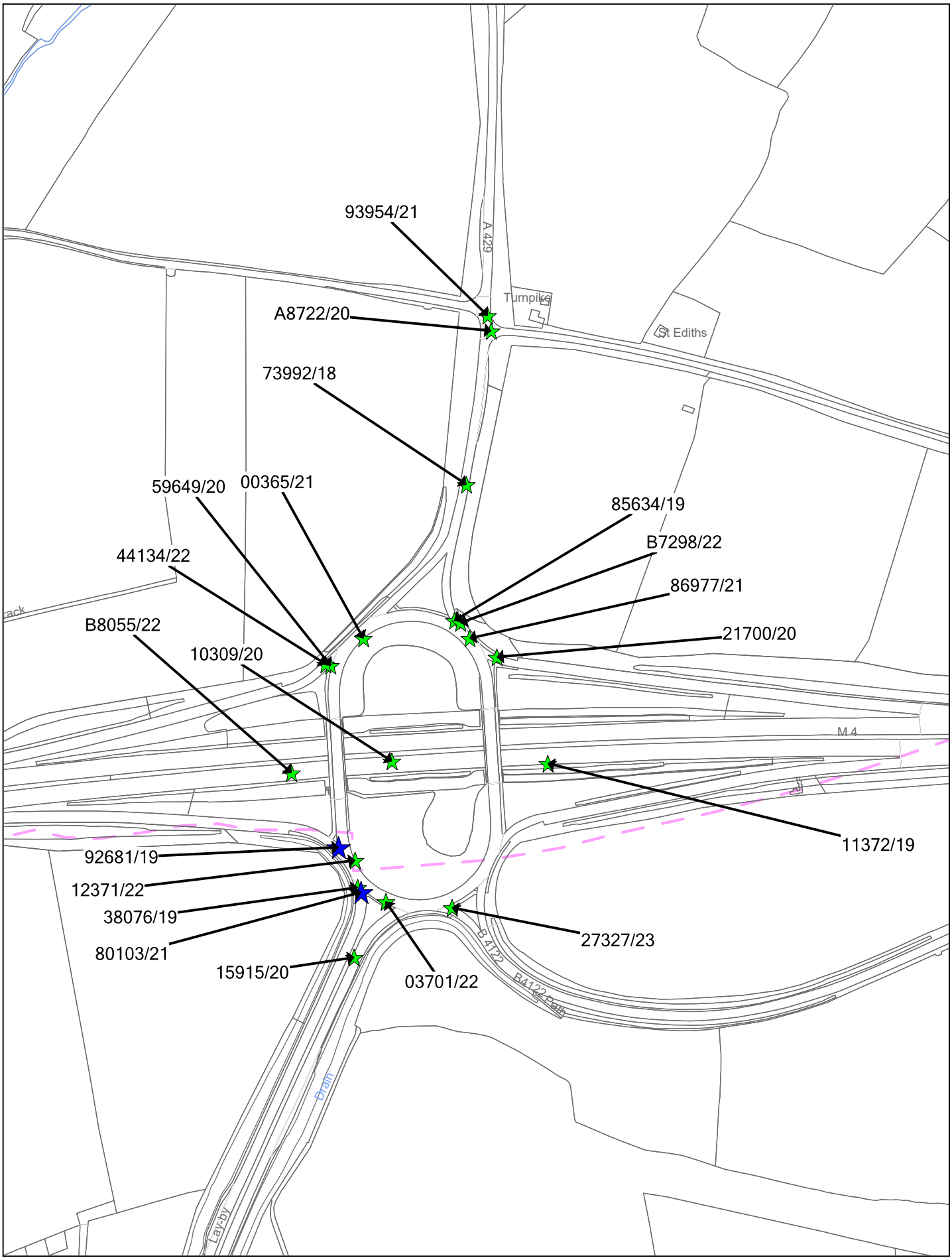


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Details of Personal Injury Accidents for Period - **01/07/2018** **to** **30/06/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
North Wilts Area for TPA

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
40572/23 **B 4039** **E 381,193** **N 179,738**	Tuesday 18/04/2023 1008hrs Daylight Dry Fine without high winds 30 mph	B4039 BURTON RD, APPROX 180M S OF M4 BRIDGE, BURTON. SMO	Veh 1	Agric. veh	Going ahead	N to S Dri	M 62 Slight
V1(TRACTOR) TRAV S. V1 EQUIPMENT HAS BROKEN OFF CAUSING V1 TO RUN OVER IT. SMO							
A8947/19 **B 4039** **E 383,640** **N 179,190**	Friday 01/11/2019 1807hrs Daylight Dry Unknown 30 mph	B4039 NR GIBB GARAGE, SUMMER LANE, LITTLETON DREW, CHIPPENHAM.	Veh 1 Veh 1 Veh 2	Car Car Goods 3.5 - 7.5t	Going ahead Going ahead Parked	NW to SE Dri NW to SE RSP 0 to 0	M 25 Slight M 30 Serious
V1(CAR) TRAV S/EAST, V2 (HGV) PARKED. V2 STOPPED AT SIDE OF C/WAY WITH HAZZARDS ON, V1 COLLIDED WITH REAR OF V2. MR							
63128/21 **U** **E 383,872** **N 179,237**	Wednesday 30/06/2021 1659hrs Daylight Dry Fine without high winds 60 mph	UC FOSS WAY, APPROX 150M NE OF THE GIBB. CASTLE COOMBE, CHIPPENHAM. SMO	Veh 1 Veh 2	Car Car	O/take m/veh o/side Going ahead	SW to NE Dri SW to NE	M 51 Slight
V1(CAR) TRAV NE. V2(CAR) TRAV NE. BOTH VEHICLES HAVE BEEN RACING EACHOTHER. V1 HAS OVERTAKEN V2 AND COLLIDED N/S WITH V2 O/S. V1 HAS LOST CONTROL AND COLLIDED WITH TREE. SMO							
B7596/21 **C 72** **E 385,888** **N 179,996**	Thursday 02/12/2021 1500hrs Daylight Dry Fine without high winds 30 mph	C72 THE ST, AT JCT WITH 'MANOR FARM', GRITTLETON, CHIPPENHAM. SMO	Veh 1 Veh 2	Car Agric. veh	O/take m/veh o/side Turning right	E to W Dri E to N	F 73 Slight
V1(CAR) TRAV W. V2(AGRI) TRAV N. V2 HAS SLOWED TO TURN RIGHT INTO PRIVATE DR. V1 HAS FAILED TO NOTICE AND ATTEMPTED TO OVERTAKE AND COLLIDED FRONT WITH V2 REAR /S CAUSING V1 TO SPIN. SMO							

Details of Personal Injury Accidents for Period - **01/07/2018** **to** **30/06/2023** (60) months

Selection:
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Notes:
North Wilts Area for TPA

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
09594/20	Tuesday 28/01/2020 0907hrs Daylight	FOSSEWAY APROX 1740M SW OF JCT WITH PIG LN. GRITTLETON	Veh 1	Car	Going ahead	SW to NE Dri	F 32 Slight
U							
E 385,980	Frost/Ice						
N 182,484	Fine without high winds						
	60 mph						
	V1 (CAR) TRAV NE SKIDDED ON BLACK ICE, LEFT C/WAY O/S & OVERTURNED. TN						
99633/20	Saturday 03/10/2020 1730hrs Darkness no street lighting	FOSSE WAY, SHERSTON, WILTSHIRE	Veh 1	Car	Starting	SW to NW Dri	M 20 Slight
U							
E 387,138	Wet/Damp						
N 184,336	Raining with high winds						
	60 mph						
	V1 (CAR) TRAV NW. V1 HAS TURNED AT T-JCT LOST CONTROL OF CAR AND MOUNTED VERGE ON THE O/S. JT.						
89435/21	Monday 13/09/2021 1212hrs Daylight	C1, APPROZ 290M SE OF CHURCH LANE, NORTON. MALMESBURY. SMO	Veh 1	Goods > 7.5t	Going ahead	NW to SE Dri	M 28 Slight
C 1							
E 388,874	Dry						
N 184,215	Fine without high winds						
	60 mph						
	V1(LORRY) TRAV S. V1 N/S TYRES HAVE GONE INTO A DEEP GULLY IN THE RD CAUSING V1 TO LOSE CONTROL AND VEER TO O/S AND OVERTURNING. SMO						
73994/22	Thursday 14/07/2022 1921hrs Daylight	C33 THE STREET, AT JCT WITH UC HILL HAYES LANE, HULLAVINGTON SMO	Veh 1 Veh 2	Car Car	Starting Going ahead	W to E Dri S to N Dri	M 47 Slight M 79 Slight
U							
E 389,586	Dry						
N 182,148	Fine without high winds						
	30 mph						
	V1(CAR) TRAV E. V2(CAR) TRAV N. V1 HAS FAILED TO GIVE WAY AT JCT AND COLLIDED FRONT WITH V2 N/S. SMO						

Details of Personal Injury Accidents for Period - **01/07/2018** **to** **30/06/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
North Wilts Area for TPA

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
98800/22 **C 1** **E 389,669** **N 183,038**	Monday 19/09/2022 1546hrs Daylight Dry Fine without high winds 30 mph V1(CAR) TRAV SE. V1 HAS FAILED TO NEGOIATE BEND, SKID AND OVERTURNED. SMO	C1, OUTSIDE JCT WITH BRADFIELD MANOR FARM AND BRADFIELD COTTAGES, HULLAVINGTON. SMO	Veh 1	Car	Going ahead	N to SE Dri	M 21 Slight
59681/22 **U** **E 390,624** **N 181,761**	Thursday 09/06/2022 0930hrs Daylight Dry Unknown 30 mph V1(CAR) TRAV E. V2(CYCLE) TRAV N. V2 HAS BEEN GOING TO TURN RIGHT ON RBT AND V1 HAS STRUCK FRONT WITH V2 N/S. V2 RIDER DISPLACED. SMO	UC ROAD TO HULLAVINGTON AIRFIELD, ON RBT. CHIPPENHAM. SMO	Veh 1 Veh 2	Car Pedal cycle	Going ahead Turning right	W to E S to N Dri	M 52 Serious
96636/20 **A 429** **E 391,003** **N 181,919**	Friday 25/09/2020 0829hrs Daylight Dry Fine without high winds 60 mph V1 (CAR) TRAV N. V2 (CAR) TRAV E. V2 HAS PULLED OUT OF T-JCT AND V1 HAS COLLIDED O/S V2. JT.	A429, HULLAVINGTON, WILTSHIRE	Veh 1 Veh 2	Car Car	Going ahead RH bend Starting	S to N Dri W to E Dri	F 46 Slight M 40 Slight
78701/19 **A 429** **E 391,066** **N 182,181**	Saturday 10/08/2019 0031hrs Darkness: no street lighting Wet/Damp Fine without high winds 50 mph V1 (CAR) TRAV NE, LOST CONTROL COLLIDING WITH N/S VERGE AND SPINNING. TN	A429, APROX 275M NE OF JCT WITH C1 TO HULLAVINGTON, LOWER STANTON ST QUINTON	Veh 1 Veh 1	Car Car	Going ahead Going ahead	S to NE Dri S to NE FSP	F 22 Slight F 24 Slight

Details of Personal Injury Accidents for Period - **01/07/2018** **to** **30/06/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
North Wilts Area for TPA

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
Road No.	Date										
	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
13538/20	Friday 13/11/2020	NEAR TO A429 KINGWAY BRIDGE, CORSTON, WILTSHIRE	Veh 1	Car	Going ahead RH bend	NW	to SE	Dri	F 46	Slight	
U	1713hrs										
	Darkness: no street lighting										
E 391,078	Wet/Damp										
N 182,487	Raining without high winds										
	60 mph										
	V1 (CAR) TRAV SE. V1 HAS SLIPPED ON MUD AND ENTERED INTO A DITCH ON N/S. JT.										
92098/19	Monday 16/09/2019	A429, APROX 106M N OF JCT WITH BLENHEIM GARDENS, LOWER STANTON ST QUINTIN,	Veh 1	Car	O/take m/veh o/side	N	to S	Dri	M 32	Slight	
			Veh 2	Car	Going ahead	S	to N	Dri	M 83	Slight	
A 429	1624hrs		Veh 2	Car	Going ahead	S	to N	FSP	F 80	Fatal	
	Daylight		Veh 2	Car	Going ahead	S	to N	RSP	M 80	Fatal	
E 391,461	Dry		Veh 3	Car	Going ahead	N	to S	Dri	F 41	Slight	
N 181,087	Fine without high winds										
	60 mph										
	V1 (CAR) TRAV S, V2 (CAR) TRAV N, V3 CAR TRAV S. V1 O/TAKING MOVING VEH O/S DISOBAYING DOUBLE WHITE LINES. V2 STEERED SLIGHTLY TOWARDS O/S IN AN ATTEMPT TO AVOID COLLISION, V1 COLLIDED N/S V2. V1 LEFT C/WAY O/S, REBOUNDED & COLLIDED O/S V3. V2 LEFT C /WAY N/S & REBOUNDED INTO C/WAY. TN										
20207/22	Friday 25/02/2022	A429 MALMESBURY RD, AT JCT WITH SEAGRY RD, STANTON ST QUINTON. SMO	Veh 1	Car	Turning right	S	to E	Dri	F 75	Slight	
			Veh 2	Car	Going ahead	N	to S				
A 429	1846hrs										
	Darkness: no street lighting										
E 391,529	Dry										
N 180,750	Fine without high winds										
	50 mph										
	V1(CAR) TRAV E. V2(CAR) TRAV S. V1 HAS MOVED INTO MIDDLE OF RD TO TURN RIGHT BUT HAS ROLLED TOO FAR INTO PATH OF V2. V1 HAS COLLIDED FRONT WITH V2 FRONT. SMO										
A6539/21	Sunday 31/10/2021	A429 MALMESBURY RD, AT JCT WITH UC CHURCH RD, LOWER STANTON ST QUINTON,	Veh 1	Car	Turning right	W	to SE	Dri	M 45	Slight	
			Veh 2	Car	Going ahead	SE	to NW				
A 429	1844hrs										
	Darkness: street lighting unknown										
E 391,535	Dry										
N 180,727	Fine without high winds										
	60 mph										
	V1(CAR) TRAV SE. V2(CAR) TRAV NW. V1 HAS PULLED OUT OF JCT INTO PATH OF V2. V1 HAS COLLIDED FRONT N/S WITH V2 N/S. SMO										

Details of Personal Injury Accidents for Period - **01/07/2018** **to** **30/06/2023** (60) months

Selection:
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Notes:
North Wilts Area for TPA

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class			Casualties: Sex / Age / Sev
B8055/22 **M 4** **E 391,547** **N 179,556**	Tuesday 08/11/2022 1730hrs Darkness: no street lighting Dry Raining without high winds 70 mph	M4 WESTBOUND, AT MARKER POST 153.0/A, CHIPPENHAM. SMO	Veh 1 Goods > 7.5t Veh 2 Car Veh 2 Car	Change lane to right Going ahead Going ahead	E to W E to W E to W	Dri F 51 Slight FSP F 20 Slight
V1(LORRY) TRAV W. V2(CAR) TRAV W. V1 HAS BEGAN TO CHANGE LANES DUE TO TRAFFIC AHEAD AND HAS COLLIDED FRONT O/S WITH V2 N/S. SMO						
44134/22 **A 429** **E 391,576** **N 179,648**	Saturday 30/04/2022 1215hrs Daylight Dry Fine without high winds 60 mph	A429, AT J17 RBT WITH M4 WESTBOUND, STANTON ST QUINTON, CHIPPENHAM. SMO	Veh 1 Car Veh 2 Car Veh 2 Car	Starting Starting Starting	W to E W to E W to E	Dri F 53 Slight FSP F 56 Slight
V1(CAR) TRAV E V2(CAR) TRAV E V2 HAS BEEN STOPPED AT TRAFFIC LIGHTS AND V1 HAS COLLIDED FRONT WITH V2 REAR SMO						
59649/20 **A 429** **E 391,580** **N 179,647**	Monday 22/06/2020 1014hrs Daylight Dry Fine without high winds 30 mph	A429 & A350 R/BOUT TO M4, CHIPPENHAM, WILTSHIRE	Veh 1 Car Veh 2 Car Veh 3 Goods < 3.5t	Going ahead Going ahead Going ahead	W to E W to E S to N	Dri M 46 Slight
V1 (CAR) TRAV E. V2 (CAR) TRAV E. V3 (AMB) TRAV N. V3 HAS GONE THROUGH LIGHTS WITH SIREN GOING. V2 HAS SLOWED TO ALLOW V3 TO PASS, V1 HAS MISJUDGED AND GONE INTO THE BACK OF V2 JT						
92681/19 **M 4** **E 391,587** **N 179,493**	Wednesday 18/09/2019 1453hrs Daylight Dry Fine without high winds 30 mph	M4 JCT 17 RBT WITH A350, CHIPPENHAM	Veh 1 M/C > 500 cc Veh 2 Car	Change lane to left Going ahead RH bend	0 to 0 0 to 0	Dri M 47 Serious
V1 (M.CYCLE) TRAV NW, V2 (CAR) TRAV N. V2 IN OUTSIDE LN OF RBT, V1 IN INSIDE LN. V1 ATTEMPTED TO LEAVE RBT & COLLIDED O/S V2. RIDER DISPLACE. TN						

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			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
Road No.	Date									
	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
92234/21	Tuesday 21/09/2021	A429, AT JCT WITH PETROL STATION. LOWER STANTON ST	Veh 1	Car	Turning right	W to SE	Dri	M	49	Slight
			Veh 2	Car	Going ahead	SE to NW				
A 429	1835hrs	QUINTIN, CHIPPENHAM. SMO								
	Daylight									
E 391,593	Dry									
N 180,582	Fine without high winds									
	50 mph									

V1(CAR) TRAV SE. V2(CAR) TRAV NW. V1 HAS PULLED OUT OF JCT INTO PATH OF V2. V2 HAS COLLIDED FRONT WITH V1 O/S. SMO

15915/20	Thursday 13/02/2020	A350 JCTWITH WB SLIP J17 M4	Veh 1	Car	Turning left	NE to W				
			Veh 2	M/C > 500 cc	Wait go ahead held	NE to E	Dri	M	57	Slight
A 350	1840hrs									
	Darkness street lighting unknown									
E 391,600	Dry									
N 179,400	Fine without high winds									
	70 mph									

V2(M/C) STATIONARY LANE 2 AT JUNCTION WAITING TO ENTER ROUNDABOUT. V1(CAR) PASSES V1 ON THE O/S COLLIDING WITH O/S OF V1. V2 DOES NOT STOP AND ENTERS RA TAKING WB SLIP ONTO MW.

12371/22	Friday 04/02/2022	A350, AT JUCNTION 17 RBT WITH	Veh 1	Car	Going ahead	S to N				
		M4, CHIPPENHAM. SMO	Veh 2	Car	Going ahead	E to N	FSP	M	58	Slight
A 350	0654hrs									
	Darkness: street lights present and lit									
E 391,601	Wet/Damp									
N 179,482	Raining with high winds									
	40 mph									

V1(CAR) TRAV N. V2(CAR) TRAV N. V1 HAS ENTERED RBT AND COLLIDED FRONT O/S WITH V2 N/S CAUSING V2 TO VEER ONO CENTRE OF RBT. V1 FTS. SMO

38076/19	Sunday 21/04/2019	A350, JCT 17 M4, KINGTON	Veh 1	Car	Starting	N to S				
		LANGLEY.	Veh 2	Car	Wait go ahead held	N to S	RSP	M	8	Slight
A 350	1627hrs		Veh 2	Car	Wait go ahead held	N to S	RSP	F	9	Slight
	Daylight		Veh 2	Car	Wait go ahead held	N to S	FSP	M	48	Slight
E 391,603	Dry									
N 179,459	Fine without high winds									
	70 mph									

V1 (CAR) TRAV N BEHIND V2 (CAR) TRAV N. V2 WAITING TO GO AHEAD, V1 COLLIDED REAR V2. TN

Details of Personal Injury Accidents for Period - **01/07/2018** **to** **30/06/2023** (60) months

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Police Ref. / **Road No.** / **Grid Ref.**	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
80103/21	Tuesday 17/08/2021 0920hrs Daylight	A350 MALMESBURY RD, AT RBT WITH M4 JCT 17. CHIPPENHAM. SMO	Veh 1	M/C > 500 cc	Stopping	S	to N	Dri	M 68	Serious	
A 350											
E 391,606	Dry										
N 179,455	Fine without high winds										
	70 mph										
	V1(M/CYCLE) TRAV N. V1 HAS BRAKED HEAVILY DUE TO TRAFFIC AND V1 RIDER HAS LOST BALANCE AND FALLEN OFF. RIDER DISPLACED. SMO										
00365/21	Saturday 02/01/2021 2228hrs Daylight	A429 MALMESBURY ROAD, STANTON ST QUINTON, SWINDON, WILTSHIRE	Veh 1	M/C < 125 cc	O/take m/veh o/side	N	to S	Dri	M 21	Slight	
A 429											
E 391,608	Dry										
N 179,670	Unknown										
	50 mph										
	V1 (M/BIKE) TRAV S V1 HAS ATTEMPTED TO O/T ANOHTER V AND COLLIDES CENTRAL RES AND LAMP POST JT										
03701/22	Wednesday 12/01/2022 0928hrs Daylight	M4 ROUNDABOUT, WITH JCT A350 MALMESBURY RD, CHIPPENHAM. SMO	Veh 1	Car	Change lane to left	N	to W	Dri	M 42	Slight	
A 350			Veh 2	Car	Going ahead	N	to W				
E 391,627	Wet/Damp										
N 179,447	Fine without high winds										
	60 mph										
	V1(CAR) TRAV W. V2(VAN) TRAV W. V1 HAS ASSUMED V2 WAS TURNING LEFT. V1 HAS MOVED OVER AND COLLIDED N/S WITH V2 O/S. V1 HAS LOST CONTROL, MOUNTED N/S VERGE AND HIT A LAMPOST. SMO										
10309/20	Wednesday 29/01/2020 2222hrs Darkness: no street lighting	M4 MOTORWAY, MARKER POST 153/3A. STANTON ST QUINTIN	Veh 1	Car	Reversing	E	to W	Dri	M 33	Slight	
M4			Veh 2	Car	Reversing	E	to W				
E 391,632	Dry										
N 179,566	Fine without high winds										
	70 mph										
	V1 (CAR) BROKEN DOWN, V2 (CAR) TRAV W. V1 FAILED TO SEE BROKEN DOWN VEH & COLLIDED REAR V2. TN										

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Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
27327/23 **B 4122** **E 391,683** **N 179,442**	Monday 13/03/2023 1900hrs Darkness: street lighting unknown Dry Unknown 60 mph	B4122, AT RBT WITH A350 AND M4, CHIPPENHAM. SMO	Veh 1 Veh 2	Car Car	Starting Wait go ahead held	W to E W to E	Dri F 58 Slight
	V1(CAR) TRAV NW. V2(CAR) TRAV NW. V2 HAS COME TO A STOP AT JCT AND V1 HAS FAILED TO STOP. V1 HAS COLLIDED FRONT WITH V2 REAR. SMO						
85634/19 **A 429** **E 391,685** **N 179,685**	Thursday 29/08/2019 1737hrs Daylight Dry Fine without high winds 60 mph	A429, APROX 5M N OF JCT 17 RBT WITH M4, CHIPPENHAM	Veh 1 Veh 2 Veh 2	Car Car Car	Stopping Stopping Stopping	N to SE N to SE N to SE	Dri M 28 Slight FSP F 26 Slight
	V1 (CAR) TRAV S BEHIND V2 (CAR) TRAV S V2 SLOWED FOR RBT, V1 COLLIDED REAR V2 TN						
B7298/22 **A 429** **E 391,690** **N 179,683**	Monday 07/11/2022 0749hrs Daylight Wet/Damp Raining without high winds 70 mph	A429, AT RBT WITH M4 EASTBOUND, STANTON ST QUINTIN. SMO	Veh 1 Veh 2 Veh 2	Goods 7 5t Car Car	Going ahead Wait go ahead held Wait go ahead held	N to S N to S N to S	Dri F 55 Slight FSP M 22 Slight
	V1(TIPPER) TRAV S. V2(CAR) TRAV S. V1 HAS MOVED FORWARD AND STRUCK FRONT WITH V2 REAR. SMO						
73992/18 **A 429** **E 391,695** **N 179,800**	Tuesday 07/08/2018 1028hrs Daylight Dry Fine without high winds 60 mph	A429, APPROX 115M N OF RBT WITH JCT 17, M4 MOTORWAY, STANTON ST QUINTIN	Veh 1	Car	Going ahead	N to S	Dri M 83 Slight
	V1 (CAR) TRAV S HAS SWERVED, LEAVING C/WAY O/SIDE COLLIDING WITH ROAD SIGN. LW						

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			Vehicles						Casualties			
Police Ref.	Day	Location Description	Veh No	Type	Manv	Dir	Class		Sex	Age	Sev	
Road No.	Date											
	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
86977/21	Tuesday	A350, AT JCT WITH M4 EASTBOUND	Veh 1	Car	Going ahead	S	to E	Dri	M	21	Slight	
	07/09/2021	JCT 17. CHIPPENHAM. SMO	Veh 2	Car	Going ahead	N	to S					
A 350	0744hrs											
	Daylight											
E 391,698	Dry											
N 179,670	Fine without high winds											
	70 mph											
	V1(CAR) TRAV E. V2(CAR) TRAV S. V1 HAS FAILED TO GIVE WAY ON RBT AND COLLIDED N/S WITH V2 FRONT. THIS HAS CAUSED V1 TO LOST CONTROL, SPIN AND COME TO REST ON O/S VERGE. SMO											
93954/21	Sunday	A429, APPROX 5M N OF C166	Veh 1	Car	Going ahead	N	to S					
	26/09/2021	UNNAMED RD, STANTON ST	Veh 2	Car	Stopping	N	to S	Dri	F	32	Slight	
A 429	1643hrs	QUINTON. CHIPPENHAM. SMO	Veh 2	Car	Stopping	N	to S	FSP	F	36	Slight	
	Daylight		Veh 3	Car	Stopping	N	to S					
E 391,713	Dry											
N 179,943	Fine without high winds											
	60 mph											
	V1(CAR) TRAV S V2(CAR) TRAV S V3(CAR) TRAV S V3 AND V2 HAVE SLOWEED FOR TRAFFIC V1 HAS FAILED TO STOP AND COLLIDED FRONT WITH V2 REAR. V2 HAS BEEN PUSHED FORWARD INTO V3 REAR. SMO											
A8722/20	Thursday	A429 JCT WITH SCOTLAND HILL	Veh 1	Car	Turning right	S	to E					
	29/10/2020	TOWARDS UPPER SEAGRY,	Veh 2	Pedal cycle	Starting	E	to W	Dri	M	52	Slight	
A 429	1158hrs	CHIPPENHAM, STANTON ST										
	Daylight											
E 391,716	Wet/Damp											
N 179,930	Raining without high winds											
	60 mph											
	V1 (CAR) TRAV E. V2 (CYCLE) TRAV W. V1 HAS GONE TO TURN RIGHT AT THE T-JCT AND V2 HAS BEGUN TO MOVE. V1 HAS COLLIDED O/S V2 JT											
21700/20	Sunday	EXIT SLIP J17 M4 WESTBOUND JCT	Veh 1	Car	Stopping	E	to W					
	01/03/2020	A429 MALMESBURY	Veh 2	Car	Stopping	E	to W	Dri	M	38	Slight	
M4	2150hrs											
	Darkness: street lights present and lit											
E 391,721	Wet/Damp											
N 179,654	Fine without high winds											
	60 mph											
	V2(CAR) EXITING J17 M4 WB. V1(CAR) BEHIND V2. V2 SLOWS FOR RA. V1 COLLIDES WITH REAR V2.											

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11372/19 **M 4** **E 391,764** **N 179,564**	Sunday 03/02/2019 0714 hrs Daylight Frost/Ice Fine without high winds 70 mph	M4 M/WAY E/BOUND JUST BEYOND J.17	Veh 1 Car Going ahead W to E Dri Veh 2 Goods < 3.5t Going ahead 0 to 0			F 31 Slight
	V1 (CAR) V2 (VAN) V.1 TRAV E/BOUND APPROX 70 MPH , V 2 TRAV E/BOUND COLLIDED INTO REAR OF V1 AND THEN DROVE AWAY WITHOUT EXCHANGING DETAILS.					
36920/22 **A 429** **E 391,901** **N 183,221**	Monday 11/04/2022 0010 hrs Darkness: no street lighting Dry Fine without high winds 60 mph	A429 CHIPPENHAM RD, APPROX 470M SW OF JCT WITH KINGWAY VIEW, CORSTON, MALMESBURY.	Veh 1 Car Going ahead NE to SW Dri			M 28 Slight
	V1(CAR) TRAV SW V1 HAS HIT N/S VERGE CAUSING V1 TO SKID ALONG VERGE AND OVERTURN V1 HAS HIT GATE SMO					
B3538/20 **A 429** **E 391,905** **N 183,219**	Tuesday 13/10/2020 1713 hrs Darkness: street lights present but unlit Wet/Damp Raining without high winds 60 mph	A429, NEAR KINGSWAY BRIDGE, CORSTON, WILTSHIRE	Veh 1 Car Going ahead RH bend NE to SW Dri			F 46 Slight
	V1 (CAR) TRAV SW. V1 HAS FAILED TO NAVIGATE A RIGHT HAND BEND AND SLID INTO A DITCH ON THE N/S. JT.					
35584/23 **A 429** **E 392,138** **N 183,535**	Tuesday 04/04/2023 0700 hrs Daylight Frost/Ice Other 60 mph	A429 CHIPPENHAM RD, APPROX 30M SW OF HOUSE NUMBER 6, CORSTON. SMO	Veh 1 Goods < 3.5t Stopping SW to NE Dri Veh 2 Goods < 3.5t Stopping SW to NE			M 23 Slight
	V1(VAN) TRAV NE. V2(VAN) TRAV NE. V1 HAS BRAKED, SKID ON BLACK ICE AND OVERTURNED INTO OPPOSITE C/WAY. V2 HAS SEEN THIS AND BRAKED CAUSING V2 TO LEAVE C/WAY N/S AND ENTER DITCH. SMO					

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			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
Road No.	Date										
	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
C5141/22	Sunday 27/11/2022	A429 MAIN RD, APPROX 10M SW OF SOUTHSIDE CL, CORSTON. SMO	Veh 1	Car		Going ahead	SW to NE	Dri	F	38	Slight
A 429	1503hrs										
	Daylight										
E 392,316	Wet/Damp										
N 183,717	Raining without high winds										
	30 mph										

V1(CAR) TRAV NW. FOR REASONS UNKNOWN, V1 HAS GONE TO O/S AND ENTERED DITCH. V1 HAS OVERTURNED. SMO

18241/19	Friday 22/02/2019	A429 APROX 165M NE OF JCT WITH QUARRY CLOSE, CORSTON	Veh 1	Car		Going ahead LH bend	SW to NE				
			Veh 2	Car		Going ahead LH bend	SW to NE	Dri	M	26	Slight
A 429	1700hrs		Veh 3	Goods < 3.5t		Going ahead RH bend	NE to SW				
	Daylight										
E 392,666	Dry										
N 184,400	Fine without high winds										
	60 mph										

V1 (CAR) TRAV N, V2 (CAR) TRAV N, V3 (VAN) TRAV S. V2 HAS BRAKED UPON SEEING V3 COMING ROUND BEND, V1 COLLIDED WITH REAR V2. TN

16995/20	Monday 17/02/2020	A429 JUNCT WITH GRANGE LANE MALMESBURY	Veh 1	Goods 3 5t		Going ahead	S to N	Dri	M	33	Slight
			Veh 2	Car		Going ahead	S to N				
A 429	1824hrs		Veh 3	Car		Wait to turn right	S to E				
	Darkness: no street lighting										
E 393,231	Dry										
N 185,496	Fine without high winds										
	60 mph										

V1 (VAN), V2 (CAR), V3 (CAR) TRAV NE ON THE A429. V3 STOPPED TO TURN RIGHT INTO GRANGE LANE. V2 SLOWED BEHIND V3. V1 FAILED TO SLOW AND COLLIDED WITH THE REAR OF V2 PUSHING IT INTO THE REAR OF V3.

19039/22	Tuesday 22/02/2022	C82 GRANGE LANE, APPROX 115M NW OF JCT WITH UC LANE TO 'RODBOURNERAIL FARM',	Veh 1	Car		Going ahead	S to NW				
			Veh 2	Car		Going ahead	S to NW	Dri	F	60	Slight
C 82	1846hrs		Veh 3	Car		Going ahead	S to NW	Dri	F	53	Slight
	Darkness: no street lighting										
E 393,633	Dry										
N 184,213	Fine without high winds										
	60 mph										

V1(CAR) TRAV N. V2(CAR) TRAV N. V3(CAR) TRAV N. V1 HAS BEEN WEAVING ACROSS RD AND HAS COLLIDED WITH V2. V2 HAS THEN COLLDIED WITH V3. V1 DRIVER INTOX. SMO

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Police Ref.	Day	Location Description	Veh No	Type	Manv	Dir	Class			Sex	Age	Sev	
Road No.	Date												
	Time												
Grid Ref.	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
13189/20	Friday	GRANGE LANE 100M NORTH OF JCT	Veh 1	Car		Going ahead		S	to N	Dri	M	33	Slight
	07/02/2020	WITH ANGROVE LANE RODBOURNE	Veh 2	Car		Going ahead		S	to N				
U	0809hrs	MALMESBURY											
	Daylight												
E 393,824	Frost/Ice												
N 183,624	Fine without high winds												
	60 mph												

V1(CAR) TRAV BEHIND V2 (CAR) BOTH TRAV NW. V2 SLOWS FOR TRACTOR TRV OPPOSITE DIRECTION V1 COLLIDES WITH REAR OF V2

Accidents between dates **01/07/2018** **and** **30/06/2023** (60) months

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Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
40572/23	18/04/2023	1	Slight	0	0	0	0	1	Light	No turn	Dry	1008	B4039 BURTON RD, APPROX 180M S OF M4 BRIDGE, BURTON. SMO
A8947/19	01/11/2019	2	Serious	0	0	0	0	0	Light	No turn	Dry	1807	B4039 NR GIBB GARAGE, SUMMER LANE, LITTLETON DREW, CHIPPE
63128/21	30/06/2021	1	Slight	0	0	0	0	0	Light	No turn	Dry	1659	UC FOSS WAY, APPROX 150M NE OF THE GIBB. CASTLE COOMBE, C
B7596/21	02/12/2021	1	Slight	0	0	0	0	1	Light	Right	Dry	1500	C72 THE ST, AT JCT WITH 'MANOR FARM', GRITTLETON, CHIPPENHA
09594/20	28/01/2020	1	Slight	0	0	0	0	0	Light	No turn	Frost/Ice	0907	FOSSEWAY APROX 1740M SW OF JCT WITH PIG LN. GRITTLETON
99633/20	03/10/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1730	FOSSE WAY, SHERSTON, WILTSHIRE
89435/21	13/09/2021	1	Slight	0	0	0	0	0	Light	No turn	Dry	1212	C1, APPROZ 290M SE OF CHURCH LANE, NORTON. MALMESBURY. SM
73994/22	14/07/2022	2	Slight	0	0	0	0	1	Light	No turn	Dry	1921	C33 THE STREET, AT JCT WITH UC HILL HAYES LANE, HULLAVINGT(
98800/22	19/09/2022	1	Slight	0	0	0	0	0	Light	No turn	Dry	1546	C1, OUTSIDE JCT WITH BRADFIELD MANOR FARM AND BRADFIELD (
59681/22	09/06/2022	1	Serious	0	1	0	0	0	Light	Right	Dry	0930	UC ROAD TO HULLAVINGTON AIRFIELD, ON RBT. CHIPPENHAM. SM
96636/20	25/09/2020	2	Slight	0	0	0	0	0	Light	No turn	Dry	0829	A429, HULLAVINGTON, WILTSHIRE
78701/19	10/08/2019	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0031	A429, APROX 275M NE OF JCT WITH C1 TO HULLAVINGTON, LOWER S
13538/20	13/11/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1713	NEAR TO A429 KINGWAY BRIDGE, CORSTON, WILTSHIRE
92098/19	16/09/2019	5	Fatal	0	0	0	0	3	Light	No turn	Dry	1624	A429, APROX 106M N OF JCT WITH BLENHEIM GARDENS, LOWER ST
20207/22	25/02/2022	1	Slight	0	0	0	0	1	Dark	Right	Dry	1846	A429 MALMESBURY RD, AT JCT WITH SEAGRY RD, STANTON ST QUI
A6539/21	31/10/2021	1	Slight	0	0	0	0	0	Dark	Right	Dry	1844	A429 MALMESBURY RD, AT JCT WITH UC CHURCH RD, LOWER STAN
B8055/22	08/11/2022	2	Slight	0	0	0	0	0	Dark	No turn	Dry	1730	M4 WESTBOUND, AT MARKER POST 153.0/A, CHIPPENHAM. SMO
44134/22	30/04/2022	2	Slight	0	0	0	0	0	Light	No turn	Dry	1215	A429, AT J17 RBT WITH M4 WESTBOUND, STANTON ST QUINTON, CH
59649/20	22/06/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1014	A429 & A350 R/BOUT TO M4, CHIPPENHAM, WILTSHIRE
92681/19	18/09/2019	1	Serious	1	0	0	0	0	Light	No turn	Dry	1453	M4 JCT 17 RBT WITH A350, CHIPPENHAM
92234/21	21/09/2021	1	Slight	0	0	0	0	0	Light	Right	Dry	1835	A429, AT JCT WITH PETROL STATION. LOWER STANTON ST QUINTIN
15915/20	13/02/2020	1	Slight	1	0	0	0	0	Dark	Left	Dry	1840	A350 JCTWITH WB SLIP J17 M4
12371/22	04/02/2022	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0654	A350, AT JUCNTION 17 RBT WITH M4, CHIPPENHAM. SMO
38076/19	21/04/2019	3	Slight	0	0	0	2	0	Light	No turn	Dry	1627	A350, JCT 17 M4, KINGTON LANGLEY.
80103/21	17/08/2021	1	Serious	1	0	0	0	1	Light	No turn	Dry	0920	A350 MALMESBURY RD, AT RBT WITH M4 JCT 17. CHIPPENHAM. SM
00365/21	02/01/2021	1	Slight	1	0	0	0	0	Light	No turn	Dry	2228	A429 MALMESBURY ROAD, STANTON ST QUINTON, SWINDON, WILT
03701/22	12/01/2022	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0928	M4 ROUNDABOUT, WITH JCT A350 MALMESBURY RD, CHIPPENHAM
10309/20	29/01/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2222	M4 MOTORWAY, MARKER POST 153/3A. STANTON ST QUINTIN
27327/23	13/03/2023	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1900	B4122, AT RBT WITH A350 AND M4, CHIPPENHAM. SMO
85634/19	29/08/2019	2	Slight	0	0	0	0	0	Light	No turn	Dry	1737	A429, APROX 5M N OF JCT 17 RBT WITH M4, CHIPPENHAM
B7298/22	07/11/2022	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0749	A429, AT RBT WITH M4 EASTBOUND, STANTON ST QUINTIN. SMO
73992/18	07/08/2018	1	Slight	0	0	0	0	1	Light	No turn	Dry	1028	A429, APPROX 115M N OF RBT WITH JCT 17, M4 MOTORWAY, STANTC
86977/21	07/09/2021	1	Slight	0	0	0	0	0	Light	No turn	Dry	0744	A350, AT JCT WITH M4 EASTBOUND JCT 17. CHIPPENHAM. SMO
93954/21	26/09/2021	2	Slight	0	0	0	0	0	Light	No turn	Dry	1643	A429, APPROX 5M N OF C166 UNNAMED RD, STANTON ST QUINTON. (

Accidents between dates **01/07/2018** **and** **30/06/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
North Wilts Area for TPA

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
A8722/20	29/10/2020	1	Slight	0	1	0	0	0	Light	Right	Wet/Damp	1158	A429 JCT WITH SCOTLAND HILL TOWARDS UPPER SEAGRY, CHIPPEN
21700/20	01/03/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2150	EXIT SLIP J17 M4 WESTBOUND JCT A429 MALMESBURY
11372/19	03/02/2019	1	Slight	0	0	0	0	0	Light	No turn	Frost/Ice	0714	M4 M/WAY E/BOUND JUST BEYOND J.17
36920/22	11/04/2022	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0010	A429 CHIPPENHAM RD, APPROX 470M SW OF JCT WITH KINGWAY V
B3538/20	13/10/2020	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1713	A429, NEAR KINGSWAY BRIDGE, CORSTON, WILTSHIRE
35584/23	04/04/2023	1	Slight	0	0	0	0	0	Light	No turn	Frost/Ice	0700	A429 CHIPPENHAM RD, APPROX 30M SW OF HOUSE NUMBER 6, CORS
C5141/22	27/11/2022	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1503	A429 MAIN RD, APPROX 10M SW OF SOUTHSIDE CL, CORSTON. SMO
18241/19	22/02/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1700	A429 APROX 165M NE OF JCT WITH QUARRY CLOSE, CORSTON
16995/20	17/02/2020	1	Slight	0	0	0	0	0	Dark	Right	Dry	1824	A429 JUNCT WITH GRANGE LANE MALMESBURY
19039/22	22/02/2022	2	Slight	0	0	0	0	1	Dark	No turn	Dry	1846	C82 GRANGE LANE, APPROX 115M NW OF JCT WITH UC LANE TO 'R
13189/20	07/02/2020	1	Slight	0	0	0	0	0	Light	No turn	Frost/Ice	0809	GRANGE LANE 100M NORTH OF JCT WITH ANGROVE LANE RODBOU
Column Totals		61		4	2	0	2	10					
No. of Accidents				4	2	0	1	8					

Total number of accidents listed: 45

Accidents between dates **01/07/2018** **and** **30/06/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
North Wilts Area for TPA

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
40572/23	Slight	18/04/2023	Tue	1008	381193 179738	0	0	1	206V1B	0 0 0	Light	Fine without high winds	Dry	17
A8947/19	Serious	01/11/2019	Fri	1807	383640 179190	0	1	1	501V1A 405V1B 406V1B	0 0 0	Light	Unknown	Dry	9 20
63128/21	Slight	30/06/2021	Wed	1659	383872 179237	0	0	1	601V1A 405V1A 307V1A 308V1A	0 0 0	Light	Fine without high winds	Dry	9 9
B7596/21	Slight	02/12/2021	Thu	1500	385888 179996	0	0	1	706V1A 403V1A 104V1B	0 0 0	Light	Fine without high winds	Dry	9 17
09594/20	Slight	28/01/2020	Tue	0907	385980 182484	0	0	1	103V1A 707V1A	0 0 0	Light	Fine without high winds	Frost/Ice	9
99633/20	Slight	03/10/2020	Sat	1730	387138 184336	0	0	1	103V1A 102V1A 307V1A	0 0 0	Dark	Raining with high winds	Wet/Damp	9
89435/21	Slight	13/09/2021	Mon	1212	388874 184215	0	0	1	101V1A 410V1A	0 0 0	Light	Fine without high winds	Dry	21
73994/22	Slight	14/07/2022	Thu	1921	389586 182148	0	0	2	405V1A 302V1A	0 0 0	Light	Fine without high winds	Dry	9 9
98800/22	Slight	19/09/2022	Mon	1546	389669 183038	0	0	1	307V1A 408V1A 509V1B 601V1A 410V1A	0 0 0	Light	Fine without high winds	Dry	9
59681/22	Serious	09/06/2022	Thu	0930	390624 181761	0	1	0	405V1A 406V1A 403V1B 408V1B 602V1A 302V1B	0 0 0	Light	Unknown	Dry	9 1
96636/20	Slight	25/09/2020	Fri	0829	391003 181919	0	0	2	108V2A 405V1A	0 0 0	Light	Fine without high winds	Dry	9 9
78701/19	Slight	10/08/2019	Sat	0031	391066 182181	0	0	2	410V1A 501V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9
13538/20	Slight	13/11/2020	Fri	1713	391078 182487	0	0	1	102V1A	0 0 0	Dark	Raining without high winds	Wet/Damp	9
92098/19	Fatal	16/09/2019	Mon	1624	391461 181087	2	0	3	303V1A 602V1A 403V1B 601V1B	0 0 0	Light	Fine without high winds	Dry	9 9 9
20207/22	Slight	25/02/2022	Fri	1846	391529 180750	0	0	1	405V1A 406V1B	0 0 0	Dark	Fine without high winds	Dry	9 9
A6539/21	Slight	31/10/2021	Sun	1844	391535 180727	0	0	1	405V1A 406V1A 403V1A 402V1A	0 0 0	Dark	Fine without high winds	Dry	9 9
B8055/22	Slight	08/11/2022	Tue	1730	391547 179556	0	0	2	405V1B 406V1B 710V1A	0 0 0	Dark	Raining without high winds	Dry	21 9
44134/22	Slight	30/04/2022	Sat	1215	391576 179648	0	0	2	308V1A 406V1B 605V1A	0 0 0	Light	Fine without high winds	Dry	9 9
59649/20	Slight	22/06/2020	Mon	1014	391580 179647	0	0	1	405V1A 406V1B 903V3A	0 0 0	Light	Fine without high winds	Dry	9 9 19

Accidents between dates **01/07/2018** **and** **30/06/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
North Wilts Area for TPA

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
92681/19	Serious	18/09/2019	Wed	1453	391587 179493	0	1	0	405V1A 406V1A 403V1A 404V2B	0 0 0	Light	Fine without high winds	Dry	5 9
92234/21	Slight	21/09/2021	Tue	1835	391593 180582	0	0	1	405V1A 406V1B	0 0 0	Light	Fine without high winds	Dry	9 9
15915/20	Slight	13/02/2020	Thu	1840	391600 179400	0	0	1	405V1B 406V1B	0 0 0	Dark	Fine without high winds	Dry	9 5
12371/22	Slight	04/02/2022	Fri	0654	391601 179482	0	0	1	307V1B 405V1B 707V1B	0 0 0	Dark	Raining with high winds	Wet/Damp	9 9
38076/19	Slight	21/04/2019	Sun	1627	391603 179459	0	0	3	405V1A 406V1A	0 0 0	Light	Fine without high winds	Dry	9 9
80103/21	Serious	17/08/2021	Tue	0920	391606 179455	0	1	0	406V1A 403V1B	0 0 0	Light	Fine without high winds	Dry	5
00365/21	Slight	02/01/2021	Sat	2228	391608 179670	0	0	1	405V1A 602V1B 601V1B	0 0 0	Light	Unknown	Dry	3
03701/22	Slight	12/01/2022	Wed	0928	391627 179447	0	0	1	405V1A 406V1A 403V1A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
10309/20	Slight	29/01/2020	Wed	2222	391632 179566	0	0	1	701V1B 405V1B	0 0 0	Dark	Fine without high winds	Dry	9 9
27327/23	Slight	13/03/2023	Mon	1900	391683 179442	0	0	1	405V1A 602V1B	0 0 0	Dark	Unknown	Dry	9 9
85634/19	Slight	29/08/2019	Thu	1737	391685 179685	0	0	2	408V2B 405V1B 406V1B	0 0 0	Light	Fine without high winds	Dry	9 9
B7298/22	Slight	07/11/2022	Mon	0749	391690 179683	0	0	2	405V1A	0 0 0	Light	Raining without high winds	Wet/Damp	21 9
73992/18	Slight	07/08/2018	Tue	1028	391695 179800	0	0	1	409V1A 505V1A	0 0 0	Light	Fine without high winds	Dry	9
86977/21	Slight	07/09/2021	Tue	0744	391698 179670	0	0	1	406V1A 307V1B 602V1B	0 0 0	Light	Fine without high winds	Dry	9 9
93954/21	Slight	26/09/2021	Sun	1643	391713 179943	0	0	2	602V1A 503V1B 406V1A	0 0 0	Light	Fine without high winds	Dry	9 9 9
A8722/20	Slight	29/10/2020	Thu	1158	391716 179930	0	0	1	103V1A 406V2A 405V1A	0 0 0	Light	Raining without high winds	Wet/Damp	9 1
21700/20	Slight	01/03/2020	Sun	2150	391721 179654	0	0	1	405V1A 406V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
11372/19	Slight	03/02/2019	Sun	0714	391764 179564	0	0	1	501V2A 503V2B	0 0 0	Light	Fine without high winds	Frost/Ice	9 19
36920/22	Slight	11/04/2022	Mon	0010	391901 183221	0	0	1	101V1B 409V1A 410V1A	0 0 0	Dark	Fine without high winds	Dry	9
B3538/20	Slight	13/10/2020	Tue	1713	391905 183219	0	0	1	102V1A	0 0 0	Dark	Raining without high winds	Wet/Damp	9
35584/23	Slight	04/04/2023	Tue	0700	392138 183535	0	0	1	103V2A 103V1A	0 0 0	Light	Other	Frost/Ice	19 19
C5141/22	Slight	27/11/2022	Sun	1503	392316 183717	0	0	1	103V1A 409V1A	0 0 0	Light	Raining without high winds	Wet/Damp	9
18241/19	Slight	22/02/2019	Fri	1700	392666 184400	0	0	1	308V1B 408V2B 903V3A	0 0 0	Light	Fine without high winds	Dry	9 9 19

Accidents between dates **01/07/2018** **and** **30/06/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
North Wilts Area for TPA

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
16995/20	Slight	17/02/2020	Mon	1824	393231 185496	0	0	1	308V1B 405V1B	0 0 0	Dark	Fine without high winds	Dry	19 9 9
19039/22	Slight	22/02/2022	Tue	1846	393633 184213	0	0	2	501V1A 409V1A	0 0 0	Dark	Fine without high winds	Dry	9 9 9
13189/20	Slight	07/02/2020	Fri	0809	393824 183624	0	0	1	103V1A 308V1B	0 0 0	Light	Fine without high winds	Frost/Ice	9 9
Column Totals	**Slight :** 40					2	4	0			**Light :** 30		**Dry :** 31	
	Serious : 4										**Dark :** 15		**Wet :** 10	
	Fatal : 1													

Total number of accidents listed: 45

CONTRIBUTORY FACTORS

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is ***very likely (A)*** or ***possible (B).***
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

Road Environment Contributed	***103*** Slippery road (due to weather)	***102*** Deposit on road (e.g. oil, mud, chippings)	***101*** Poor or defective road surface	***110*** Sunken, raised or slippery inspection cover	***108*** Road layout (e.g. bend, hill, narrow carriageway)	***107*** Temporary road layout (e.g. contraflow)	***109*** Animal or object in carriageway	***104*** Inadequate or masked signs or road markings	***105*** Defective traffic signals	***106*** Traffic calming (e.g. speed cushions, road humps, chicanes)
Vehicle Defects	***201*** Tyres illegal, defective or under-inflated	***202*** Defective lights or indicators	***203*** Defective brakes	***204*** Defective steering or suspension	***205*** Defective or missing mirrors	***206*** Overloaded or poorly loaded vehicle or trailer				
Driver/Rider Only (Includes Pedal Cycles and Horse Riders) Injudicious Action	***308*** Following too close	***306*** Exceeding speed limit	***302*** Disobeyed Give Way or Stop sign or markings	***301*** Disobeyed automatic traffic signal	***307*** Travelling too fast for conditions	***310*** Cyclist entering road from pavement	***305*** Illegal turn or direction of travel	***304*** Disobeyed pedestrian crossing facility	***309*** Vehicle travelling along pavement	***303*** Disobeyed double white lines
Driver/ Rider Error or Reaction	***405*** Failed to look properly	***406*** Failed to judge other person's path or speed	***403*** Poor turn or manoeuvre	***408*** Sudden braking	***409*** Swerved	***401*** Junction overshoot	***402*** Junction restart (moving off at junction)	***404*** Failed to signal or misleading signal	***407*** Too close to cyclist, horse or pedestrian	***410*** Loss of control
Impairment or Distraction	***501*** Impaired by alcohol	***502*** Impaired by drugs (illicit or medicinal)	***508*** Driver using mobile phone	***503*** Fatigue	***509*** Distraction in vehicle	***510*** Distraction outside vehicle	***505*** Illness or disability, mental or physical	***504*** Uncorrected, defective eyesight	***507*** Rider wearing dark clothing	***506*** Not displaying lights at night or in poor visibility
Behaviour or Inexperience	***602*** Careless, reckless or in a hurry	***605*** Learner or inexperienced driver/rider	***601*** Aggressive driving	***603*** Nervous, uncertain or panic	***607*** Unfamiliar with model of vehicle	***606*** Inexperience of driving on the left	***604*** Driving too slow for conditions or slow vehicle (e.g. tractor)			
Vision Affected by	***701*** Stationary or parked vehicle(s)	***703*** Road layout (e.g. bend, winding road, hill crest)	***706*** Dazzling sun	***707*** Rain, sleet, snow or fog	***708*** Spray from other vehicles	***705*** Dazzling headlights	***710*** Vehicle blind spot	***702*** Vegetation	***704*** Buildings, road signs, street furniture	***709*** Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	***802*** Failed to look properly	***808*** Careless, reckless or in a hurry	***803*** Failed to judge vehicle's path or speed	***801*** Crossing road masked by stationary or parked vehicle	***806*** Impaired by alcohol	***807*** Impaired by drugs (illicit or medicinal)	***805*** Dangerous action in carriageway (e.g. playing)	***804*** Wrong use of pedestrian crossing facility	***809*** Pedestrian wearing dark clothing at night	***810*** Disability or illness, mental or physical
Special Codes	***901*** Stolen vehicle	***902*** Vehicle in course of crime	***903*** Emergency vehicle on a call	***904*** Vehicle door opened or closed negligently						****999*** Other – Please specify below

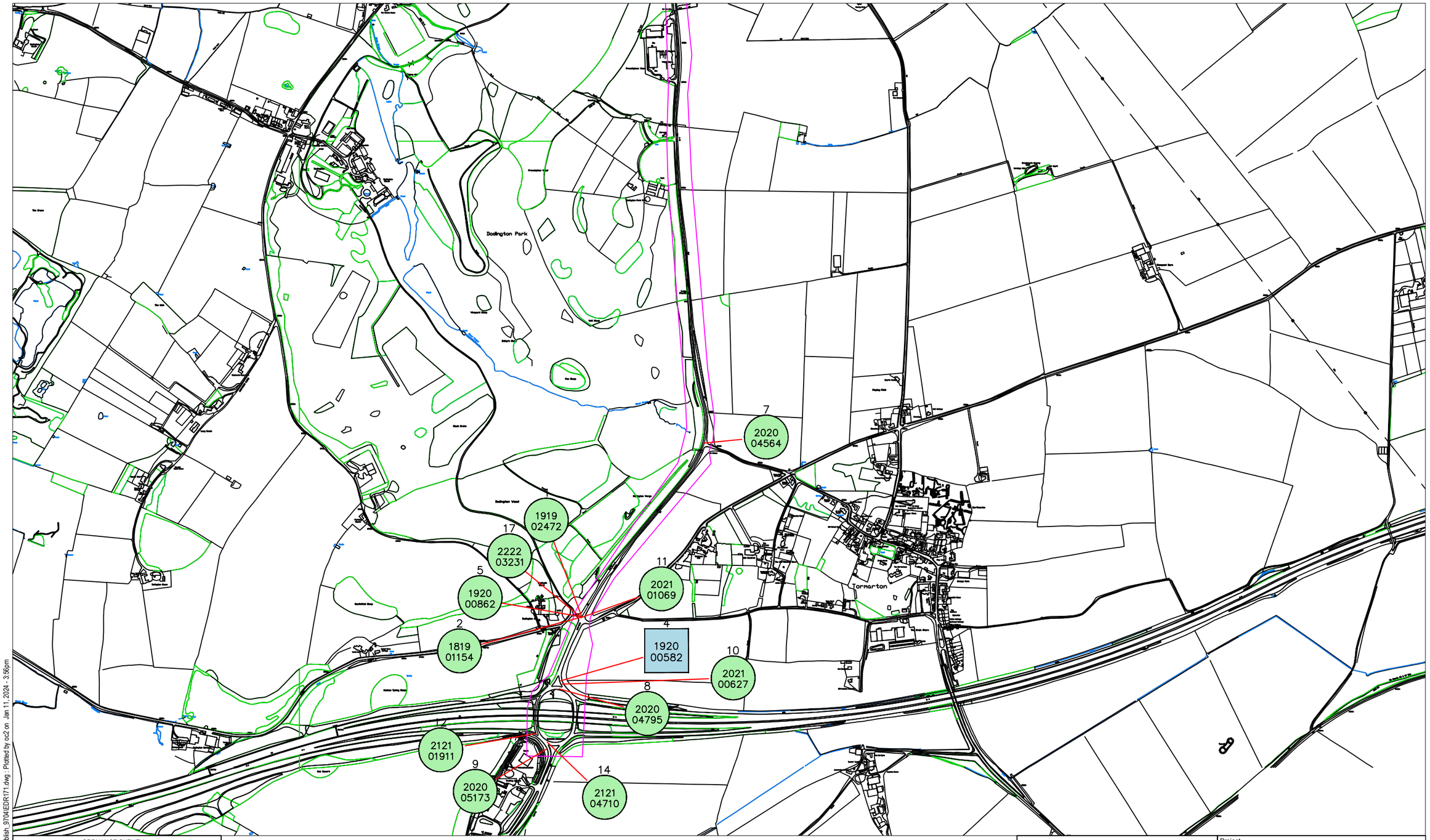
	1st	***2nd***	***3rd***	***4th***	***5th***	***6th***
Factor in the accident						
Which participant? (e.g. V001, C001, U000)						
Very likely (A) or Possible (B)						

*If 999 Other, give brief details

(Note: Only use if another factor contributed to the accident ***and include it in the text description of how the accident occurred***)

These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Solar PV Sites - South Gloucestershire PIC Data



ORDNANCE SURVEY

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Rev	Description	Drawn	App'd	Date

South Gloucestershire Council

DEPARTMENT OF PLACE

EXECUTIVE DIRECTOR - PLACE
Nigel Riglar

PLACE OPERATIONS - STREETCARE
PO Box 1954
Bristol. BS37 0DD
Telephone: 01454 868 000
Email: TransportServices@southglos.gov.uk

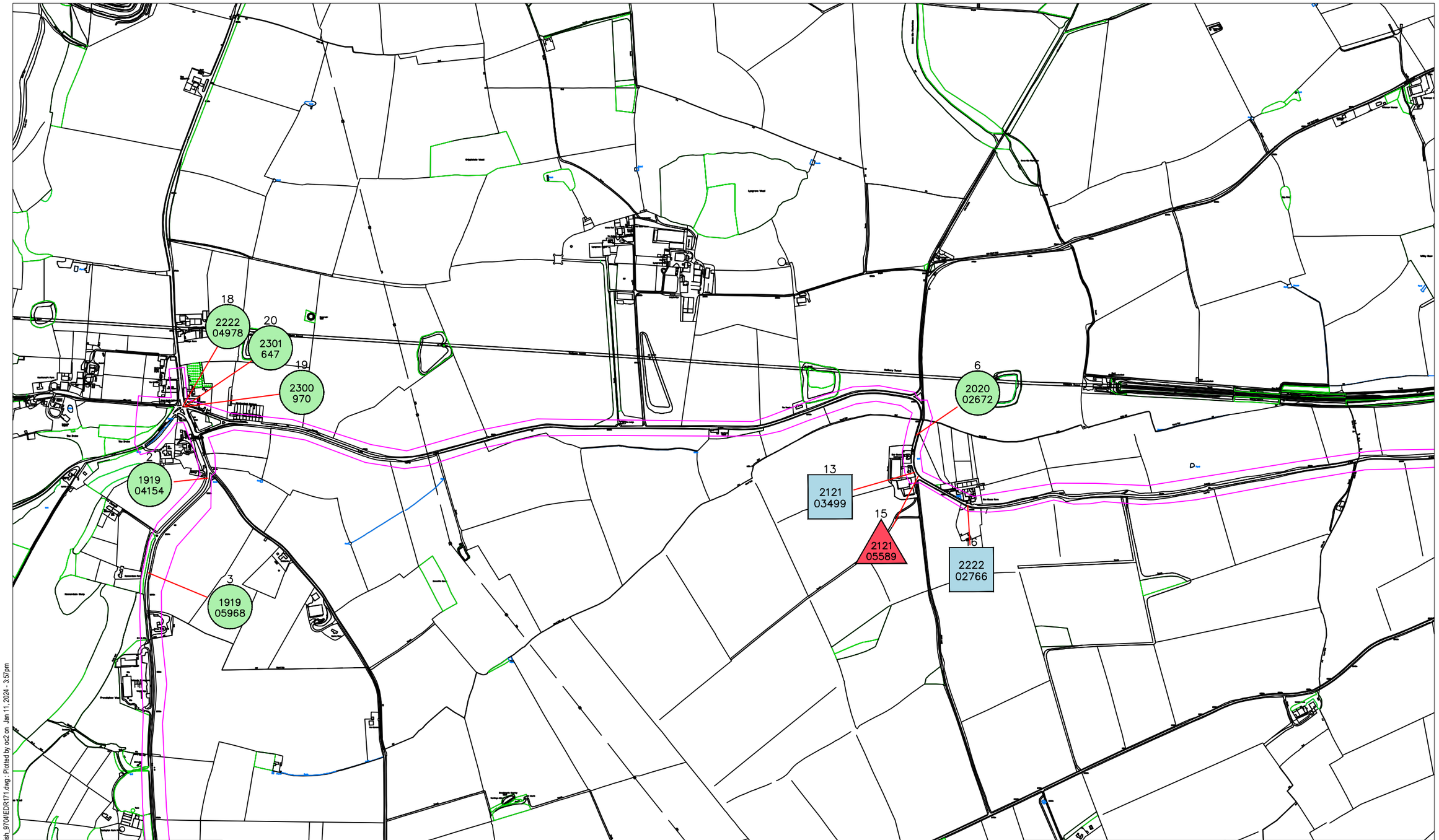
Project
EDR171
A46 & B4040
Collision Record - PLOT 1 of 3

Title
Personal injury collisions
01/01/18 to 19/11/23*
(*Provisional)

Scale @ A3	1:3400					
Drawn	OC	Checked		Approved		
Date	11/01/2024	Date		Date		

Dwg No.	Parish	Scheme	Number	Rev.
	–	–		-

Acad Ref C:\Users\oc2\AppData\Local\Temp\AcPublish_9704\EDR171.dwg : Plotted by oc2 on Jan 11, 2024 - 3:56pm



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Rev	Description	Drawn	App'd	Date

South Gloucestershire Council

DEPARTMENT OF PLACE

EXECUTIVE DIRECTOR - PLACE
Nigel Riglar

PLACE OPERATIONS - STREETCARE
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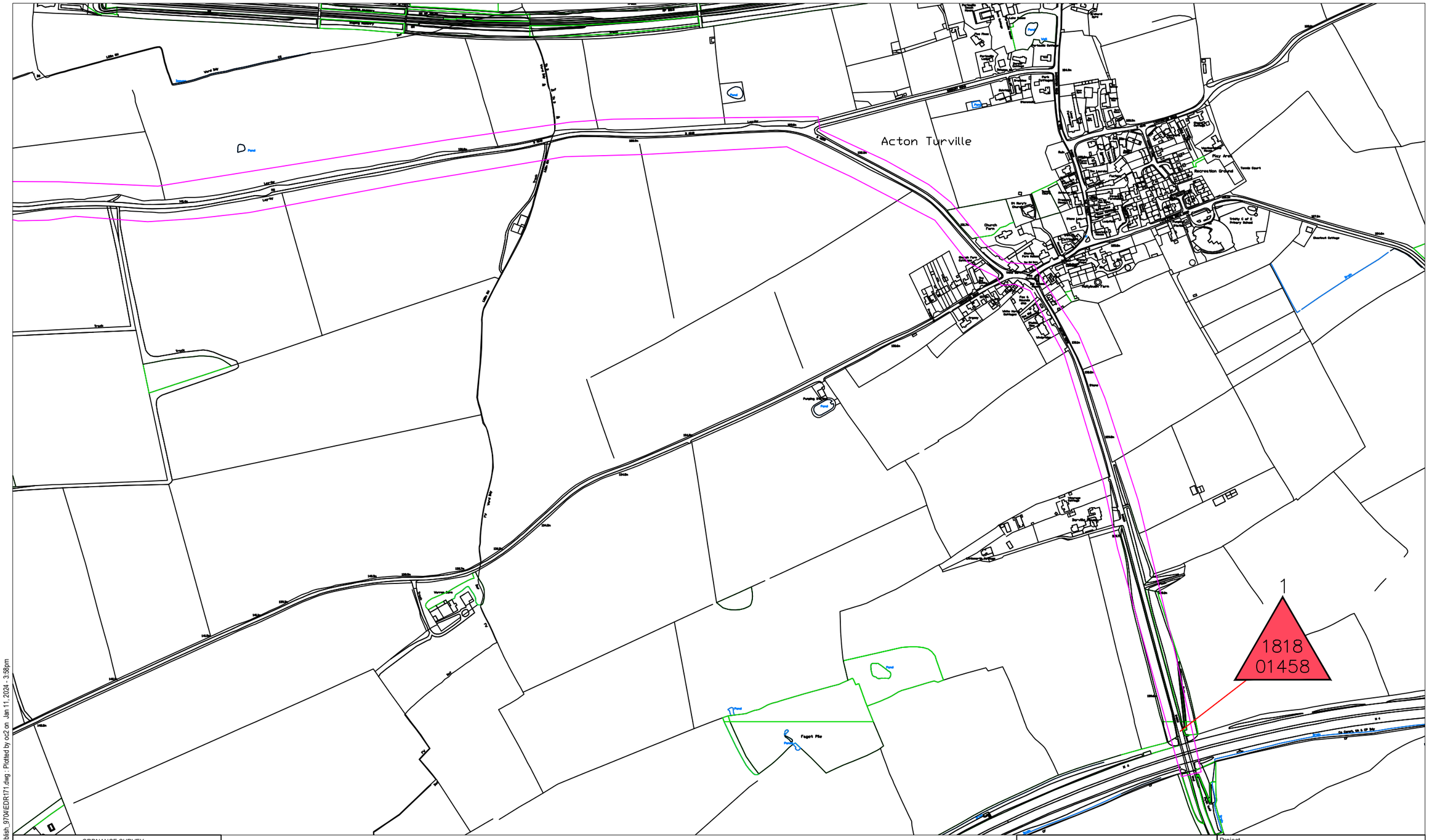
Project
EDR171
A46 & B4040
Collision Record - PLOT 2 of 3

Title
Personal injury collisions
01/01/18 to 19/11/23*
(*Provisional)

Scale @ A3	1:3400				
Drawn	OC	Checked		Approved	
Date	11/01/2024	Date		Date	

Dwg No.	Parish	Scheme	Number	Rev.
	–	–		-

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Rev	Description	Drawn	App'd	Date

South Gloucestershire Council

DEPARTMENT OF PLACE

EXECUTIVE DIRECTOR - PLACE
Nigel Riglar

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Bristol. BS37 0DD
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Email: TransportServices@southglos.gov.uk

Project
EDR171
A46 & B4040
Collision Record - PLOT 3 of 3

Title
Personal injury collisions
01/01/18 to 19/11/23*
(*Provisional)

Scale @ A3	1:1800				
Drawn	OC	Checked		Approved	
Date	11/01/2024	Date		Date	

Dwg No.	Parish	Scheme	Number	Rev.
	–	–		-

Acad Ref C:\Users\oc2\AppData\Local\Temp\AcPublish_9704\EDR171.dwg : Plotted by oc2 on Jan 11, 2024 - 3:58pm

181801458 **FATAL** 381101 / 179984 24/02/2018 12:56

LOCATION B4039 Burton Road, Acton Turville

DESCRIPTION V2 (M/C) MOVED TO O/TAKE AN U/K VEH WHICH WAS TOWING A HORSE BOX, BUT IN DOING SO COLLIDED WITH V1, WHICH HAD ALREADY MOVED OUT TO O/TAKE BOTH VEHS. R1 LOST CONTROL OF THEIR BIKE AND LEF THE C/W ON THE O/S WHERE THEY COLLIDED WITH A SIGN POST RESULTIN IN FATAL INJURIES.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	M/cycle > 500cc	Male	38	1	Driver/Rider	FATAL	1	Male	38
2	Car	Male	u/k						

181901154 **SLIGHT** 375901 / 178480 12/09/2018 07:35

LOCATION A46 at Junction with B4465 Westerleigh Road, Tormarton

DESCRIPTION V2 WAS WAITING TO CROSS A46 FROM TORMARTON ONTO WESTERLEIGH ROAD WHEN U/K VEHS ONT HE A46 STOPPED TO LET THEM CROSS AS TRAFFIC WAS HEAVY. D2 WAS CROSSING THE A46 WHEN THEY WERE HIT BY V1 TRAVELLING N/B FROM THE M4. V2 WAS PUSHED INTO V3, WHICH WAS WAITING TO T/RIGHT ONTO THE A46 FROM B4465 WESTERLEIGH ROAD.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	48	1	Driver/Rider	SLIGHT	1	Male	48
2	Car	Male	26	2	Driver/Rider	SLIGHT	3	Female	24
3	Car	Female	24	3	Passenger	SLIGHT	2	Male	24

191902472 **SLIGHT** 375902 / 178483 05/04/2019 15:35

LOCATION A46 Tormarton Road Junction with B4465 Westerleigh Road, Tormarton

DESCRIPTION V1 PULLED ONTO THE A46 FROM B4465 WESTERLEIGH ROAD INTO NEARSIDE OF V2 TRAVELLING N/B ON THE A46 AWAY FROM THE M4.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	45	1	Driver/Rider	SLIGHT	2	Male	27
2	Car	Male	27						

191904154 **SLIGHT** 376385 / 180930 01/06/2019 16:40

LOCATION A46 Bath Road (Outside Horseshoe Cottage), Old Sodbury

DESCRIPTION V1 WAS TRAV SW/B ON THE A46 WHEN THEY SLIGHTLY CROSSED THE DOUBLE SOLID LINES ON THE BEND AND COLLIDED WITH ONCOMING VEHS 2 AND 3. VEHS SUSTAINED MAJOR DAMAGE AND D1 SUSTAINED A SLIGHT HEAD INJURY.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	26	1	Driver/Rider	SLIGHT	1	Male	26
2	Car	Male	28						
3	Car	Not known	26						

191905968 **SLIGHT** 376196 / 180629 11/06/2019 08:15

LOCATION A46 Bath Road Outside Hammerdown Farm, Old Sodbury

DESCRIPTION V1 WAS TRAVELLING S/B ONT HE A46 TOWARDS THE M4 IN HEAVY TRAFFIC. D1 MADE A U TURN AT THE ENTRANCE TO HAMMERDOWN FARM, BUT DID SO IN THE PATH OF V2 (M/C) WHICH WAS O/TAKING THE SLO MOVING TRAFFIC. R2 COLLIDED WITH THE O/S OF V1.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	49	1	Driver/Rider	SLIGHT	2	Male	49
2	M/cycle 125 - 500cc	Male	49						

192000582 **SERIOUS** 375836 / 178277 24/08/2019 12:50

LOCATION A46 Bath Road, Tormarton

DESCRIPTION VEHS V1 AND V2 WERE TRAVELLING S/B ON A46 TOWARDS BATH IN SLOW MOVING TRAFFIC ONT HE APPROACH TO THE M4 J18 ROUNDABOUT. V2 HAS BRAKED AND V1 COLLIDED WITH THE REAR OF V2. OCCUPANTS OF V1 HAVE SUFFERED INJURIES

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Female	28	1	Driver/Rider	SLIGHT	1	Female	28
2	Car	Male	22	2	Passenger	SERIOUS	1	Female	66

192000862 **SLIGHT** 375903 / 178481 28/09/2019 05:56

LOCATION A46 at Junction with B4465, Tormarton

DESCRIPTION V1 WAS TRAVELLING N/B FROM J18 ROUNDABOUT TOWARDS OLD SODBURY ON THE A46 WHEN V2 FAILED TO STOP AND OVERSHOT THE JUNCTION WHEN APPROACHING ON THE B4465 AND V1 COLLIDED WITH THE O/S OF V2.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	31	1	Driver/Rider	SLIGHT	1	Male	31
2	Car	Female	32	2	Driver/Rider	SLIGHT	2	Female	32

202002672 **SLIGHT** 378635 / 181067 19/06/2020 16:00

LOCATION B4040 Acton Turnville, Badminton

DESCRIPTION V2 (CYC) WAS TRAV ALONG THE B4040 TOWARDS THE A46 WHEN V1 APPROACHED FROM BEHIND AND COLLIDED WITH THE REAR OF R2. R2 FELL FROM THEIR BIKE.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	70	1	Driver/Rider	SLIGHT	2	Female	39
2	Pedal Cycle	Female	39						

202004564 **SLIGHT** 376292 / 179036 14/10/2020 16:35

LOCATION A46 Bath Road at Junction with Cotswold Way, Dodington

DESCRIPTION V001 (Hgv) Trav n/b along A46 (Bath Road) hit the rear of V002 which was waiting to turn right into Cotswold Way causing V002 to be pushed into the pathway of V003, which was Trav s/b on the A46.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Goods > 7.5t	Male	64	2	Driver/Rider	SLIGHT	2	Male	28
2	Car	Male	28	3	Driver/Rider	SLIGHT	3	Female	40
3	Car	Female	40						

202004795 **SLIGHT** 375830 / 178251 25/11/2020 10:40

LOCATION A46 Tormarton Interchange at Junction with A46 Bath Road, Tormarton

DESCRIPTION V002 on Roundabout in Lane 2 Moves across to the right to Enter Lane 3 and Collides with V001.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Not known	30	1	Driver/Rider	SLIGHT	2	Male	33
2	Car	Male	33						

202005173 **SLIGHT** 375791 / 178059 04/06/2020 13:08

LOCATION A46 Dyrham rbt with M4, Tormarton

DESCRIPTION V1 and V2 have trav n/b approached t/lts on A46 jct to M4 Junction 18. The t/lts changed to amber as V2 approached so stopped. V1 has not preempted V2 stopping and crashed into the rear of V2.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	60	1	Driver/Rider	SLIGHT	2	Male	28
2	Car	Male	28						

202100627 **SLIGHT** 375840 / 178266 08/08/2020 10:25

LOCATION A46 Bath Road Jct with Tormarton Interchange, Chipping Sodbury

DESCRIPTION V002 Stopped at t/lts as they changed to Red. V001 failed to stop and collided with the rear of V002.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	22	1	Driver/Rider	SLIGHT	2	Female	50
2	Car	Female	50						

202101069 **SLIGHT** 375899 / 178478 04/11/2020 19:45

LOCATION A46 Bath Road at Junction with B4465, Tormarton, Badminton

DESCRIPTION V1 t/rt from B4465 onto the A46 to trav s/b. V2 (M/cycle) was trav n/b along A46 Bath Rd as V1 pulled out of junction. C1 has been thrown from V2 at speed as a result of hitting the n/s of V1.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	33	1	Driver/Rider	SLIGHT	2	Male	49
2	M/cycle > 500cc	Male	49						

212101911 **SLIGHT** 375756 / 178108 17/03/2021 16:44

LOCATION A46 Gloucester Road at Junction with Junction 18, M4, Westbound, Tormarton

DESCRIPTION V2 trav n/b in n/s lane on rbt intending to exit 12 o'clock position. V1 in o/s lane, but crossed infront of V2 when exiting at 9 o'clock possition.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Goods 3.5 - 7.5t	Male	41	1	Passenger	SLIGHT	1	Male	48
2	Car	Male	52	2	Passenger	SLIGHT	1	Male	41
				3	Passenger	SLIGHT	1	Male	20

212103499 **SERIOUS** 378629 / 180948 04/07/2021 16:00

LOCATION B4060 Old Sodbury Road (Outside Newhouse Farm Cottages) Junction with Oakes Lane, Badminton.

DESCRIPTION V1 trav w/b on B4040 (Old Sodbury Road). As V1 negotiated the sharp r/h bend, near the jct of Oakes Lane. V2 (M/cycle) was on the "wrong side" of the road, heading towards V1. V2 struck the front n/s corner of V1. C1 (Rider of V2) suffered an open fracture to the left femur.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	55	1	Driver/Rider	SERIOUS	2	Male	53
2	M/cycle > 500cc	Male	53						

212104710 **SLIGHT** 375792 / 178081 22/09/2021 16:30

LOCATION Tormarton Interchange Roundabout at Junction with A46, Badminton

DESCRIPTION V2 (Cycle) was trav n/b on A46 jct Tormarton Interchange when C1 was hit off the Bicycle by V1 (Van) which failed to stop.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Van/Goods < 3.5t	Not known	u/k	1	Driver/Rider	SLIGHT	2	Male	51
2	Pedal Cycle	Male	51						

212105589 **FATAL** 378641 / 180936 13/11/2021 12:45

LOCATION B4040 Old Sodbury Jct Oakes Lane, Outside New House Farm

DESCRIPTION V1 (M/cycle) was trav e/b on the B4040 twds Acton Turville. C1 has failed to negotiate a sharp uphill left hand bend adjacent to New House Farm, crossed to the opposing carriageway and hit an oncoming van V2 head on.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	M/cycle > 500cc	Male	53	1	Driver/Rider	FATAL	1	Male	53
2	Van/Goods < 3.5t	Male	40						

222202766 **SERIOUS** 378798 / 180843 20/03/2022 12:59

LOCATION B4040 Old Sodbury Road, (O/S New House Farm), Badminton

DESCRIPTION V1 was trav w/b along the B4040 and was negotiating a r//h bend when V2 (M/cycle) trav in the oposite direction has veered into the path of V1 as C1 negotiated the l/h bend, which resulting in a head on collision.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	81	1	Driver/Rider	SLIGHT	1	Male	81
2	M/cycle > 500cc	Male	28	2	Driver/Rider	SERIOUS	2	Male	28
				3	Passenger	SLIGHT	1	Female	85

222203231 **SLIGHT** 375893 / 178485 16/07/2022 22:29

LOCATION B4465 Jct wit A46 , Dodington Ash.

DESCRIPTION V1 was trav e/b on the B4465 when V2 drove into the rear of V2 at the Jct with A46 (Bath Road). Prior to the collision V1 had overtaken V2 (Van) which was driving erraticly and then appeared to chase V1 and try to side swipe them. After the collisiosn V2 FTS (Camera footage available).

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	24	1	Driver/Rider	SLIGHT	1	Male	24
2	Van/Goods < 3.5t	Male	50						

222204978 **SLIGHT** 376306 / 181159 14/06/2022 09:30

LOCATION A46 Bath Road Junction with B4040, Old Sodbury.

DESCRIPTION V1 (Older Driver) was trav s/b on the A46 twds Bath Rd and proceeded through the t/lts at the Cross Hands Jct. V2 was trav n/b on Bath Rd (A46) and stopped initially at the t/lts in order to t/rt onto the B4040. As V2 began to t/rt they were hit by V1. Both drivers say the lights were green and they had priority.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	65	1	Driver/Rider	SLIGHT	1	Male	65
2	Car	Female	25	2	Driver/Rider	SLIGHT	2	Female	25
				3	Passenger	SLIGHT	1	Female	68
				4	Passenger	SLIGHT	2	Female	21

2300970 **SLIGHT** 376312 / 181157 20/04/2023 16:35

LOCATION A46 Bath Road Jct with A432 Badminton Road, Old Sodbury

DESCRIPTION V2 trav s/b on A46 Bath Road has gone through red t'lts and collided with front n/s of V1 t/rt on green t'lts from A432 Badminton Road.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Male	32	1	Driver/Rider	SLIGHT	1	Male	32
2	Car	Male	u/k						

2301647 **SLIGHT** 376311 / 181157 10/06/2023 22:43

LOCATION A46 Bath Road Jct with B4040, Old Sodbury

DESCRIPTION V2 trav n/b on the A46 Bath Rd has approached green t/lts indicating to t/rt onto the B4040. V2 has began to t/rt and has collided with oncoming V1 that was trav s/b on A46 Bath Rd, also through green t/lts.

VEHICLES		DRIVER	AGE	CASUALTIES		SEVERITY	VEH	SEX	AGE
1	Car	Female	52	1	Driver/Rider	SLIGHT	1	Female	52
2	Car	Female	28	2	Driver/Rider	SLIGHT	2	Female	28
				3	Passenger	SLIGHT	1	Female	56

Cable Route Corridor - Location Screenshots

The Street



Neeld Court


Neeld Ct
Neeld Ct
Neeld Ct
Neeld Ct
Neeld Ct
Neeld Ct
Garden House
JM Exterior Cleaning and Maintenance

Road North of Yatton Keynell



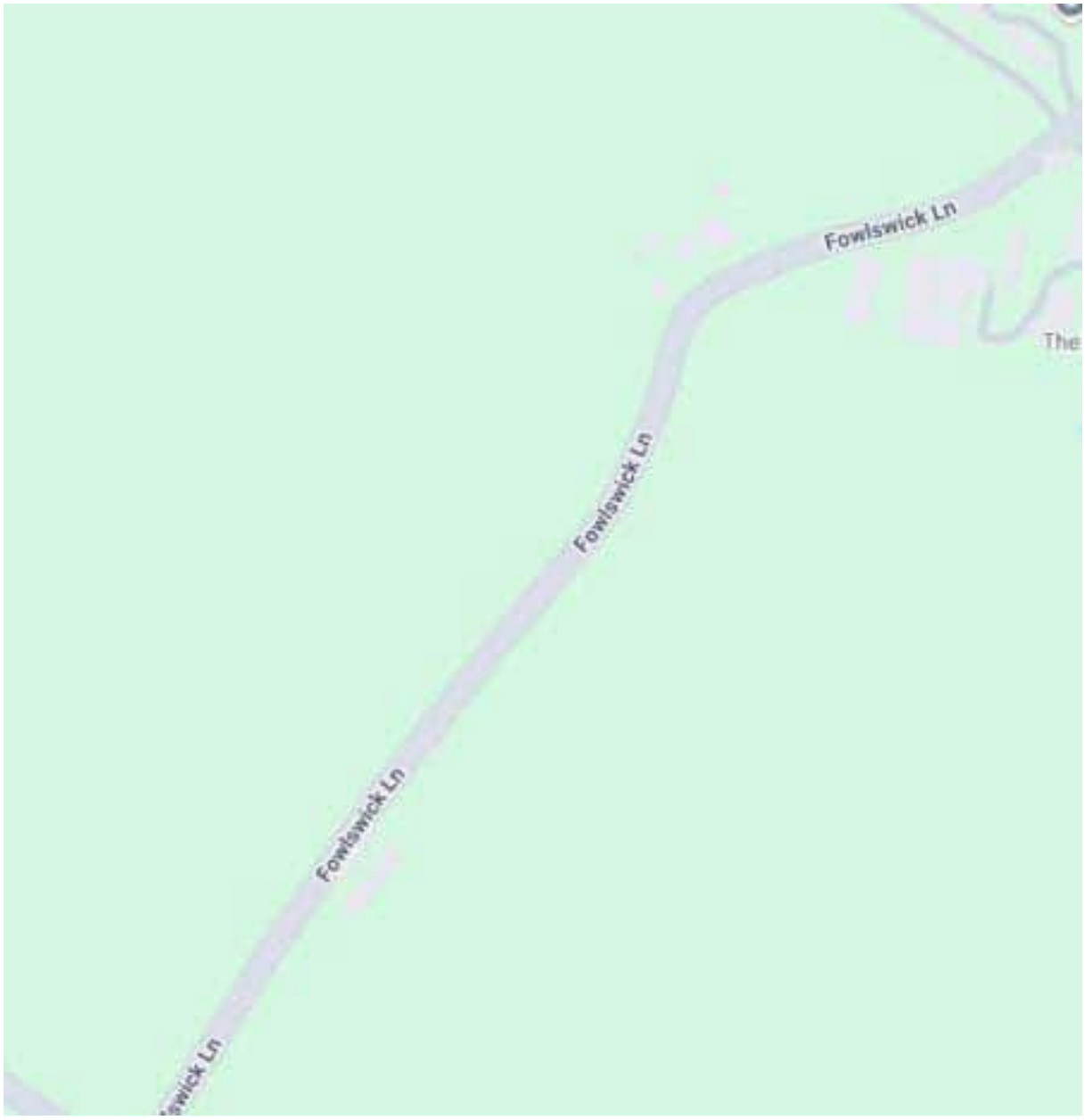
Road in Sevington



Cromhall Lane



Fowlswick Lane



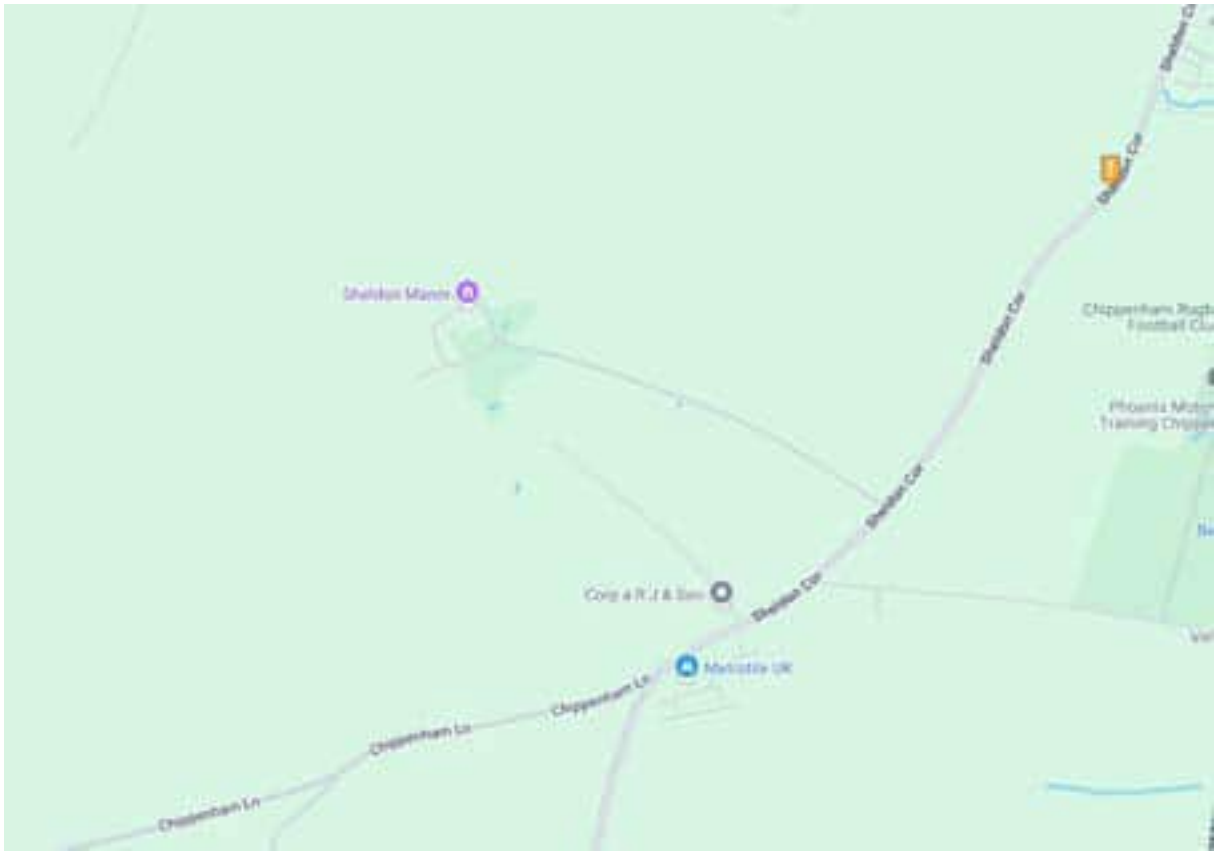
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A420



Sheldon Corner and Chippenham Lane



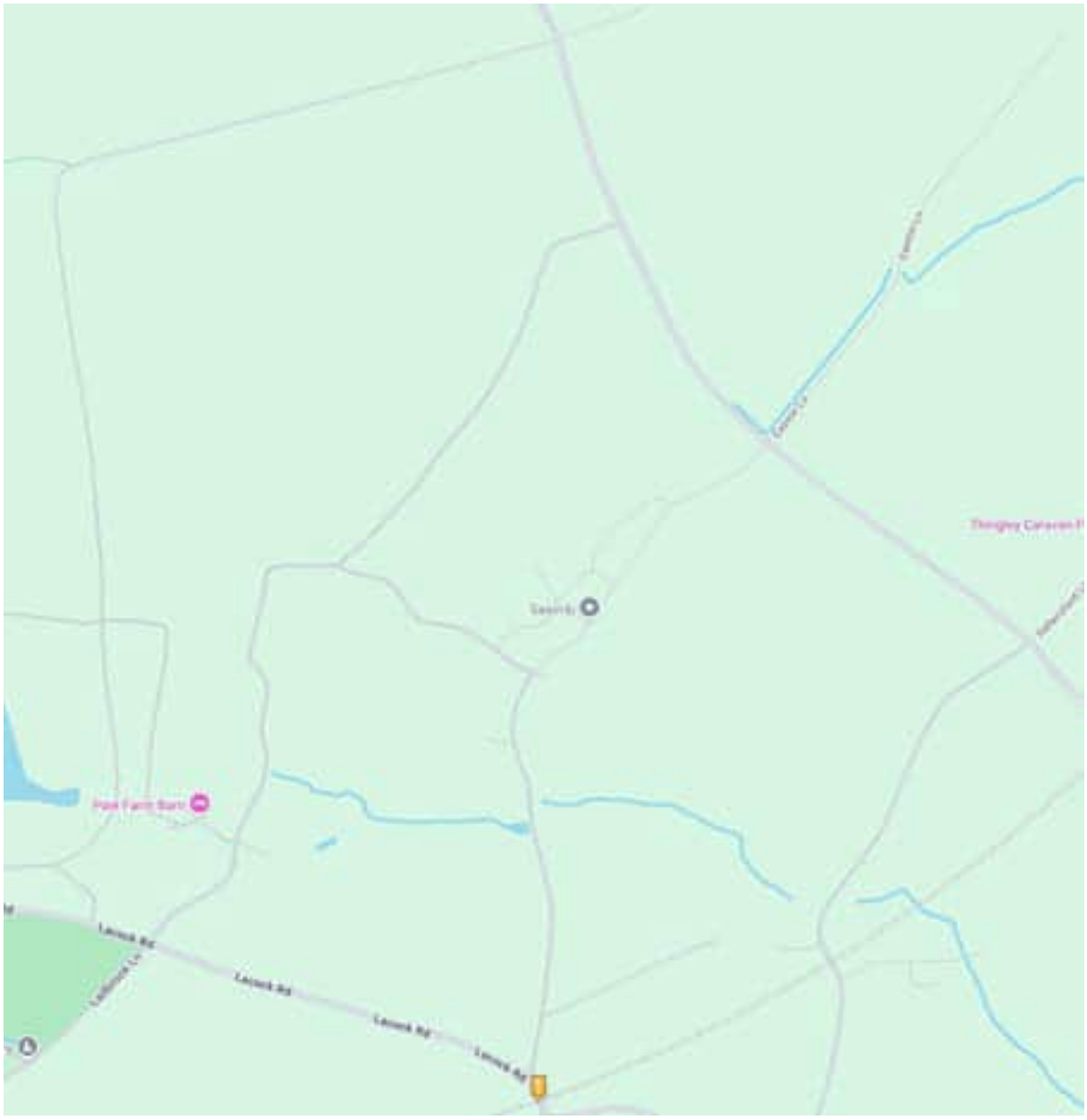
Stowell Lane



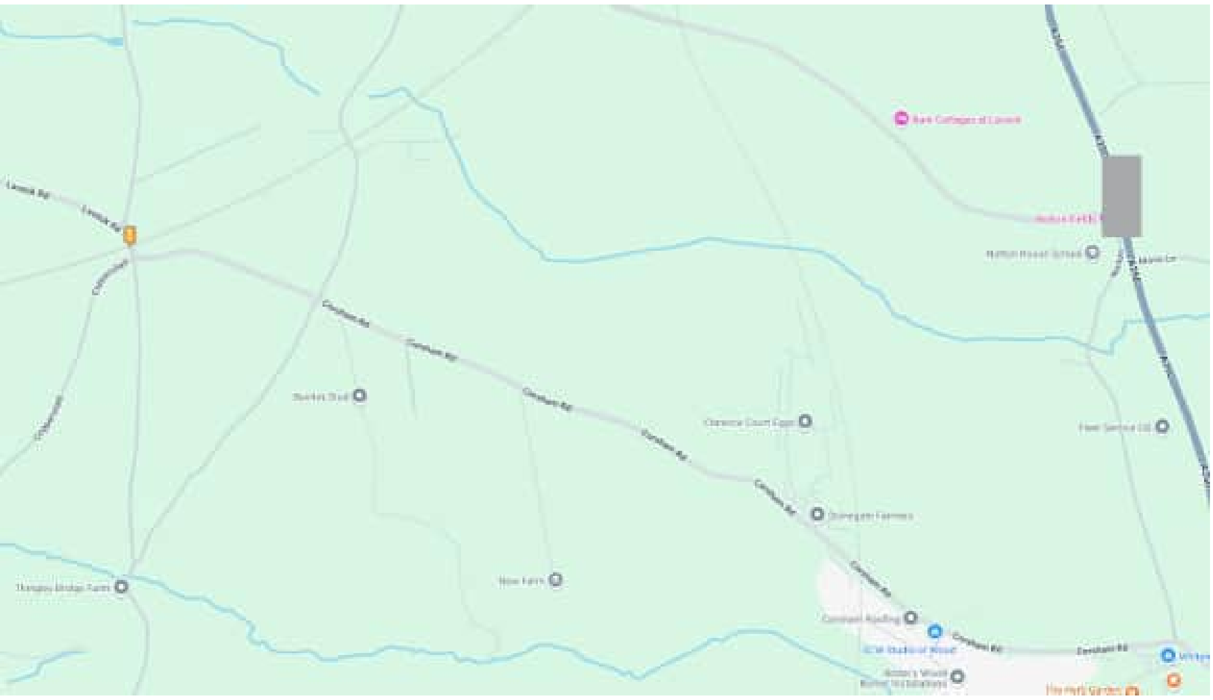
A4 Bath Road



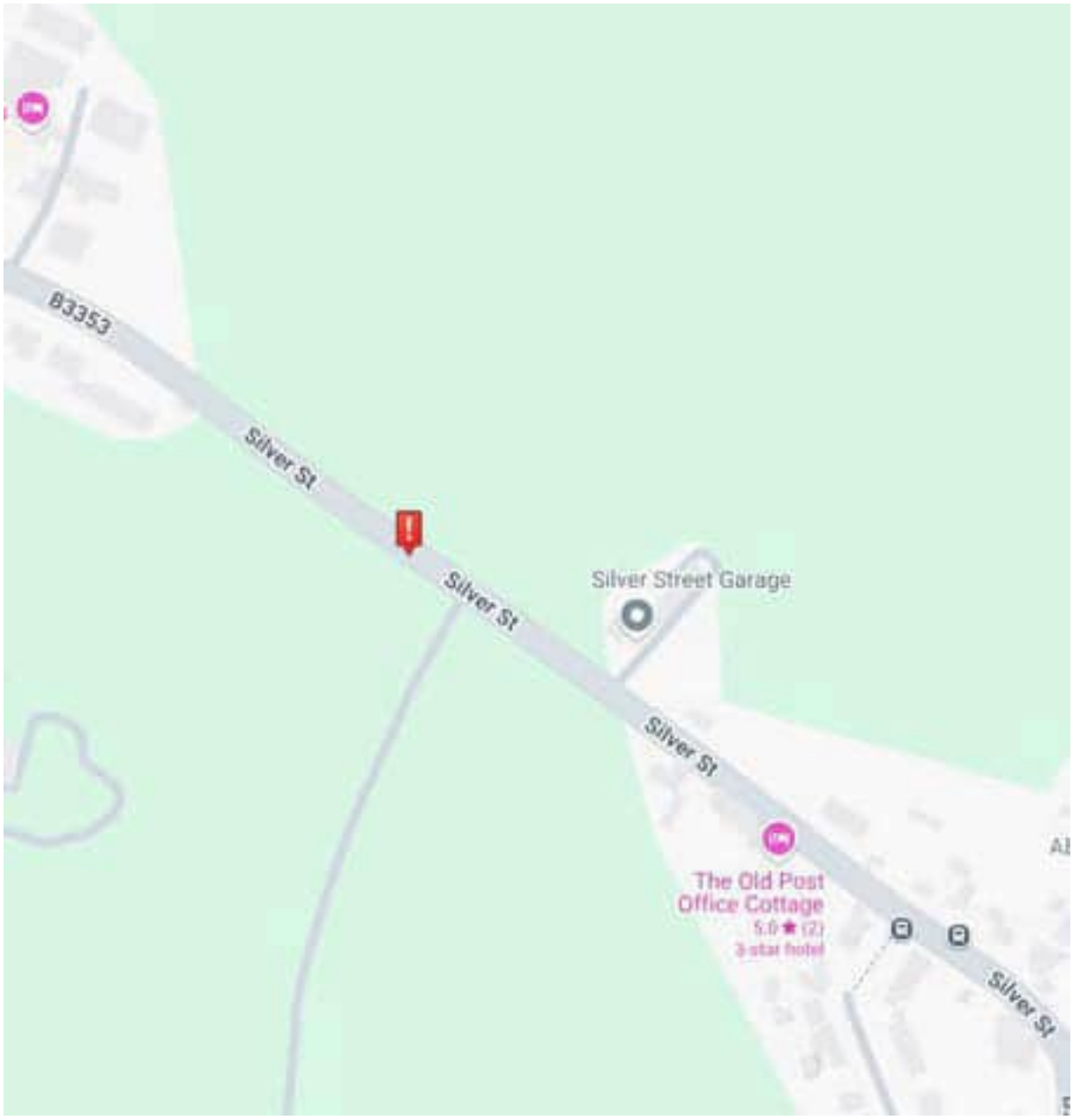
Roads around Easton



<u>Corsham Road, Coppershell</u>



Silver Street, Gastard



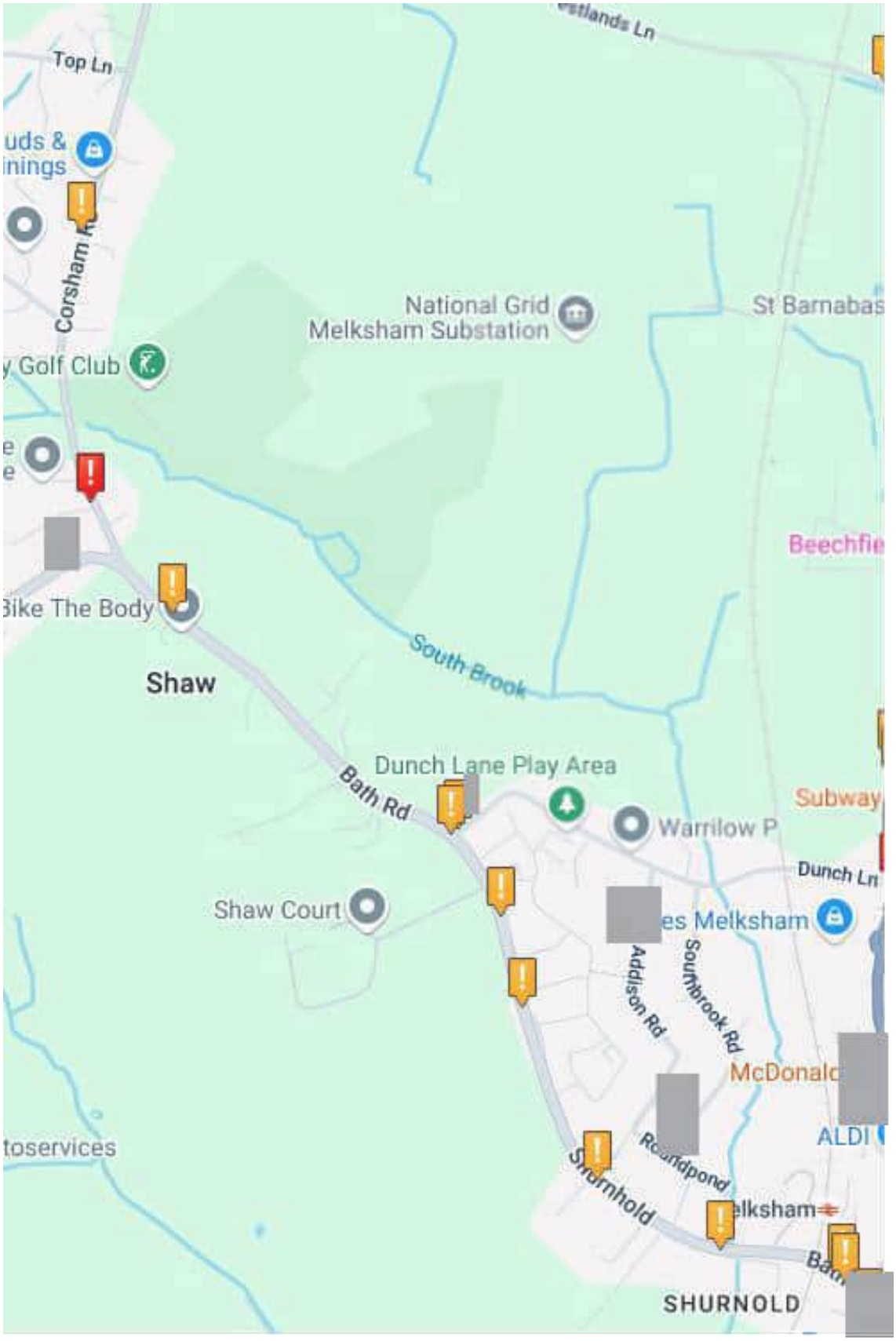
B3353


The Old Post Office Cottage
DJ Auto Repairs
Nightingale David
Travis Perkins
Chapel House
Buffalo Events
B3353
CHAPEL KNAPP
Hollow Point Airsoft
Wildlife Pond
Westlands Ln

Westlands Lane



A365

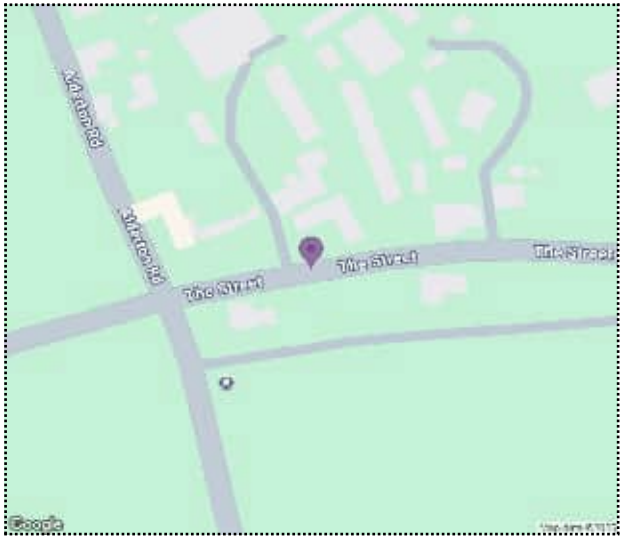

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Bath Rd
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Warrilow P
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Addison Rd
Sourbrook Rd
McDonald
ALDI
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Roundpond
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Cable Route Corridor - Crash Map Outputs

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Validated Data

Crash Date:	Thursday, December 2, 2021	**Time of Crash:**	15:00:00	**Crash Reference:**	202154B759621
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wiltshire			**Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	385888 179996
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Thursday, December 2, 2021 **Time of Crash:** 15:00:00 **Crash Reference:** 202154B759621

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	17	Female	66 - 75	Vehicle is passing another moving vehicle on its offside	Front	Unknown	None	None
2	Agricultural vehicle (includes diggers etc.)	5	Male	46 - 55	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Thursday, May 5, 2022	**Time of Crash:**	17:43:00	**Crash Reference:**	2022544615622
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wiltshire			**Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	386141 179187
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Thursday, May 5, 2022 **Time of Crash:** 17:43:00 **Crash Reference:** 2022544615622

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	46 - 55	Vehicle is passing another moving vehicle on its offside	Front	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

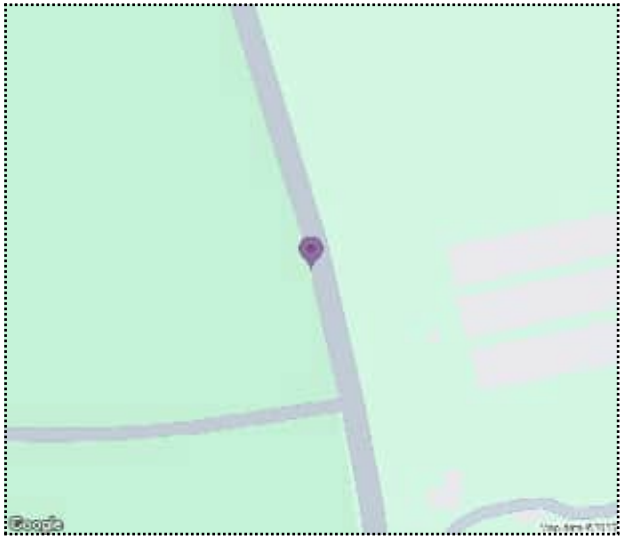
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Saturday, December 14, 2019	**Time of Crash:**	01:15:00	**Crash Reference:**	201954C359719
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	3
Highway Authority:	Wiltshire			**Vehicles:**	1
Local Authority:	Wiltshire			**OS Grid Reference:**	386202 178942
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Saturday, December 14, 2019 **Time of Crash:** 01:15:00 **Crash Reference:** 201954C359719

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Wednesday, August 31, 2022	**Time of Crash:**	08:04:00	**Crash Reference:**	2022549189322
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wiltshire			**Vehicles:**	1
Local Authority:	Wiltshire			**OS Grid Reference:**	386286 178396
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Wednesday, August 31, 2022 **Time of Crash:** 08:04:00 **Crash Reference:** 2022549189322

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	19	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Sunday, November 1, 2020	**Time of Crash:**	00:02:00	**Crash Reference:**	202054A948320
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	3
Highway Authority:	Wiltshire			**Vehicles:**	1
Local Authority:	Wiltshire			**OS Grid Reference:**	386369 178287
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Crash Date: Sunday, November 1, 2020 **Time of Crash:** 00:02:00 **Crash Reference:** 202054A948320

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

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

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Validated Data

Crash Date:	Saturday, July 18, 2020	**Time of Crash:**	13:51:00	**Crash Reference:**	2020547066620
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wiltshire			**Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	386644 176534
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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agilysis

Crash Date: Saturday, July 18, 2020 **Time of Crash:** 13:51:00 **Crash Reference:** 2020547066620

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Female	46 - 55	Vehicle is in the act of turning left	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Sunday, April 12, 2020	**Time of Crash:**	12:15:00	**Crash Reference:**	2020543511720
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wiltshire			**Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	386948 178670
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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agilysis

Crash Date: Sunday, April 12, 2020 **Time of Crash:** 12:15:00 **Crash Reference:** 2020543511720

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Back	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Monday, December 2, 2019	**Time of Crash:**	20:40:00	**Crash Reference:**	201954B958219
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	4
Highway Authority:	Wiltshire			**Vehicles:**	1
Local Authority:	Wiltshire			**OS Grid Reference:**	389493 174313
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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Crash Date: Monday, December 2, 2019 **Time of Crash:** 20:40:00 **Crash Reference:** 201954B958219

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Nearside	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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

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Validated Data

Crash Date:	Tuesday, June 7, 2022	**Time of Crash:**	22:33:00	**Crash Reference:**	2022545867922
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wiltshire			**Vehicles:**	1
Local Authority:	Wiltshire			**OS Grid Reference:**	389035 169947
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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agilysis

Crash Date: Tuesday, June 7, 2022 **Time of Crash:** 22:33:00 **Crash Reference:** 2022545867922

Vehicles Involved

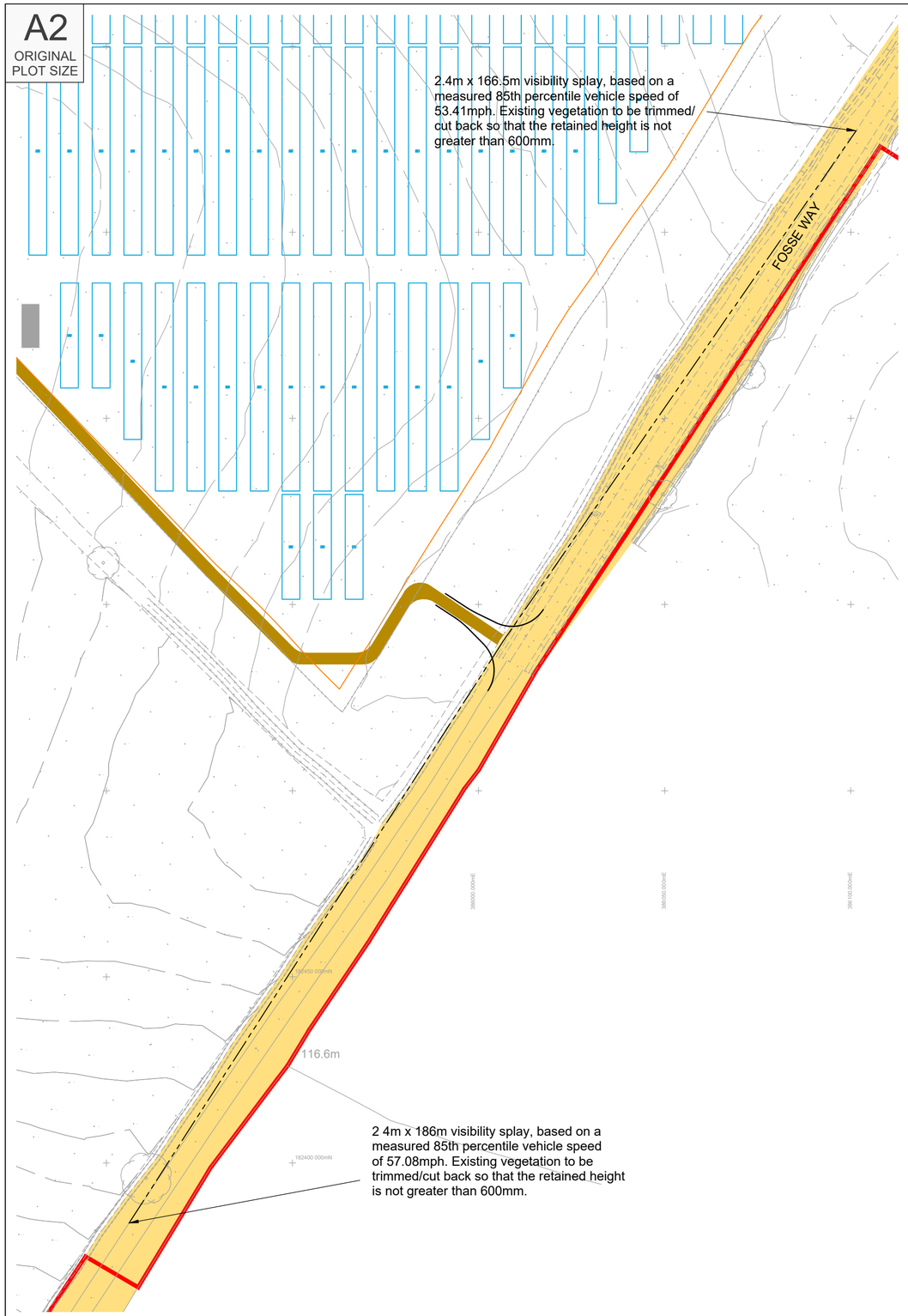
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Bridge - side	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Annex C Solar PV Sites Access Drawings

A2
ORIGINAL
PLOT SIZE



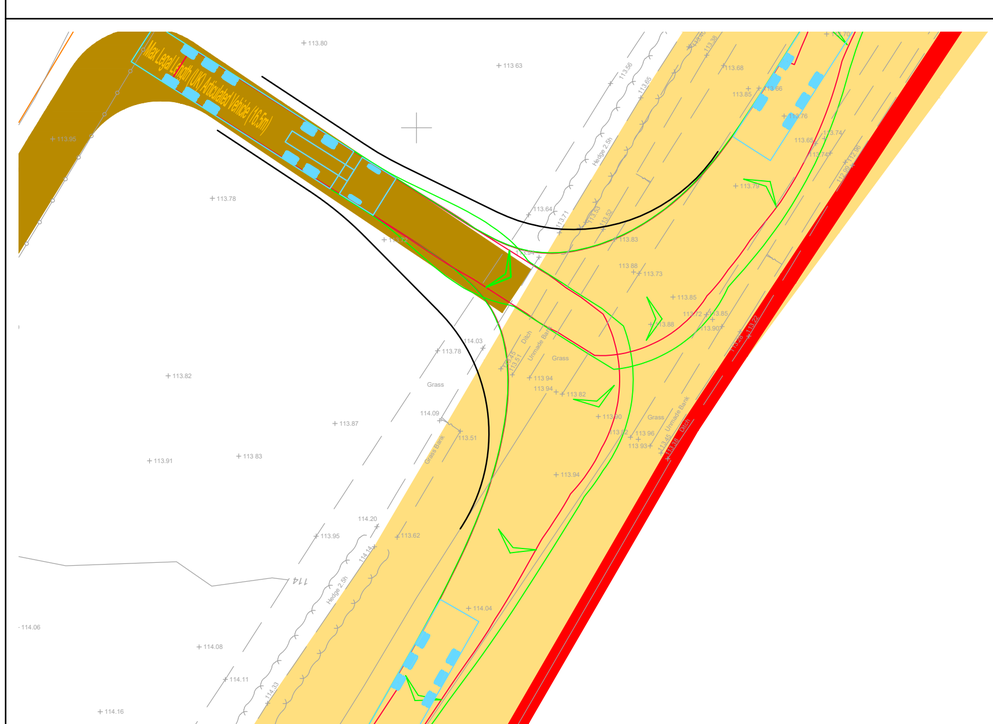
Proposed Site Access Arrangement

Scale 1:1,000



Swept Path Of A 16.5m Articulated Vehicle Entering Site

Scale 1:250



Swept Path Of A 16.5m Articulated Vehicle Exiting Site

Scale 1:250

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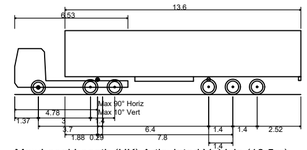
1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Site boundary



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD

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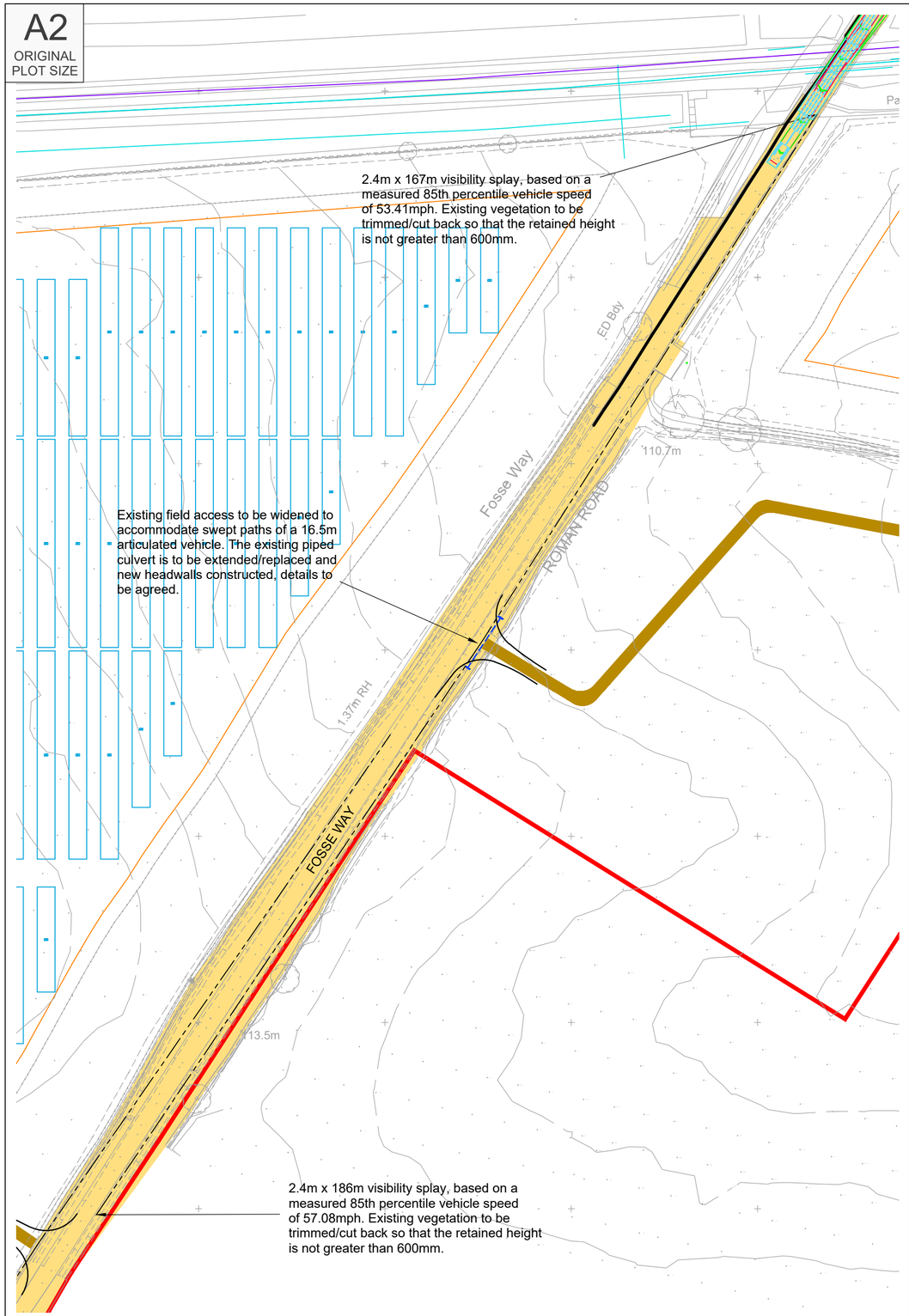
TITLE:
Solar PV Sites: Access 1

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	11.04.24	PSW	STM	JD

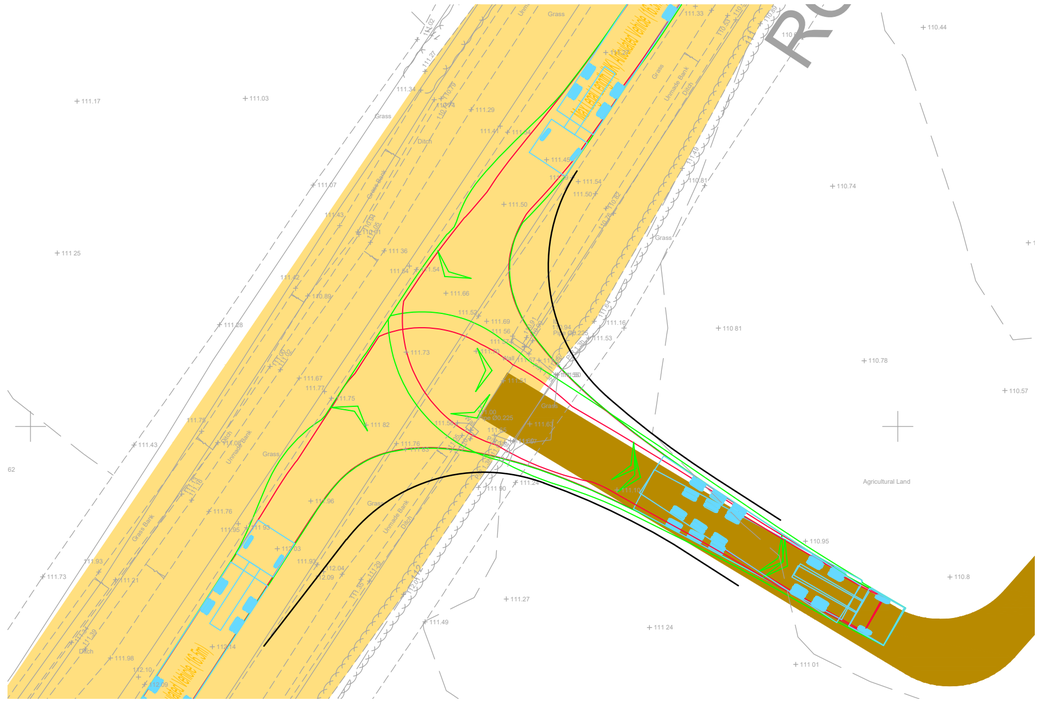
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL01	B

A2
ORIGINAL
PLOT SIZE



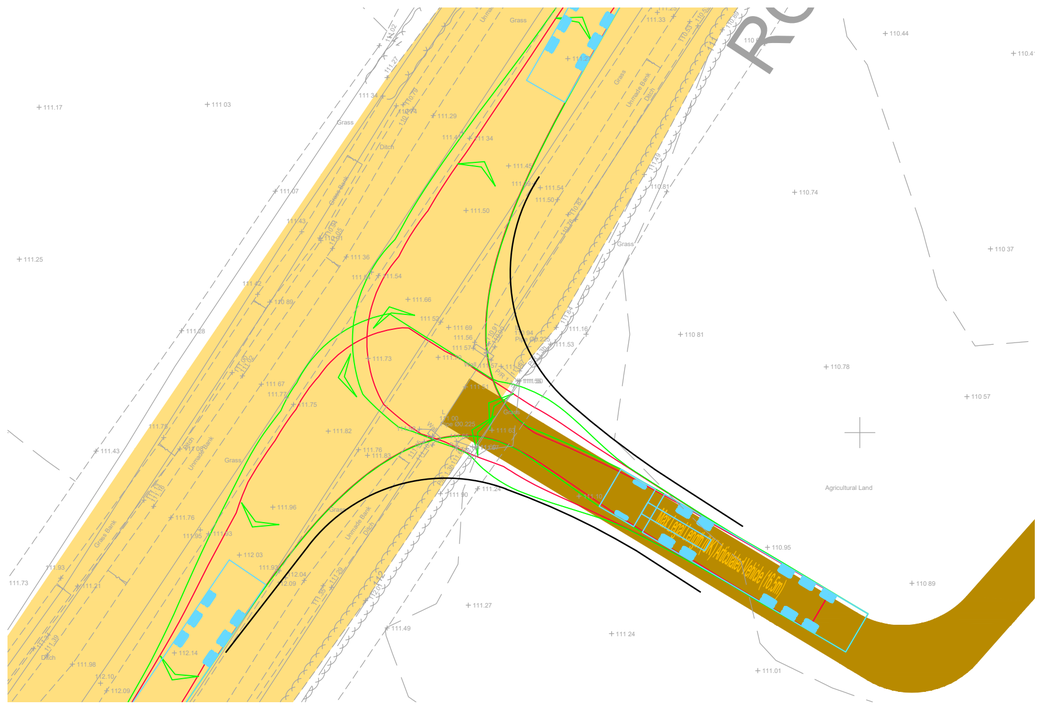
Proposed Site Access Arrangement

Scale 1:1,000



Swept Path Of A 16.5m Articulated Vehicle Entering Site

Scale 1:250



Swept Path Of A 16.5m Articulated Vehicle Exiting Site

Scale 1:250

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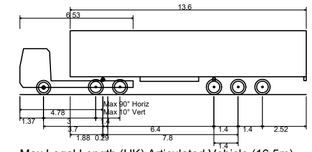
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

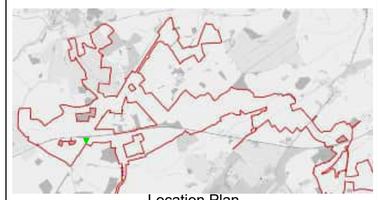
KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls.
- Sewers: Network Rail.
- Telecom: Lumen.



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD

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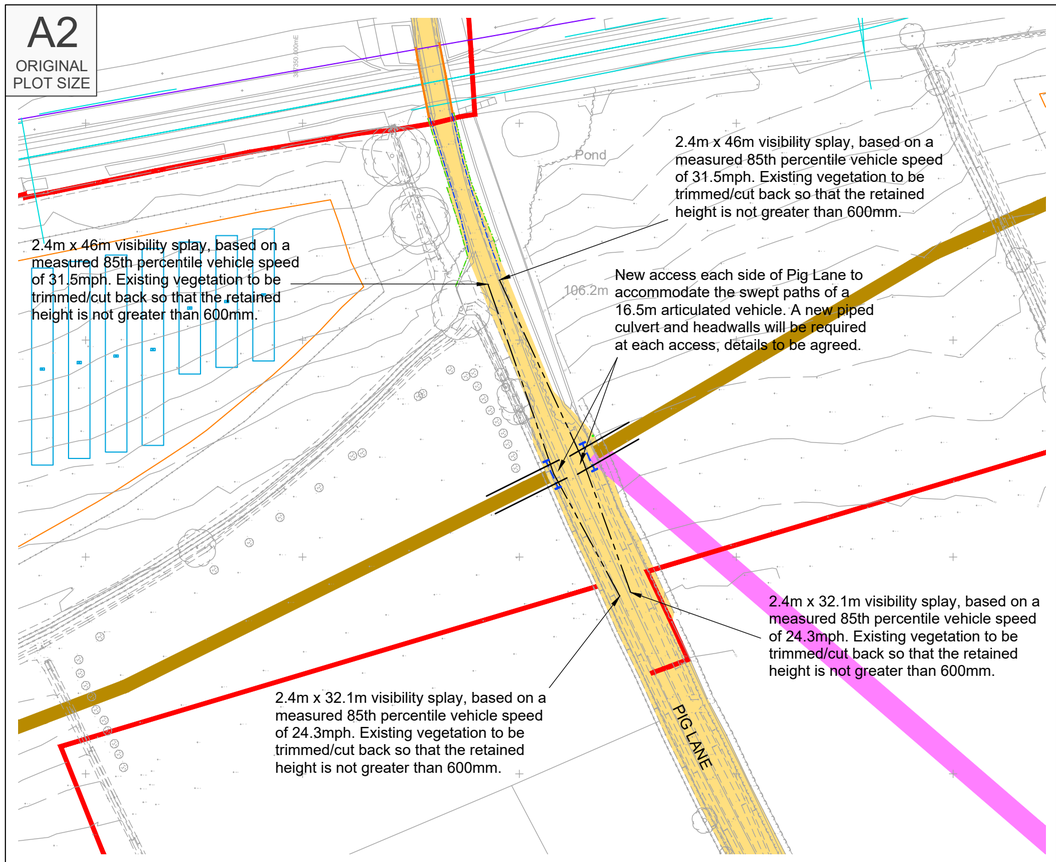
TITLE:
Solar PV Sites: Access 2

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	PSW	STM	JD

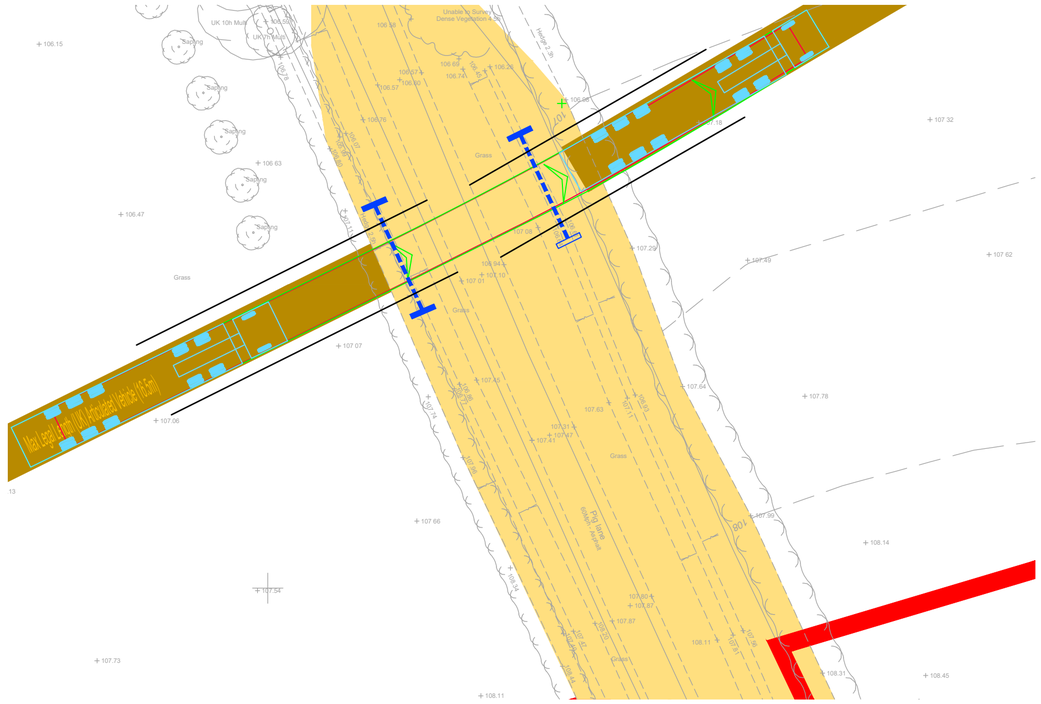
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL02	B

A2
ORIGINAL PLOT SIZE



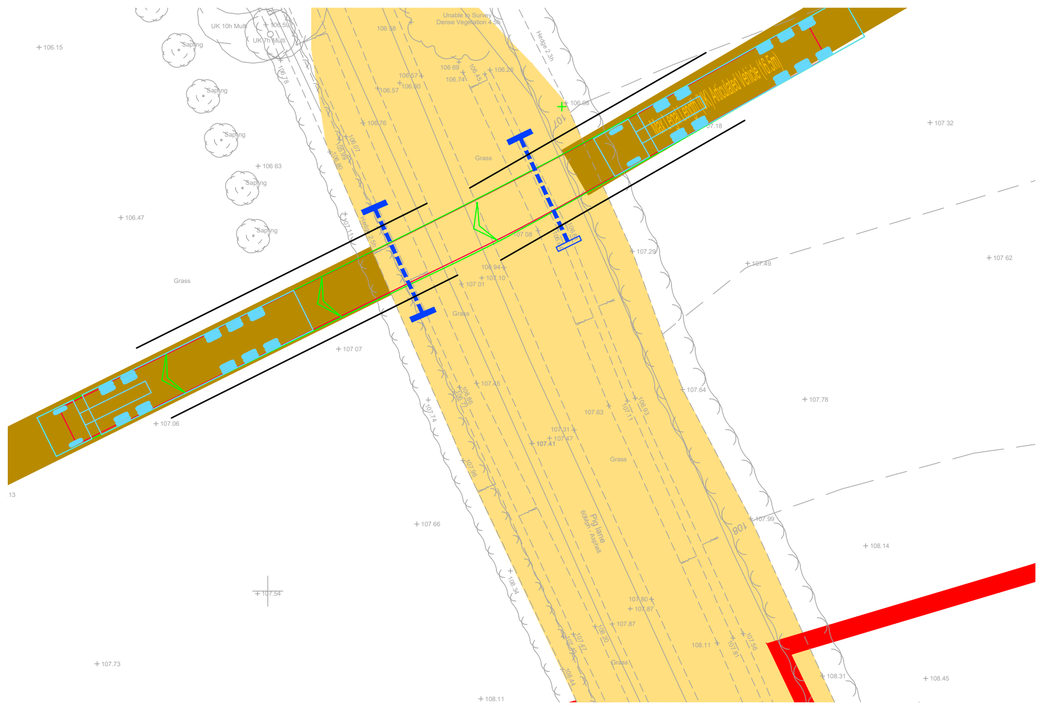
Proposed Site Access Arrangement

Scale 1:1,000



Swept Path Of A 16.5m Articulated Vehicle Entering Site

Scale 1:250



Swept Path Of A 16.5m Articulated Vehicle Exiting Site

Scale 1:250

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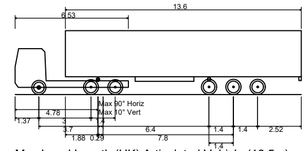
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls.
- PROW



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
D	11.07.25	Site accesses moved to the north to tie-in with masterplan.	PSW	STM	JD
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	01.05.25	Updated added PROW.	KVT	RR	JD

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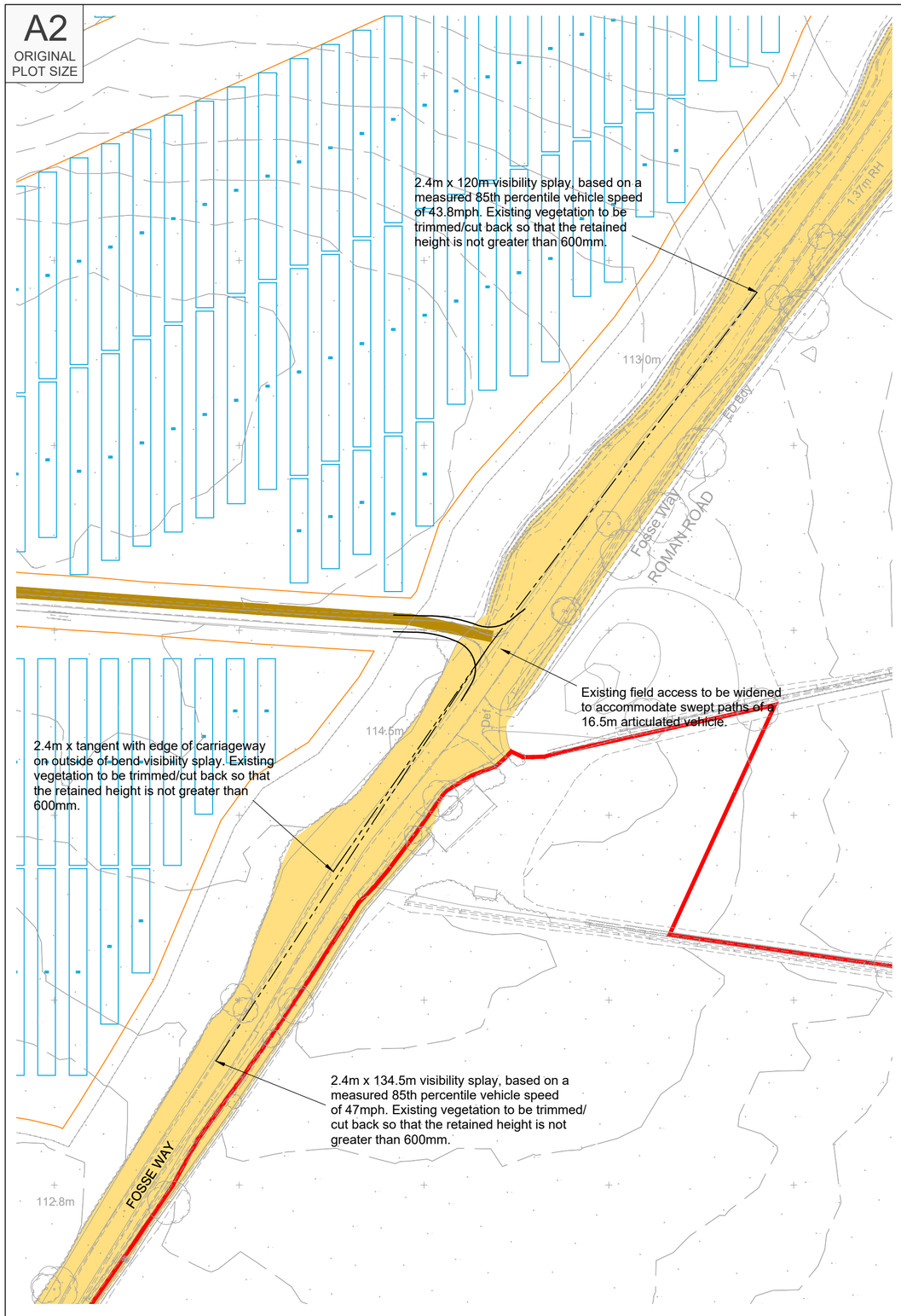
TITLE:
Solar PV Sites: Access 2a and 2b

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL02-1	D

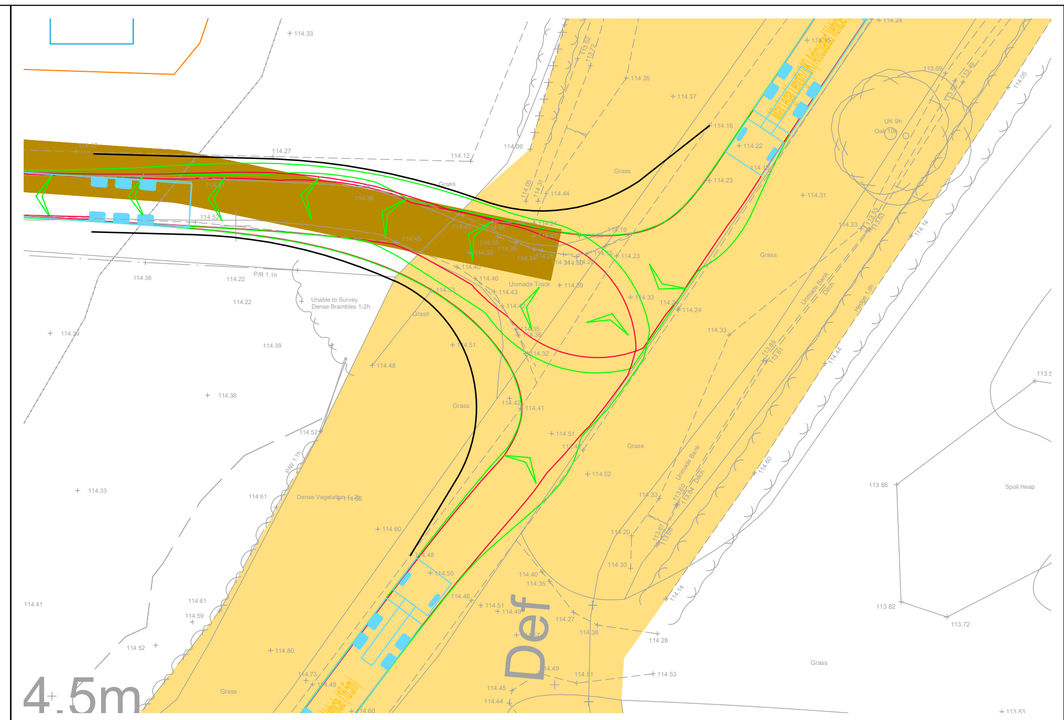
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement

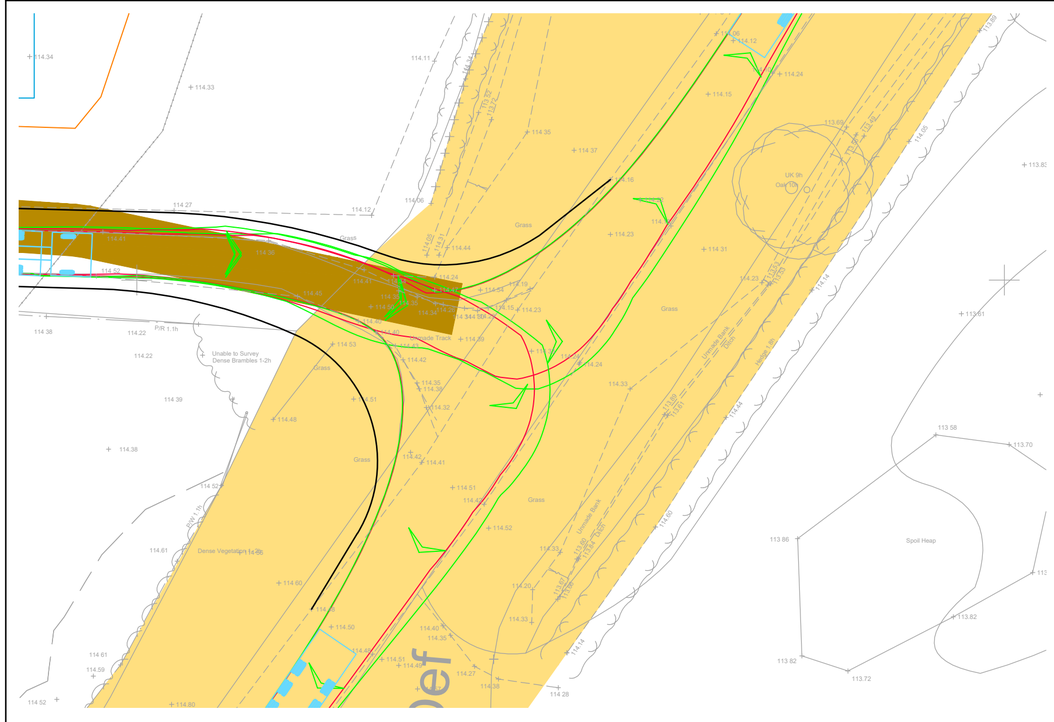
Scale 1:1,000

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Swept Path Of A 16.5m Articulated Vehicle Entering Site

Scale 1:250



Swept Path Of A 16.5m Articulated Vehicle Exiting Site

Scale 1:250

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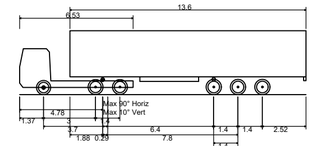
1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Site boundary.



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD

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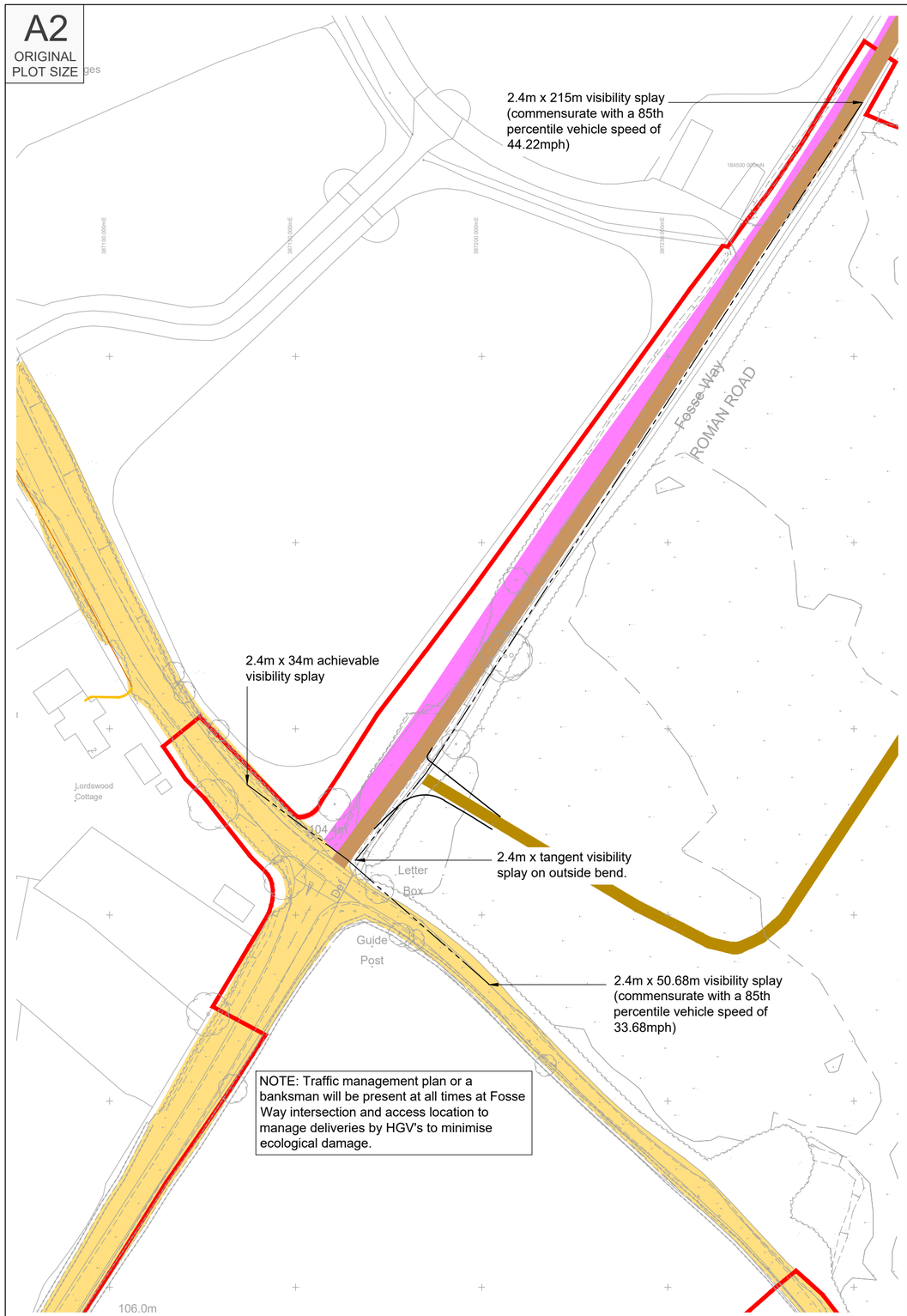
TITLE:
Solar PV Sites: Access 3

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL03	B

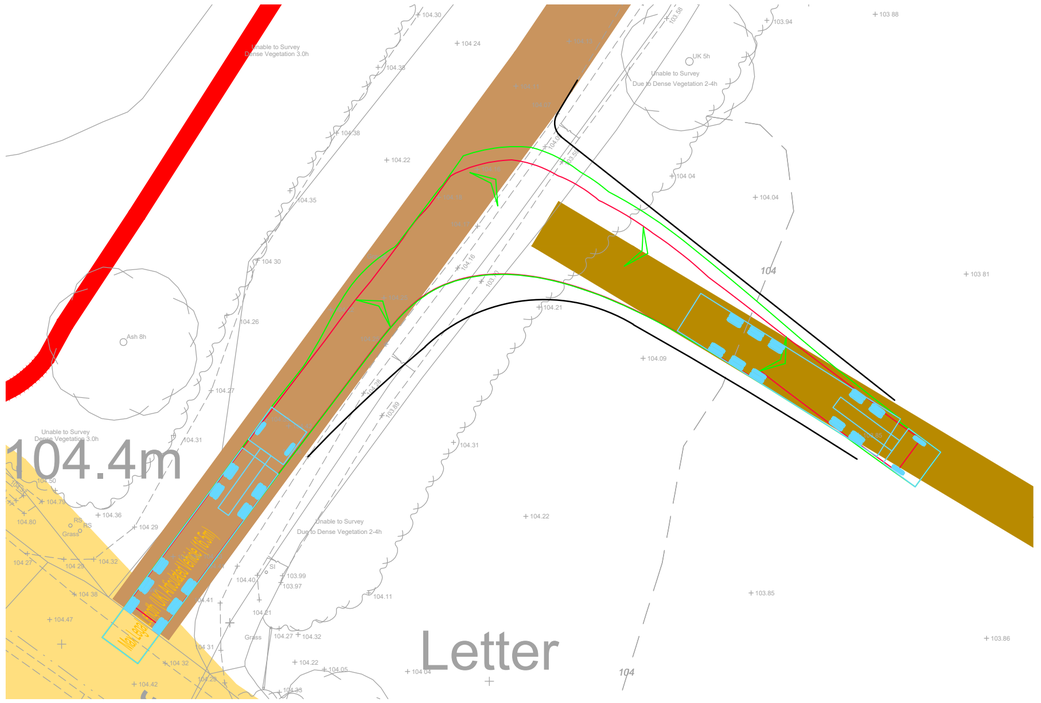
A2
ORIGINAL
PLOT SIZE



Visibility Splay At Proposed Access Location

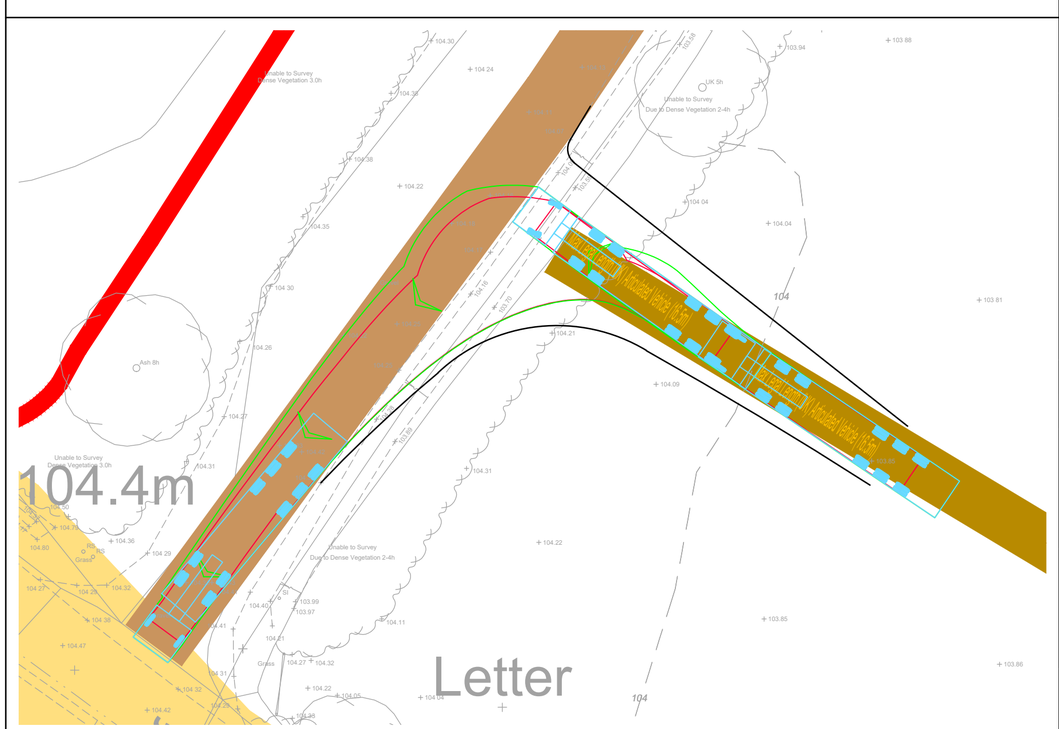
Scale 1:1,000

INDICATIVE



Swept Path Analysis Of A 16.5m Articulated HGV Entering

Scale 1:250



Swept Path Of A 16.5m Articulated Vehicle Exiting Site

Scale 1:250

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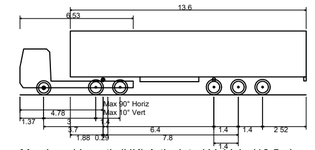
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Brown road
- Site boundary.
- Utilities: LV Mains.
- Utilities: service cable.
- PROW



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	01.05.25	Added PROW.	KVT	RR	JD

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0117 925 9400
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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

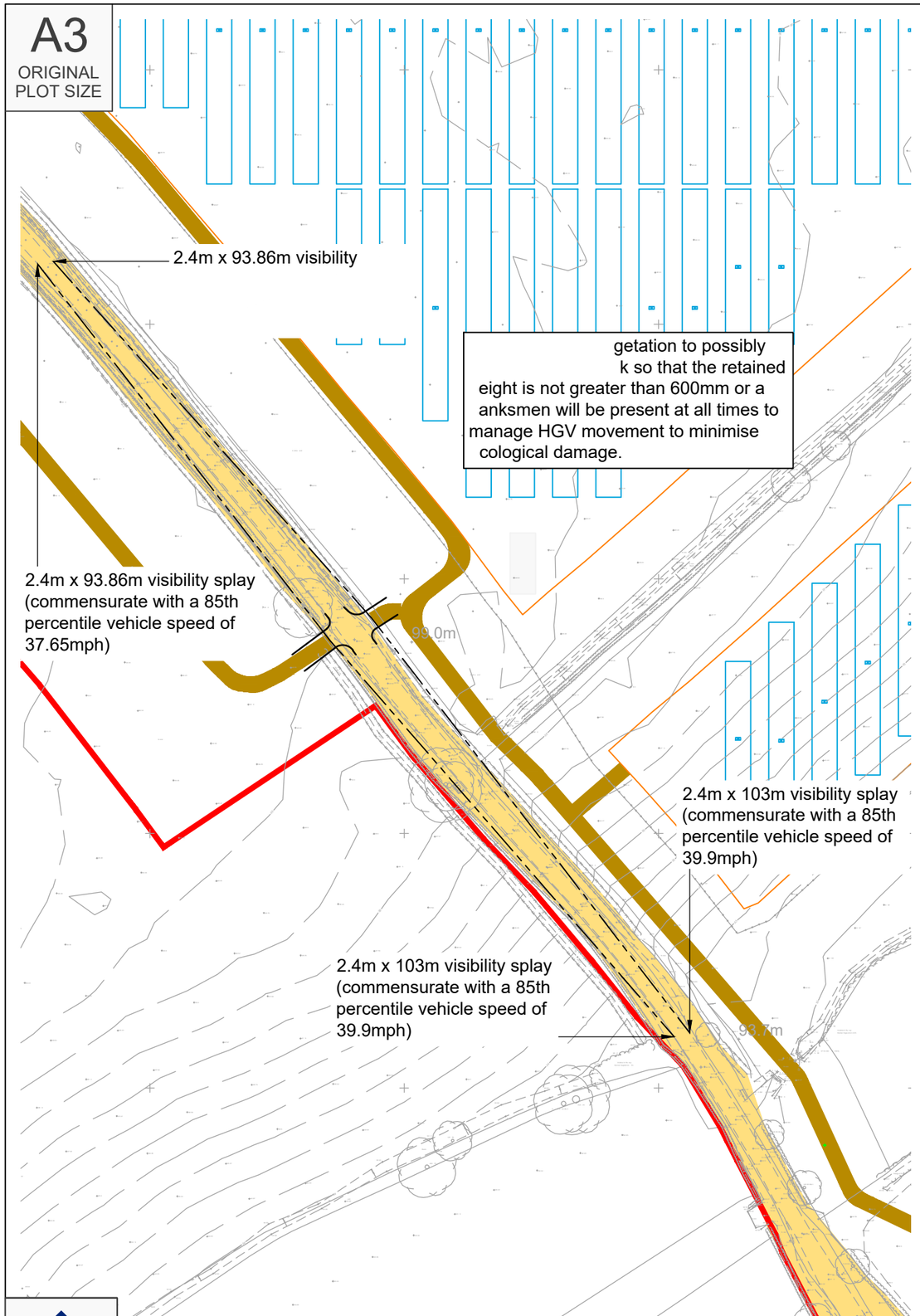
TITLE:
Solar PV Sites: Access 4

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	KVT	STM	JD

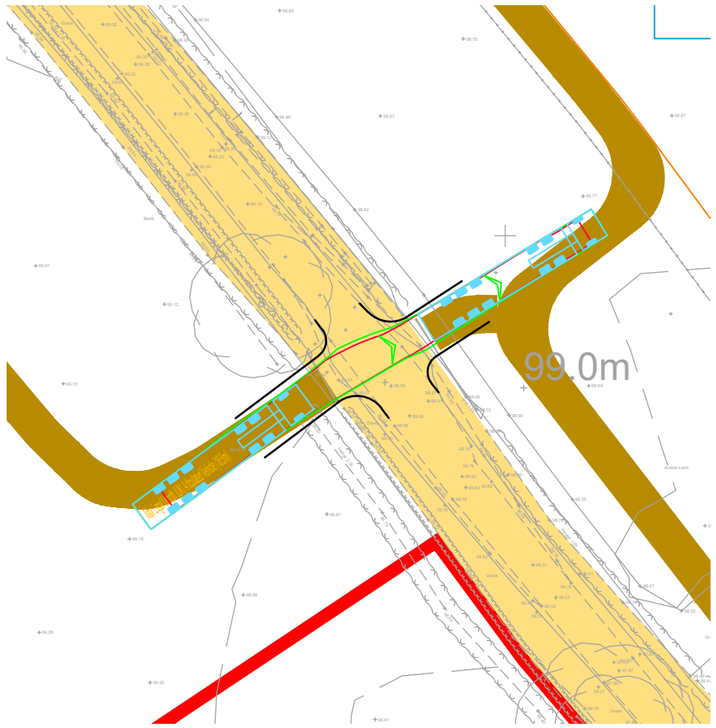
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL04	C

A3
ORIGINAL
PLOT SIZE



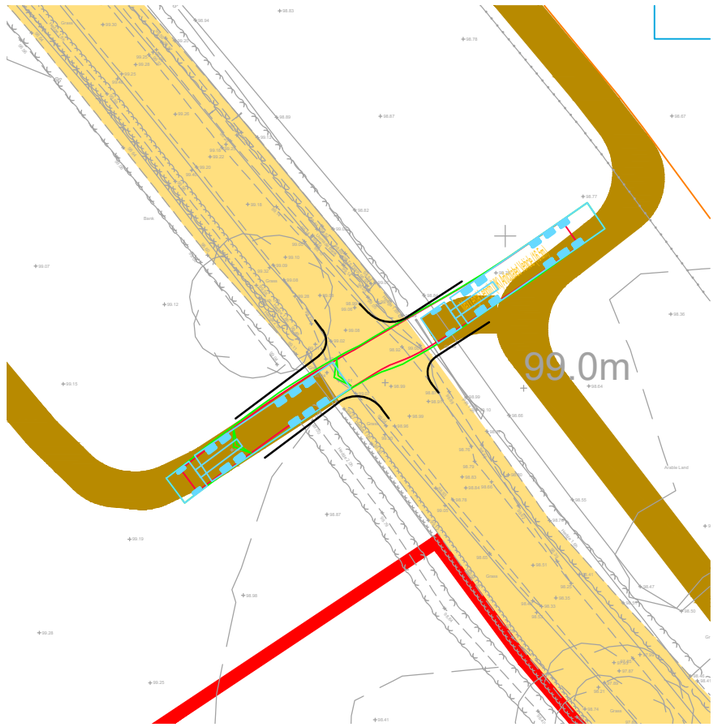
Visibility Splay

Scale 1:1,000



Swept Path Of A 16.5m HGV Towards Access 6b

Scale 1:500



Swept Path Of A 16.5m HGV Towards 6a

Scale 1:500

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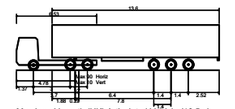
INDICATIVE

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NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.





Location Plan

NTS

KEY

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

= Site boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	01.10.24	Moved access location. Adjusted tracking and visibility splay.	KVT	RR	JD

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CLIENT:
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PROJECT:
LIME DOWN SOLAR PARK

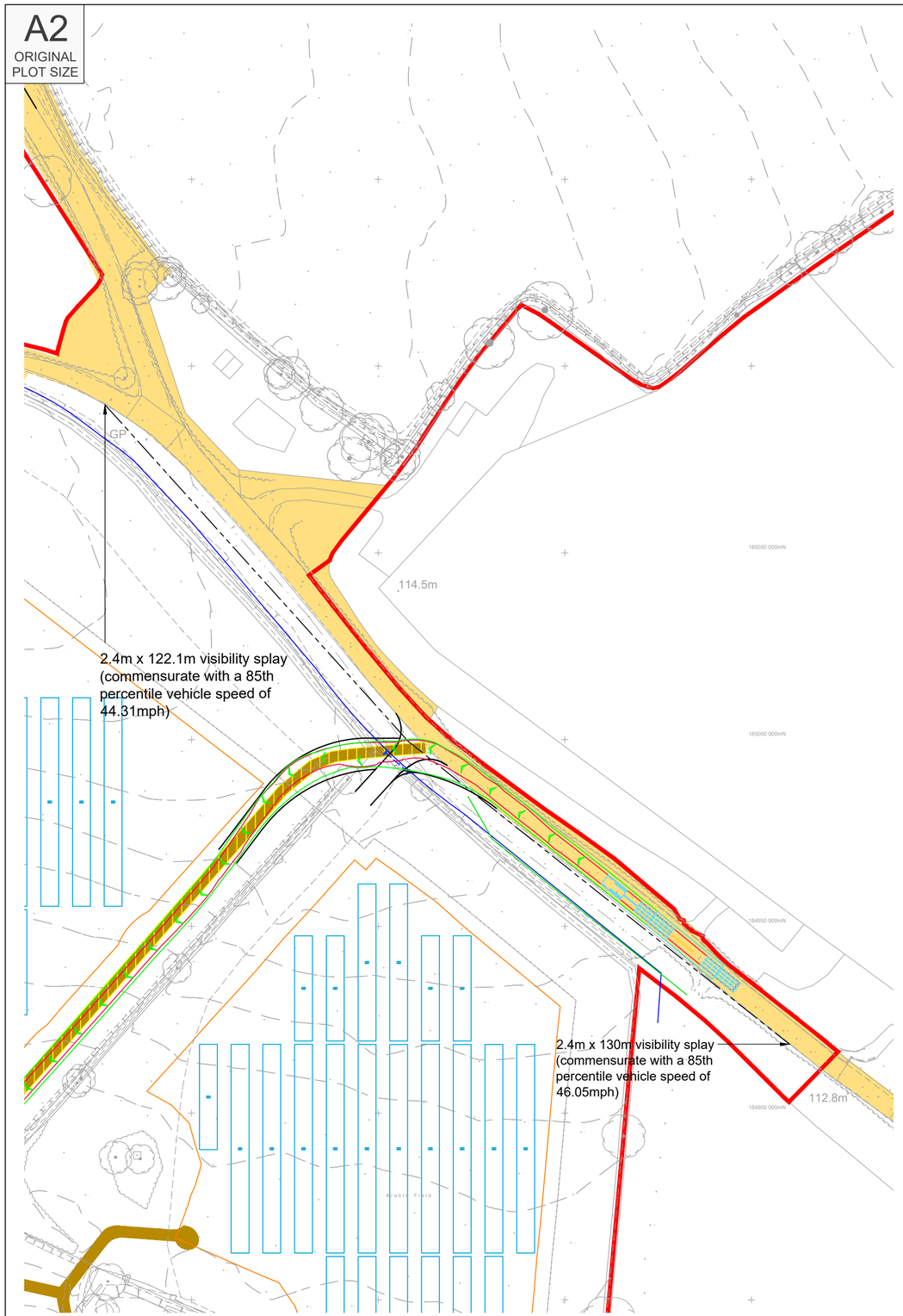
TITLE:
Solar PV Sites: Access 04a & 04b

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	KVT	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL04-1 & 2	C

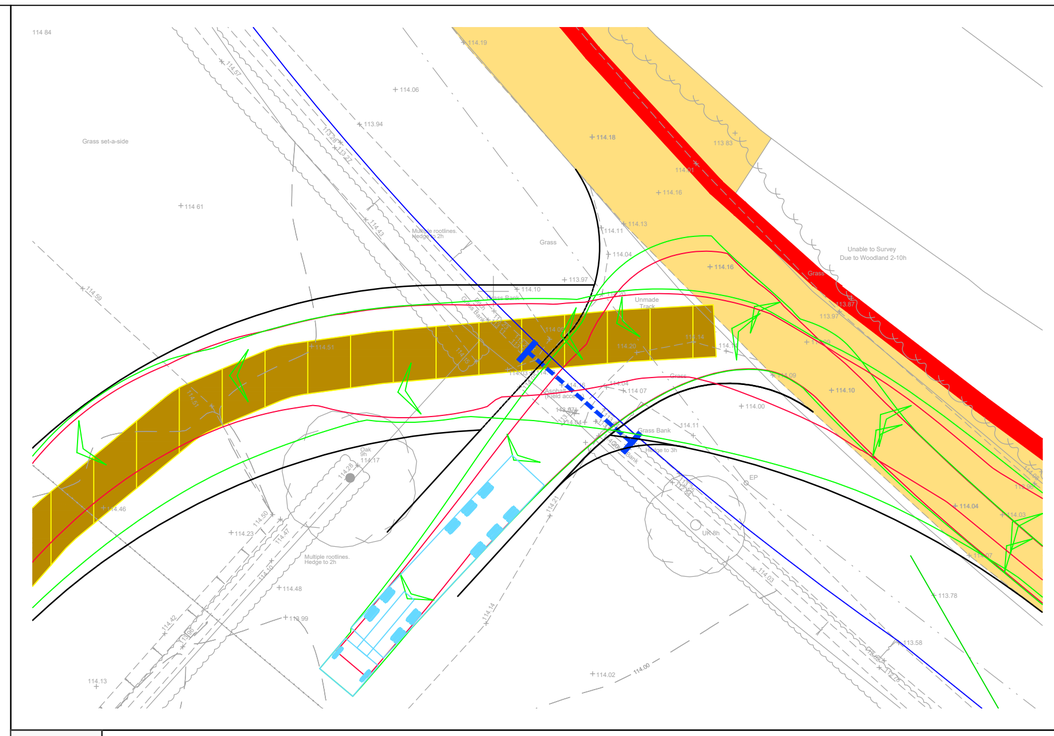
A2
ORIGINAL
PLOT SIZE



Visibility Splay

Scale 1:1000

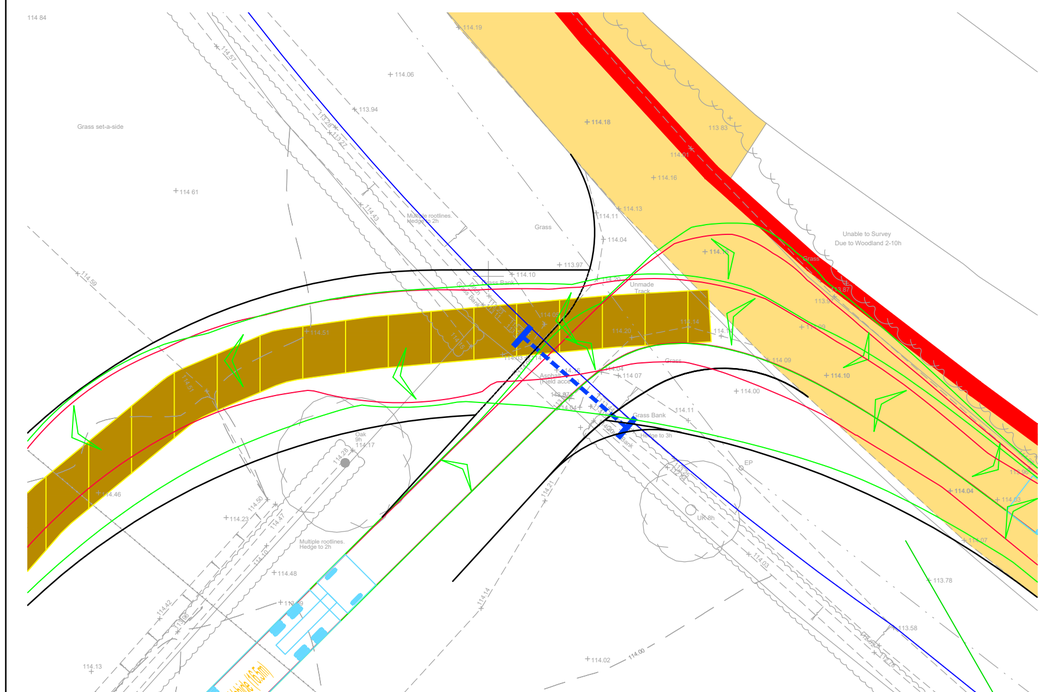
INDICATIVE



16.5m HGV Entering

Scale 1:250

INDICATIVE



16.5m HGV Exiting

Scale 1:250

INDICATIVE

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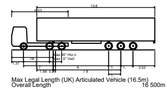
NOTES:

1. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ATC from WEDNSEDAY 24th JANUARY to 30th JANUARY 2024.

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- = Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- = Site boundary.
- = Telecom: BT (Overhead).
- = Bristol water.
- = Proposed piped culvert and headwalls may be required, to be confirmed.





Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map. Added AIL access.	KVT	SM	JD

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BS8 1HP

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR FARM

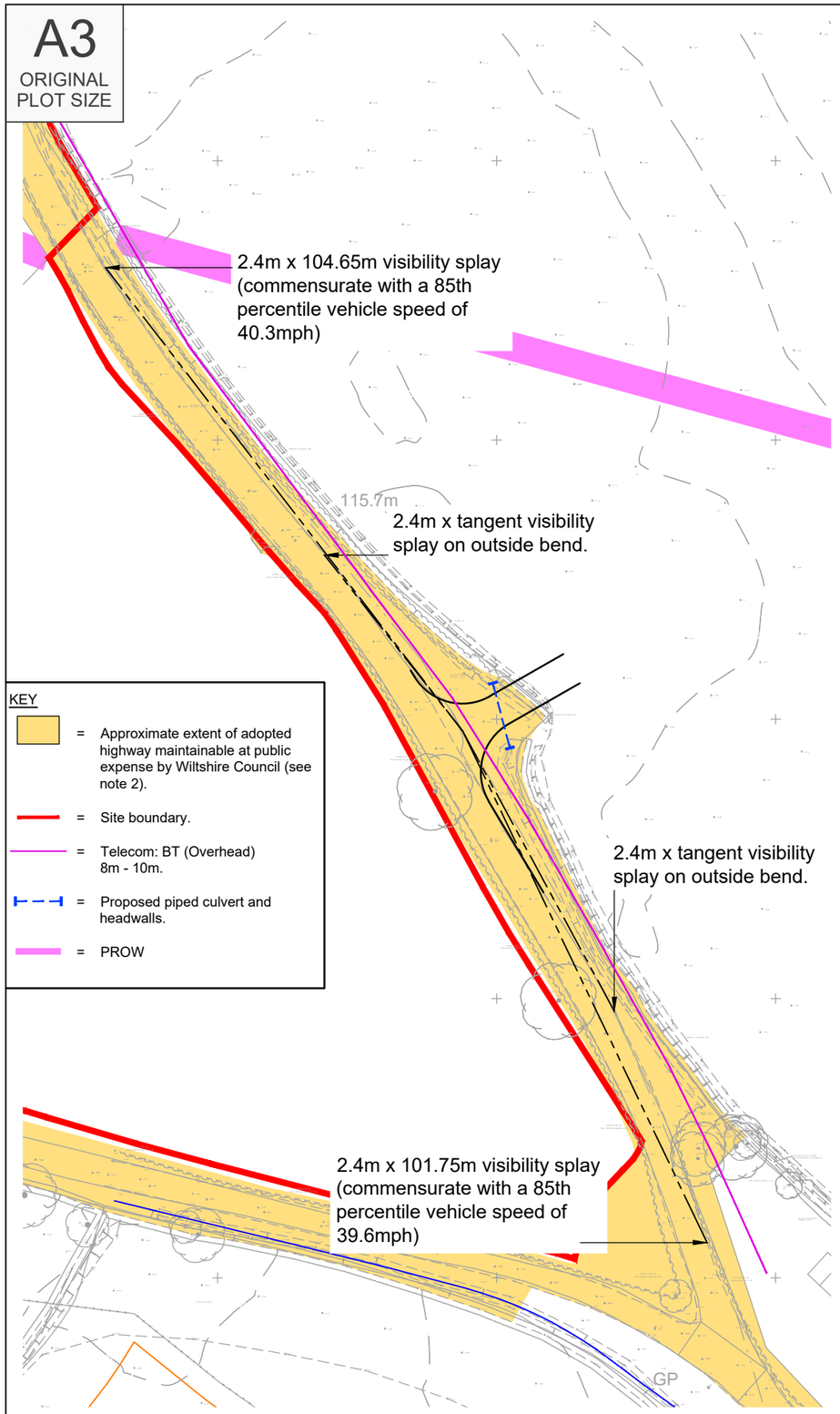
TITLE:
Solar PV Sites: Access 5

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	KVT	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL05	B

A3
ORIGINAL
PLOT SIZE



KEY

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

= Site boundary.

= Telecom: BT (Overhead) 8m - 10m.

= Proposed piped culvert and headwalls.

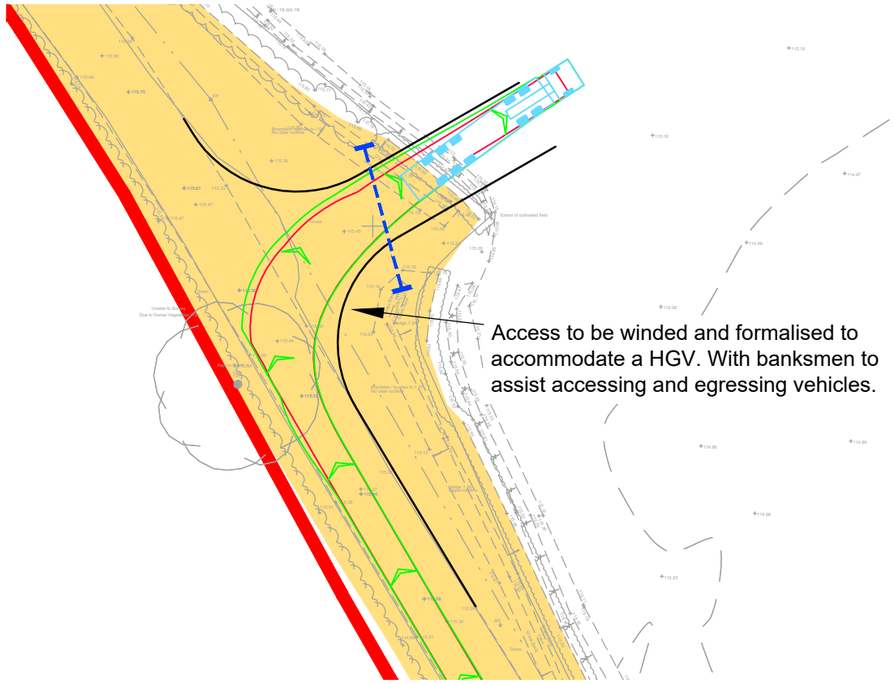
= PROW

W E S

INDICATIVE

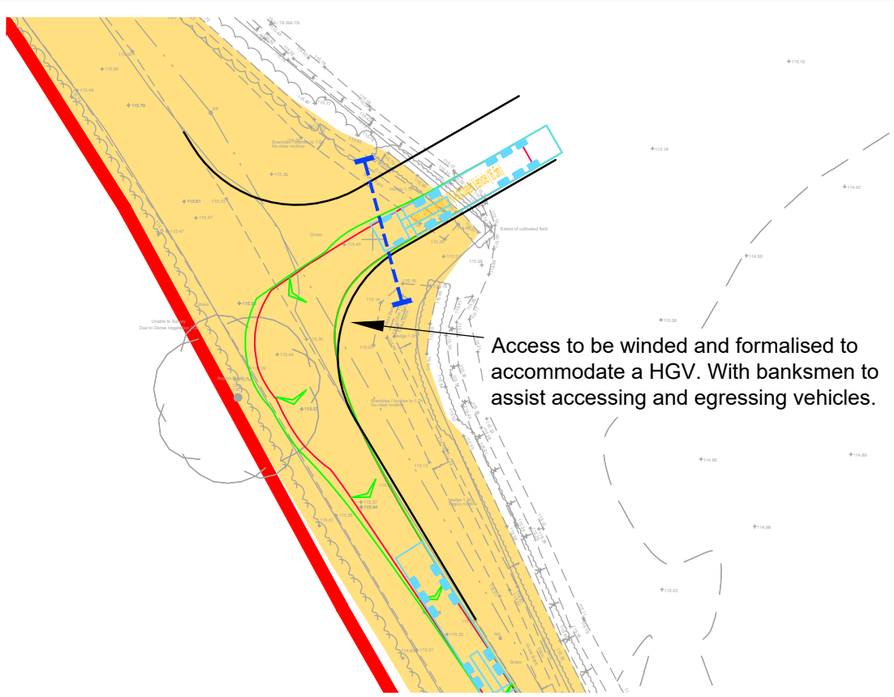
Visibility Splay

Scale 1:1,000



Swept Path Of A 16.5m HGV Entering Site

Scale 1:500



Swept Path Of A 16.5m HGV Exiting Site

Scale 1:500

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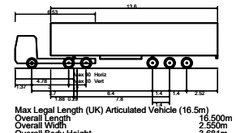
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NOTES:
1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

3. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by Streetwise Service Limited from Wednesday 24th January to 30th January 2024

4. Existing vegetation to be trimmed/cut back so that the retained height is not greater than 600mm.



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	01.05.25	Added PROW.	KVT	RR	JD

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CLIENT:
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PROJECT:
LIME DOWN SOLAR PARK

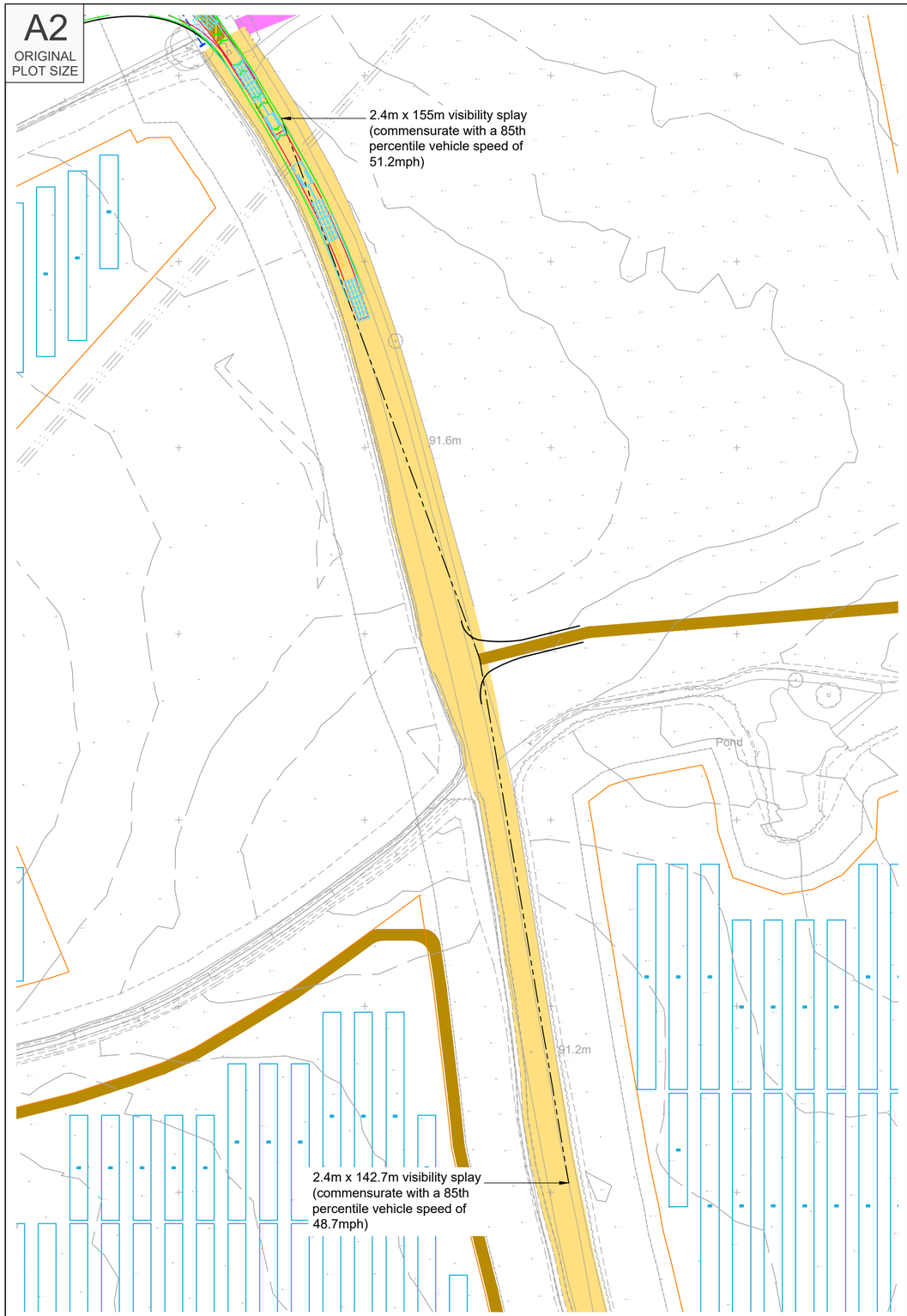
TITLE:
Solar PV Sites: Access 6

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	KVT	STM	JD

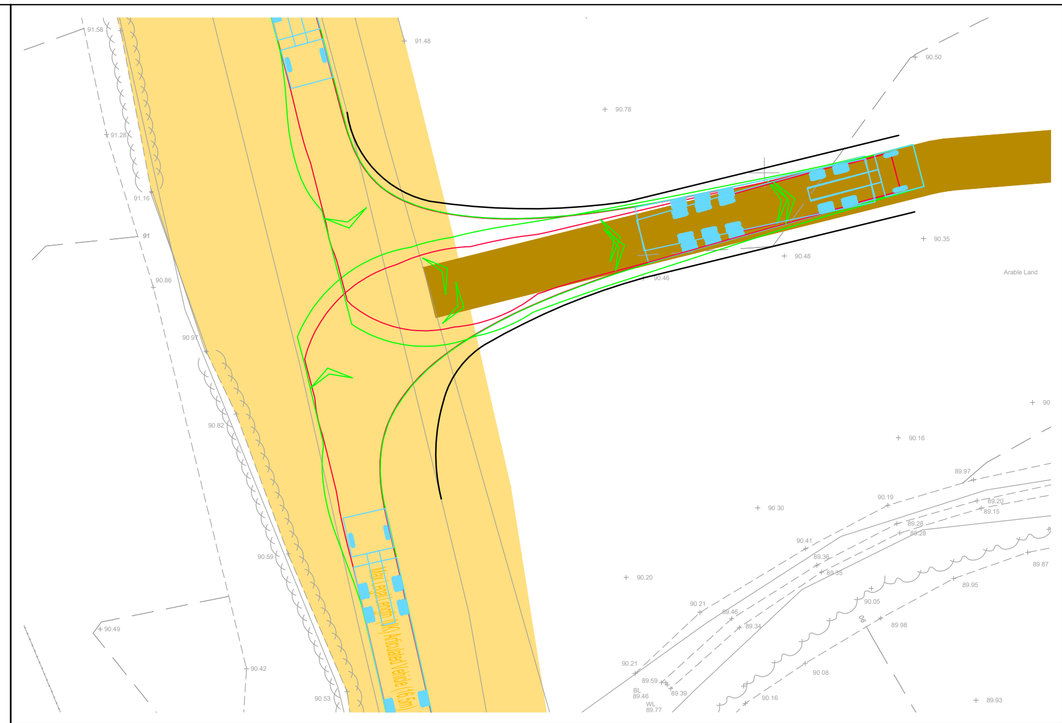
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL06	C

A2
ORIGINAL
PLOT SIZE



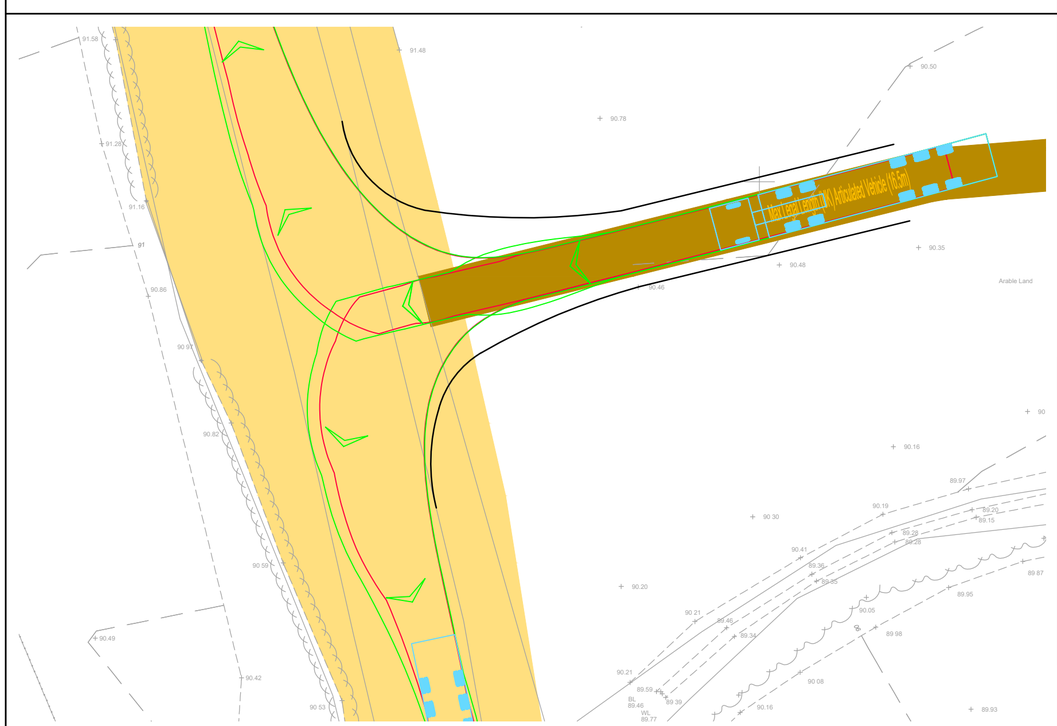
Visibility Splay At PL08

Scale 1:1000



Swept Path Analysis A 16.5m Articualted HGV Entering Site

Scale 1:250



Swept Path Analysis A 16.5m Articualted HGV Exiting Site

Scale 1:250

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NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

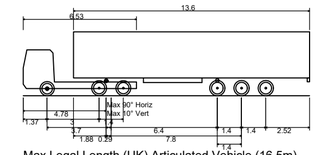
2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

3. Existing vegetation to be trimmed/cut back so that the retained height is not greater than 600mm.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

PROW.



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Solar PV Sites: Access 7

STATUS:
PRELIMINARY

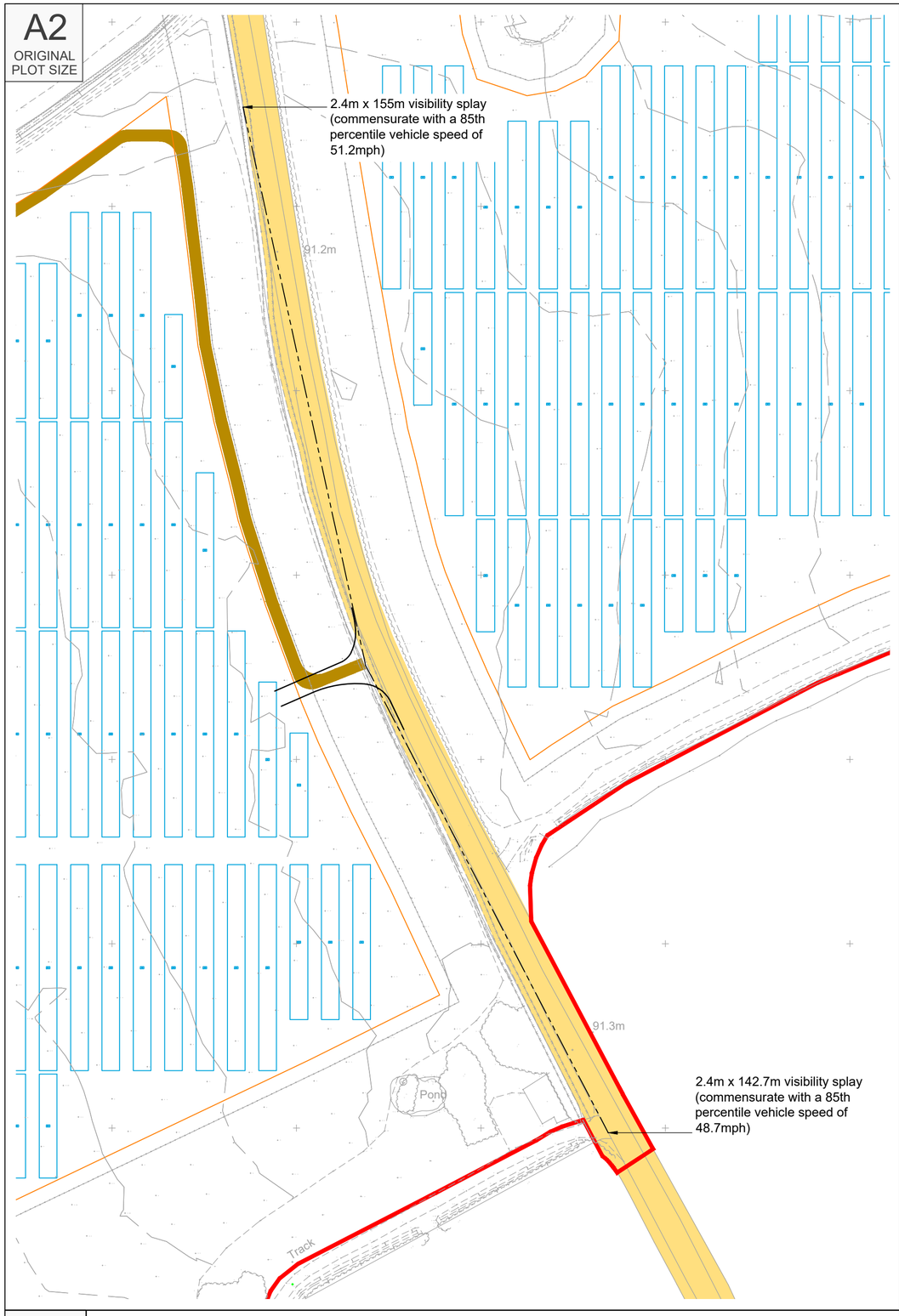
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	KVT	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL07	B

INDICATIVE

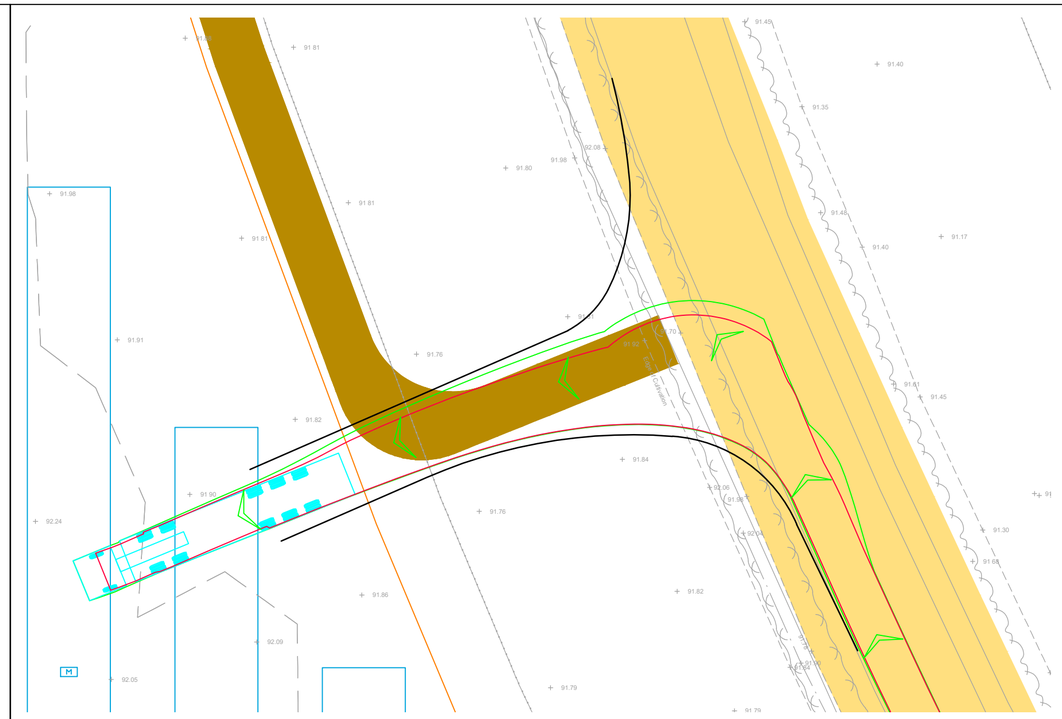
RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE



Visibility Splay At Location 09

Scale 1:1000



Swept Path Analysis A 16.5m Articulated HGV Entering

Scale 1:250



Swept Path Analysis A 16.5m Articulated HGV Exiting

Scale 1:250

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NOTES:

1. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ATC from WEDNSEDAY 24th JANUARY to 30th JANUARY 2024.

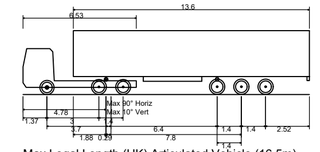
2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

3. Existing vegetation to be trimmed/cut back so that the retained height is not greater than 600mm.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Site boundary.



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD

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www.tpa.uk.com

CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Solar PV Sites: Access 8
Bradfield Cottages

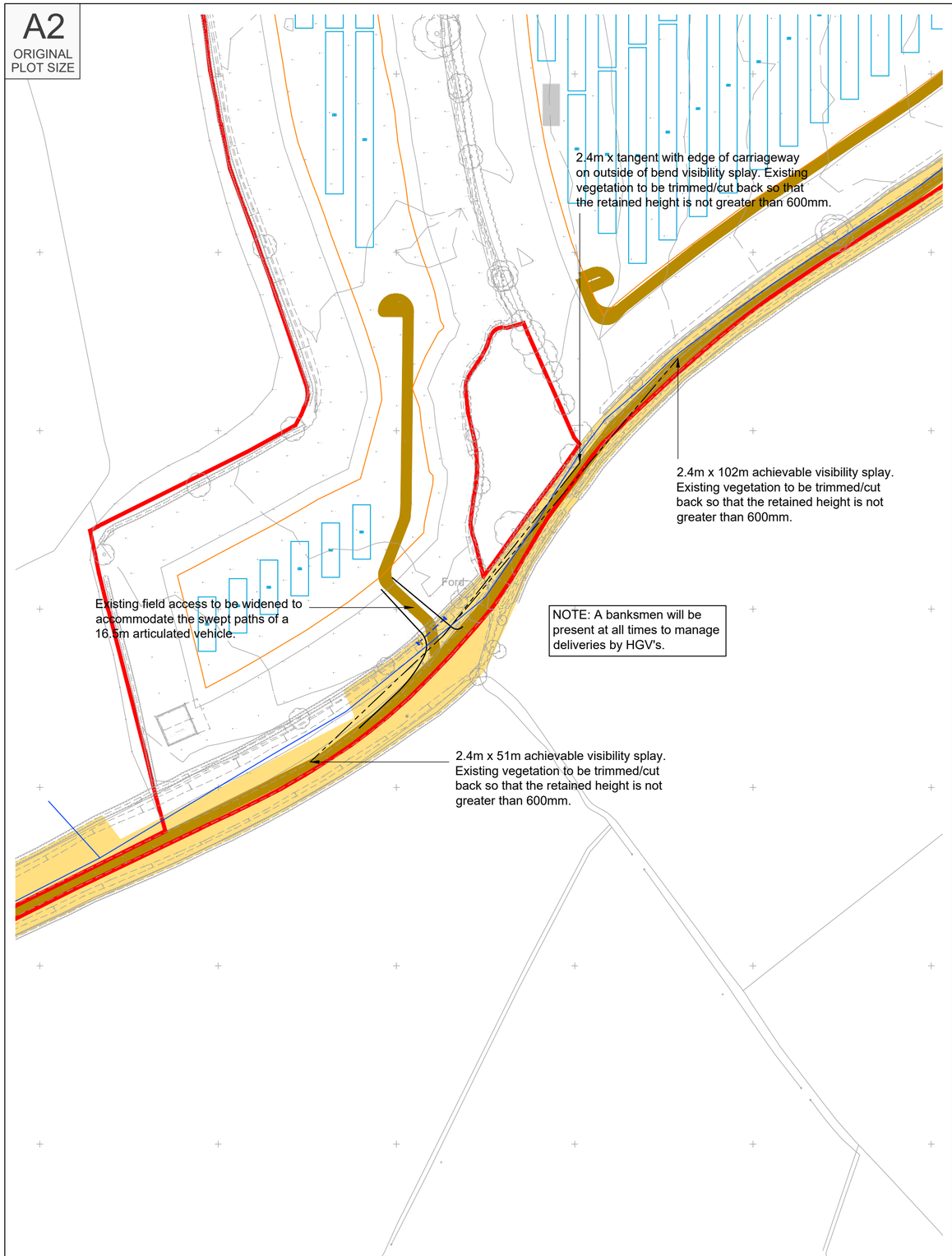
STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	KVT	STM	JD

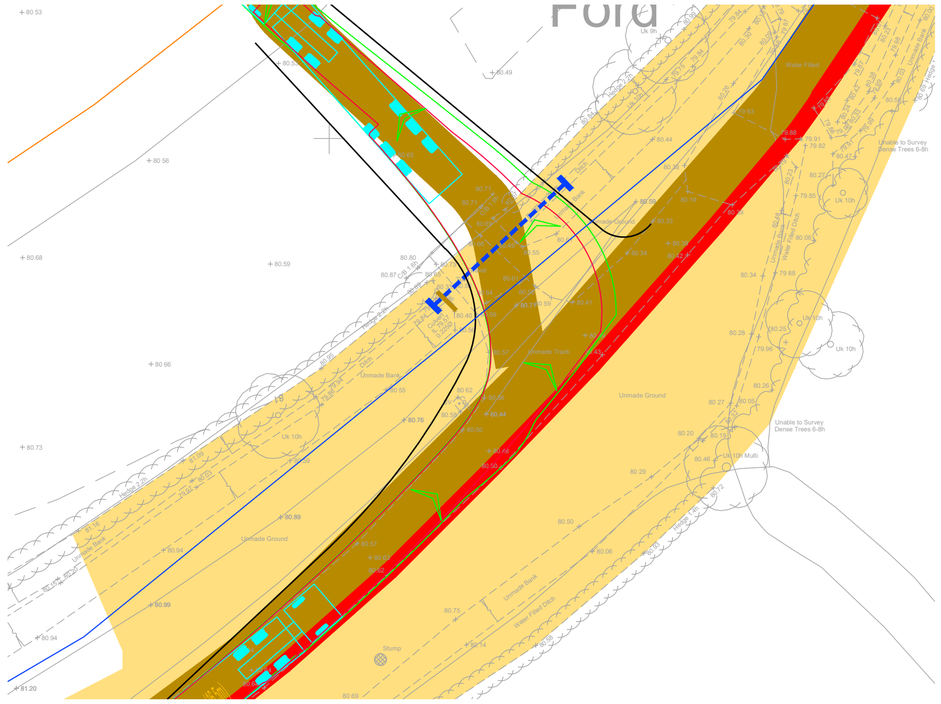
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL08	B

INDICATIVE

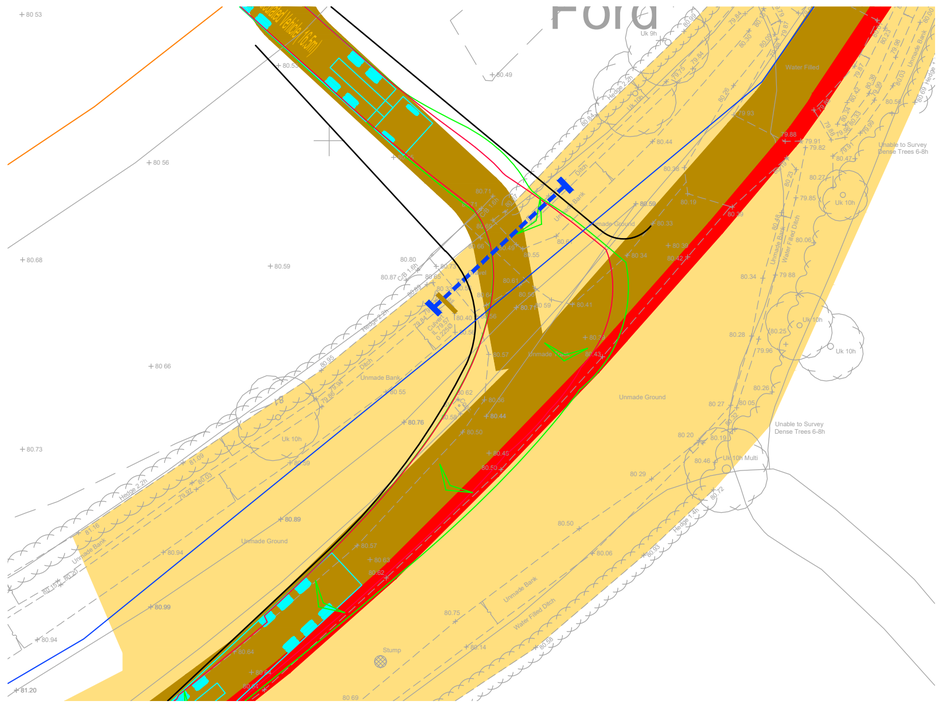
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement
Scale 1:1000



16.5m Articulated HGV Turning Left Into Site Access
Scale 1:250



16.5m Articulated HGV Turning Right Out Of Site Access
Scale 1:250

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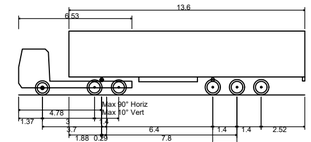
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls may be required, to be confirmed.
- Water pipes: Wessex Water.
- Existing wall.



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



Location Plan
NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Solar PV Sites: Access 9

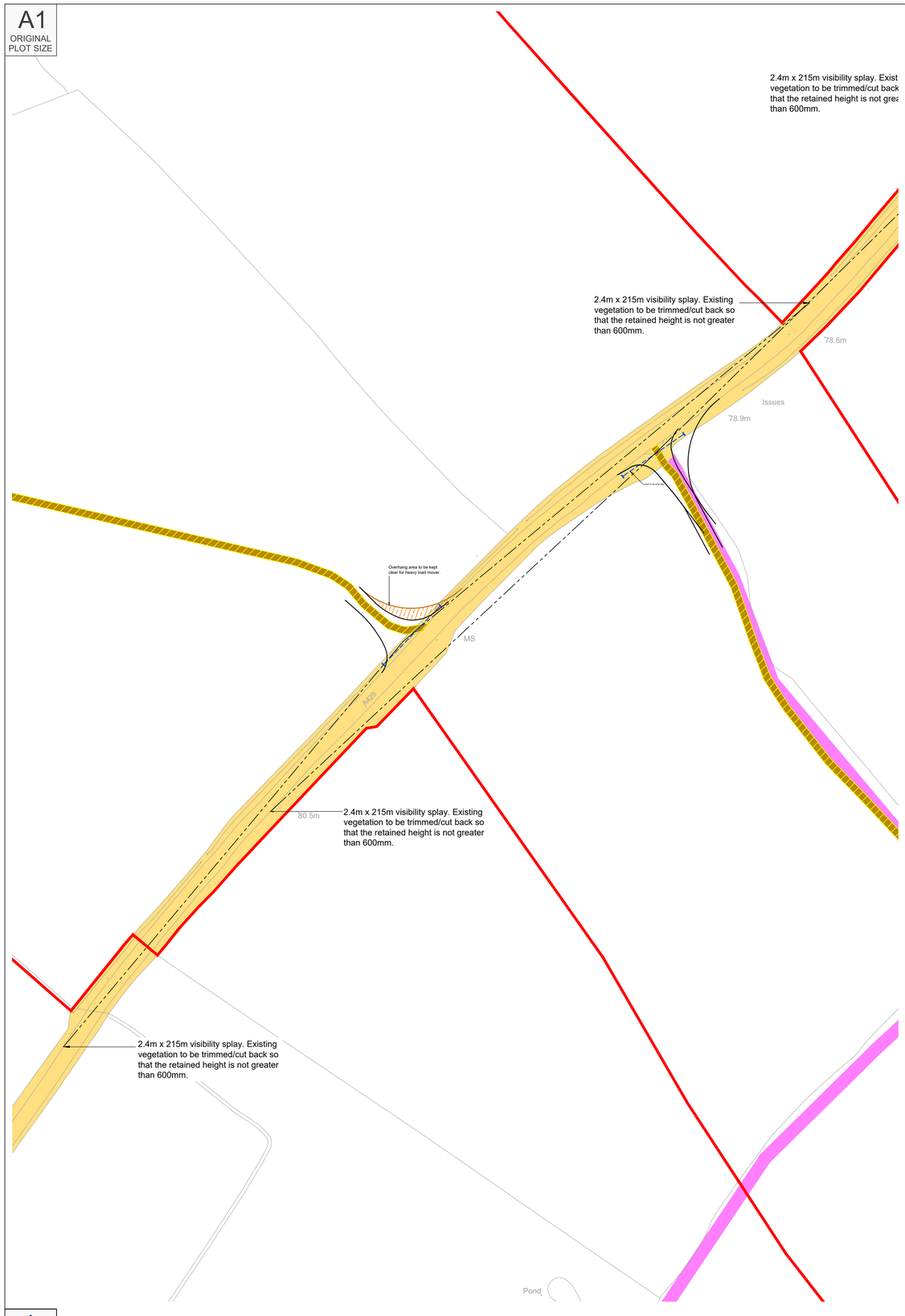
STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	PSW	STM	JD

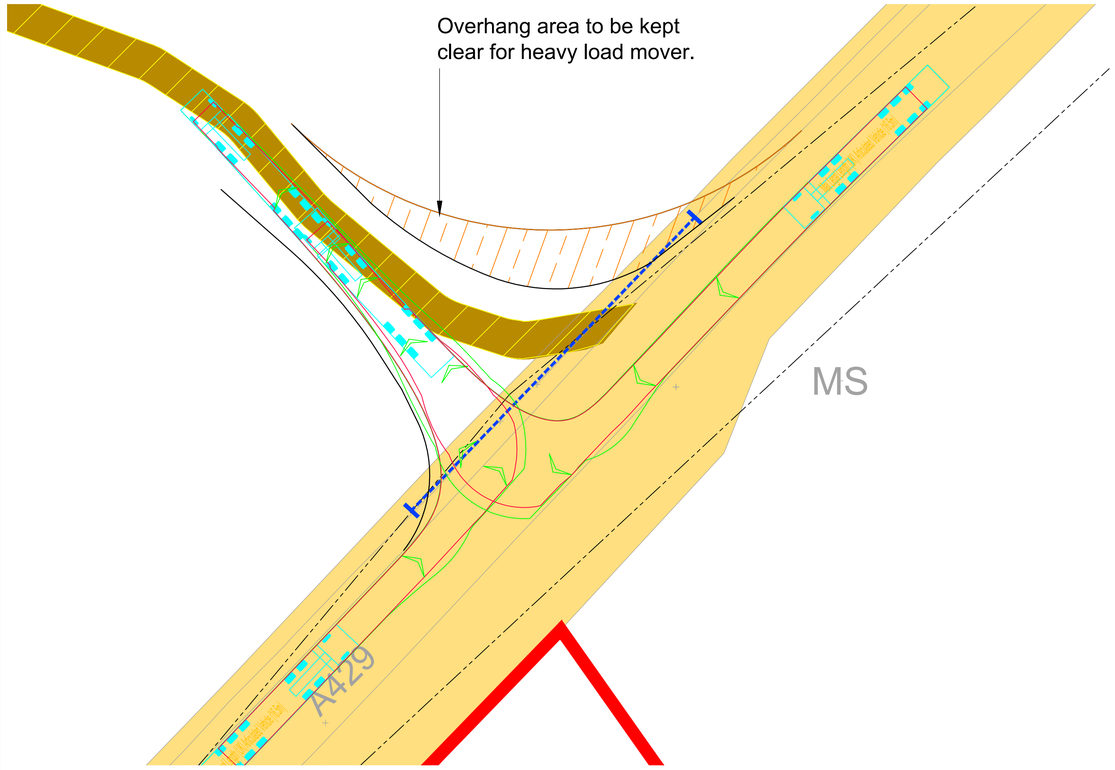
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL09	B

W E S
INDICATIVE

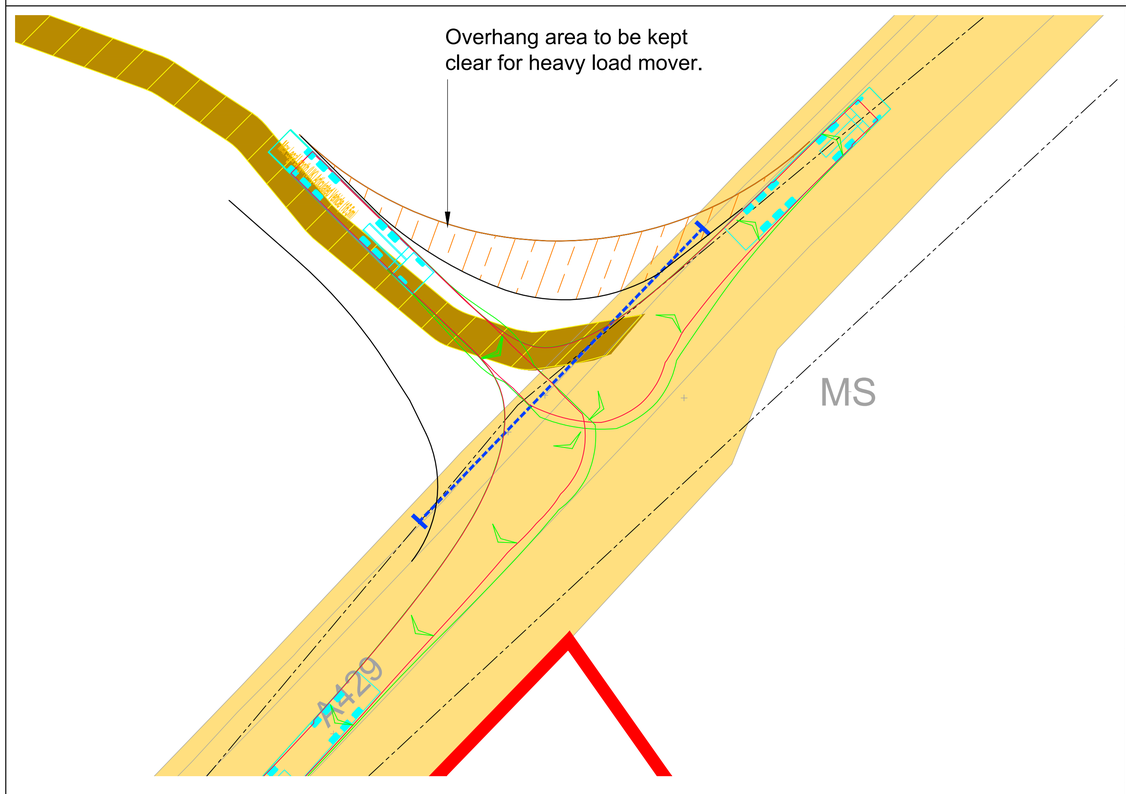
A1
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement
Scale 1:1000



Swept Path Analysis of a 16.5m HGV Entering
Scale 1:250



Swept Path Analysis of a 16.5m HGV Exiting
Scale 1:250

INDICATIVE

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NOTES:

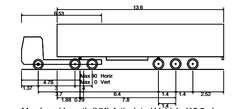
1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

3. Exact signage details to be agreed with Wiltshire Council.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls.
- Abnormal overhang area.
- PROW.



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



Location Plan
NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
G	09.09.25	Access drawn at correct location.	PSW	STM	JD
F	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
E	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map. Added AIL access.	KVT	SM	JD
D	01.05.25	Added PROW.	KVT	RR	JD
C	14.02.25	Updated access location.	KVT	RR	JD
B	15.01.25	Title location updated access adjusted to match.	KVT	RR	JD
A	01.10.24	Relocated access location. Adjusted tracking and visibility splay.	KVT	RR	JD

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PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Solar PV Sites: Access 10

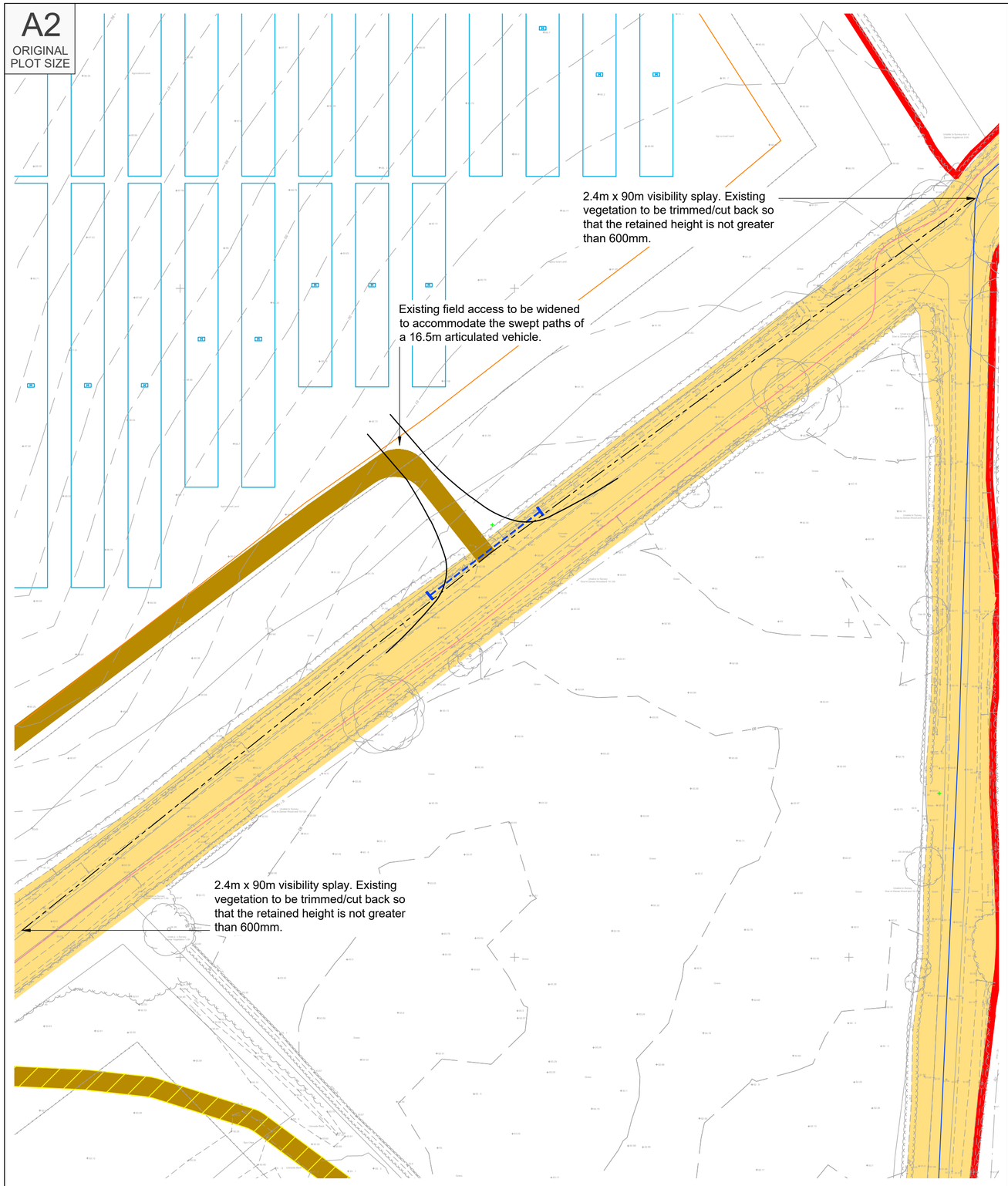
STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.08.24	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL10	G

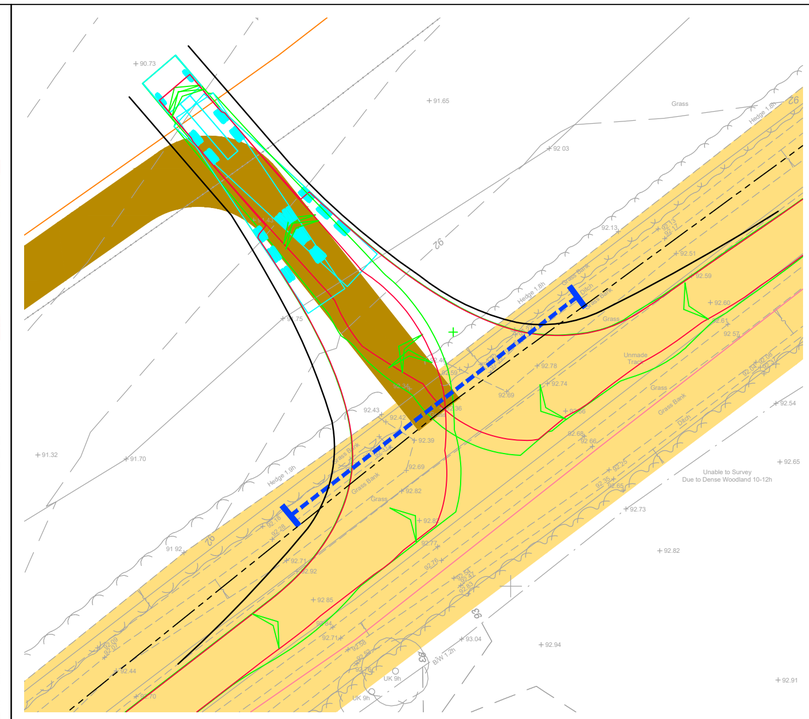
RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE



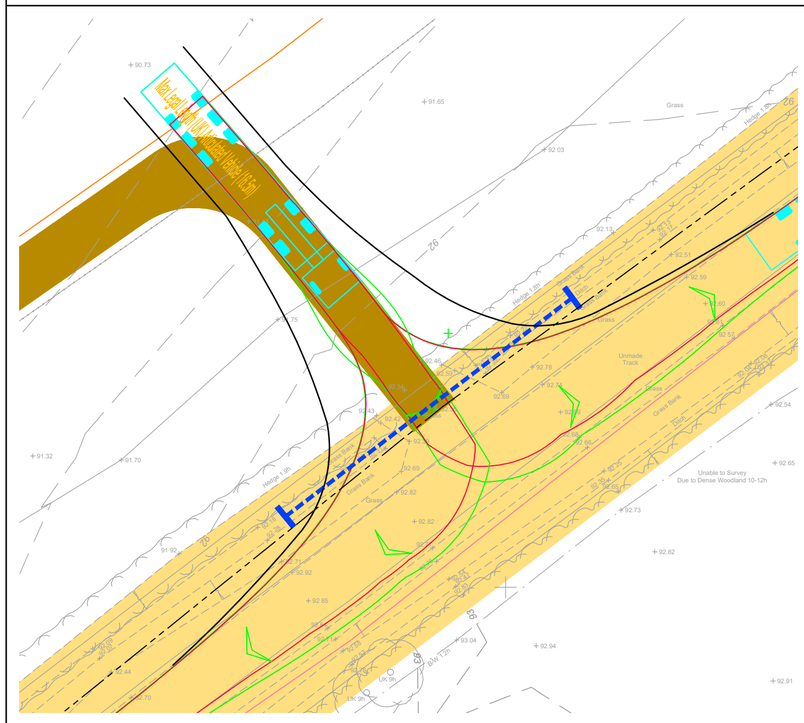
Proposed Site Access Arrangement

Scale 1:500



16.5m Articulated HGV Turning Into Site Access

Scale 1:250



16.5m Articulated HGV Turning Out Of Site Access

Scale 1:250

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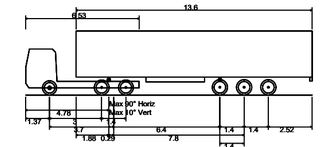
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls may be required, to be confirmed.
- Water pipes: Wessex Water
- Electric: UG 11KV



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
D	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
C	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
B	16.01.25	Title location updated access adjusted to match.	KVT	RR	JD
A	03.10.24	Relocated access. Updated tracking and visibility splay.	KVT	RR	JD

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PROJECT:
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TITLE:
Solar PV Sites: Access 11

STATUS:
PRELIMINARY

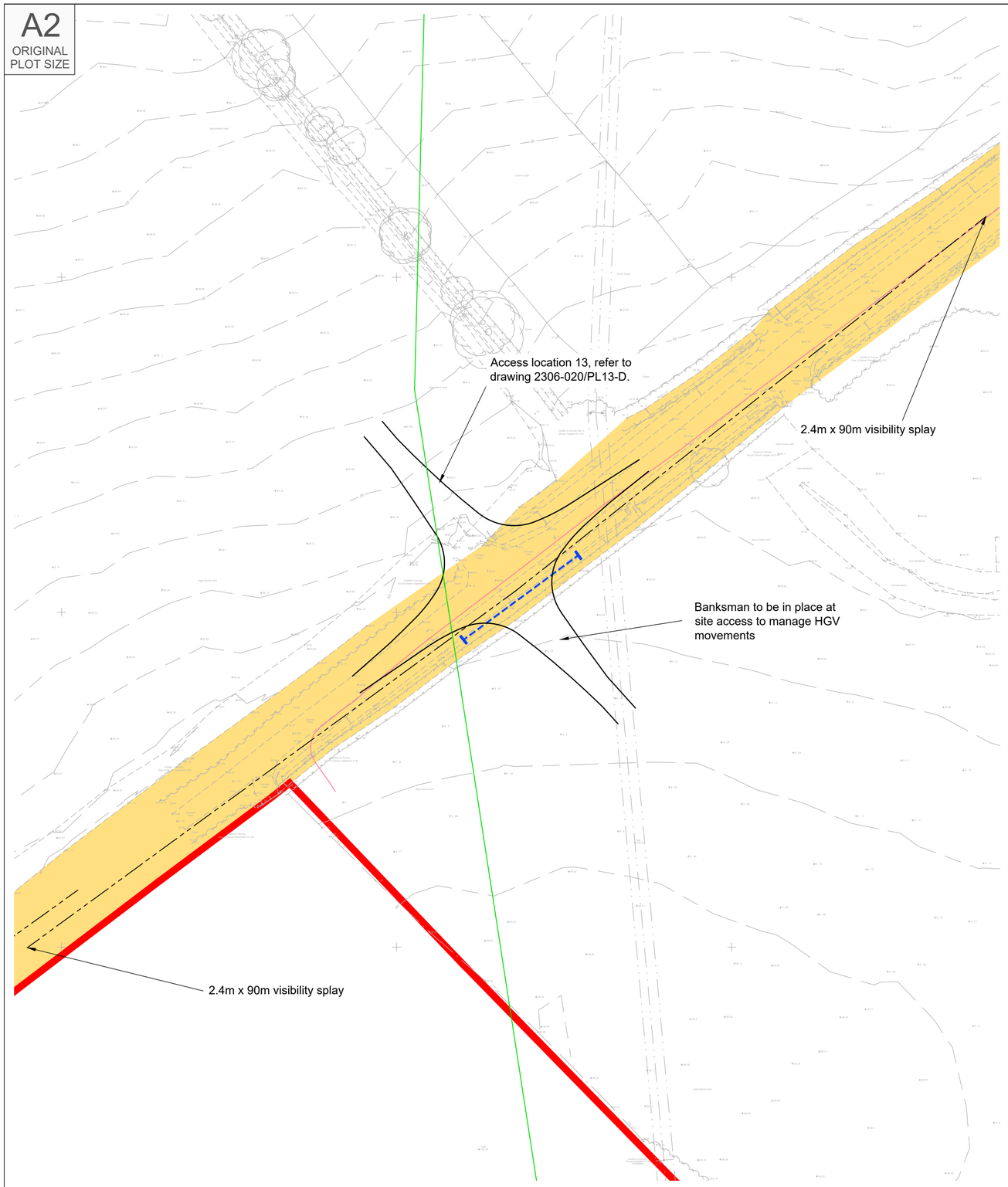
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	01.10.24	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL11	D

W E S

INDICATIVE

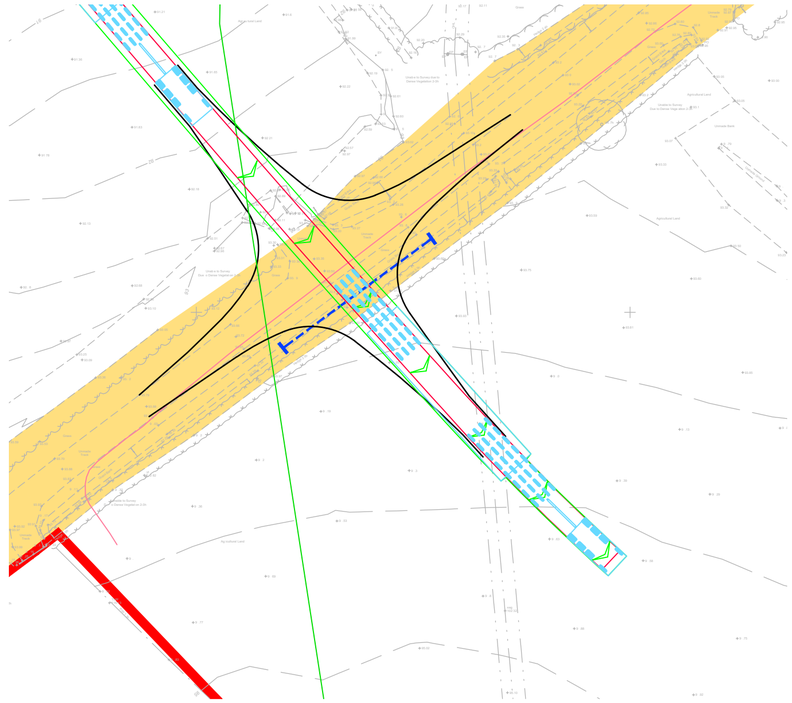
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement

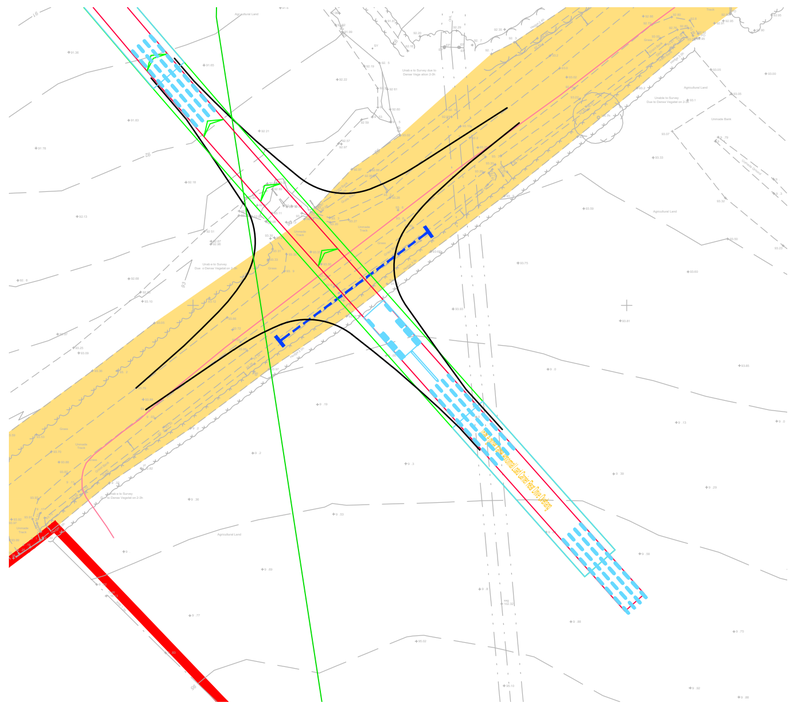
Scale 1:500

INDICATIVE



16 Axle Girder Frame AIL Vehicle Driving Into Site

Scale 1:500



16 Axle Girder Frame AIL Vehicle Driving Out Of Site

Scale 1:500

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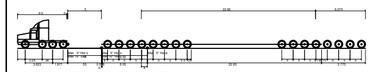
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

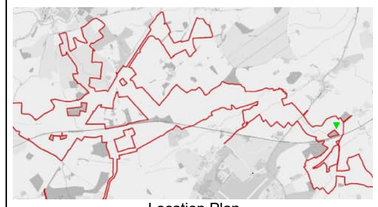
KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls may be required, to be confirmed.
- Electric: UG 11KV
- Electric: UG 33KV



16axle girder frame Abnormal Load Carrier Rear Drive Overhang

Overall Length	25.500m
Overall Width	4.500m
Overall Body Height	3.725m
Min Ground Clearance	0.300m
Max Track Width	5.000m
Lock to lock time	6.00s
Wall to Wall Turning Radius	18.640m



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
E	29.09.26	Notes updated	AS	SM	JD
D	23.07.26	Updated layout to lime down draft V8 and access and tracking revised to suit.	PSW	SM	JD
C	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
B	16.01.25	Title locaiton updated access adjusted to match.	KVT	RR	JD
A	03.10.24	Relocated access. Updated tracking and visibility splay.	KVT	RR	JD

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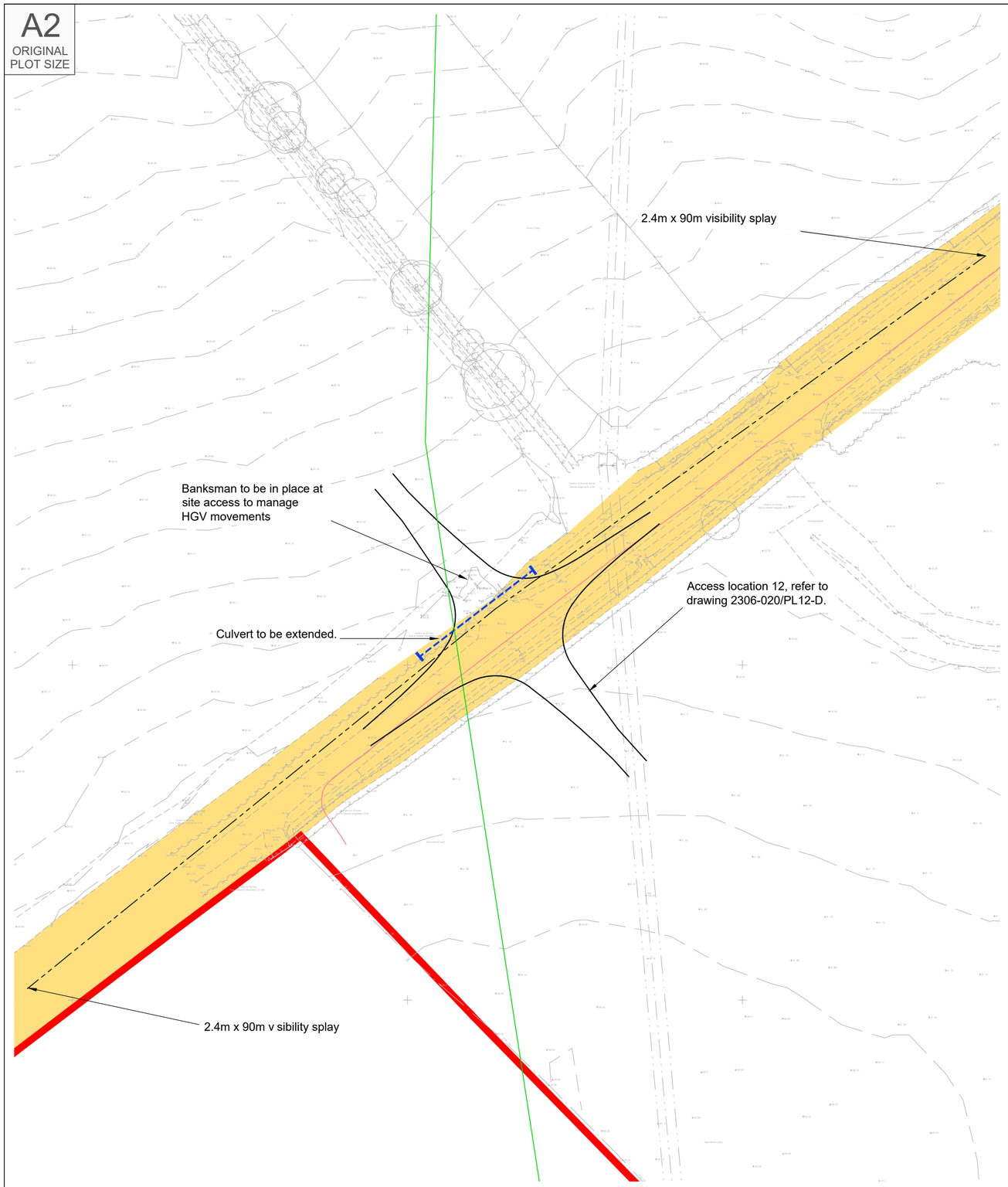
TITLE:
Solar PV Sites: Access 12

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.10.24	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL12	E

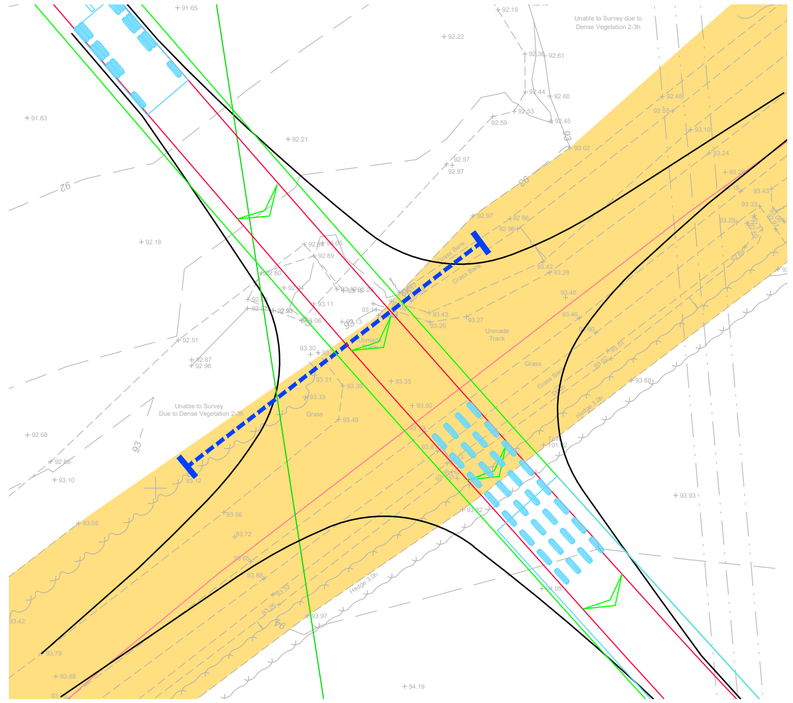
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement

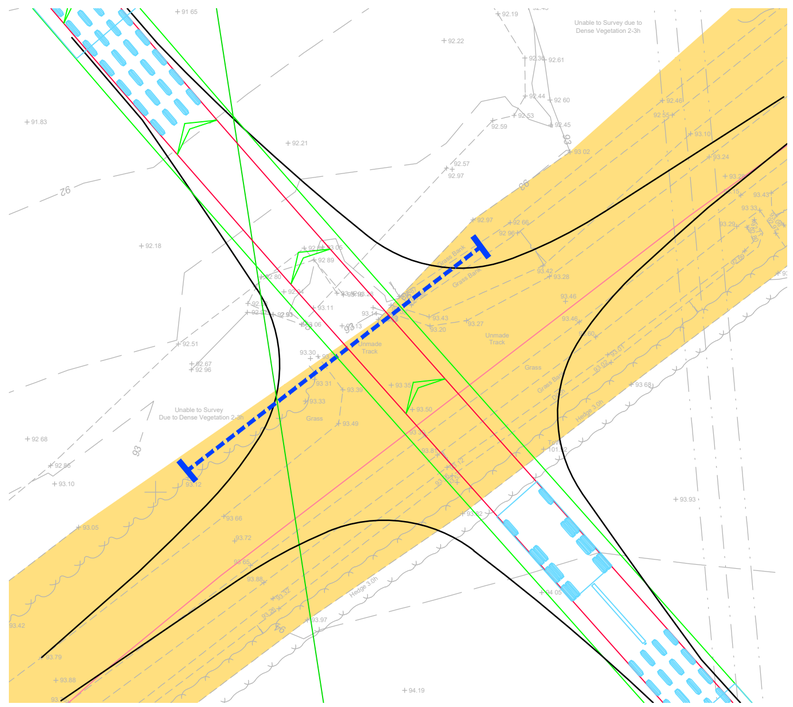
Scale 1:500

INDICATIVE



16 Axle Girder Frame AIL Vehicle Driving Into Site

Scale 1:250



16 Axle Girder Frame AIL Vehicle Driving Out Of Site

Scale 1:250

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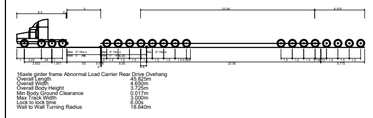
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls may be required, to be confirmed.
- Electric: UG 11KV.
- Electric: UG 33KV.





Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
E	29.09.26	Notes updated	AS	SM	JD
D	23.07.26	Updated layout to lime down draft V8 and access and tracking revised to suit.	PSW	SM	JD
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	16.01.25	Title location updated access adjusted to match.	KVT	RR	JD

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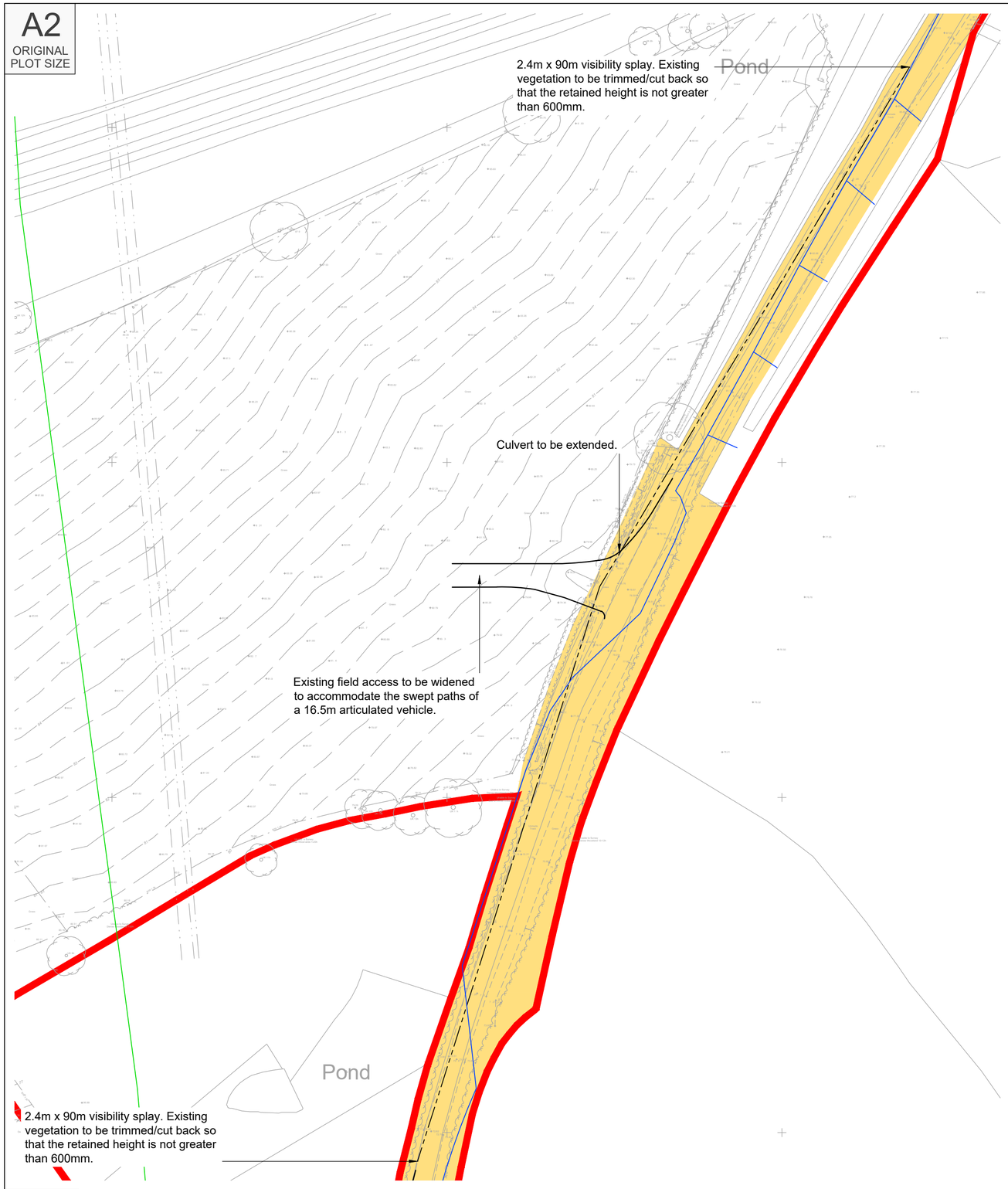
TITLE:
Solar PV Sites: Access 13

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	02.10.24	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL13	E

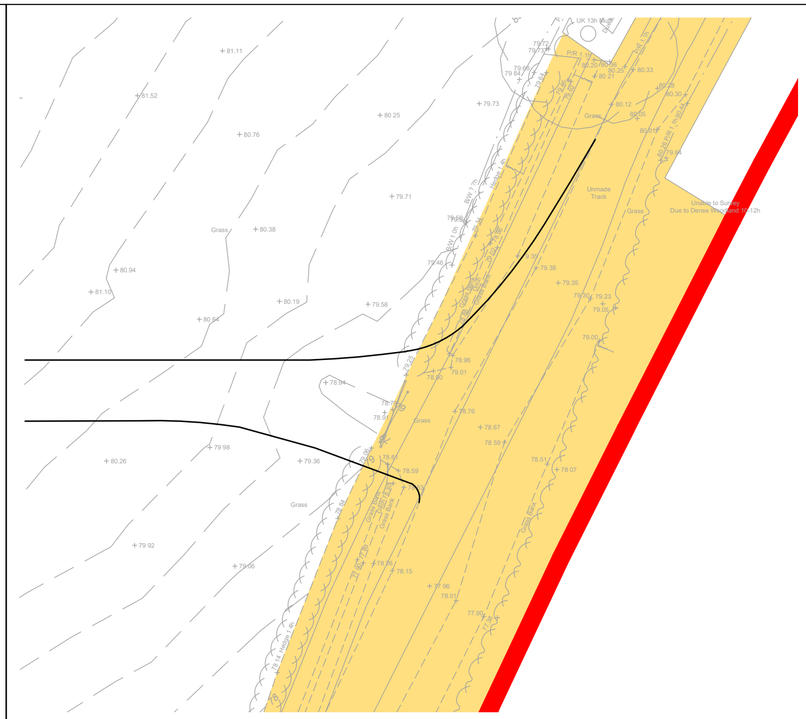
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement

Scale 1:500

INDICATIVE



16.5m Articulated HGV Turning Into Site Access

Scale 1:250



16.5m Articulated HGV Turning Out Of Site Access

Scale 1:250

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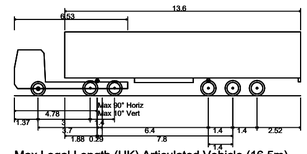
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Water pipes: Wessex Water.
- Electric: UG 33KV.



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	16.01.25	Title location updated access adjusted to match.	KVT	RR	JD

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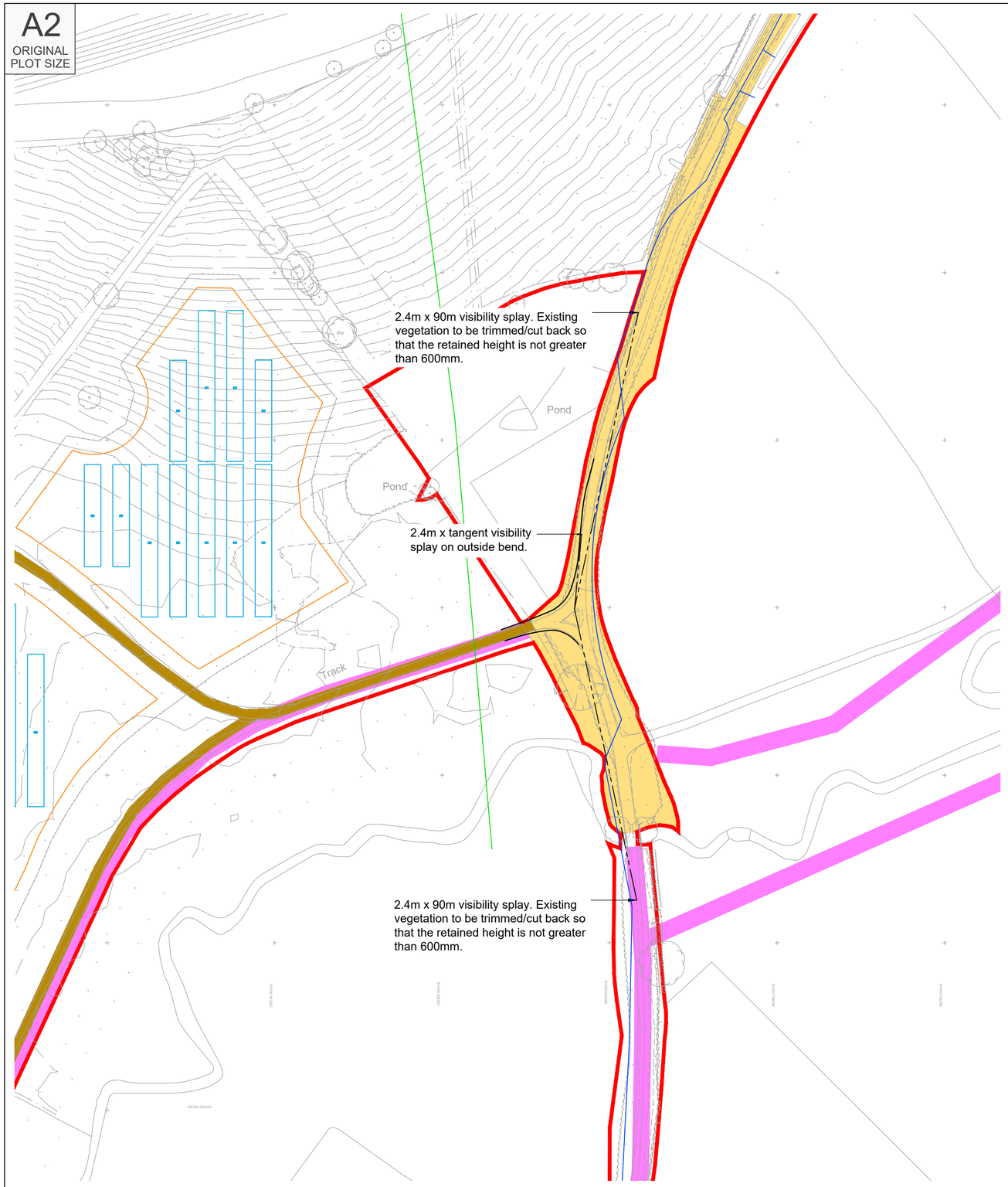
TITLE:
Solar PV Sites: Access 16

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.10.24	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL16	C

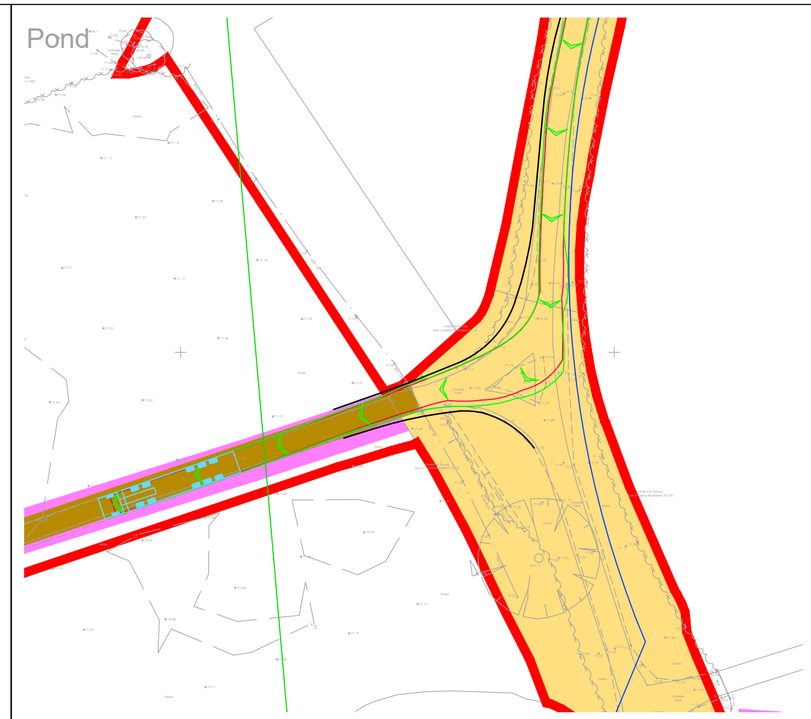
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement

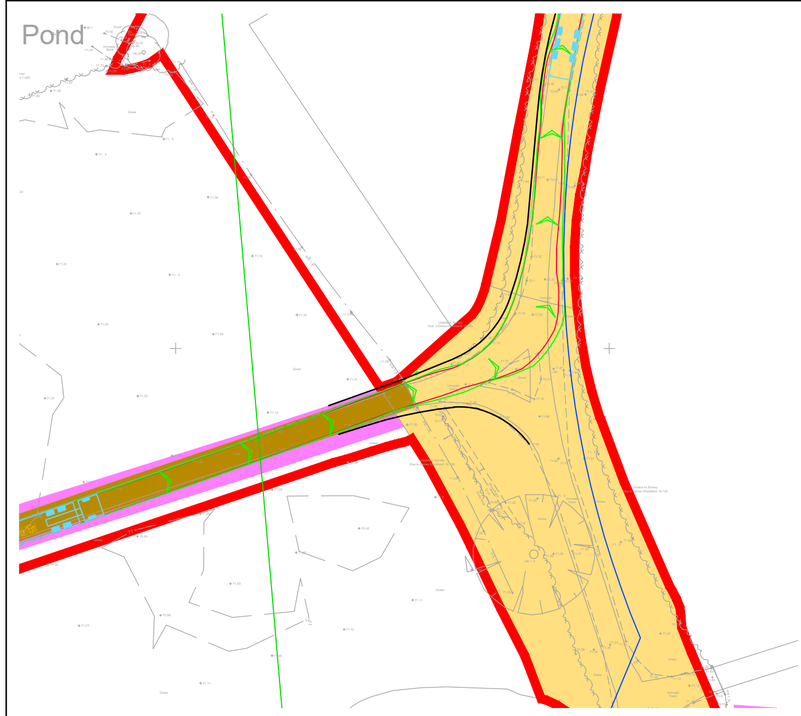
Scale 1:1,000

INDICATIVE



16.5m Articulated HGV Turning Into Site Access

Scale 1:250



16.5m Articulated HGV Turning Out Of Site Access

Scale 1:250

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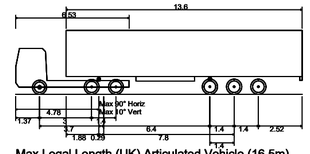
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Water pipes: Wessex Water
- Electric: UG 33KV
- PROW



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	01.05.25	Added PROW.	KVT	RR	JD

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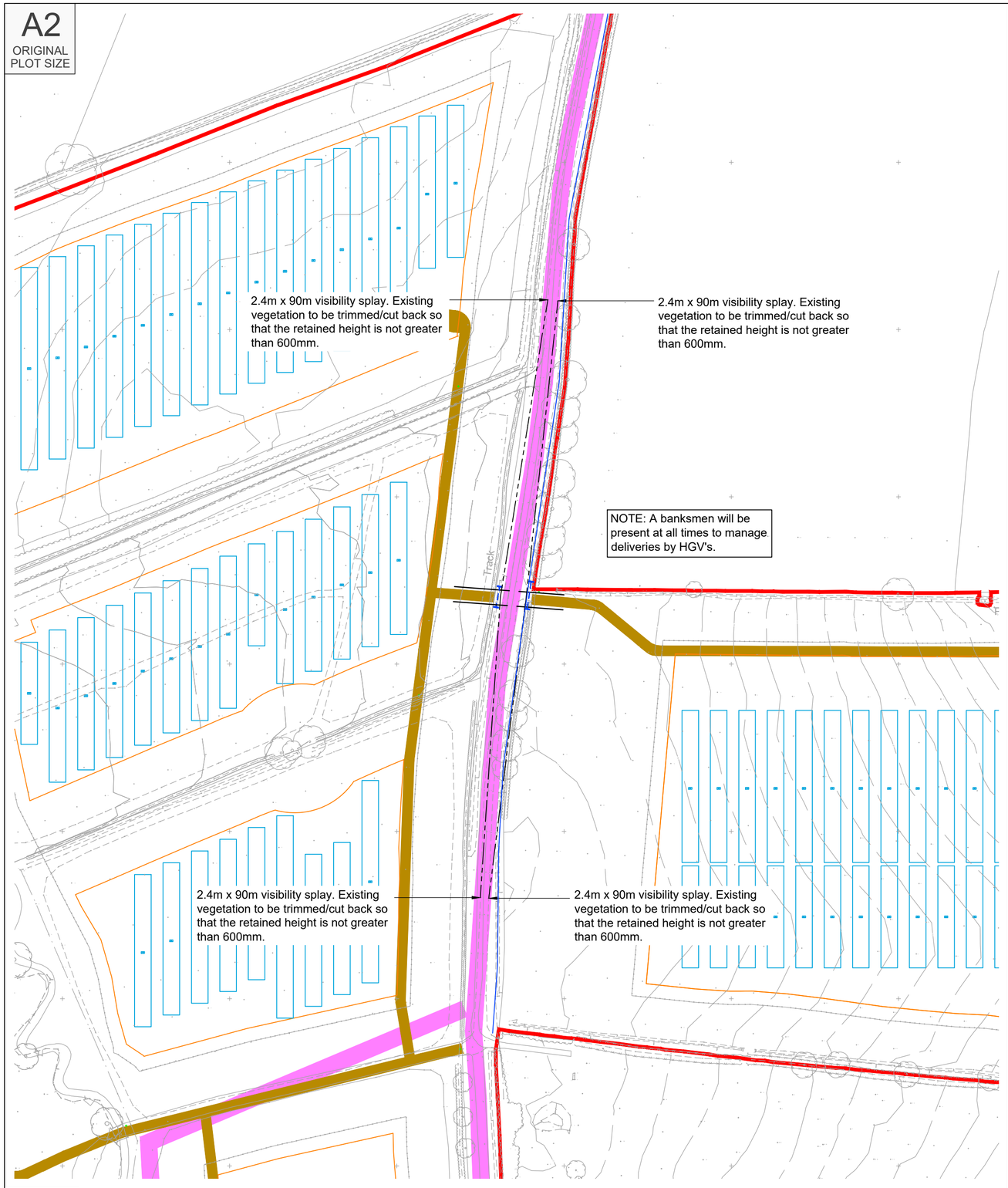
TITLE:
Solar PV Sites: Access 17

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	02.10.24	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL17	C

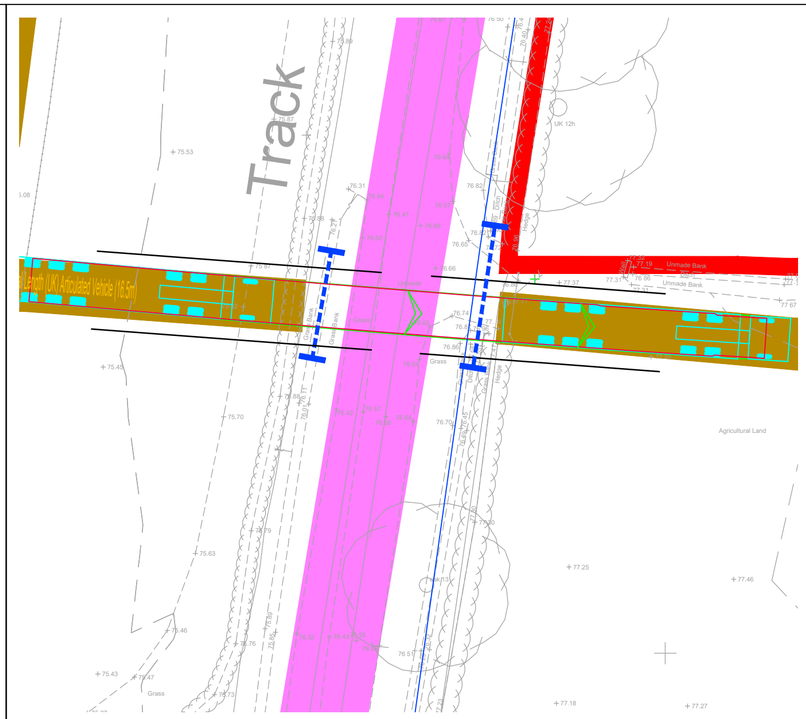
A2
ORIGINAL PLOT SIZE



Proposed Site Access Arrangement

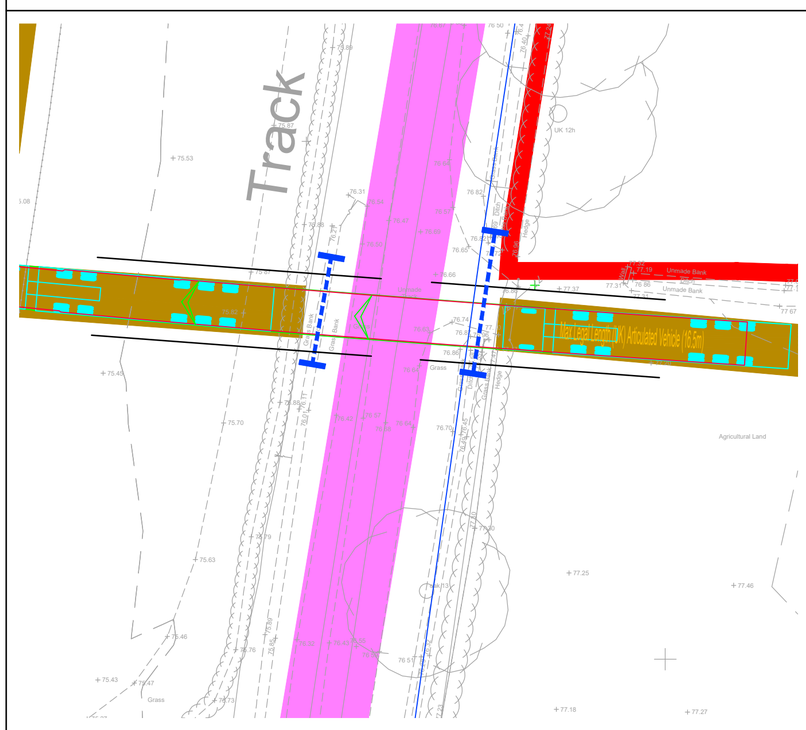
Scale 1:1000

INDICATIVE



16.5m Articulated HGV Turning Into Site Access

Scale 1:250



16.5m Articulated HGV Turning Out Of Site Access

Scale 1:250

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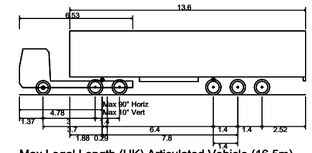
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Site boundary.
- Proposed piped culvert and headwalls.
- Water pipes: Wessex Water.
- PROW.



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



Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
C	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
B	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
A	01.05.25	Added PROW.	KVT	RR	JD

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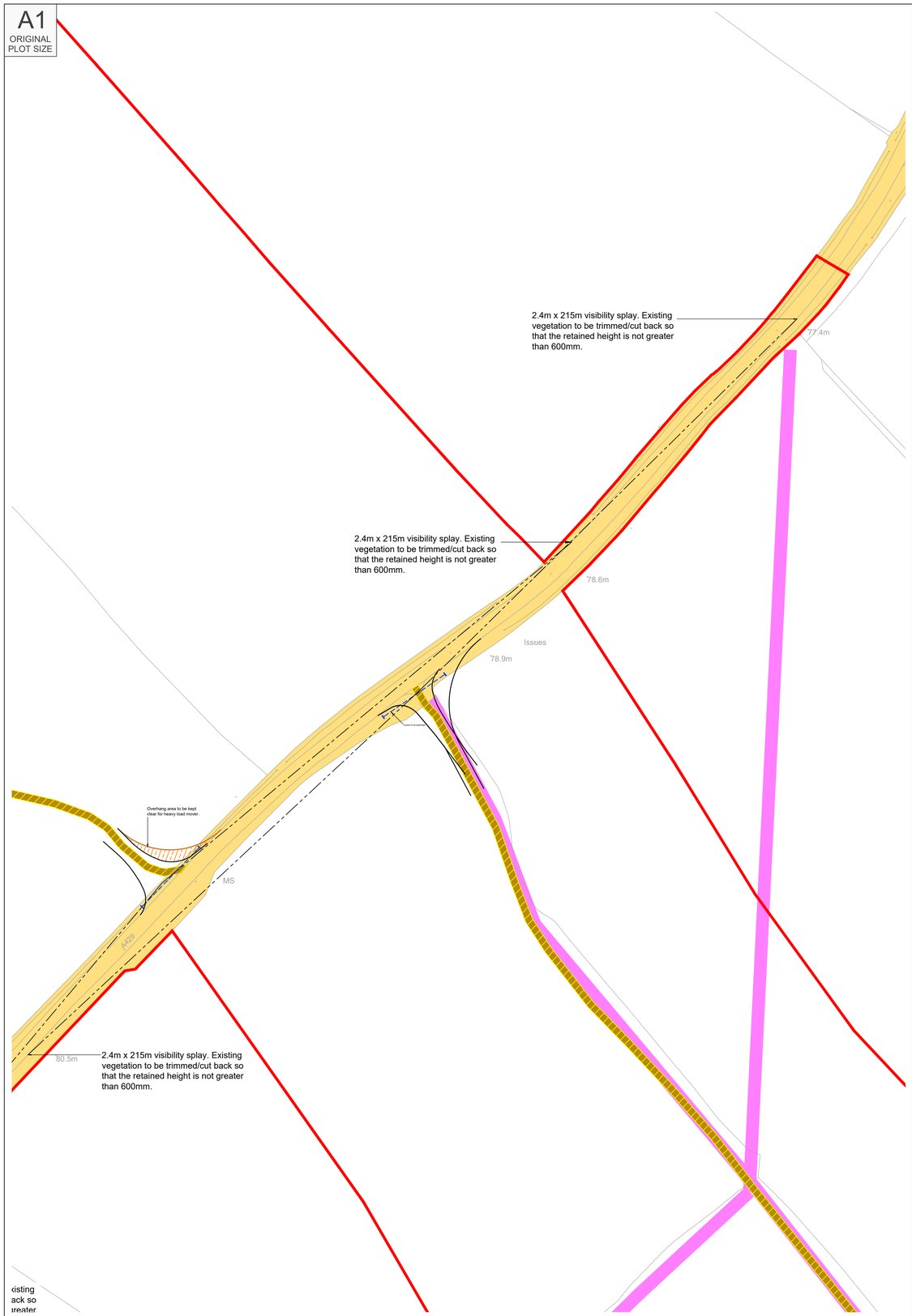
TITLE:
Solar PV Sites: Access 17A & 17B

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	11.09.24	KVT	STM	JD

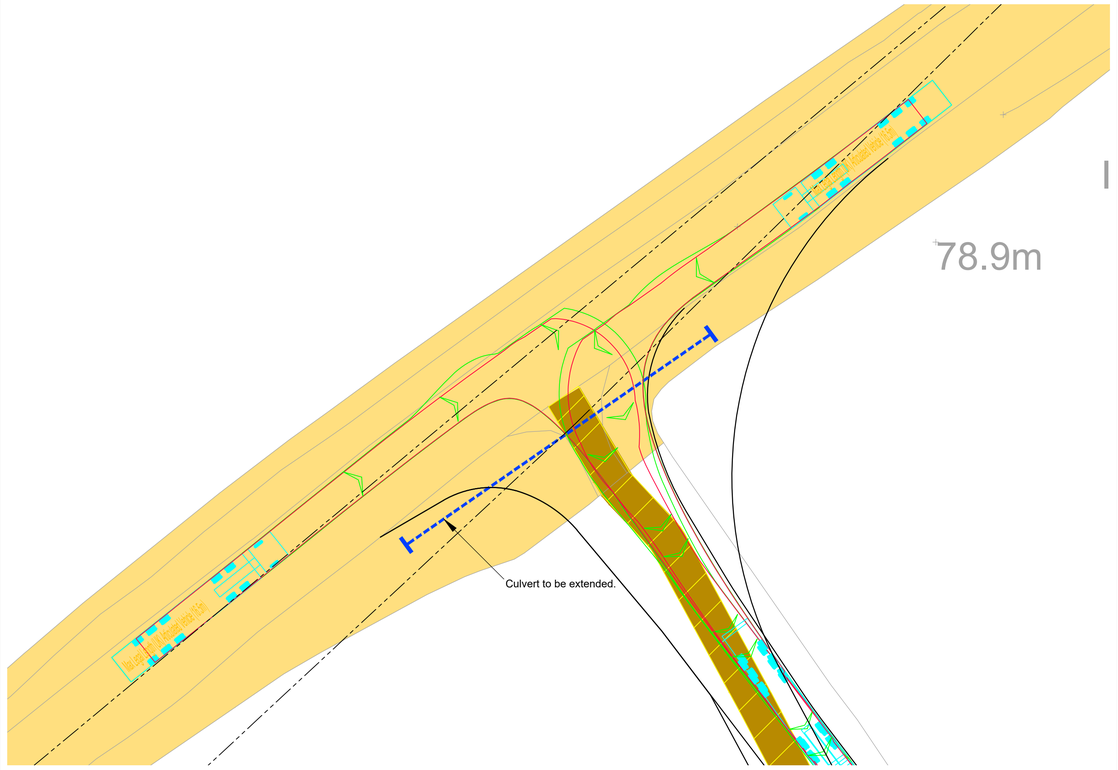
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL17-1	C

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PLOT SIZE

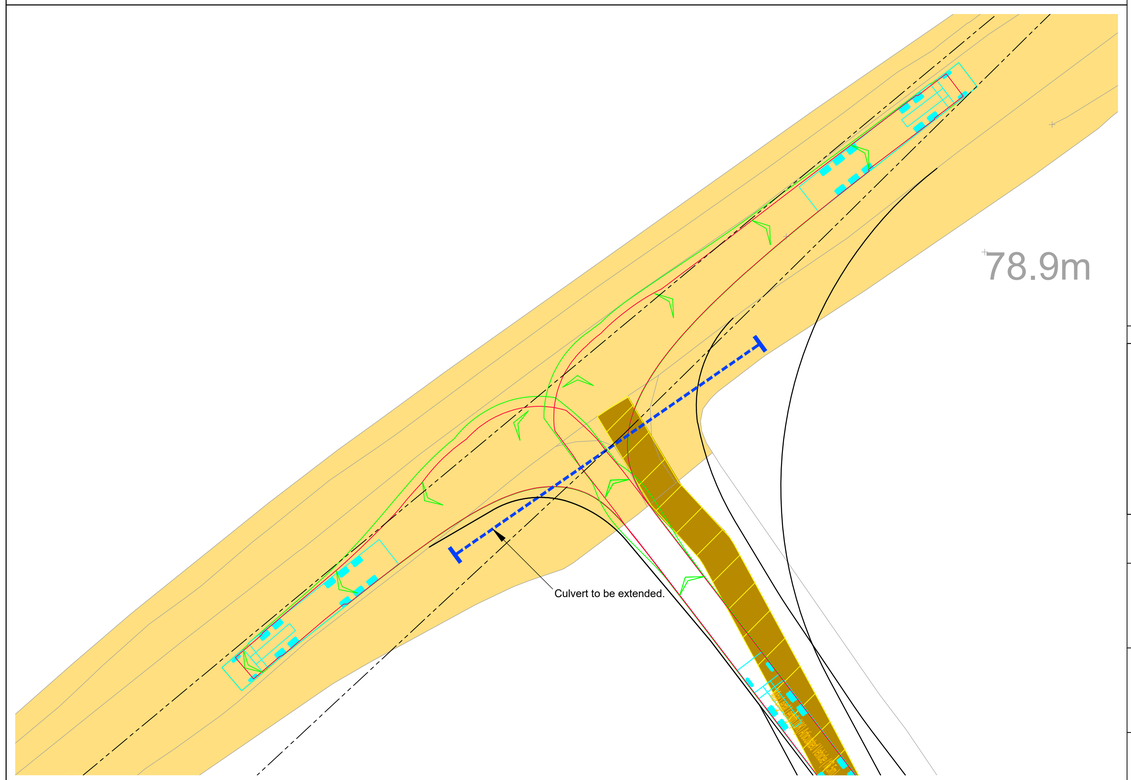


Proposed Site Access Arrangement
Scale 1:500

INDICATIVE



Swept Path Analysis of a 16.5m HGV Entering
Scale 1:250



Swept Path Analysis of a 16.5m HGV Exited
Scale 1:250

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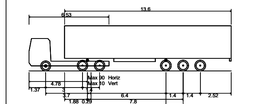
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23th April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- Proposed piped culvert and headwalls.
- PROW



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



Location Plan
NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
E	09.09.25	Access redrawn at correct location.	PSW	STM	JD
D	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
C	22.05.25	Updated red line boundary with order limit boundary. Updated location plan map.	KVT	SM	JD
B	30.04.25	Added abnormal tracking and overhang area. Added PROW.	KVT	RR	JD
A	12.02.25	Updated access location.	KVT	RR	JD

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0117 925 9400
www.tpa.uk.com

CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Solar PV Sites: Access 18

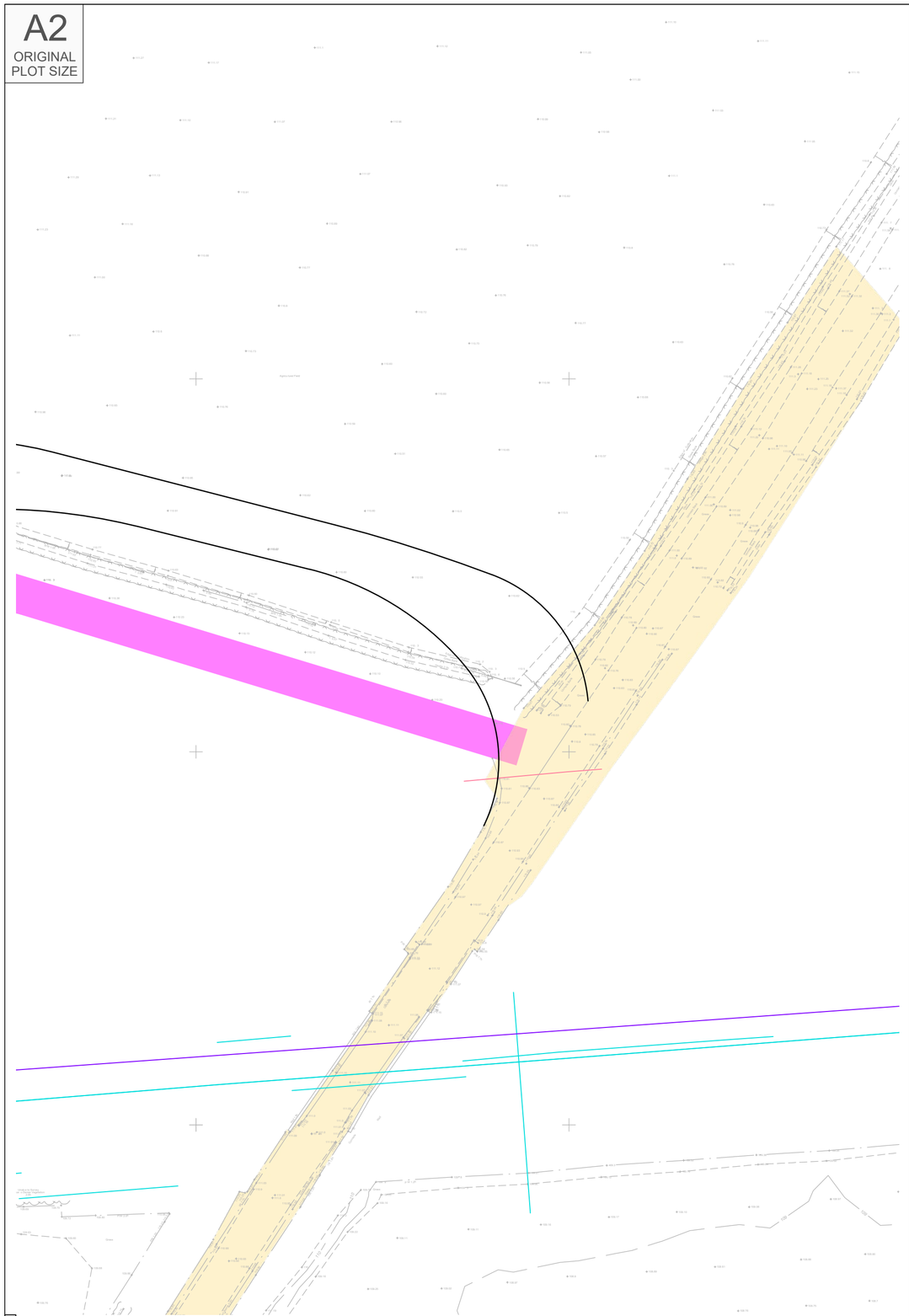
STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	09.01.25	KVT	STM	JD

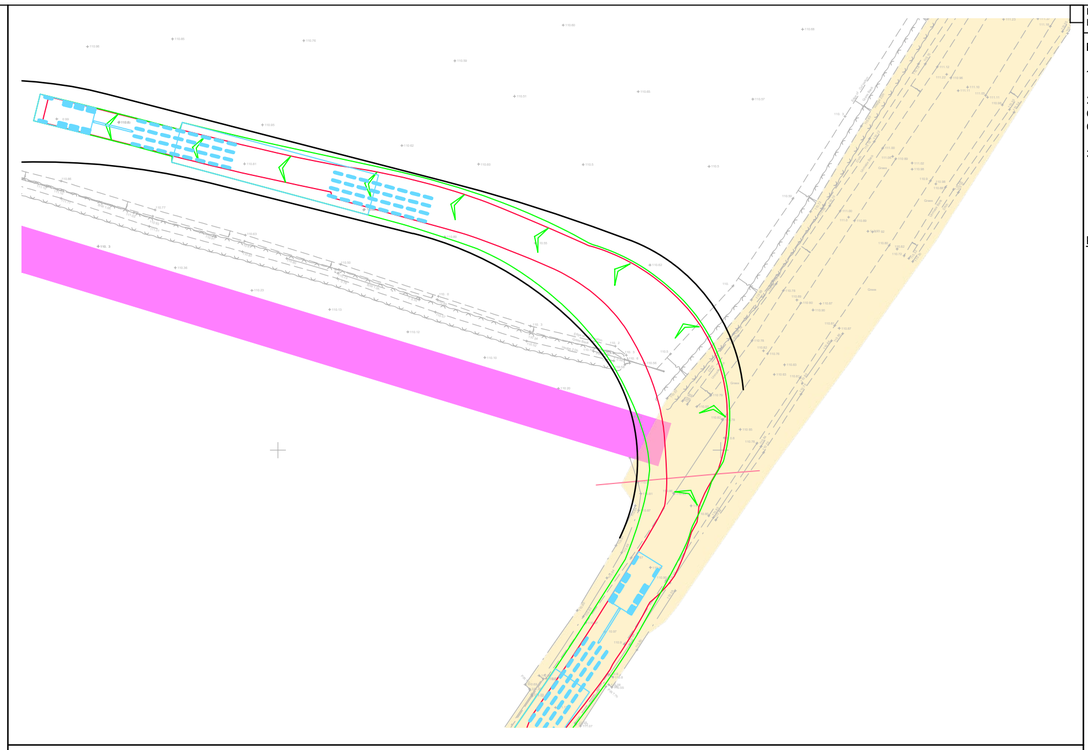
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL18	E

RESERVED COPYRIGHT

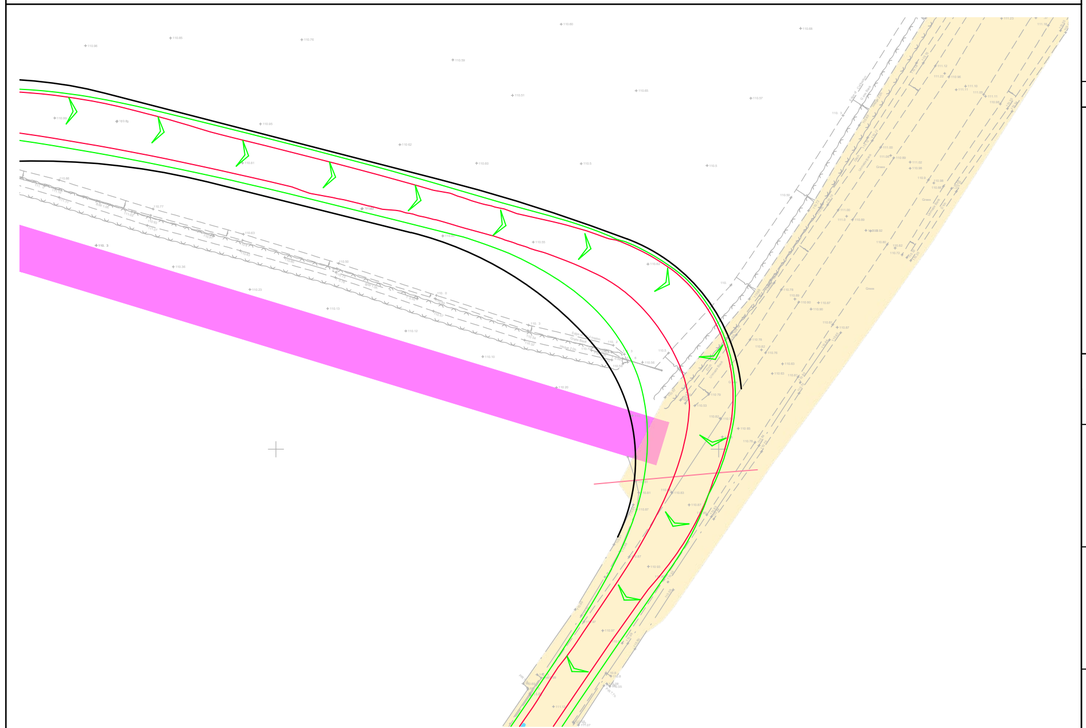
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement



Swept Path Of Vehicle Entering Site



Swept Path Of Vehicle Exiting Site

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NOTES:

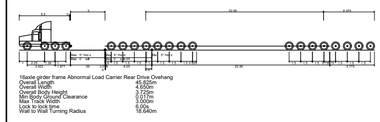
1. **The existing posted speed limit is National Speed Limit (60mph).**

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

3. Exact signage details to be agreed with Wiltshire Council.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- PROW.
- 33KV electrical line (Overhead line)





Location Plan
NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	01.10.26	Updated to remove text and Construction lines	RG	SM	JD
A	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Solar PV Sites: Access 19

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	23.05.25	PSW	STM	JD

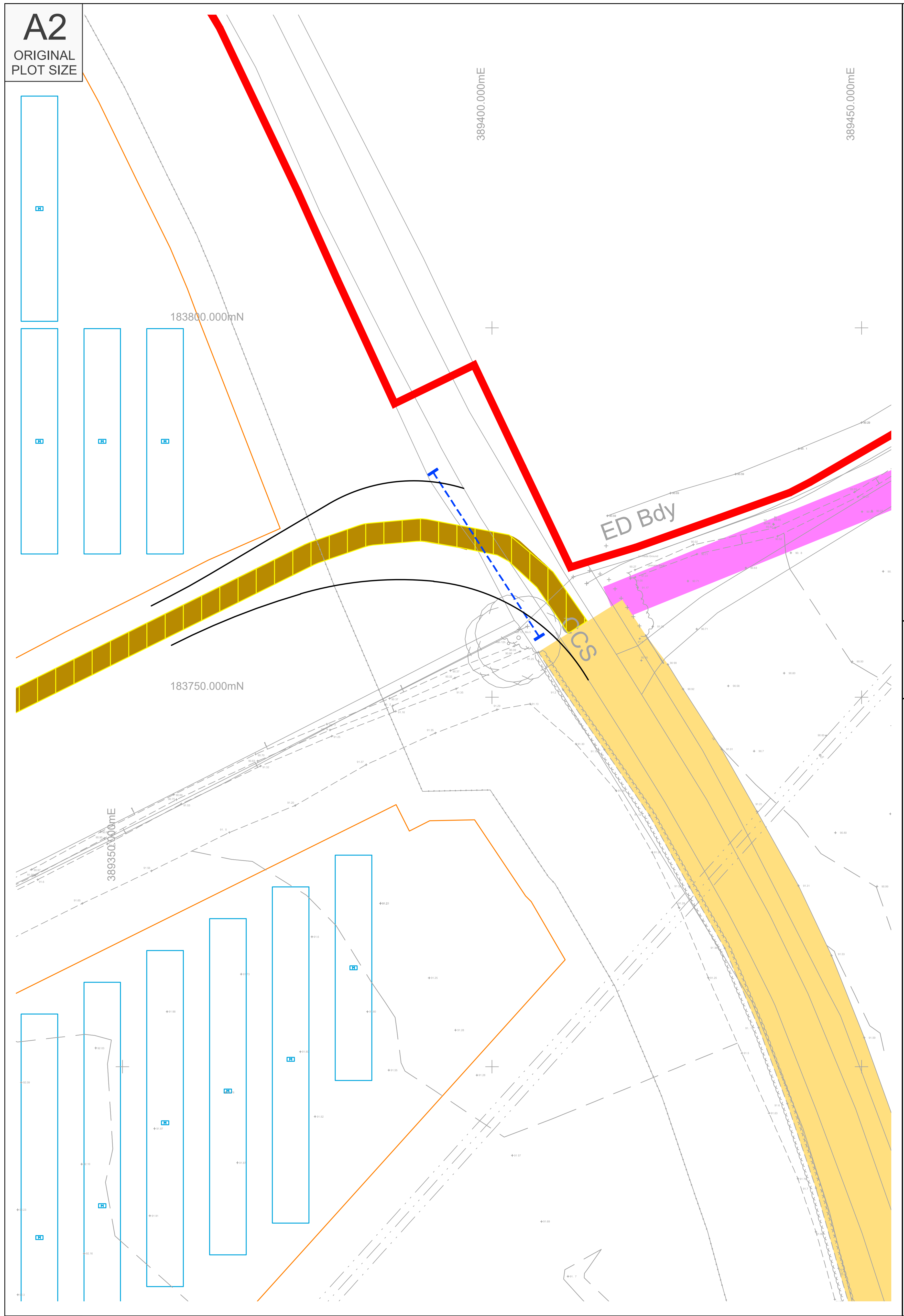
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL19	B

W E S

INDICATIVE

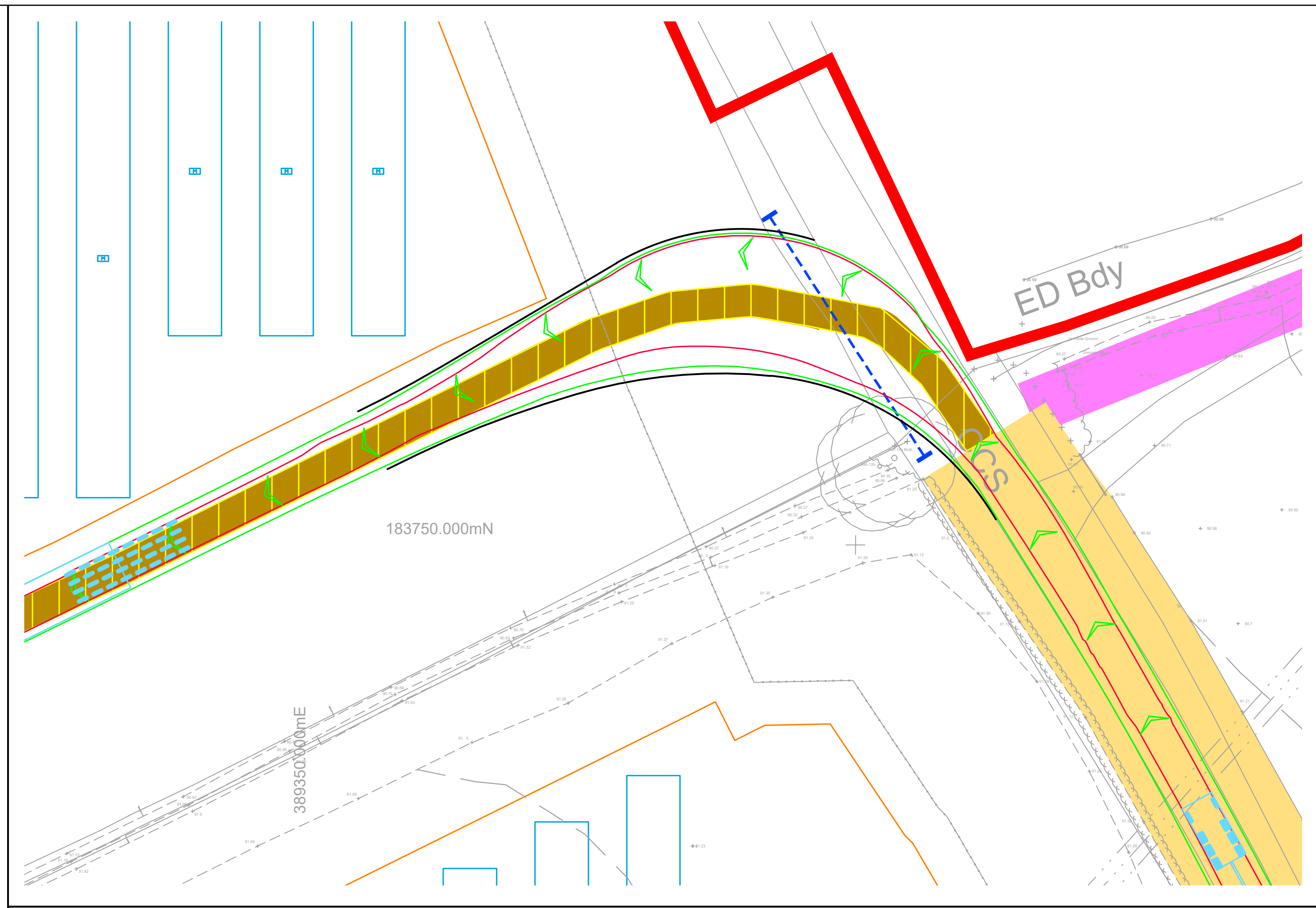
RESERVED COPYRIGHT

A2
ORIGINAL PLOT SIZE

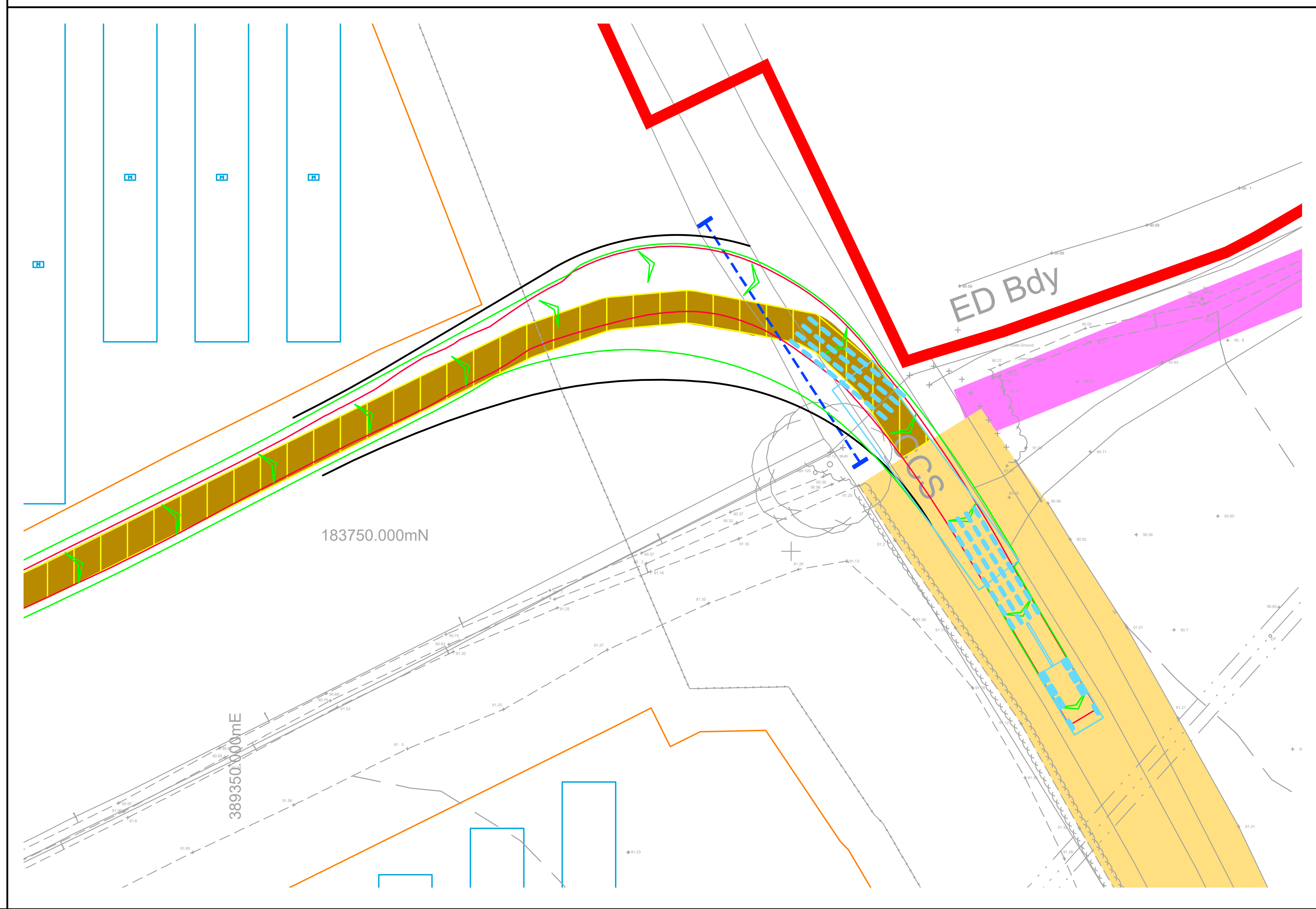


Proposed Site Access Arrangement

INDICATIVE



Swept Path Of Vehicle Entering Site



Swept Path Of Vehicle Exiting Site

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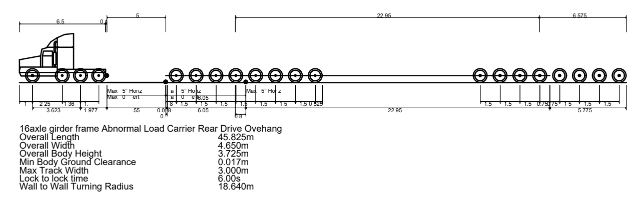
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Site boundary.
- PROW.





Location Plan

NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.06.25	Updated layout to lime down draft V6.	KVT	SM	JD
A	17.04.25	Proposed access location updated.	PSW	STM	JD

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CLIENT:
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PROJECT:
LIME DOWN SOLAR PARK

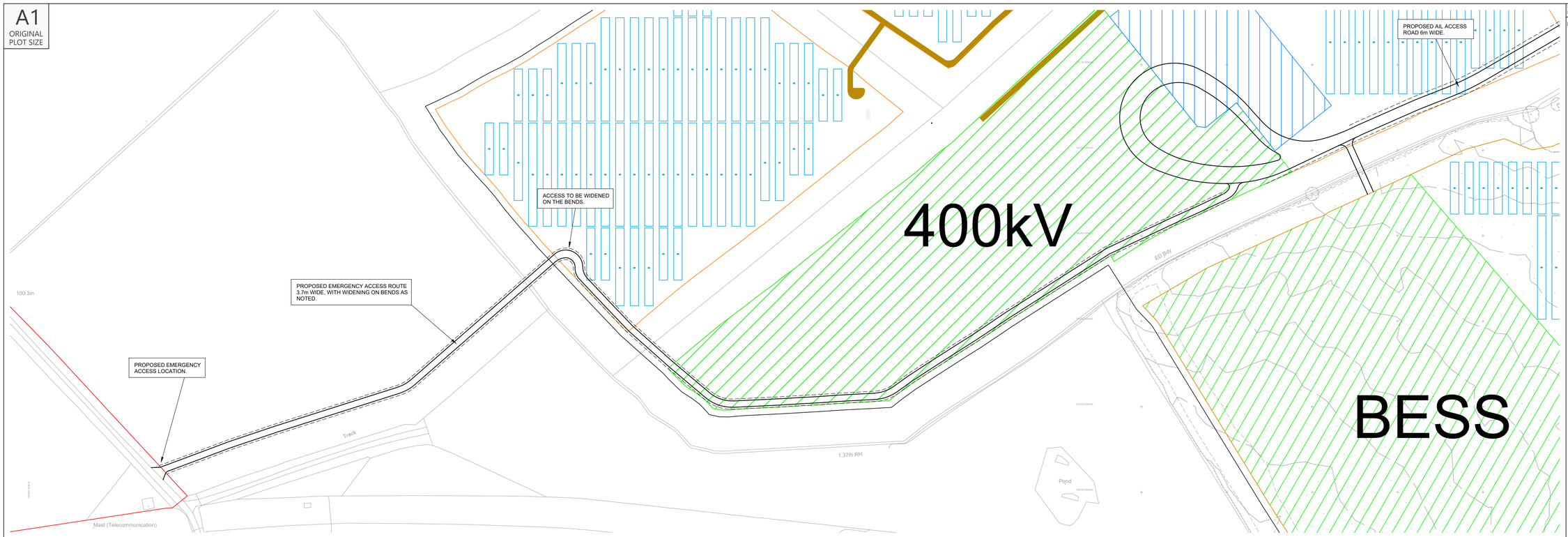
TITLE:
Solar PV Sites: Access 20

STATUS:
PRELIMINARY

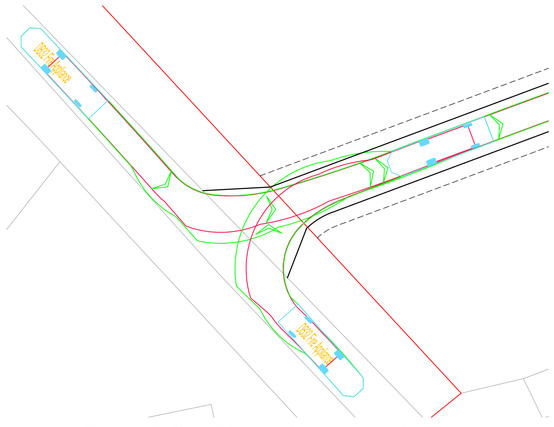
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	23.05.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL20	B

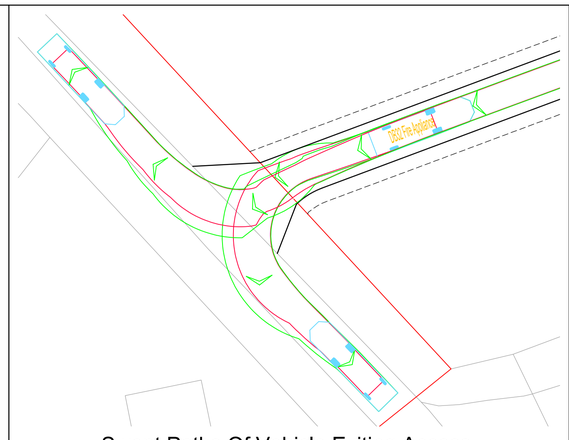
A1
ORIGINAL
PLOT SIZE



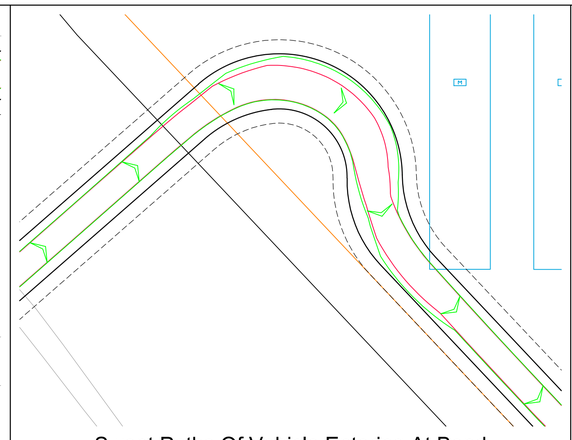
Proposed Site Access Route
Scale 1:1,250



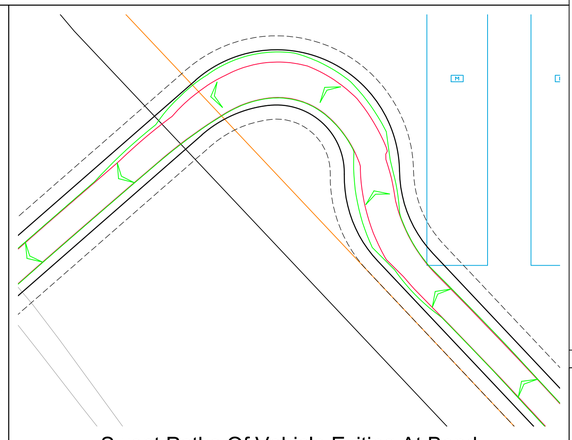
Swept Paths Of Vehicle Entering Access
Scale 1:250



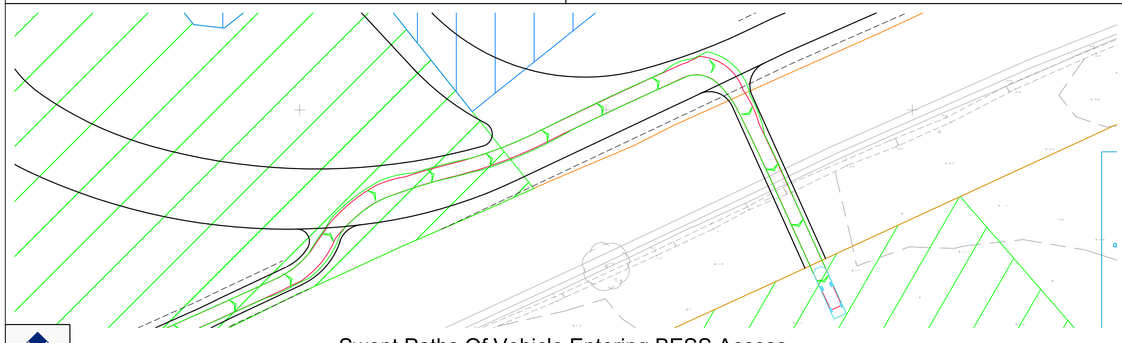
Swept Paths Of Vehicle Exiting Access
Scale 1:250



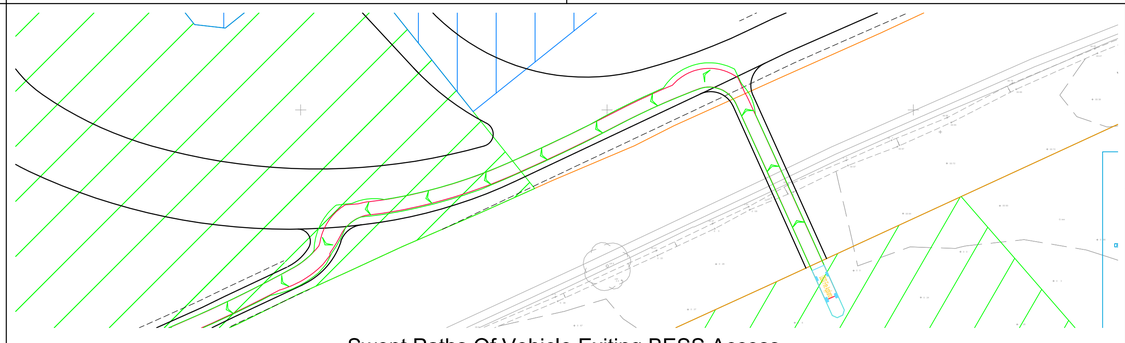
Swept Paths Of Vehicle Entering At Bend
Scale 1:250



Swept Paths Of Vehicle Exiting At Bend
Scale 1:250



Swept Paths Of Vehicle Entering BESS Access
Scale 1:500

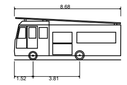


Swept Paths Of Vehicle Exiting BESS Access
Scale 1:500

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NOTES:



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Rev	Date	Details	Drawn by	Checked by	Approved by
A	17.04.25	Emergency access route updated.	PSW	STM	JD

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CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Emergency Access For Fire Appliance To BESS

STATUS:
ILLUSTRATIVE

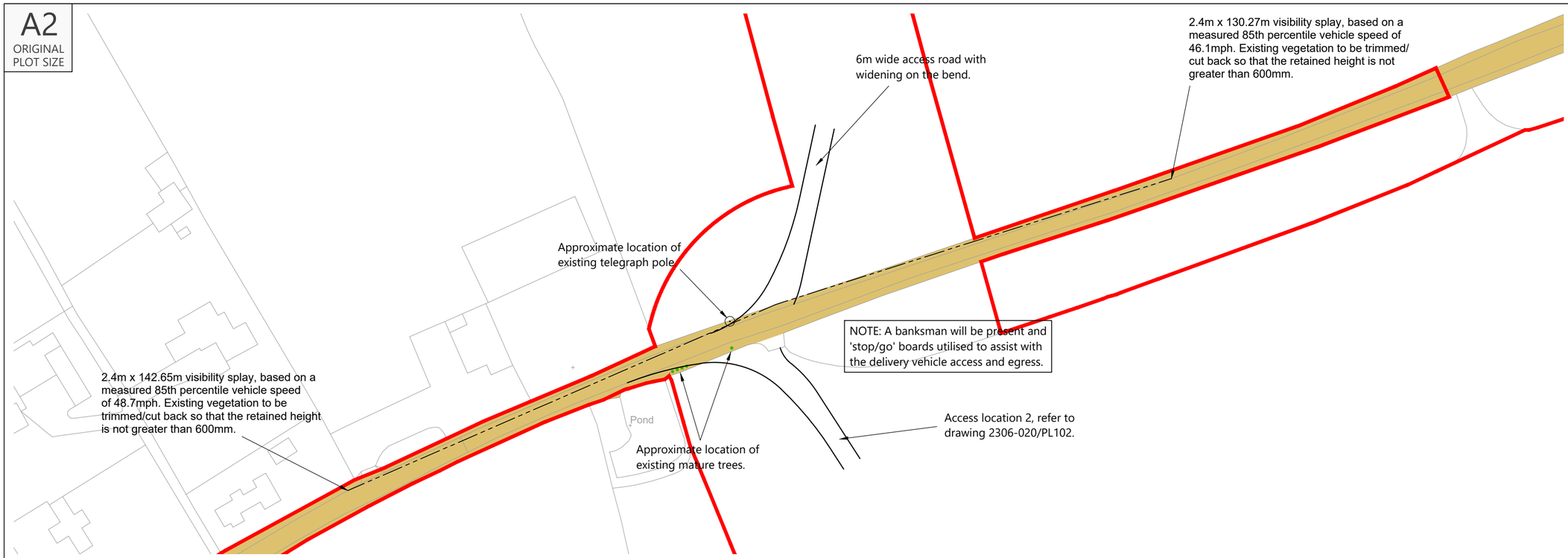
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	11.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL214	A

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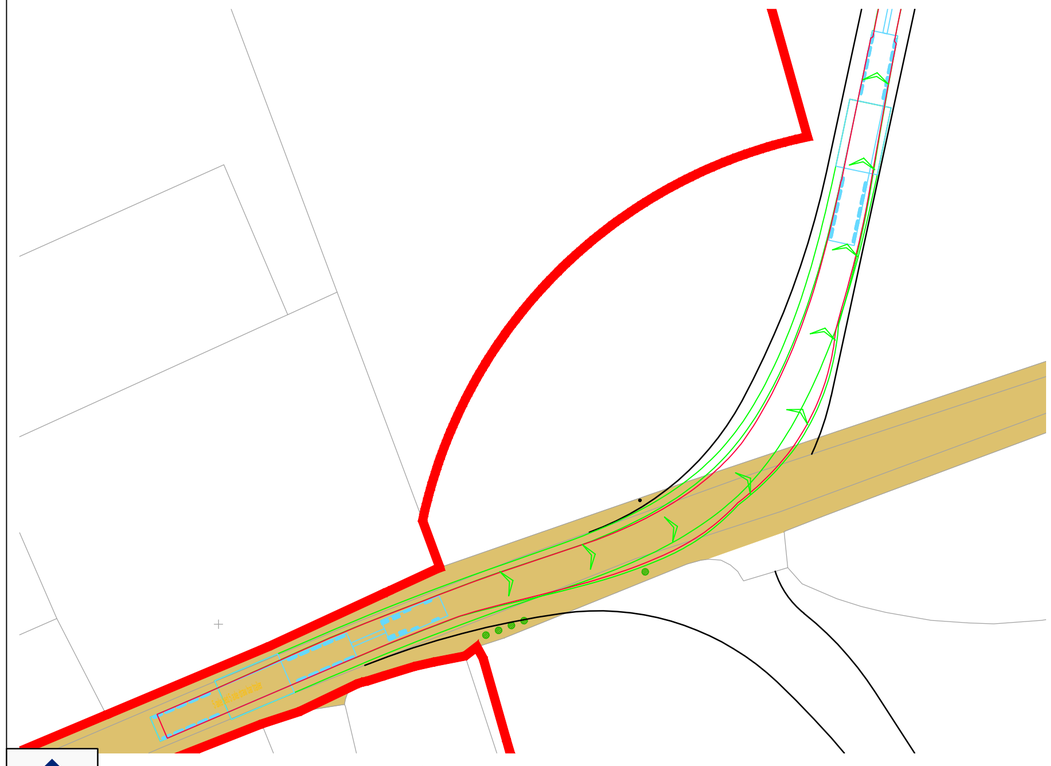
Annex D Cable Route Corridor Access Drawings

A2
ORIGINAL
PLOT SIZE



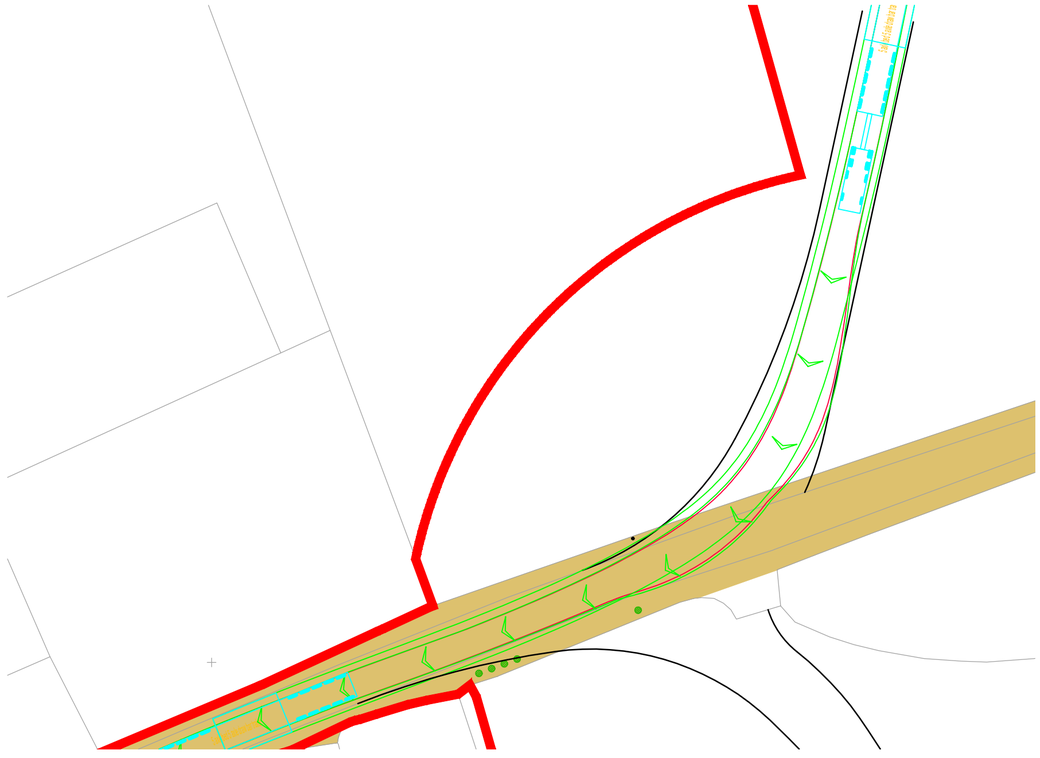
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Abnormal Load Carrier Entering Access

Scale 1:500



Swept Paths Of Abnormal Load Carrier Exiting Access

Scale 1:500

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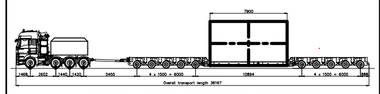
NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Elevation view – 5 axle bed 5 axle draw bar trailer – concept model only
Indicative 100 te transformer

Rev	Date	Details	Drawn by	Checked by	Approved by
B	27.05.25	Red line boundary updated and access/tracking revised to suit.	PSW	STM	JD
A	02.04.25	Updated Visibility splays	RCG	SM	JD

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BS8 1HP

0117 925 9400
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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Cable Corridor Route:
Access 101

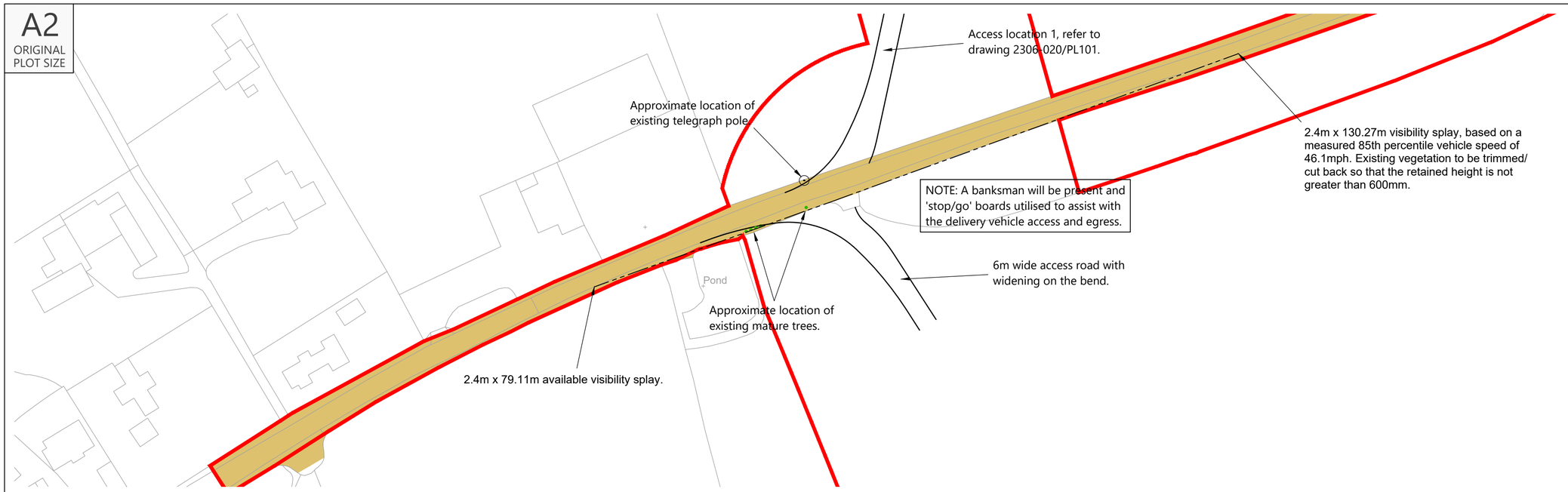
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	07.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL101	B

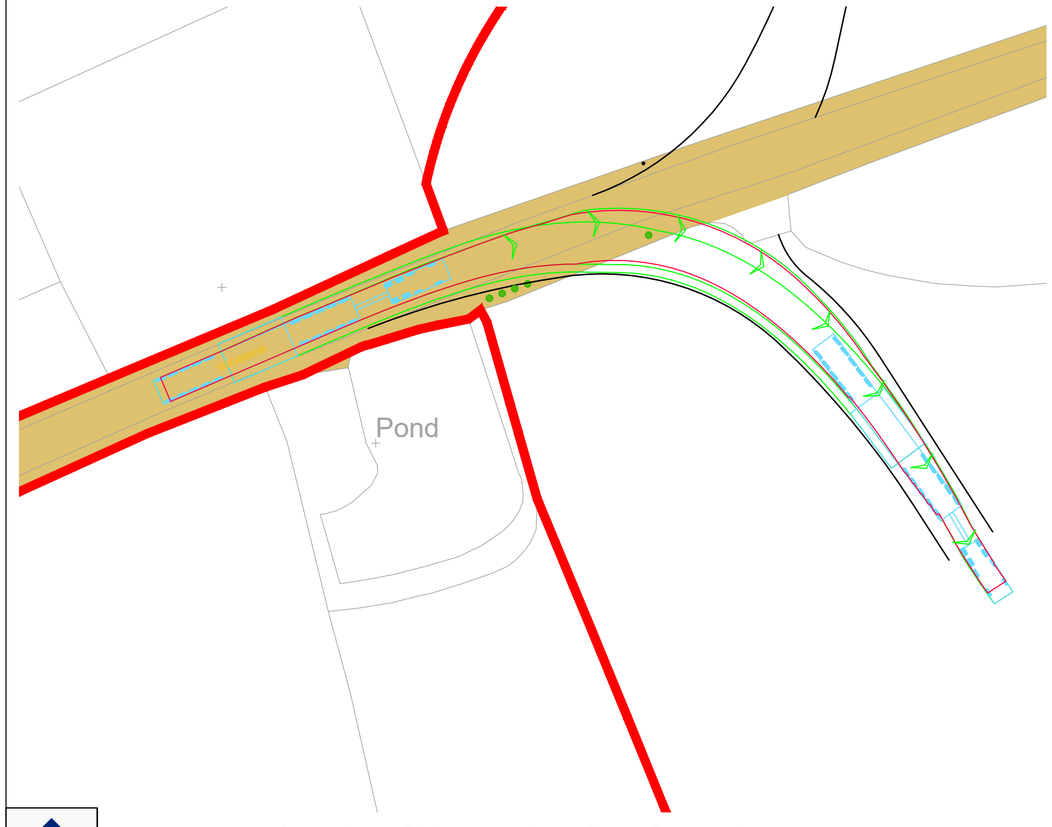
RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE



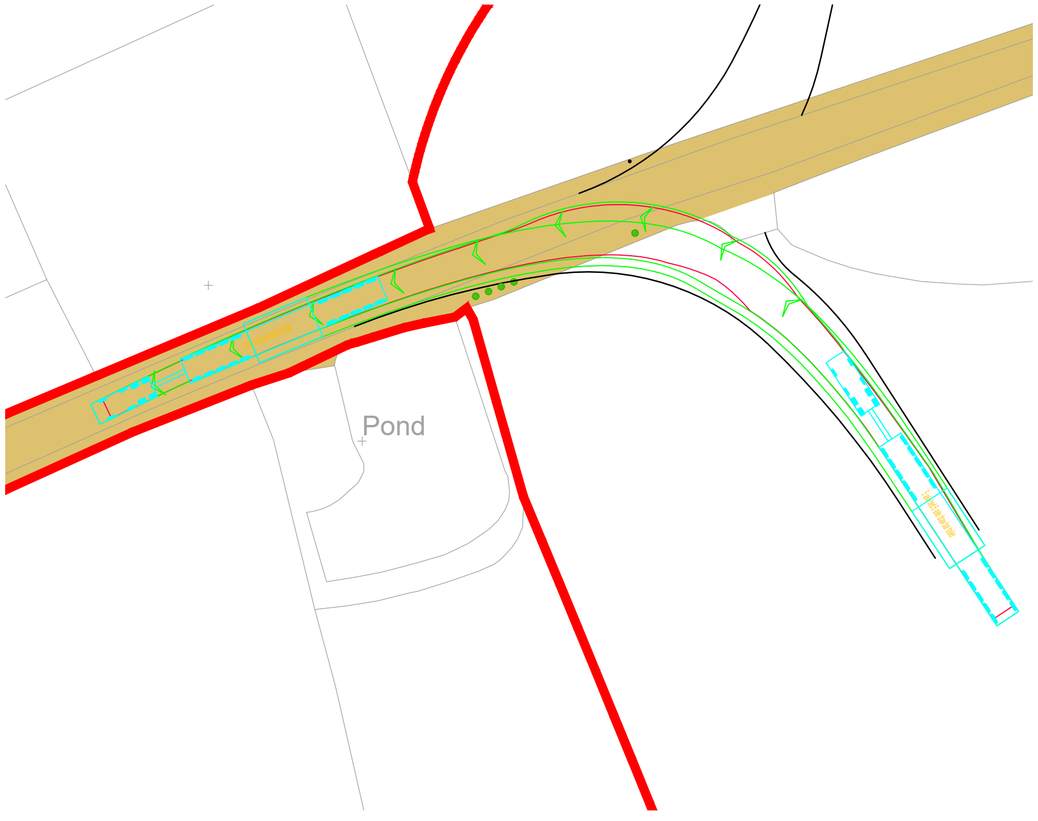
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Abnormal Load Carrier Entering Access

Scale 1:500



Swept Paths Of Abnormal Load Carrier Exiting Access

Scale 1:500

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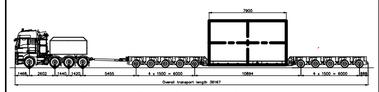
NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Elevation view – 5 axle bed 5 axle draw bar trailer – concept model only
Indicative 100 te transformer

Rev	Date	Details	Drawn by	Checked by	Approved by
B	27.05.25	Red line boundary updated and northern access revised.	PSW	STM	JD
A	02.04.25	Updated Visibility Splays	RCG	SM	JD

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Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Cable Corridor Route:
Access 102

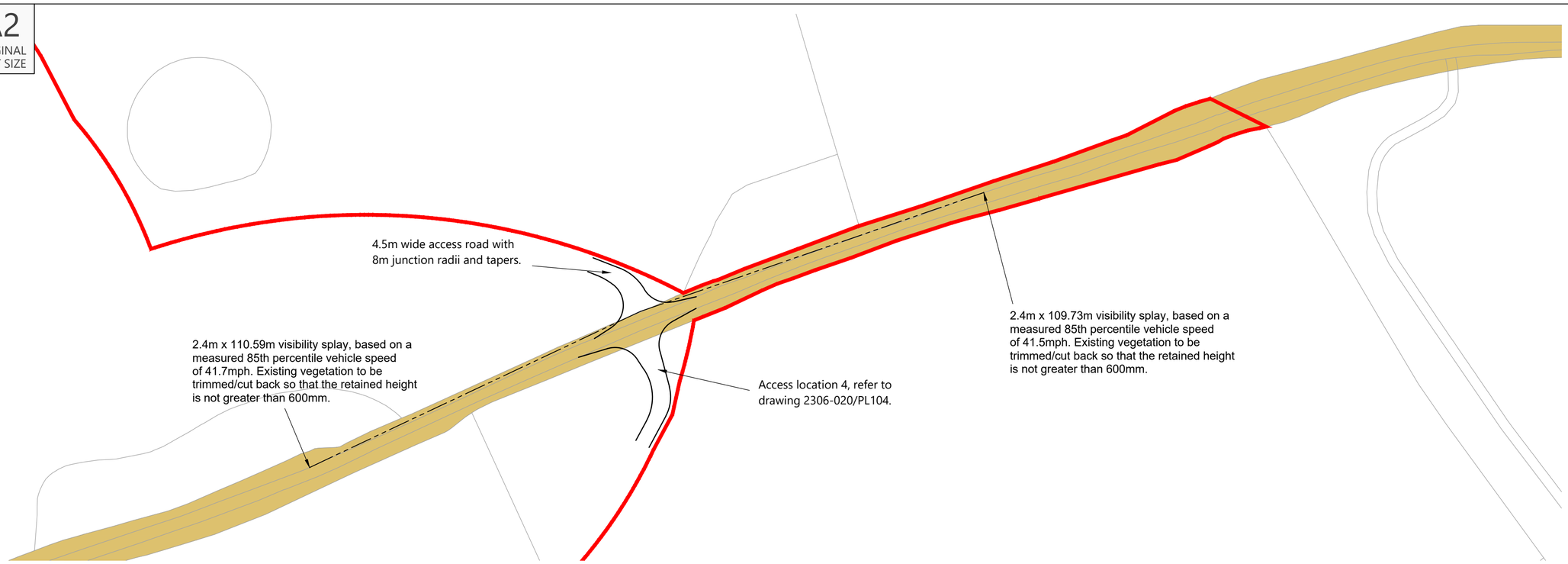
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	07.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL102	B

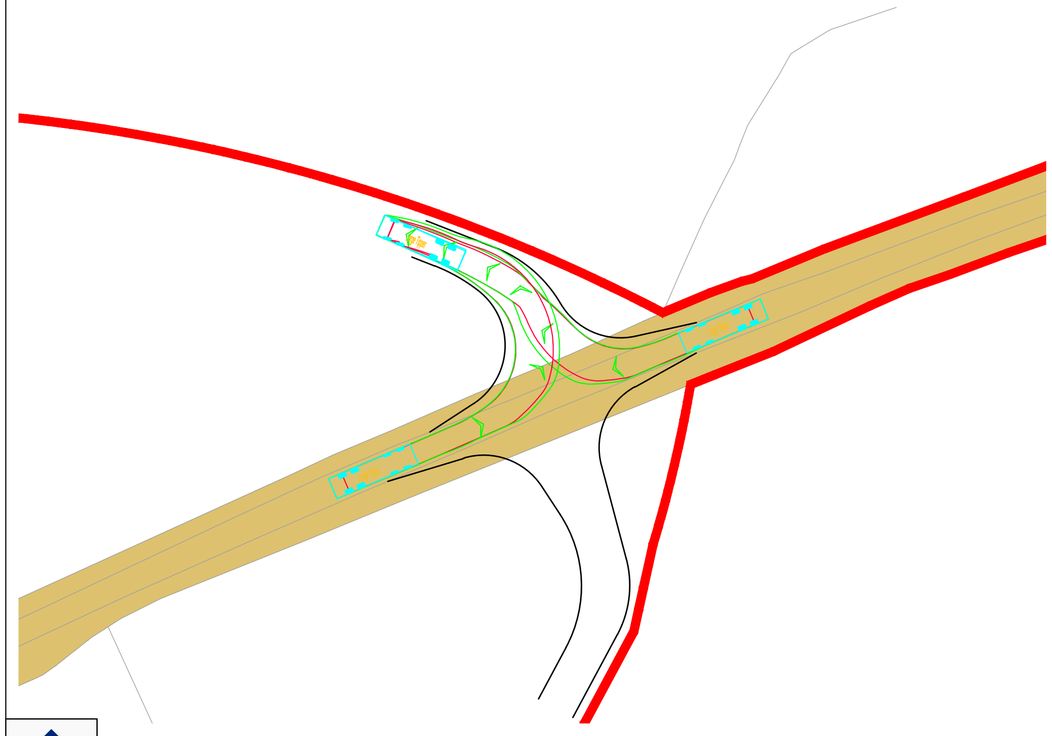
RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE



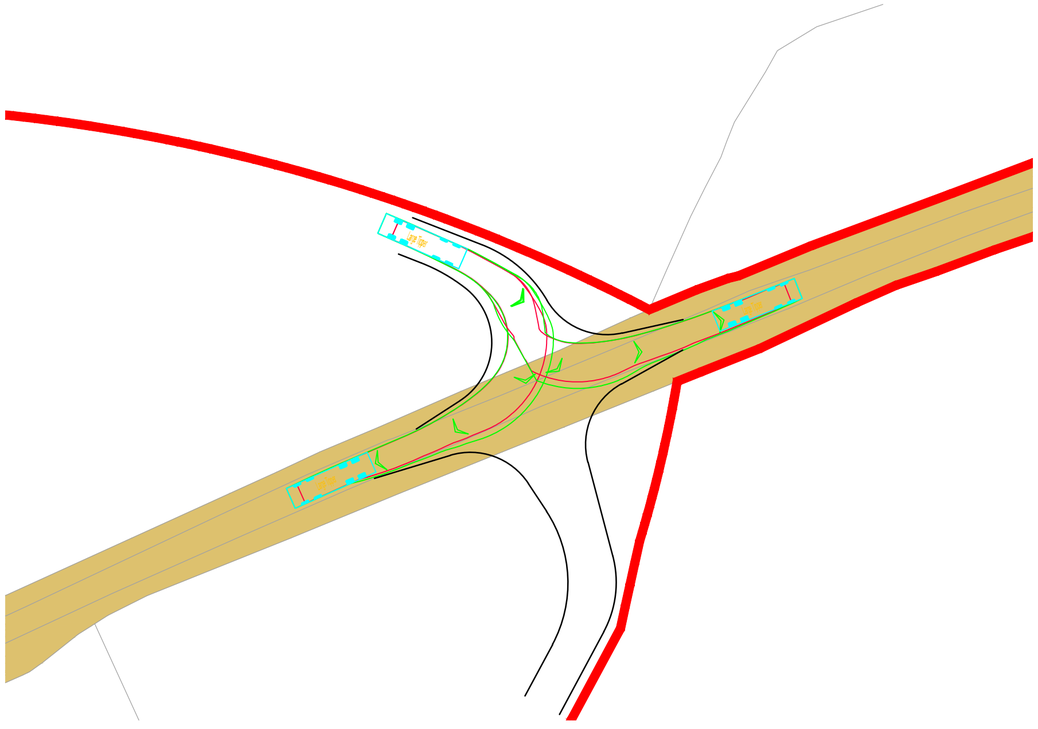
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

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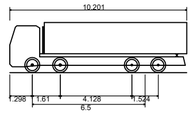
NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council and is indicative only.

KEY

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	27.05.25	Red line boundary updated, access/tracking revised to suit and southern access revised. Adopted highway boundary added.	PSW	STM	JD
A	02.04.25	Updated Visibility splays	RCG	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Cable Corridor Route:
Access 103

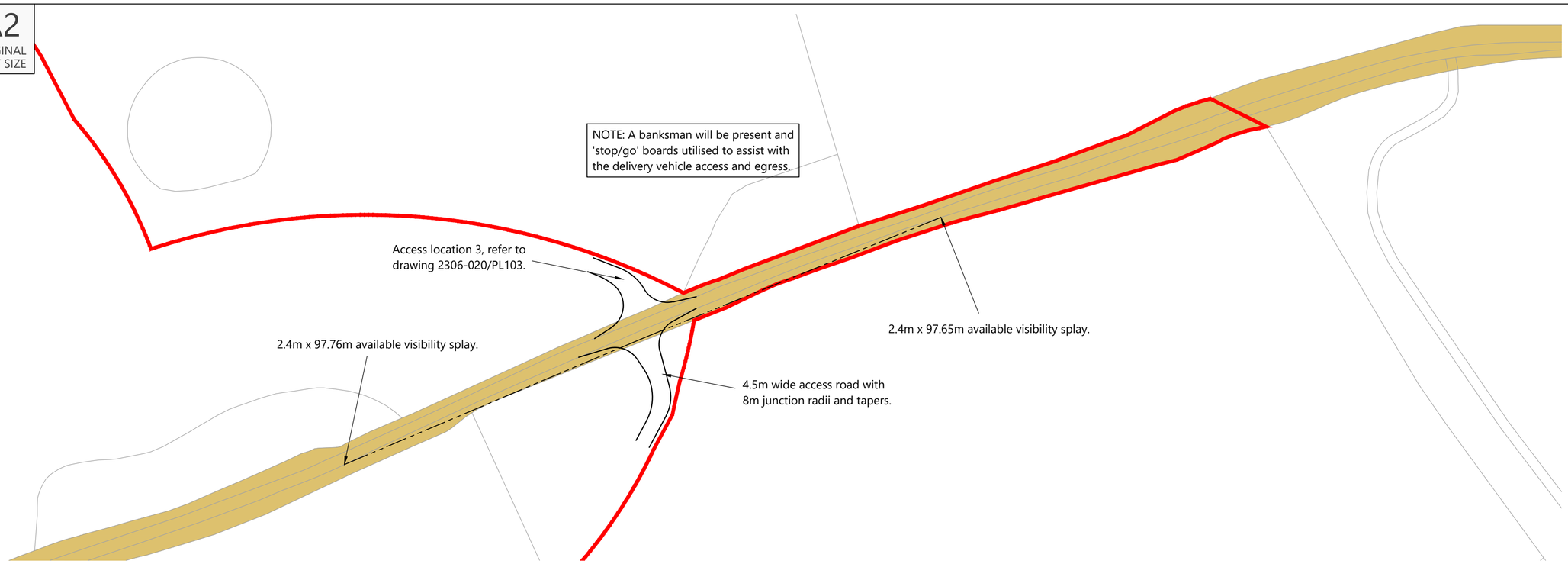
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	03.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL103	B

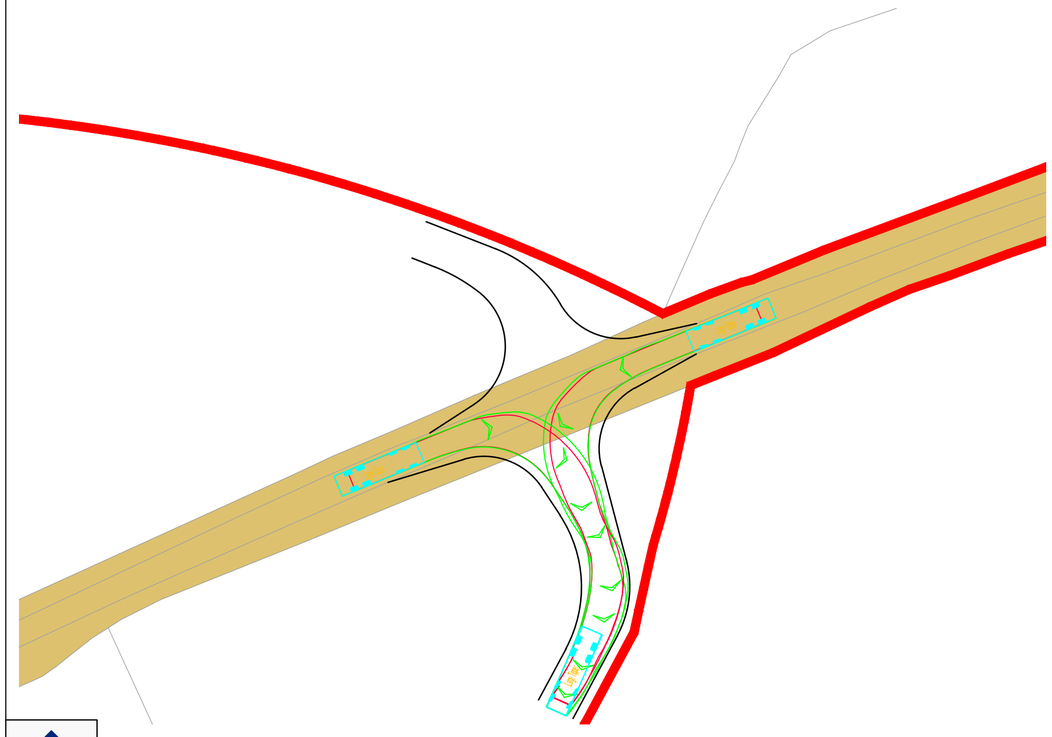
RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE



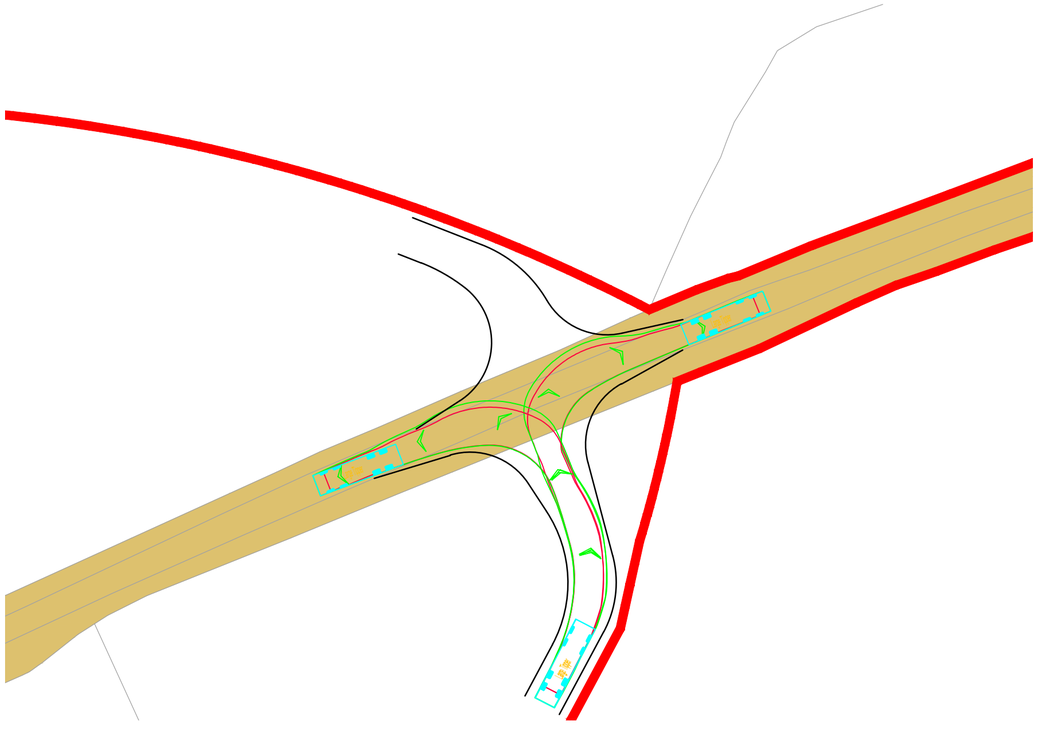
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

INDICATIVE

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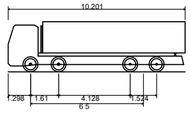
NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council and is indicative only.

KEY

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	27.05.25	Red line boundary updated, access/tracking revised to suit and northern access revised. Adopted highway boundary added.	PSW	STM	JD
A	02.04.25	Updated note	RCG	SM	JD

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CLIENT:
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PROJECT:
LIME DOWN SOLAR PARK

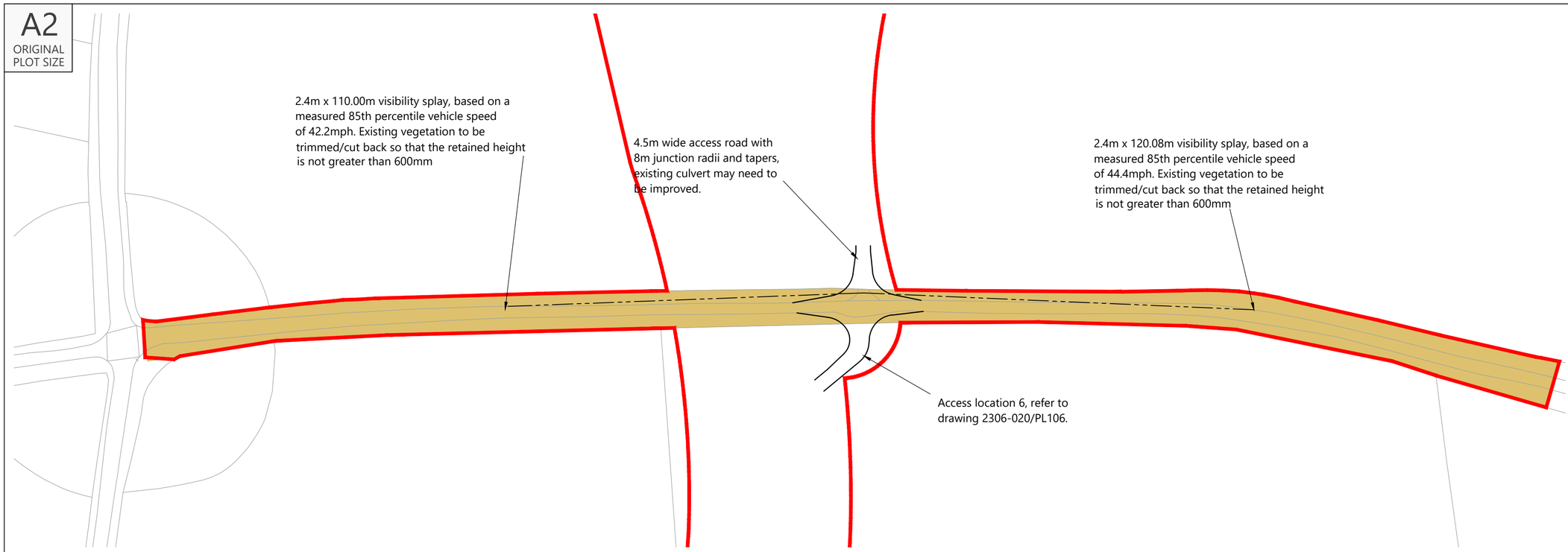
TITLE:
Cable Corridor Route:
Access 104

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	03.02.25	PSW	RR	JD

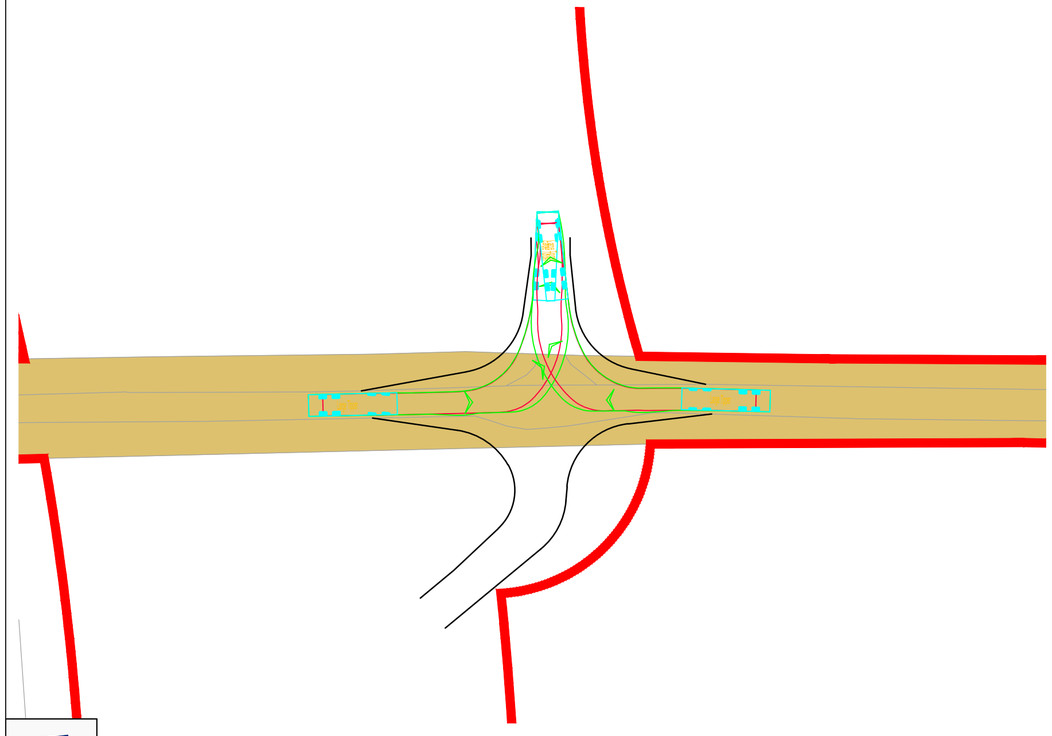
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL104	B

A2
ORIGINAL
PLOT SIZE



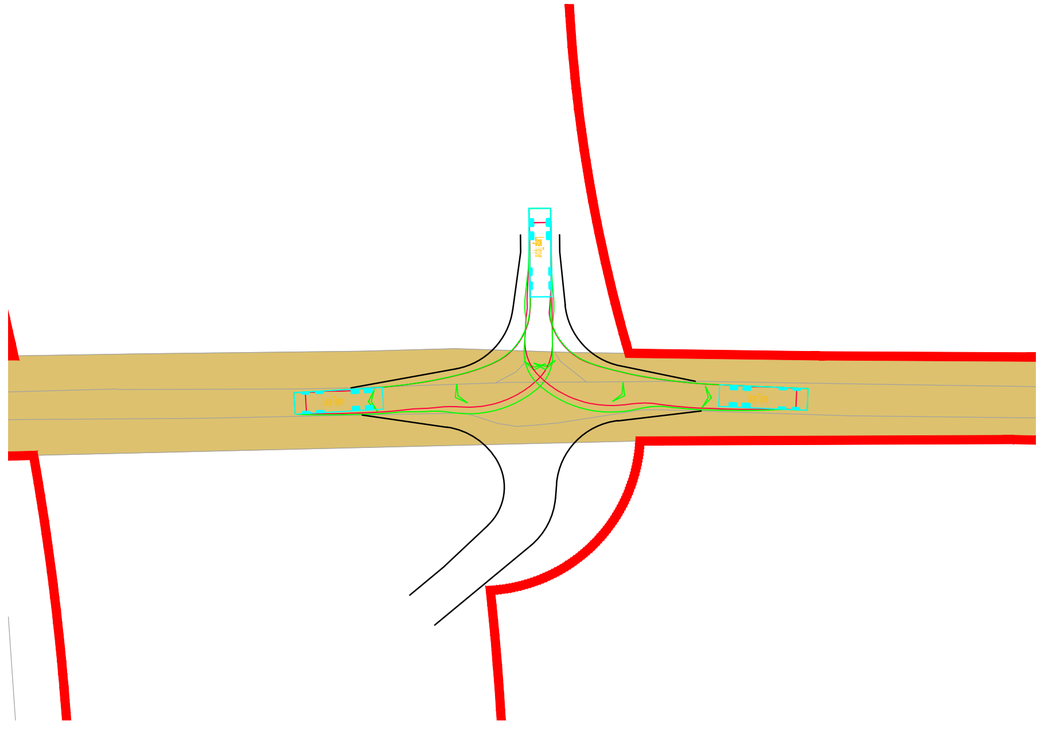
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

INDICATIVE

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

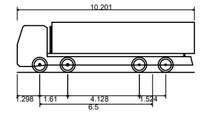
2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	08.07.25	Updated red line and adjusted access, visibility splay, and tracking to match.	KVT	SM	JD
A	02.04.25	Updated visibility splay	RCG	SM	JD

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CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Cable Route
Access Location 105

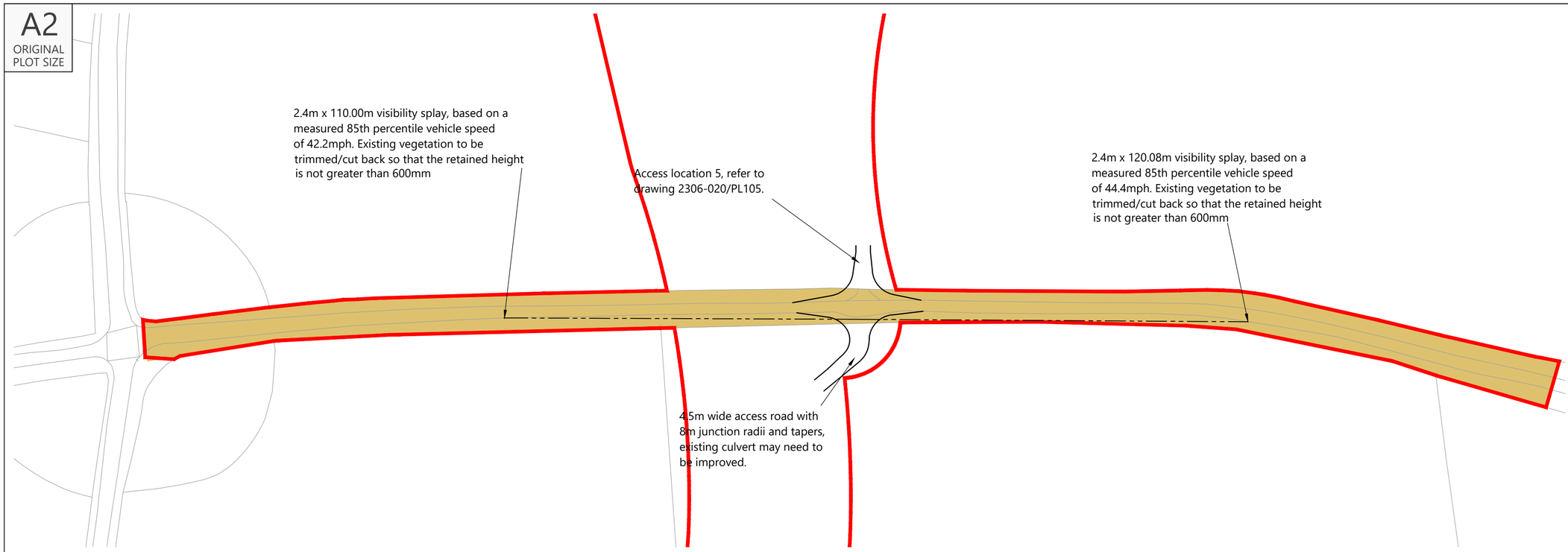
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL105	B

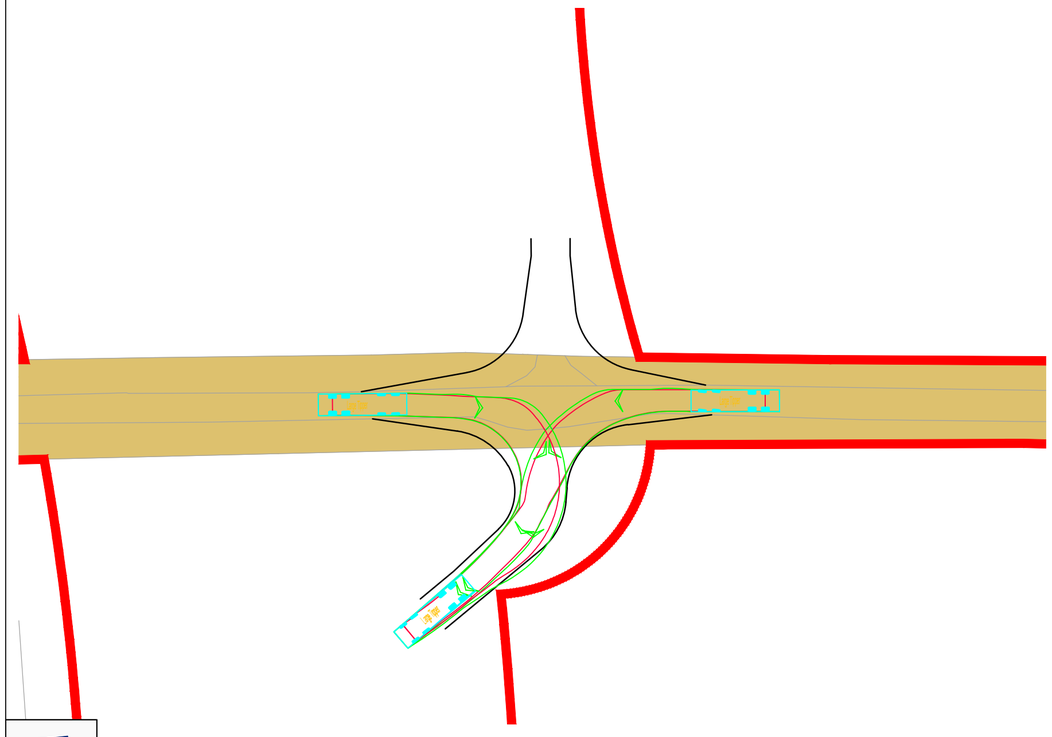
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A2
ORIGINAL
PLOT SIZE



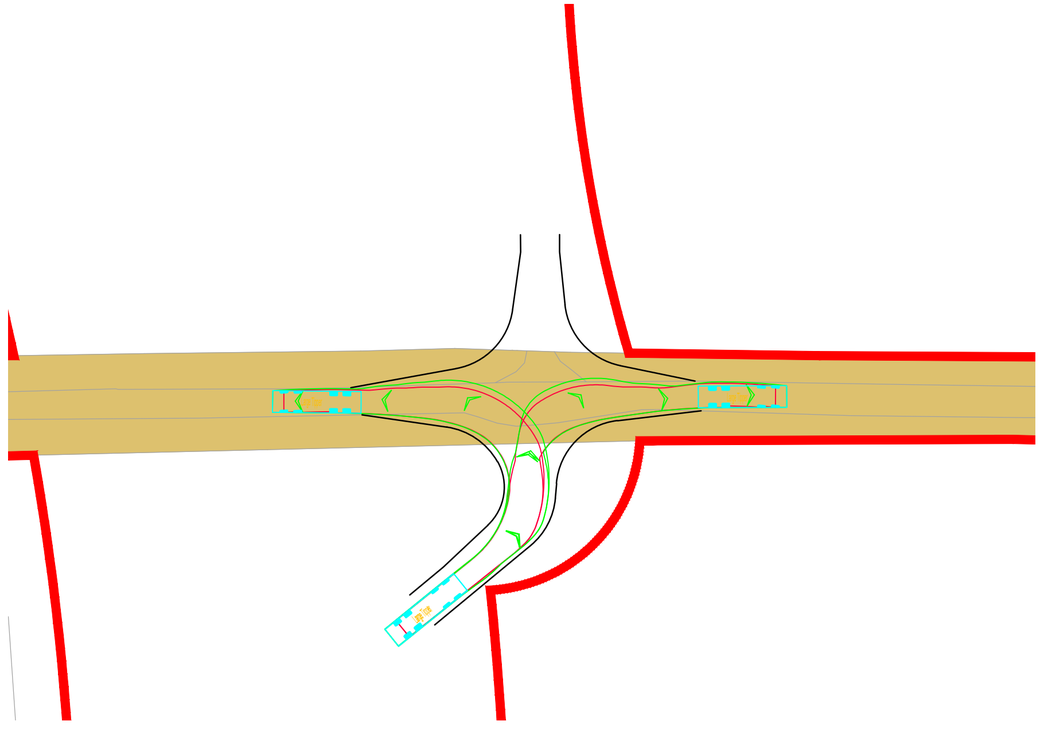
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

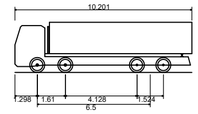
2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	08.07.25	Updated red line and adjusted access, visibility splay, and tracking to match.	KVT	SM	JD
A	02.04.25	Updated Visibility Splay	RCG	SM	JD

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CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Cable Route
Access Location 106

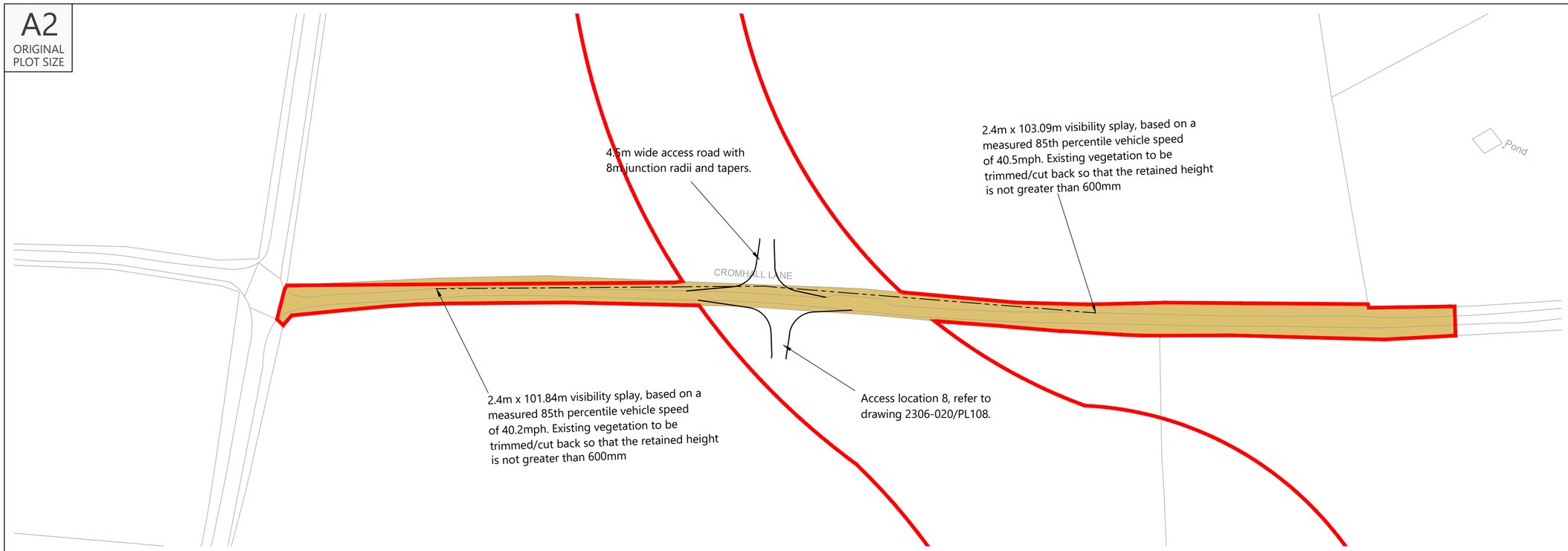
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL106	B

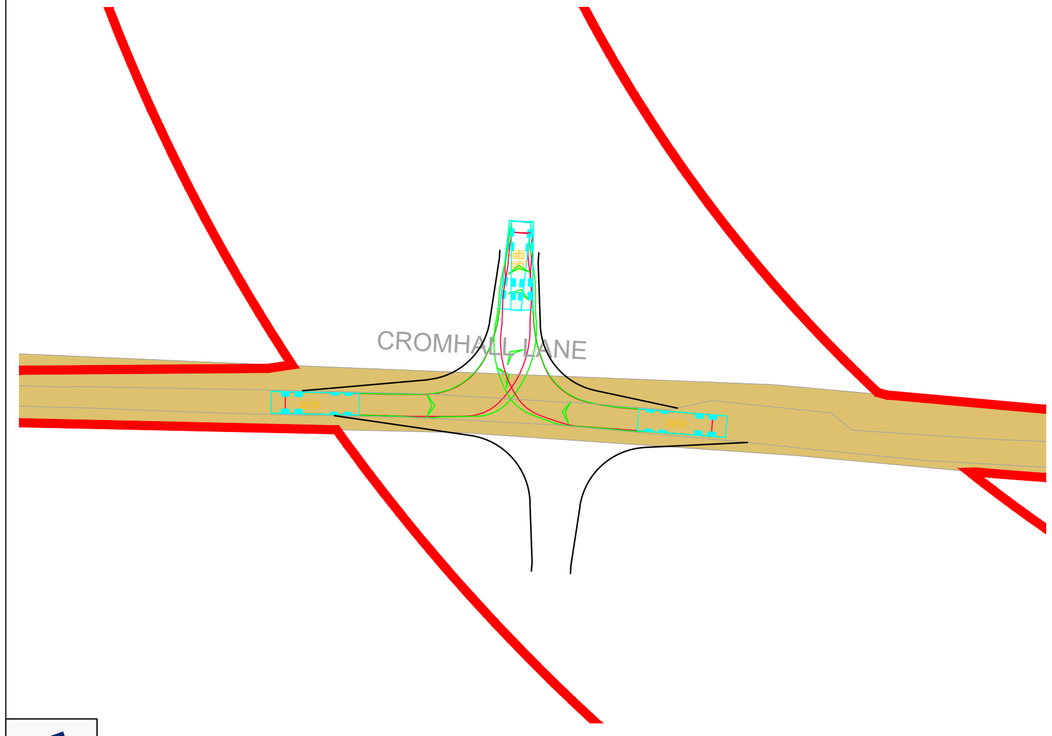
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A2
ORIGINAL
PLOT SIZE



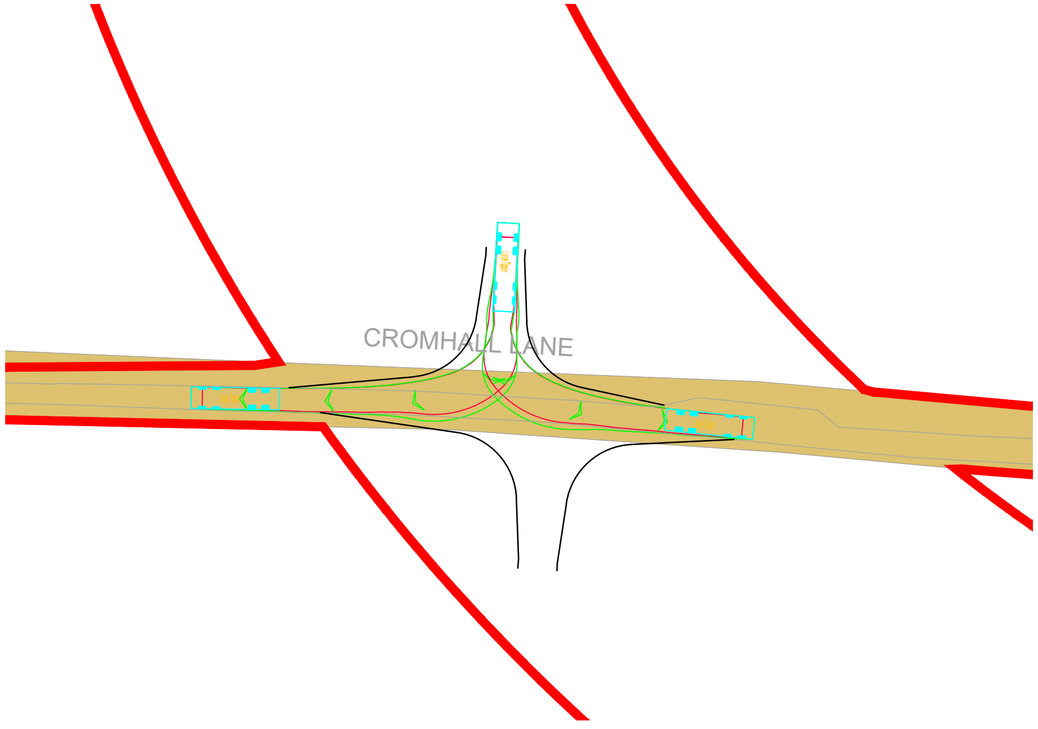
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

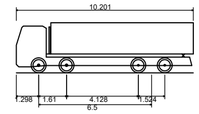
2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated red line and adjusted access, visibility splay, and tracking to match. Added highway boundary. Southern access revised.	KVT	SM	JD
B	28.05.25	Updated with topo survey and new red line boundary, access/tracking revised to suit and southern access revised.	PSW	STM	JD
A	02.04.25	Updated Visibility Splay	RCG	STM	JD

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CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Cable Route
Access Location 107

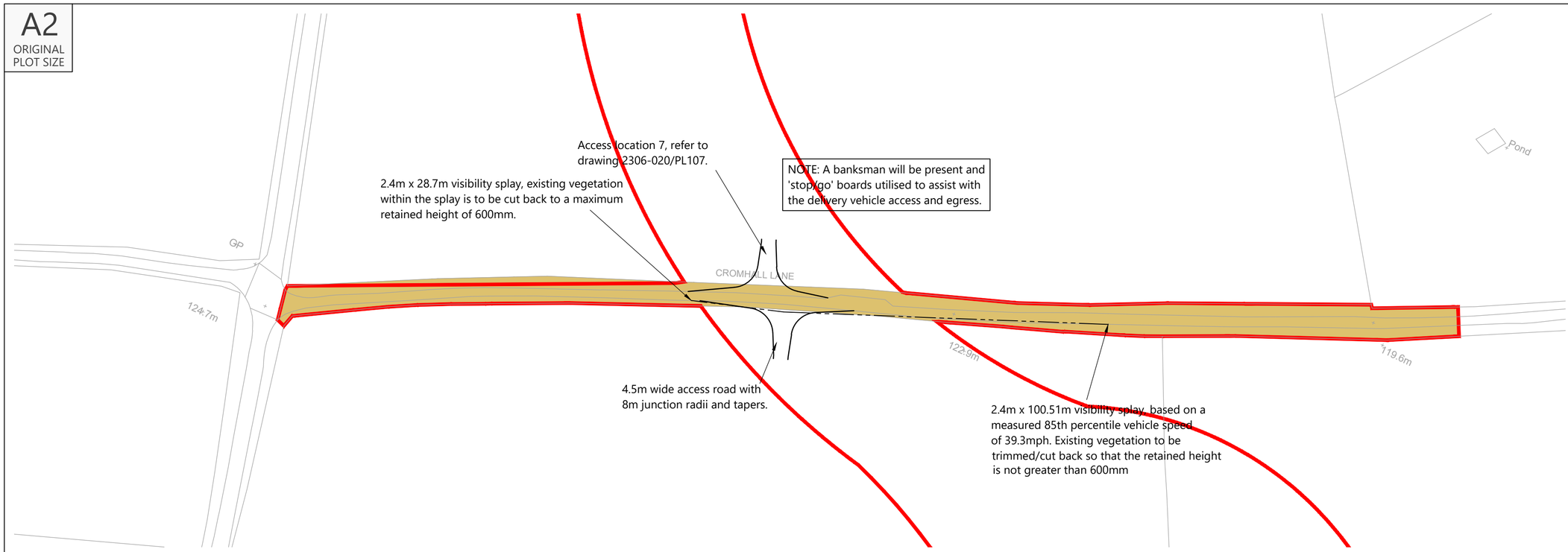
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL107	C

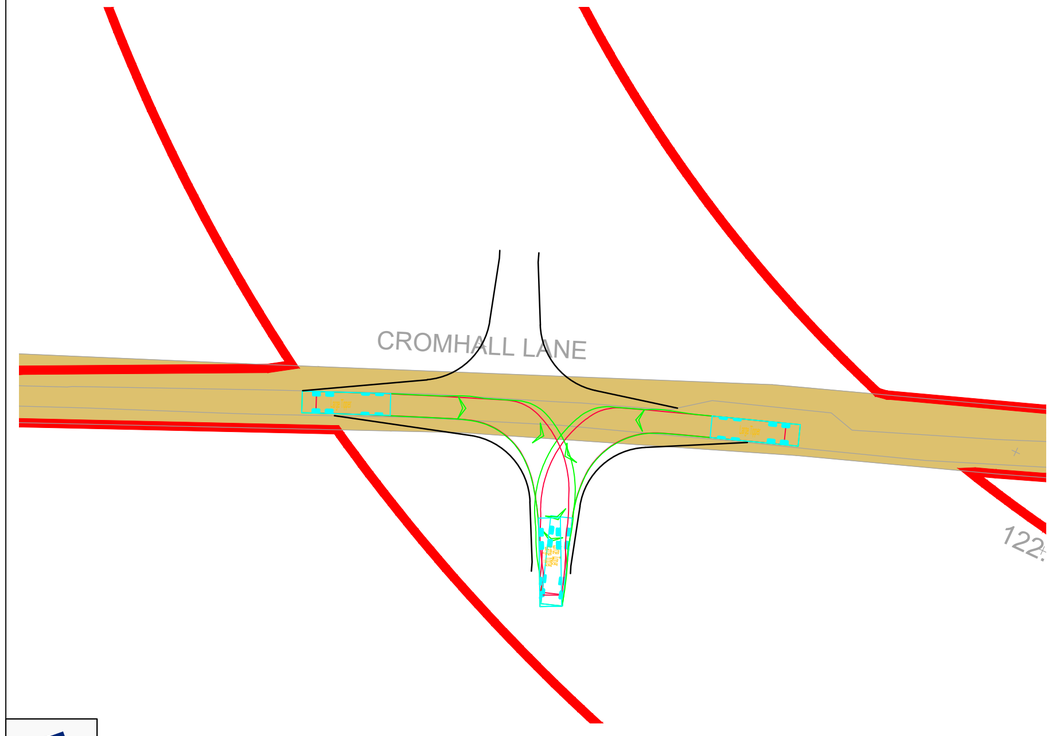
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A2
ORIGINAL
PLOT SIZE



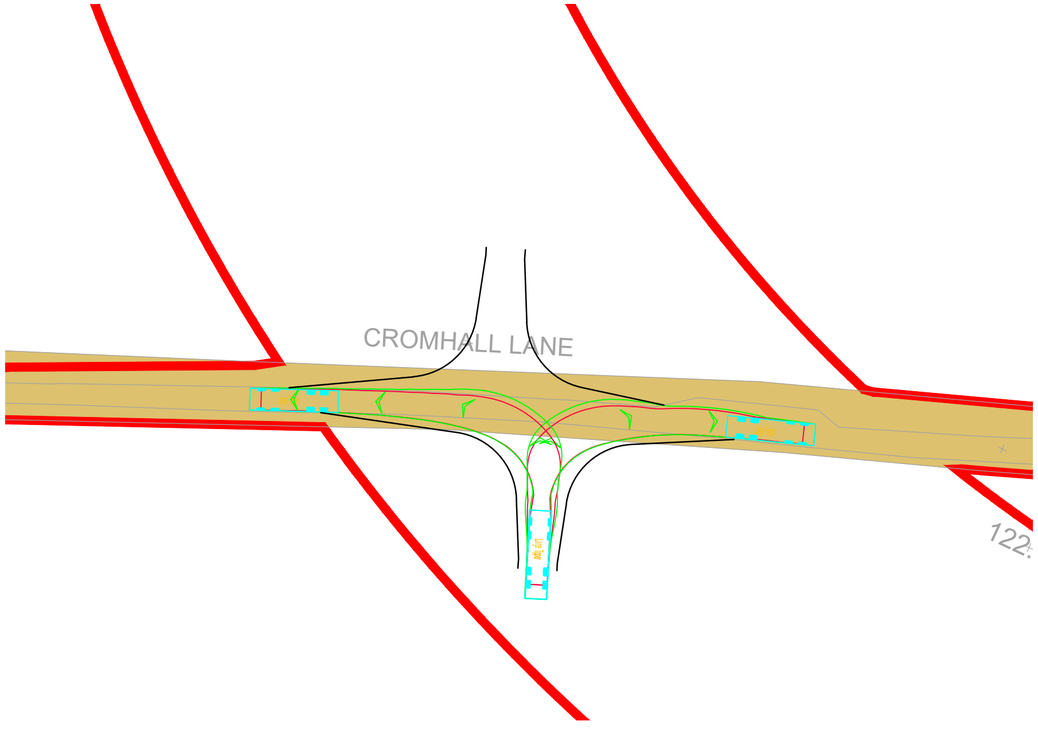
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

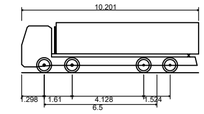
2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Removed topo and updated with new red line boundary, access/tracking revised to suit and northern access revised.	KVT	SM	JD
B	28.05.25	Updated with topo survey and new red line boundary, access/tracking revised to suit and northern access revised.	PSW	STM	JD
A	02.04.25	Updated Visibility Splay	RCG	STM	JD

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CLIENT:
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PROJECT:
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TITLE:
Proposed Cable Route
Access Location 108

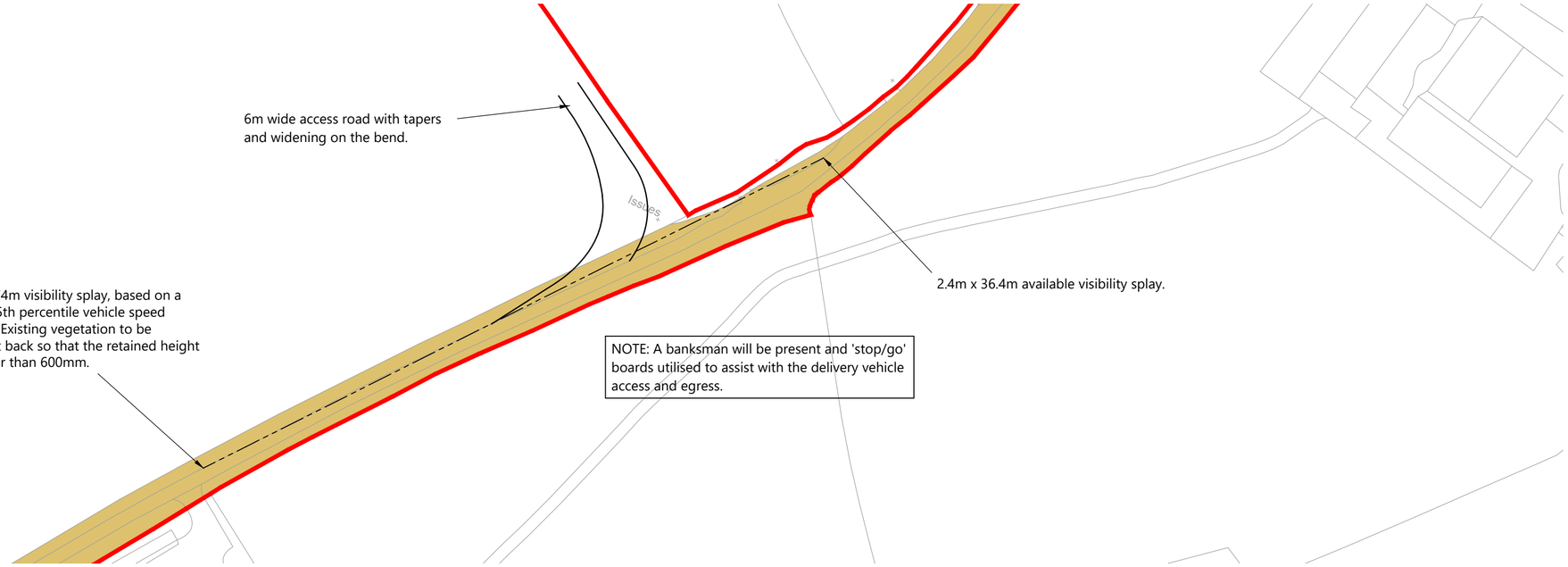
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL108	C

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A2
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PLOT SIZE



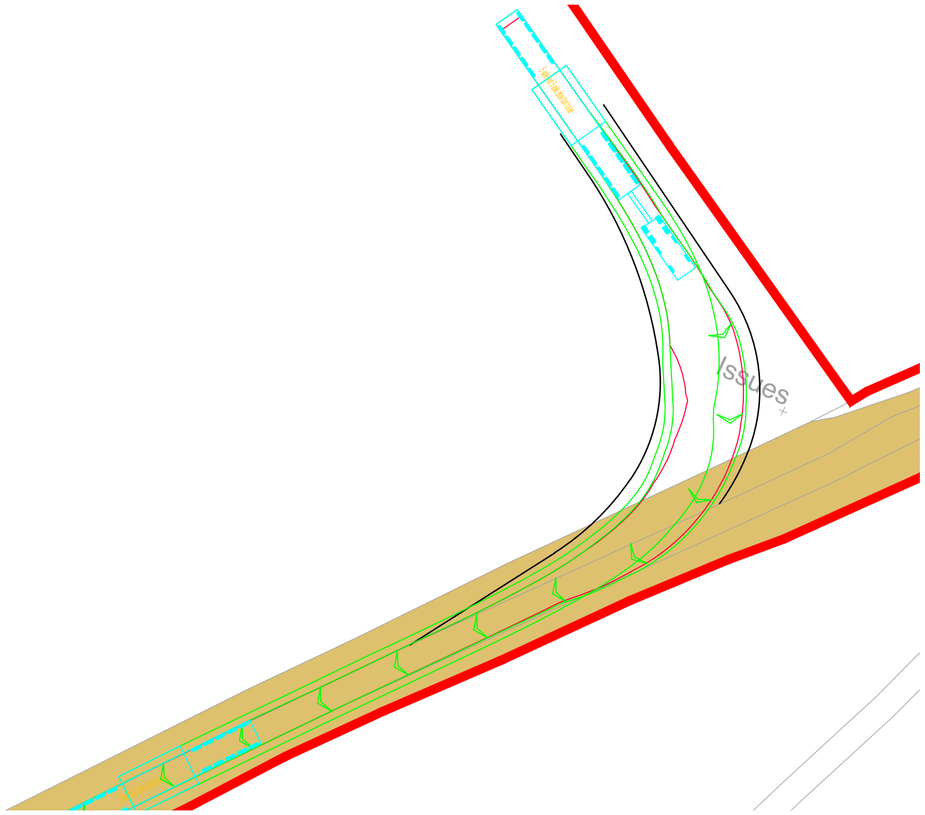
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Abnormal Load Carrier Entering Access

Scale 1:500



Swept Paths Of Abnormal Load Carrier Exiting Access

Scale 1:500

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

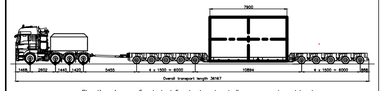
2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Elevation view – 5 axle bed 5 axle draw bar trailer – concept model only
Indicative 100 te transformer

Rev	Date	Details	Drawn by	Checked by	Approved by
B	08.07.25	Updated red line and added highway boundary.	KVT	SM	JD
A	28.05.25	Red line boundary updated, access/tracking revised to suit and visibility splays added, southern access revised.	PSW	STM	JD

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CLIENT:
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PROJECT:
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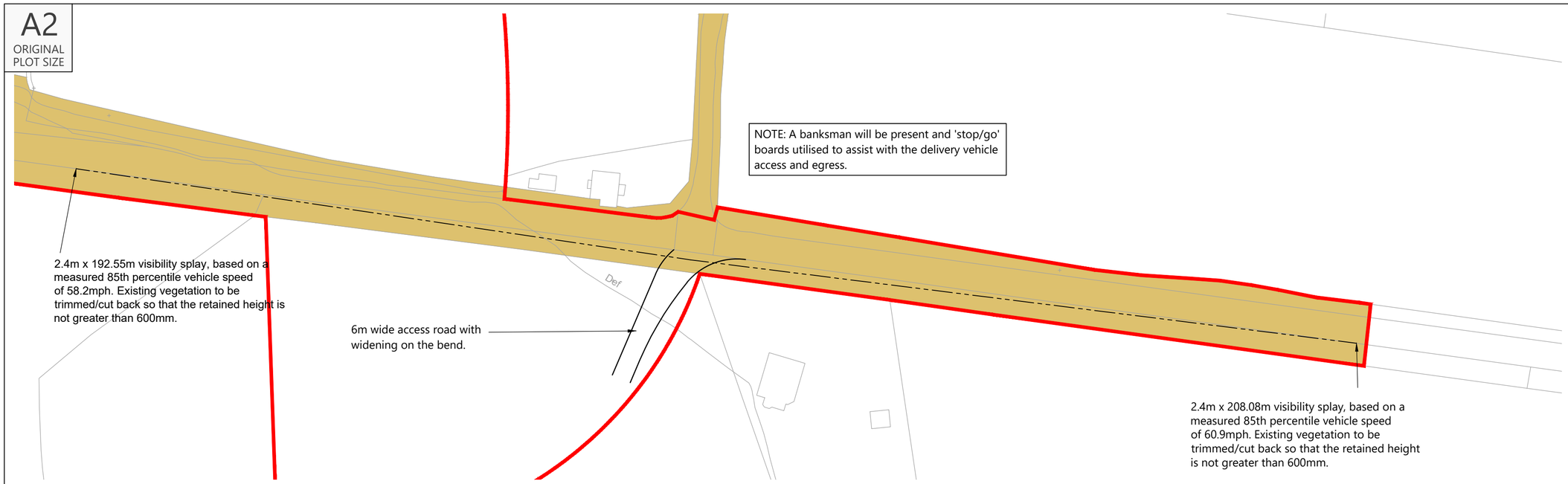
TITLE:
Cable Corridor Route:
Access 109

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	PSW	RR	JD

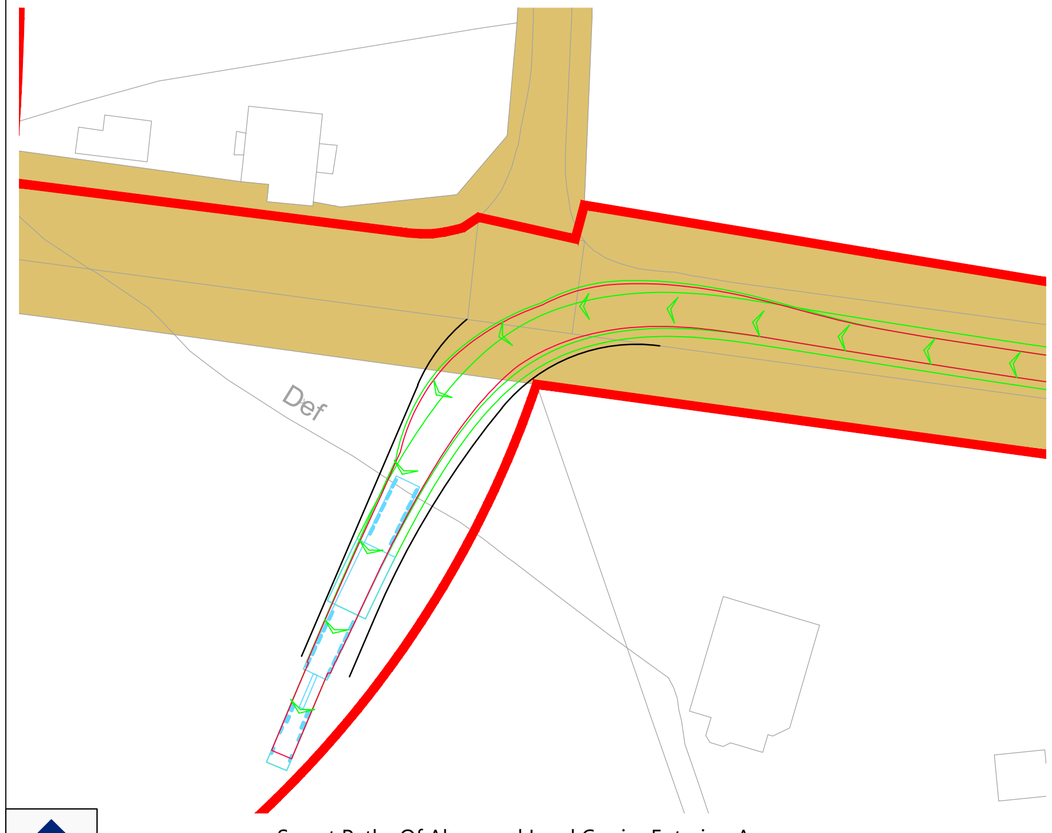
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL109	B

A2
ORIGINAL
PLOT SIZE



Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Abnormal Load Carrier Entering Access

Scale 1:500



Swept Paths Of Abnormal Load Carrier Exiting Access

Scale 1:500

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

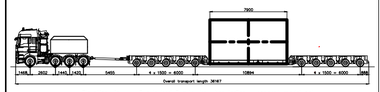
2. The extent of adopted highway shown has been taken from a 1:3,000 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Elevation view – 5 axle bed 5 axle draw bar trailer – concept model only
Indicative 100 te transformer

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Removed topo suvey. Updated red line boundary, and access/tracking revised to suit.	KVT	SM	JD
B	28.05.25	Updated with topo survey and new red line boundary, and access/tracking revised to suit.	KVT	STM	JD
A	02.04.25	Update visibility Splay	RCG	SM	JD

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CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Cable Route Access Location 110

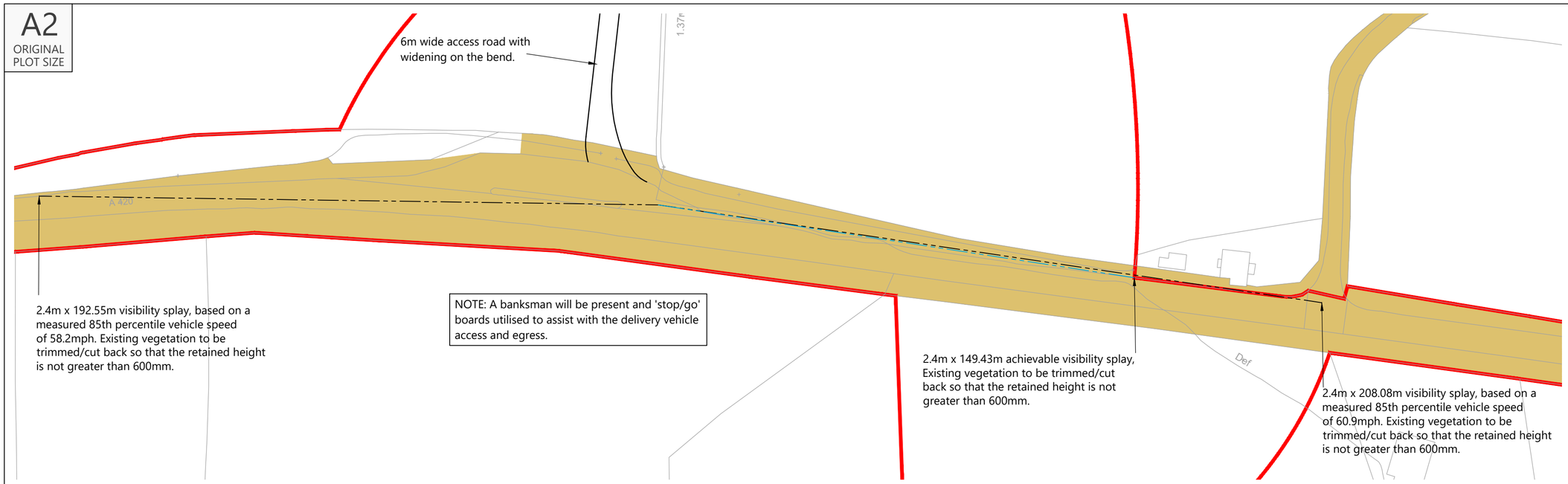
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	06.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL110	C

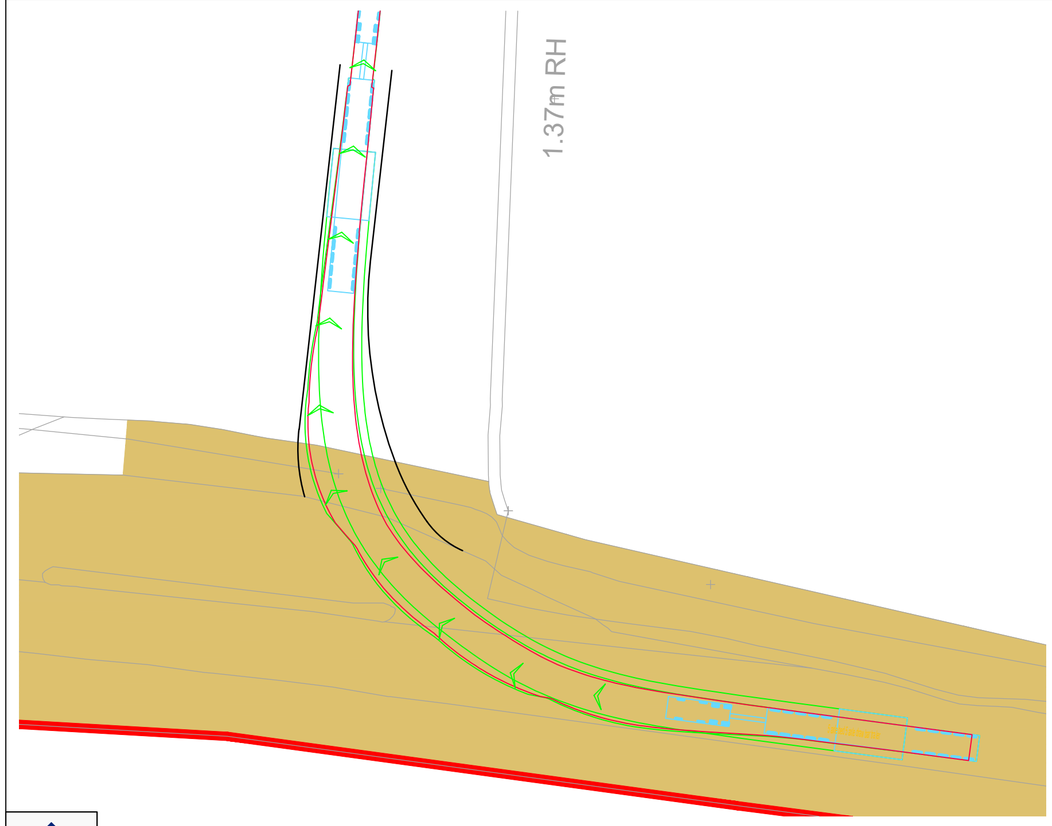
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A2
ORIGINAL
PLOT SIZE



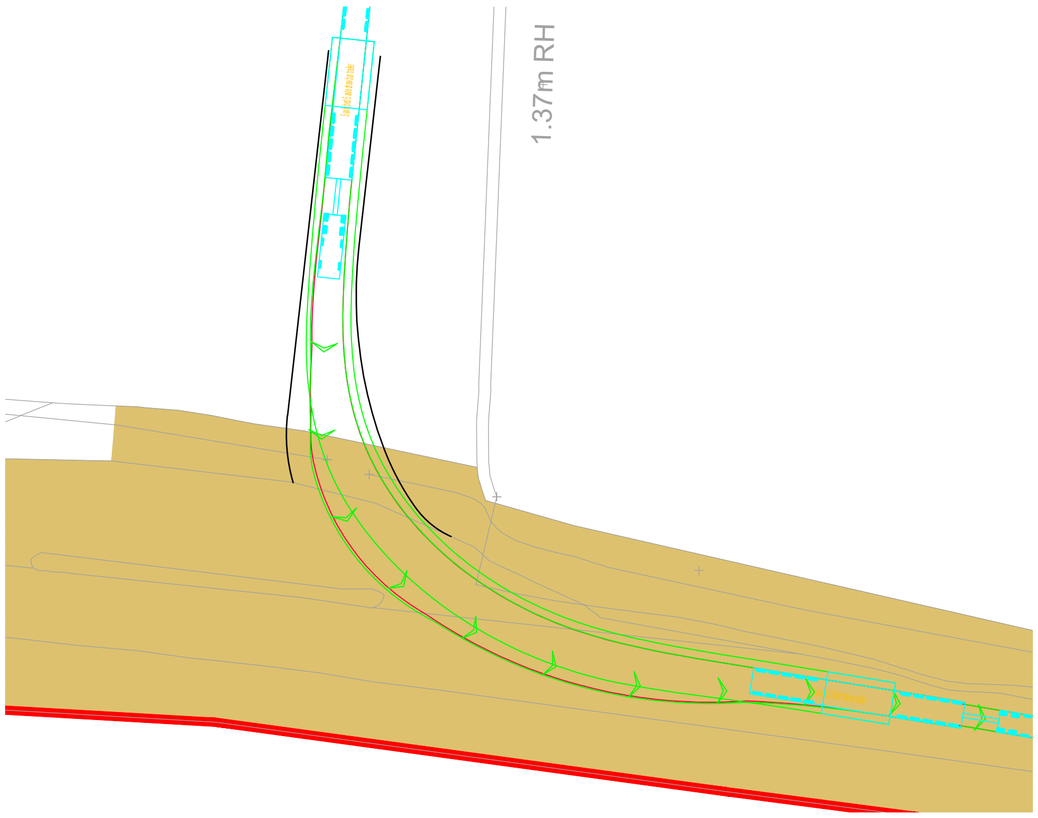
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Abnormal Load Carrier Entering Access

Scale 1:500



Swept Paths Of Abnormal Load Carrier Exiting Access

Scale 1:500

INDICATIVE

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:3,000 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

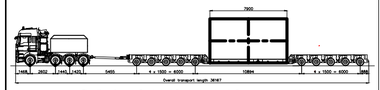
KEY:

= 100m cable corridor

= 2.4m x visibility splay

= 2.4m x achievable visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Elevation view – 5 axle bed 5 axle draw bar trailer – concept model only
Indicative 100 te transformer

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Removed topo suvey. Updated red line boundary, and access/tracking revised to suit.	KVT	SM	JD
B	28.05.25	Updated with topo survey and new red line boundary, and acces/tracking revised to suit.	KVT	SM	JD
A	02.04.25	Updated Visibility splay	RCG	STM	JD

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PROJECT:
LIME DOWN SOLAR PARK

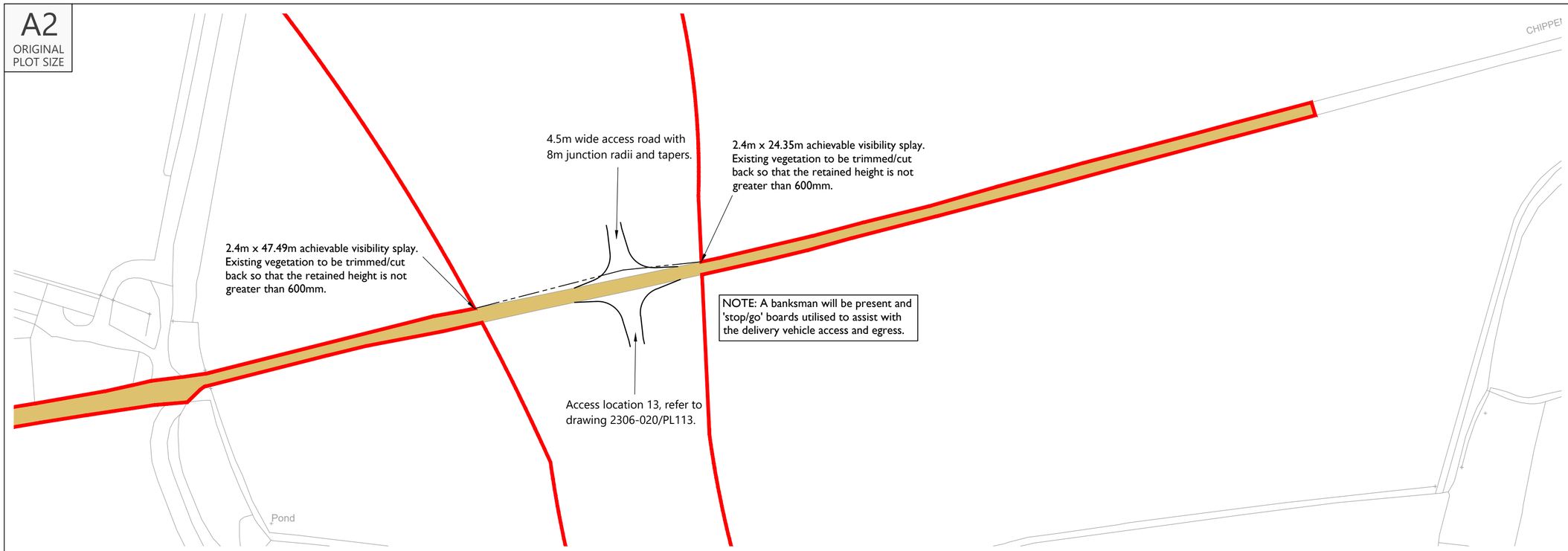
TITLE:
Proposed Cable Route Access Location 111

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	06.02.25	PSW	RR	JD

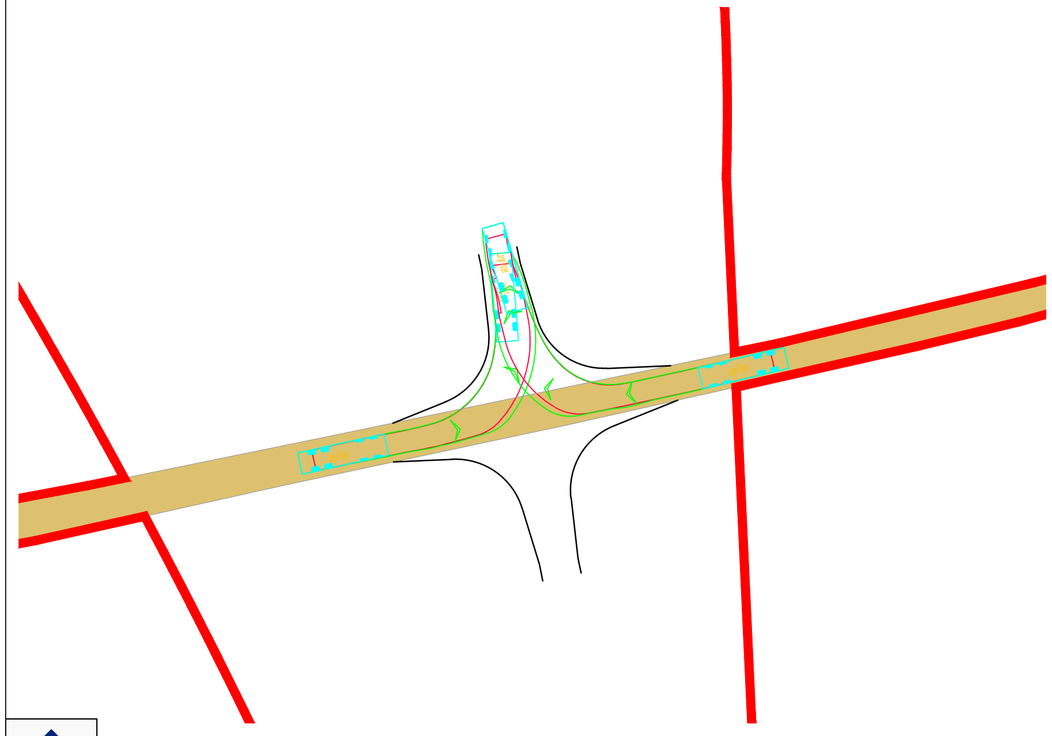
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL111	C

A2
ORIGINAL
PLOT SIZE



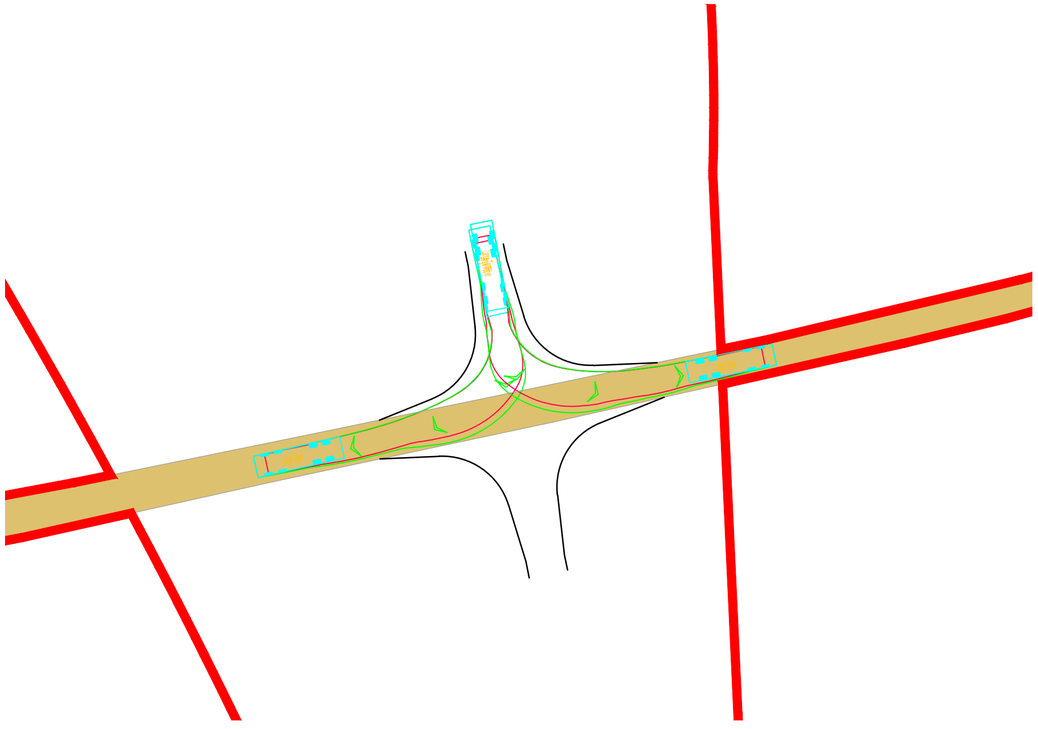
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

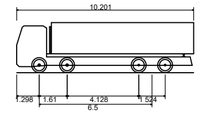
2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Removed topo suvey. Updated red line boundary, and access/tracking revised to suit.	KVT	SM	JD
B	28.05.25	Updated with topo survey and new red line boundary, access/tracking revised to suit and southern access revised.	PSW	STM	JD
A	02.03.25	Updated Visibility Splay	RCG	STM	JD

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PROJECT:
LIME DOWN SOLAR PARK

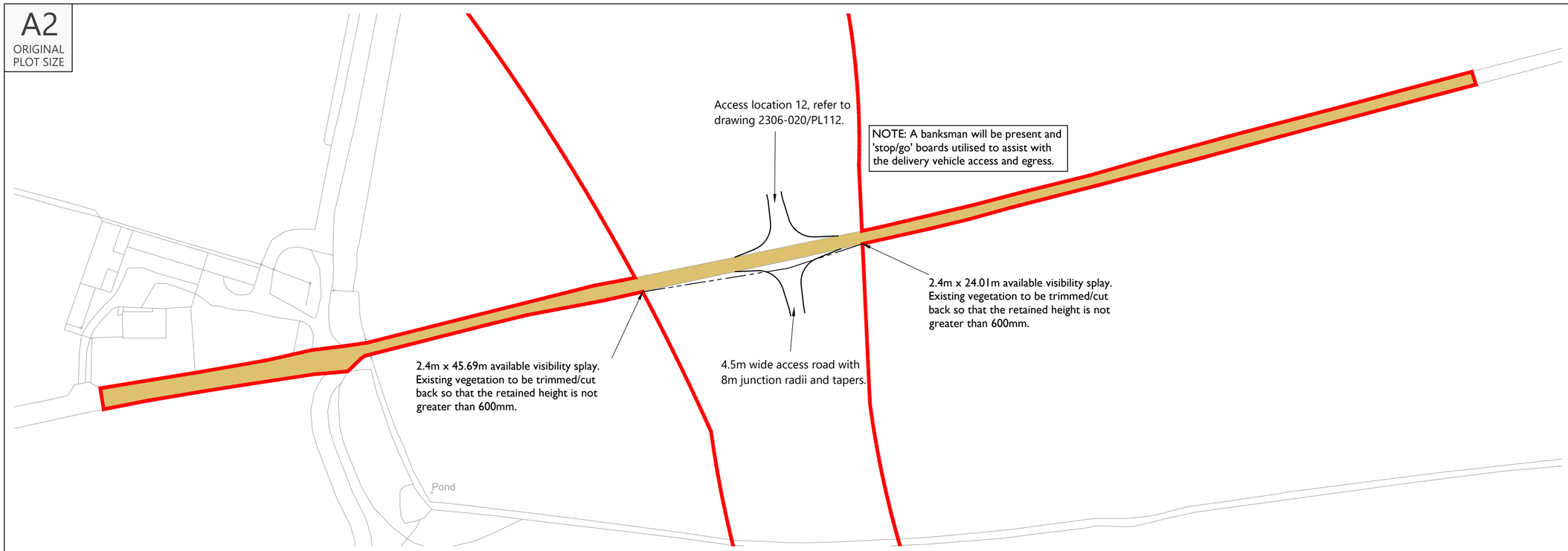
TITLE:
Proposed Cable Route
Access Location 112

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	06.02.25	PSW	RR	JD

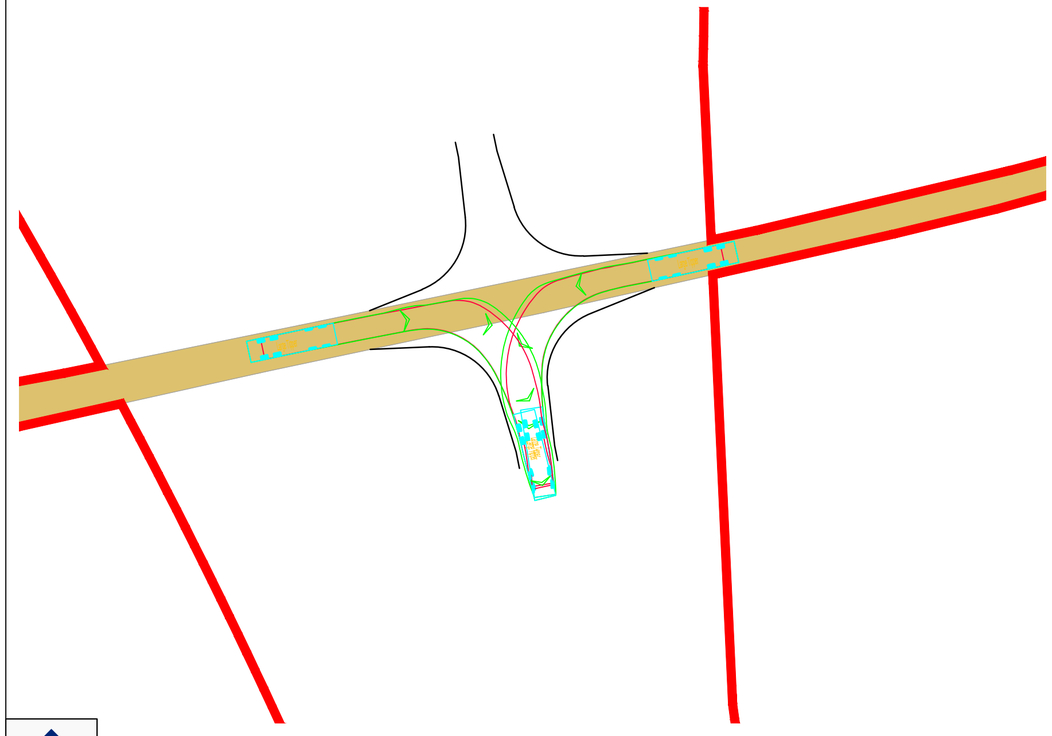
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL112	C

A2
ORIGINAL
PLOT SIZE



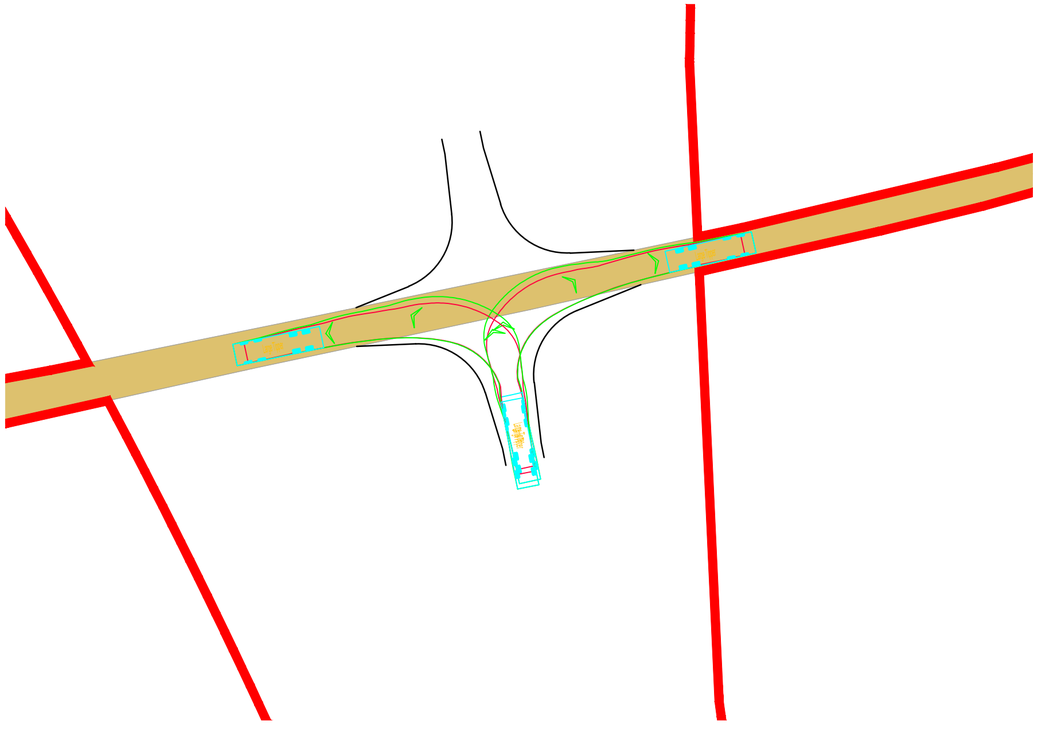
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

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NOTES:

1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

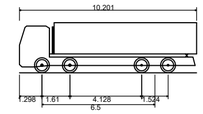
2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= 100m cable corridor

= 2.4m x visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Removed topo suvey. Updated red line boundary, and access/tracking revised to suit.	KVT	SM	JD
B	28.05.25	Updated with topo survey and new red line boundary, access/tracking revised to suit and northern access revised.	PSW	STM	JD
A	02.04.25	Updated Visibility Splay	RCG	STM	JD

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PROJECT:
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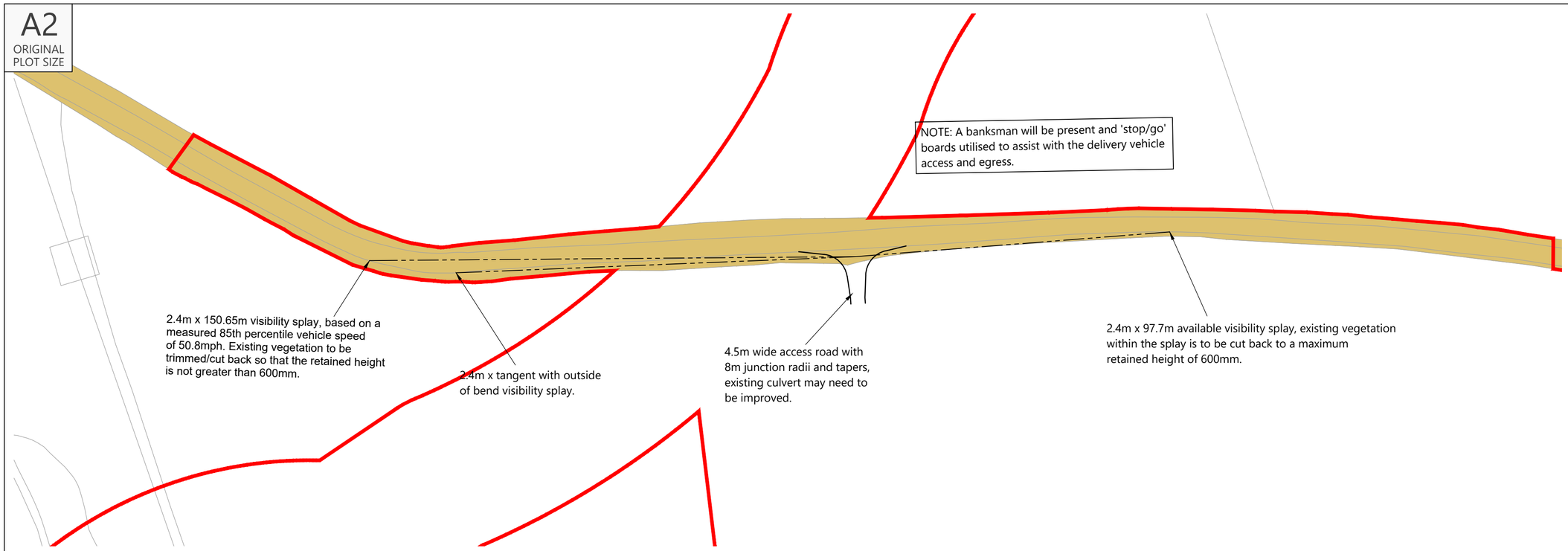
TITLE:
Proposed Cable Route
Access Location 113

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	06.02.25	PSW	RR	JD

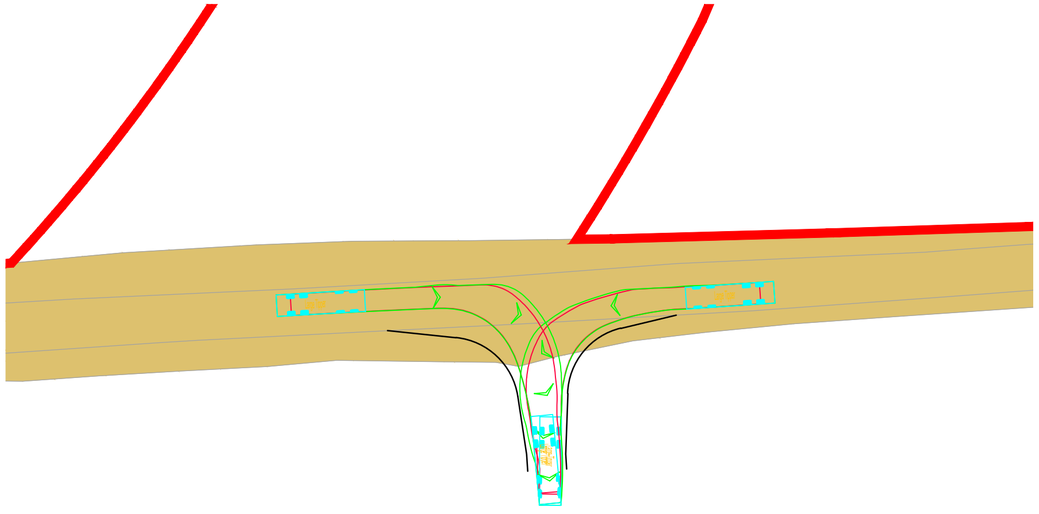
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL113	C

A2
ORIGINAL
PLOT SIZE



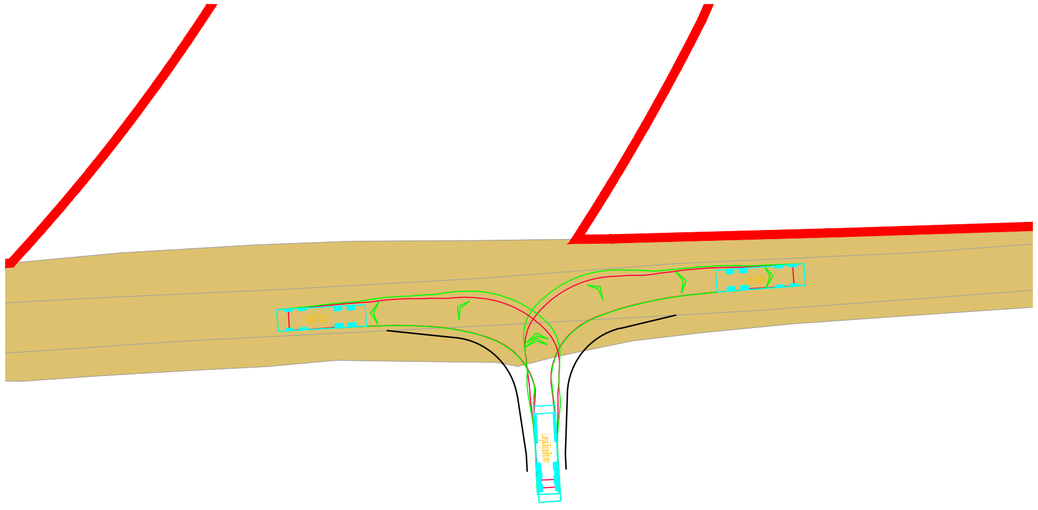
Proposed Site Access General Arrangement

Scale 1:1,000



Swept Paths Of Large Tipper Entering Access

Scale 1:500



Swept Paths Of Large Tipper Exiting Access

Scale 1:500

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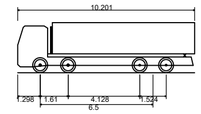
NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council and is indicative only.

KEY

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated red line boundary.	KVT	SM	JD
B	29.05.25	Red line boundary updated and adopted highway boundary added.	PSW	STM	JD
A	02.04.25	Updated visibility splay	RCG	SM	JD

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PROJECT:
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TITLE:
Cable Corridor Route
Access 114

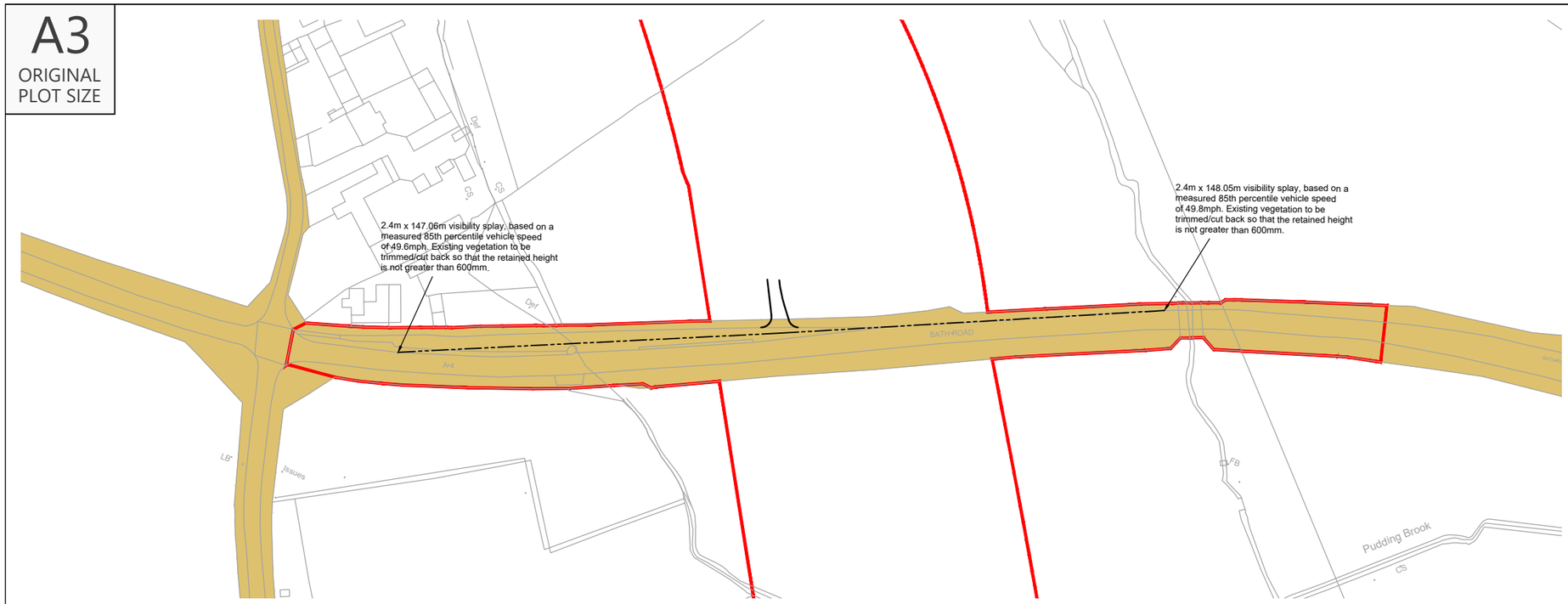
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	06.02.25	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL114	C

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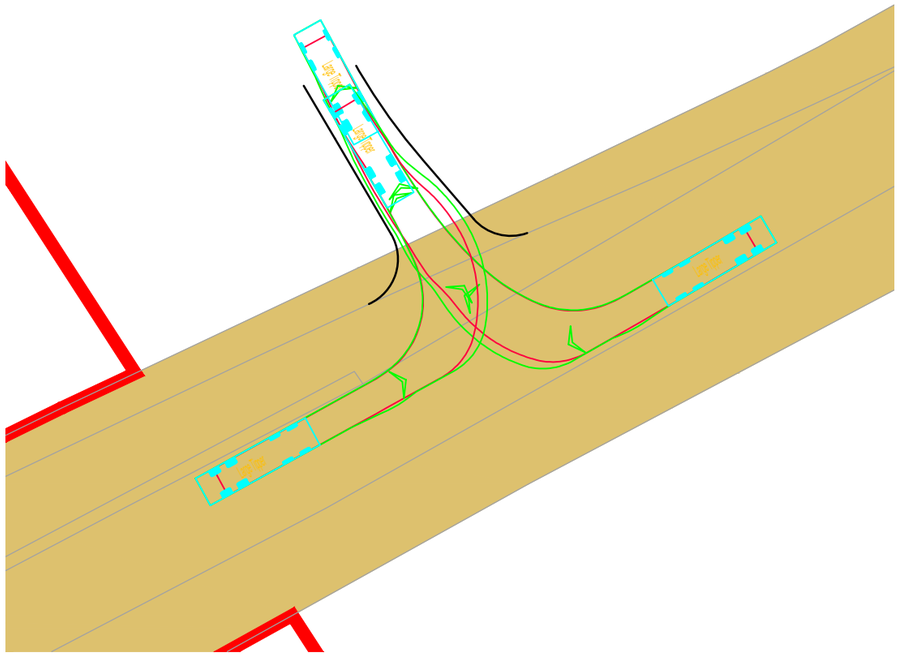
A3
ORIGINAL
PLOT SIZE



INDICATIVE

Overview and Visibility Splay

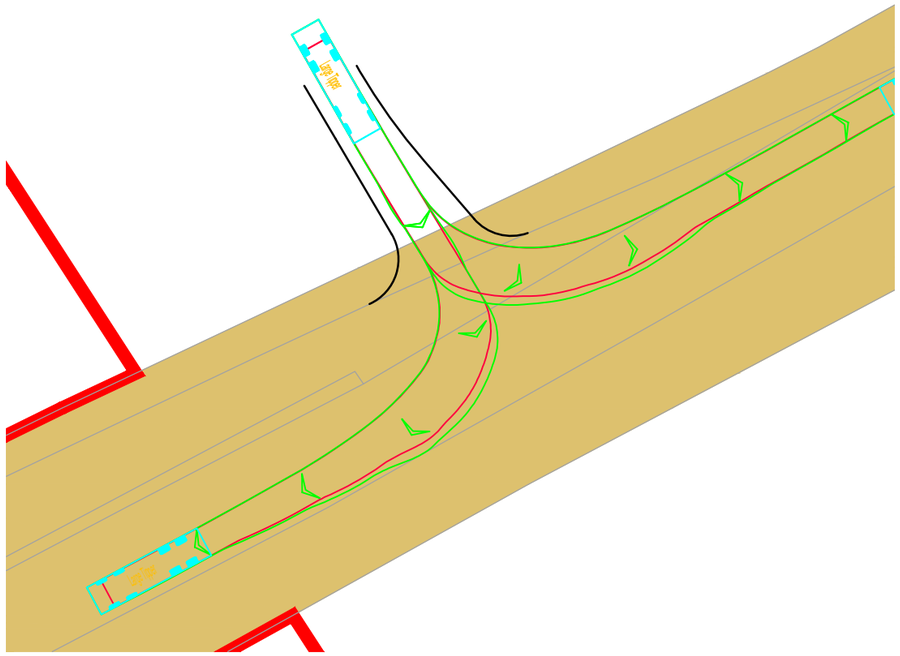
Scale 1:2,000



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Swept Path 10m Tipper Entering

Scale 1:500



INDICATIVE

Swept Path 10m Tipper Exiting

Scale 1:500

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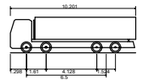
NOTES:
1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council and is indicative only.

KEY

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated red line boundary.	KVT	SM	JD
B	30.05.25	Red line boundary and visibility splays updated, adopted highway boundary added.	PSW	STM	JD
A	02.04.25	Update visibility splays	RCG	SM	JD

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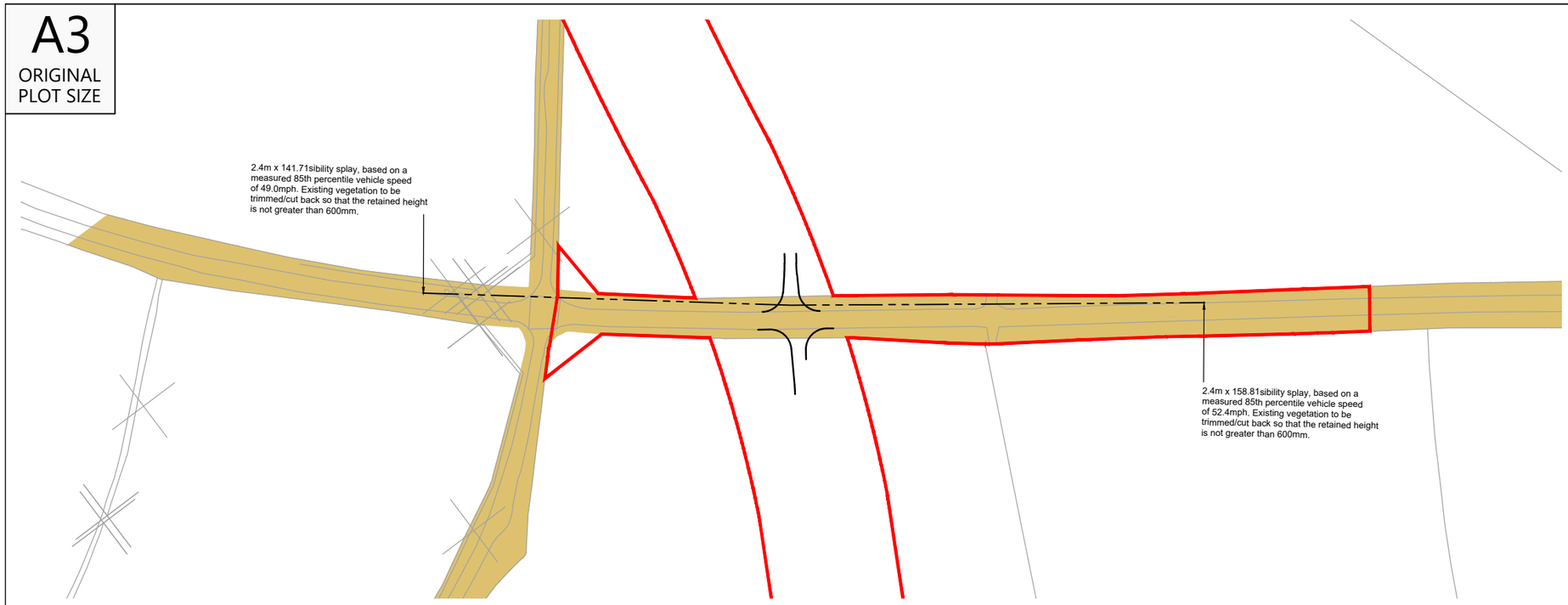
TITLE:
Cable Corridor Route:
Access 115

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	31.01.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL115	C

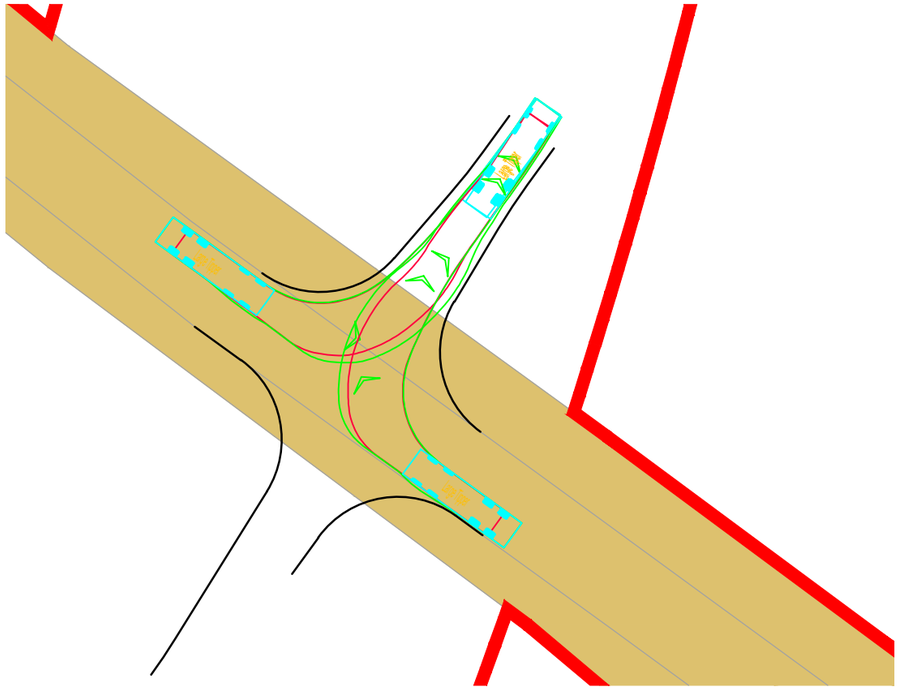
A3
ORIGINAL
PLOT SIZE



INDICATIVE

Overview and Visibility Slap

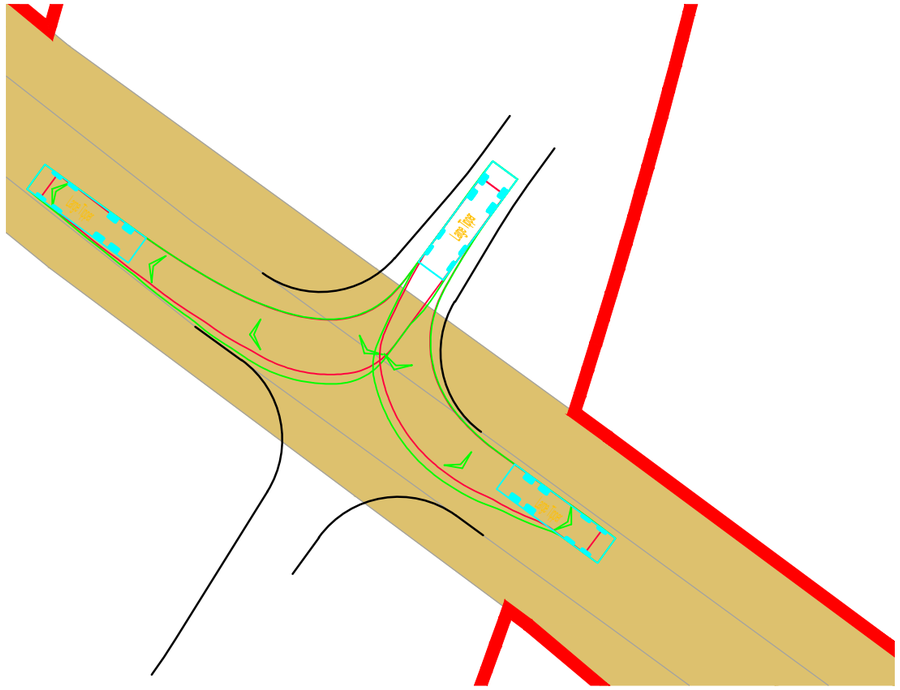
Scale 1:2,000



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Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

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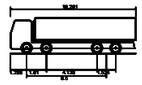
NOTES:
1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council and is indicative only.

KEY

= 100m cable corridor.

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated red line boundary.	KVT	SM	JD
B	30.05.25	Red line boundary and visibility splays updated, adopted highway boundary added.	PSW	STM	JD
A	02.04.25	Update visibility splays	RCG	SM	JD

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PROJECT:
LIME DOWN SOLAR PARK

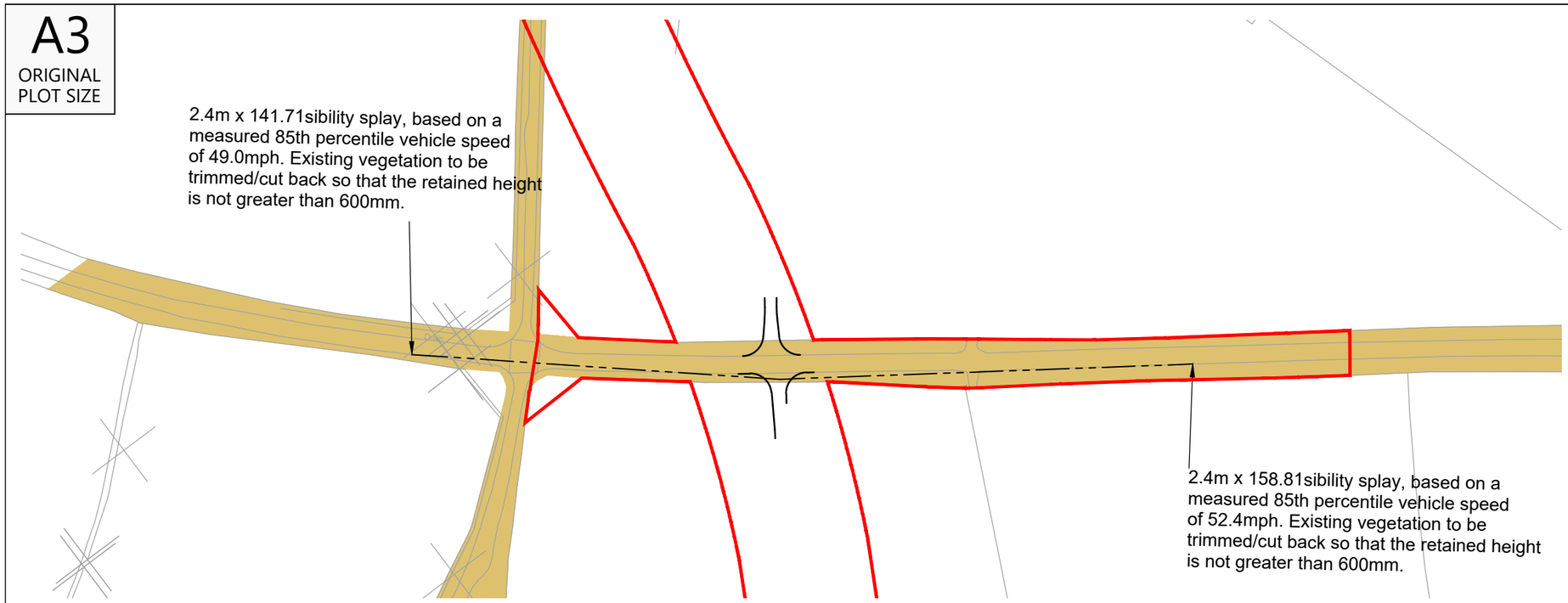
TITLE:
Proposed Cable Route Access Location 116

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	03.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL116	C

A3
ORIGINAL
PLOT SIZE



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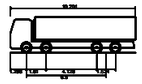
NOTES:
1.The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council and is indicative only.

KEY

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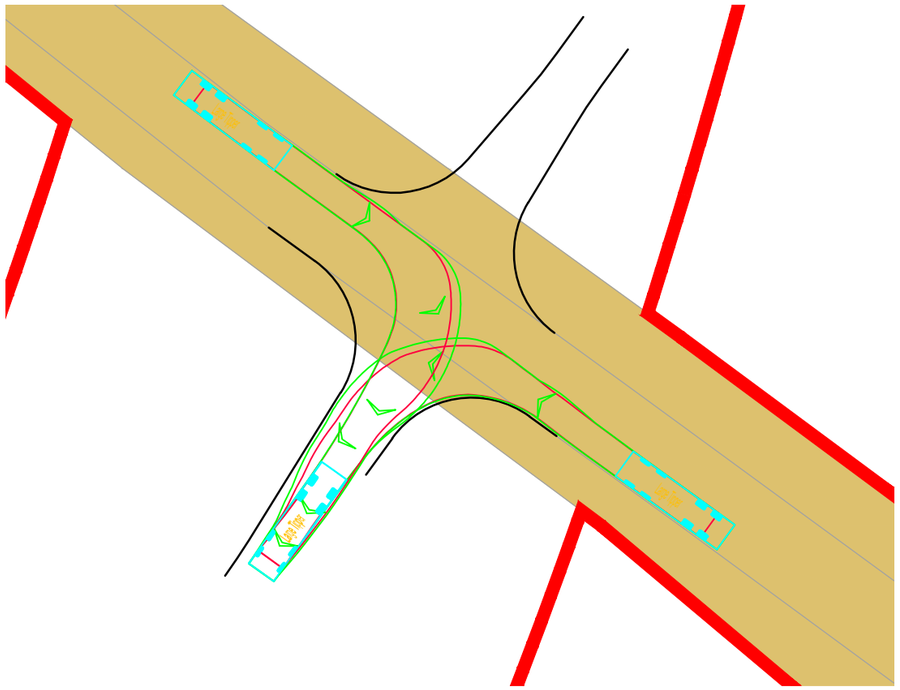
Large Tipper	
Overall Length	10.201m
Overall Width	2.490m
Overall Body Height	2.990m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary.	KVT	SM	JD
B	18.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	02.04.25	Updated visibility splay	RCG	SM	JD

INDICATIVE

Overview and Visibility Slap

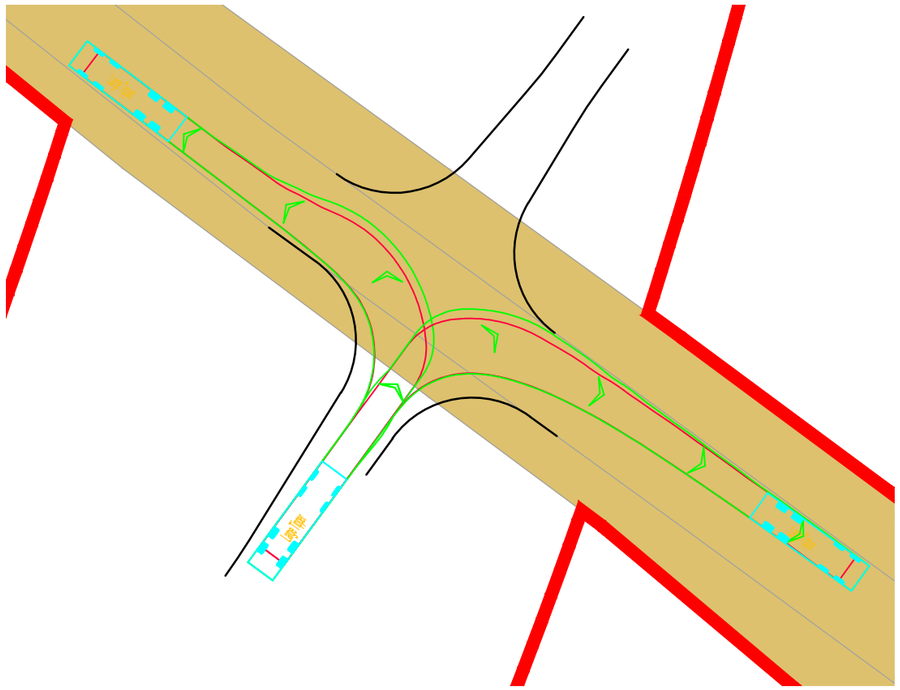
Scale 1:2,000



INDICATIVE

Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

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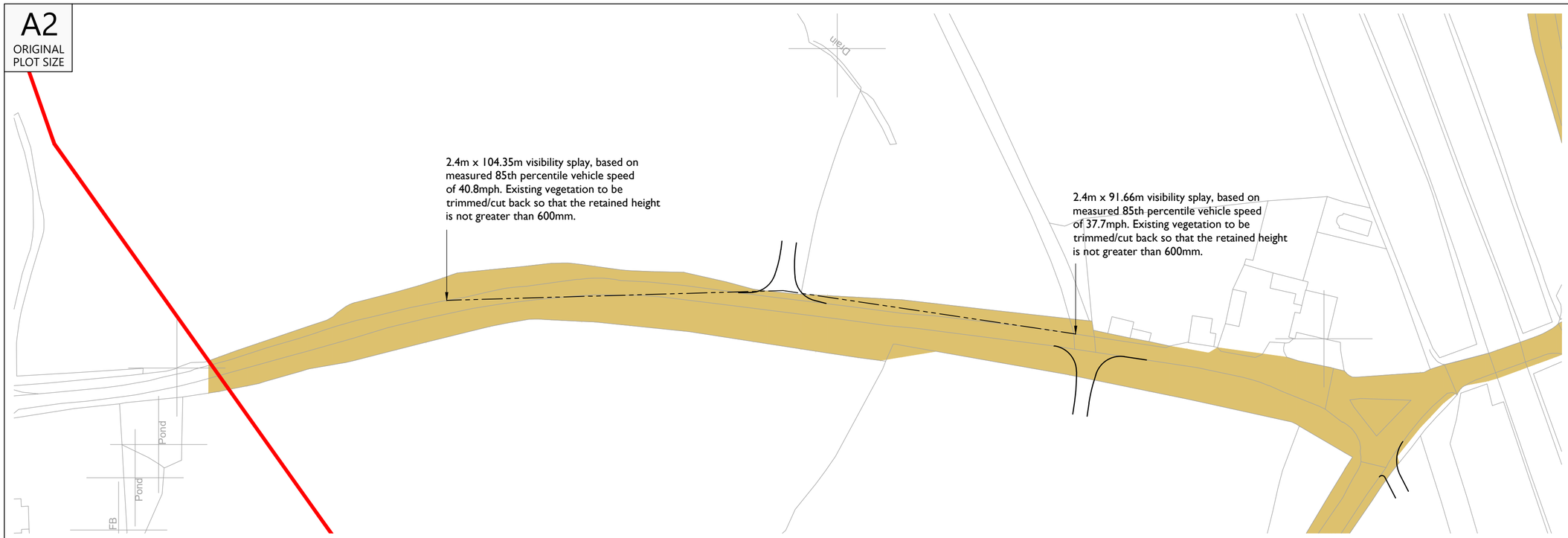
TITLE:
Proposed Cable Route Access Location 117

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	03.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL117	C

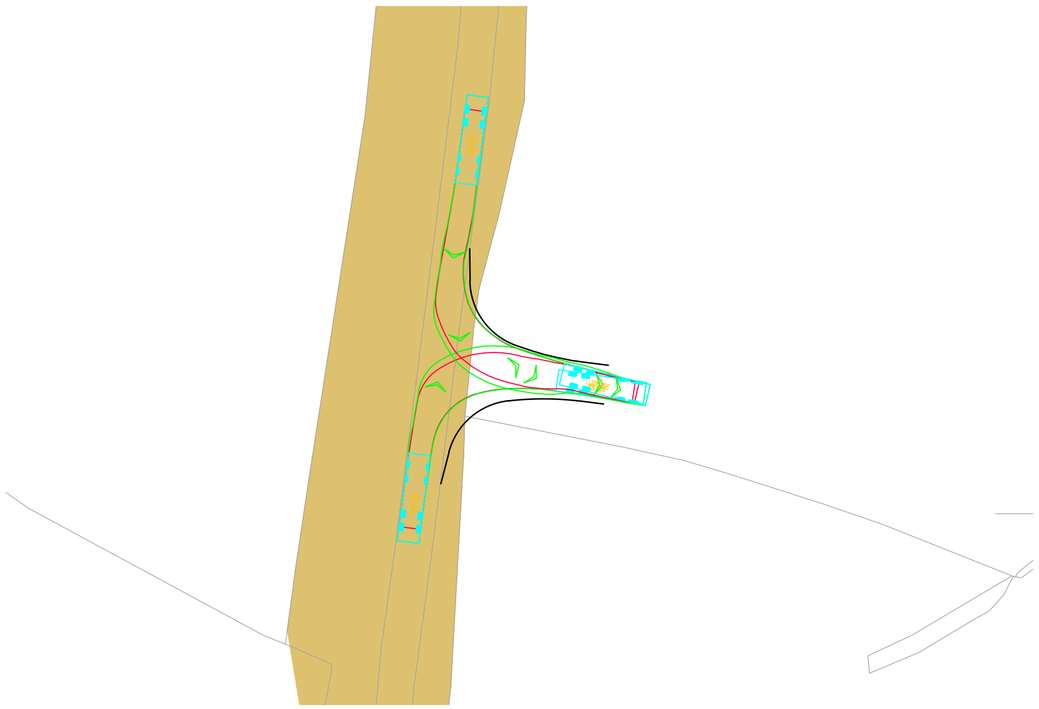
A2
ORIGINAL
PLOT SIZE



Overview and visibility splay

Scale 1:1000

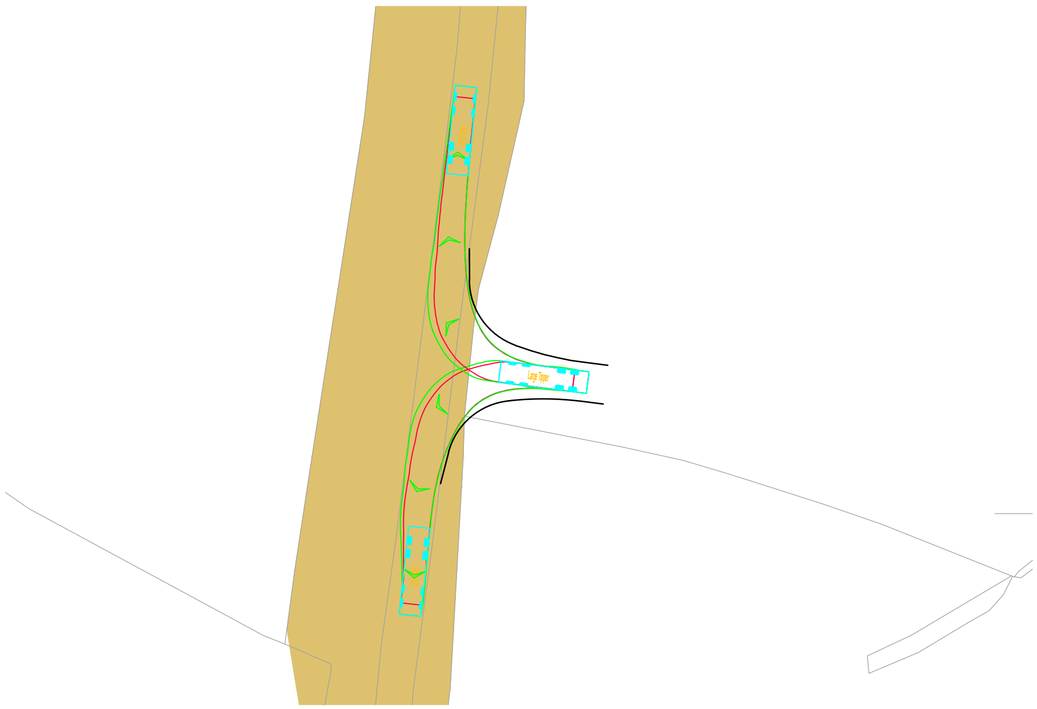
INDICATIVE



Swept Path 10m Tipper Entering

Scale 1:500

INDICATIVE



Swept Path 10m Tipper Exiting

Scale 1:500

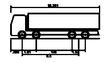
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NOTES:

1: The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.



Large Tipper	10.301m
Overall Length	2.550m
Overall Body Height	2.600m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.500m

KEY:

= 100m cable corridor.

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary.	KVT	SM	JD
B	09.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	02.04.25	Updated visibility splay	RCG	SM	JD

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PROJECT:
LIME DOWN SOLAR PARK

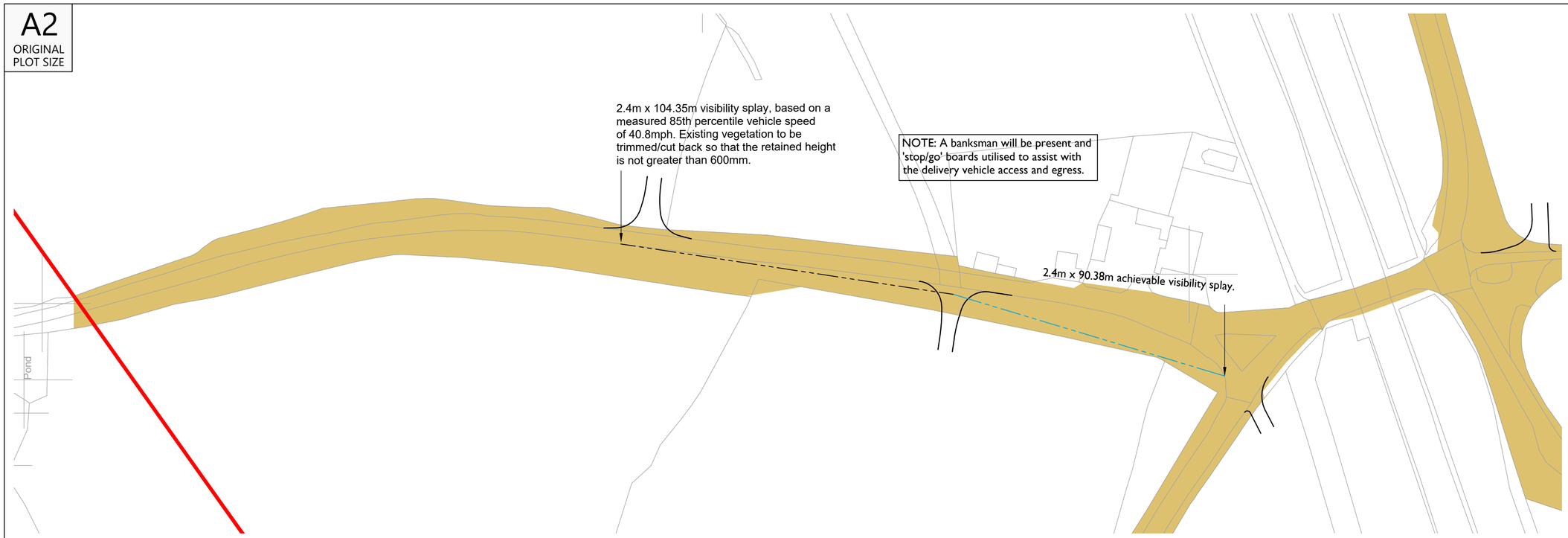
TITLE:
Proposed Cable Route Access Location 118

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL118	C

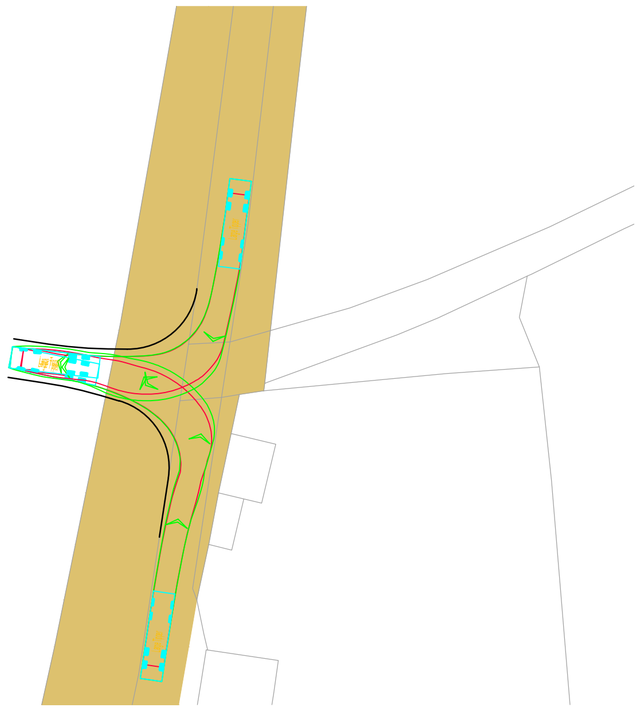
A2
ORIGINAL
PLOT SIZE



INDICATIVE

Overview and visibility splay

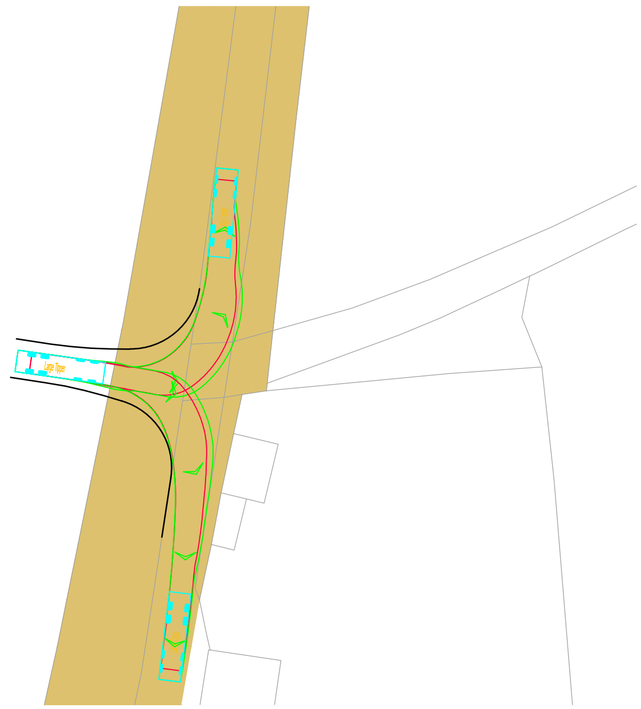
Scale 1:1000



INDICATIVE

Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

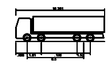
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NOTES:

1: The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.



Large Tipper	
Overall Length	10.201m
Overall Width	2.490m
Overall Body Height	3.501m
Min Body Ground Clearance	0.331m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY:

= 100m cable corridor.

= 2.4m x achievable visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary.	KVT	SM	JD
B	09.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	02.04.25	Updated visibility splay	RCG	SM	JD

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CLIENT:
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PROJECT:
LIME DOWN SOLAR PARK

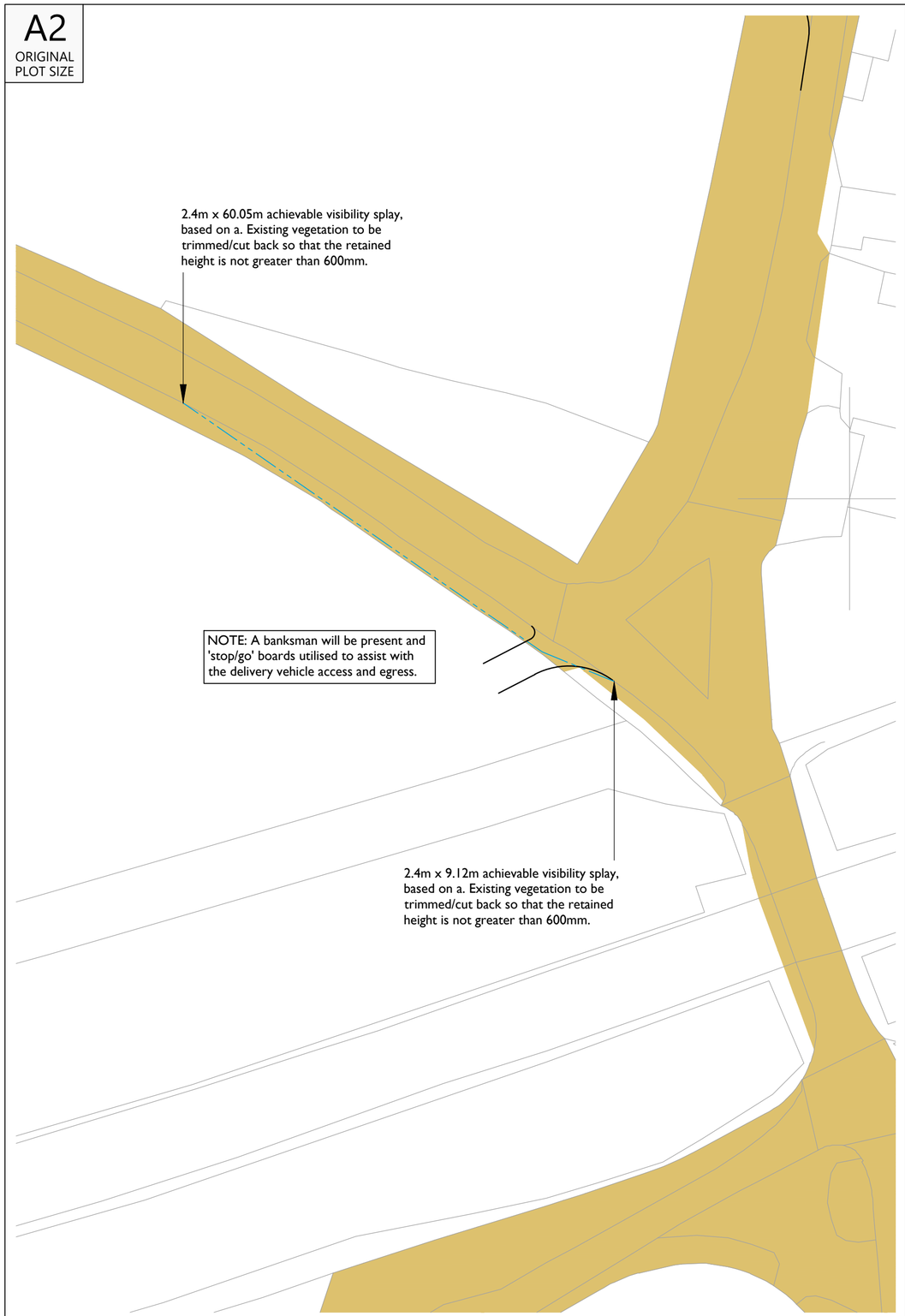
TITLE:
Proposed Cable Route Access Location 119

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL119	C

A2
ORIGINAL
PLOT SIZE



Overview and visibility splay

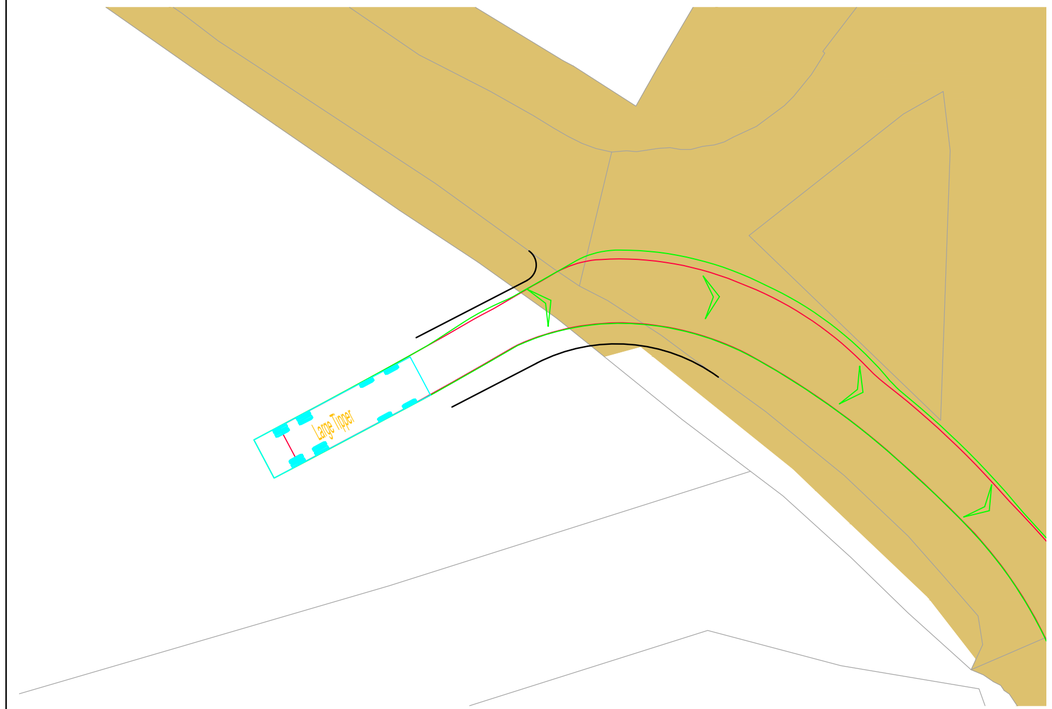
Scale 1:500

INDICATIVE



Swept Path 10m Tipper Entering

Scale 1:250



Swept Path 10m Tipper Exiting

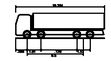
Scale 1:250

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NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.



Large Tipper	
Overall Length	10.201m
Overall Width	2.496m
Overall Body Height	2.590m
Min Body Ground Clearance	0.341m
Track Width	2.477m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.200m

KEY:

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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PROJECT:
LIME DOWN SOLAR PARK

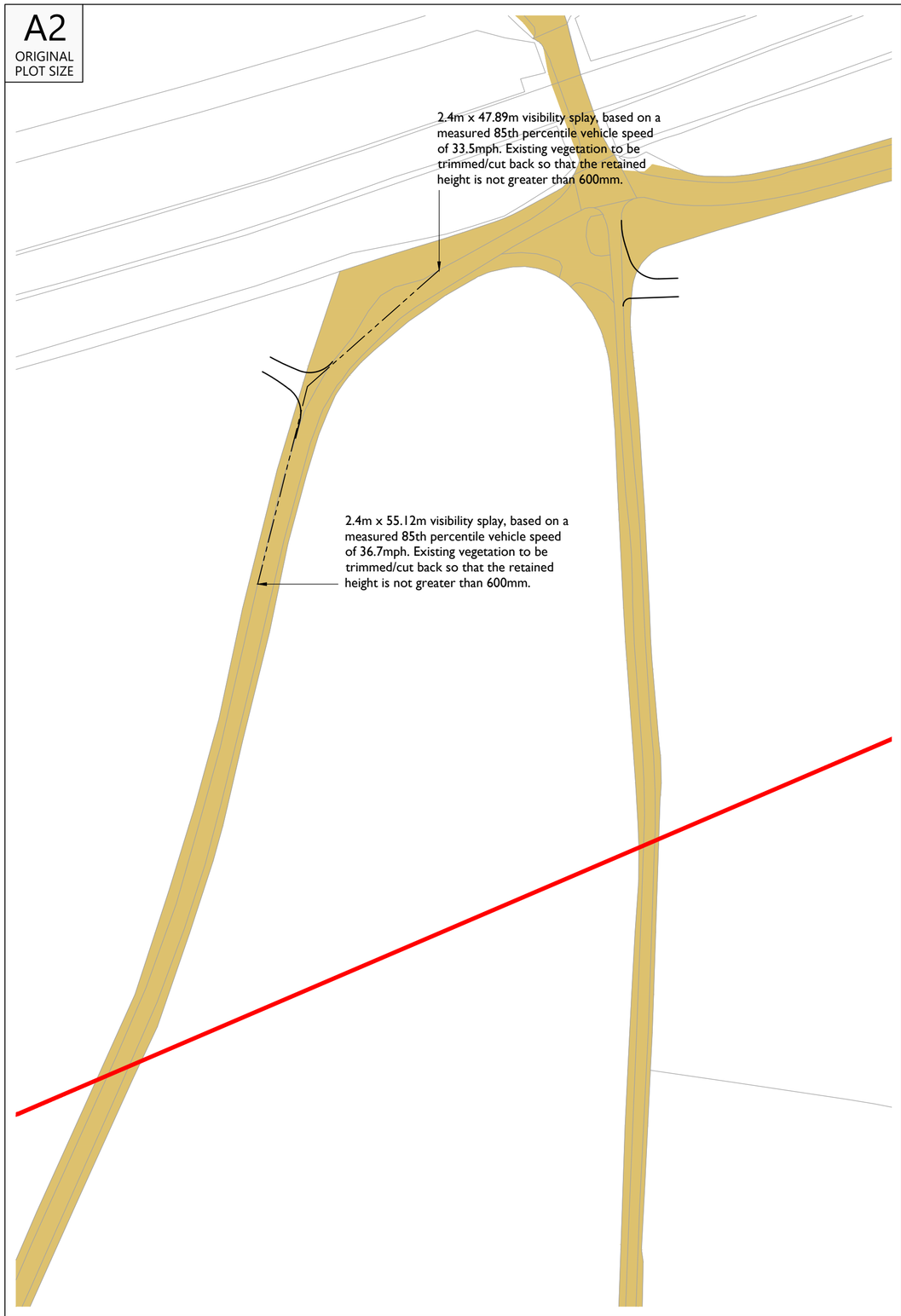
TITLE:
Proposed Cable Route Access Location 119a

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	18.07.25	KVT	SM	JD

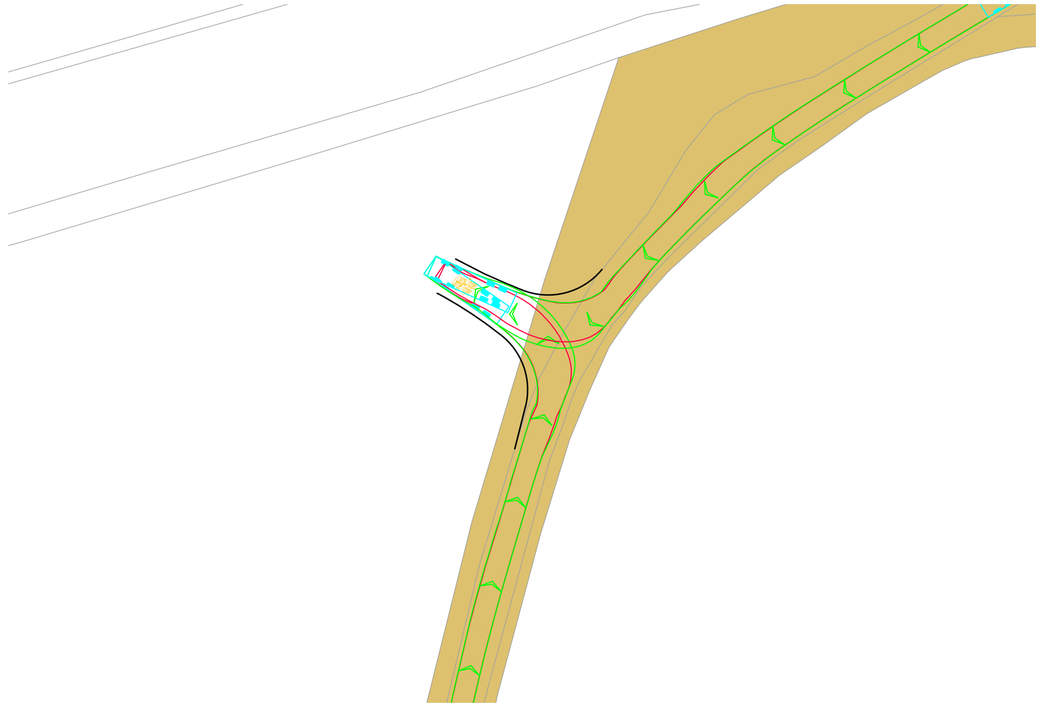
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL119a	-

A2
ORIGINAL
PLOT SIZE



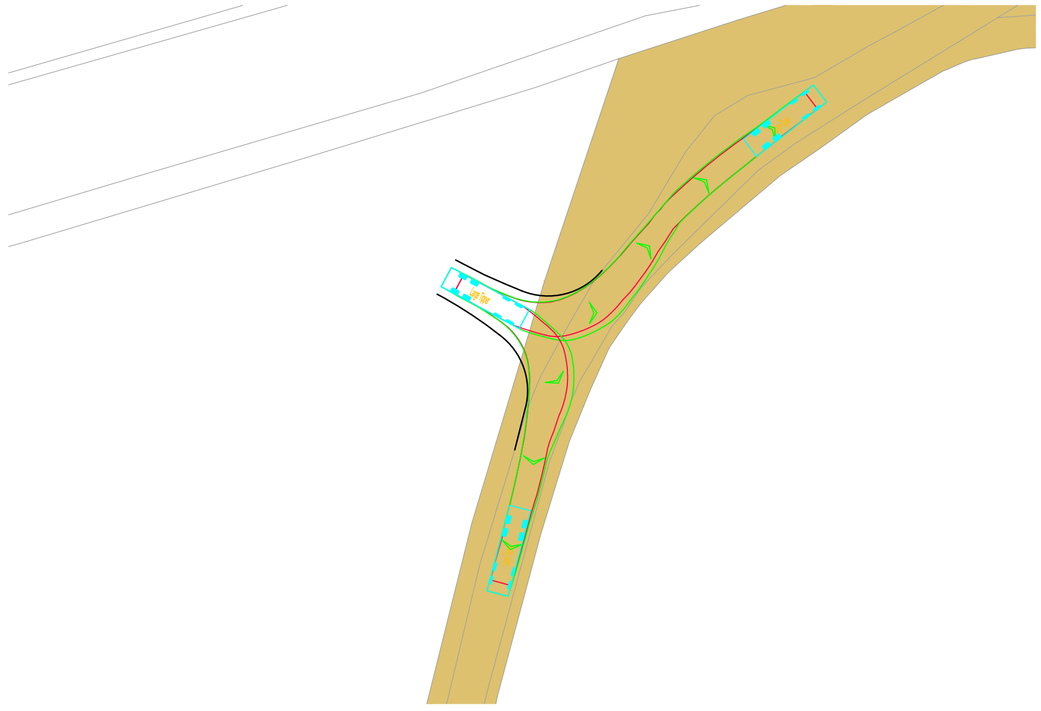
Overview and visibility splay

Scale 1:1000



Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

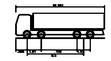
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NOTES:

1: The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.



KEY:

= 100m cable corridor.

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary.	KVT	SM	JD
B	18.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	03.04.25	Updated visibility splays	RCG	SM	JD

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CLIENT:
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PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Cable Route Access Location 120

STATUS:
FOR INFORMATION

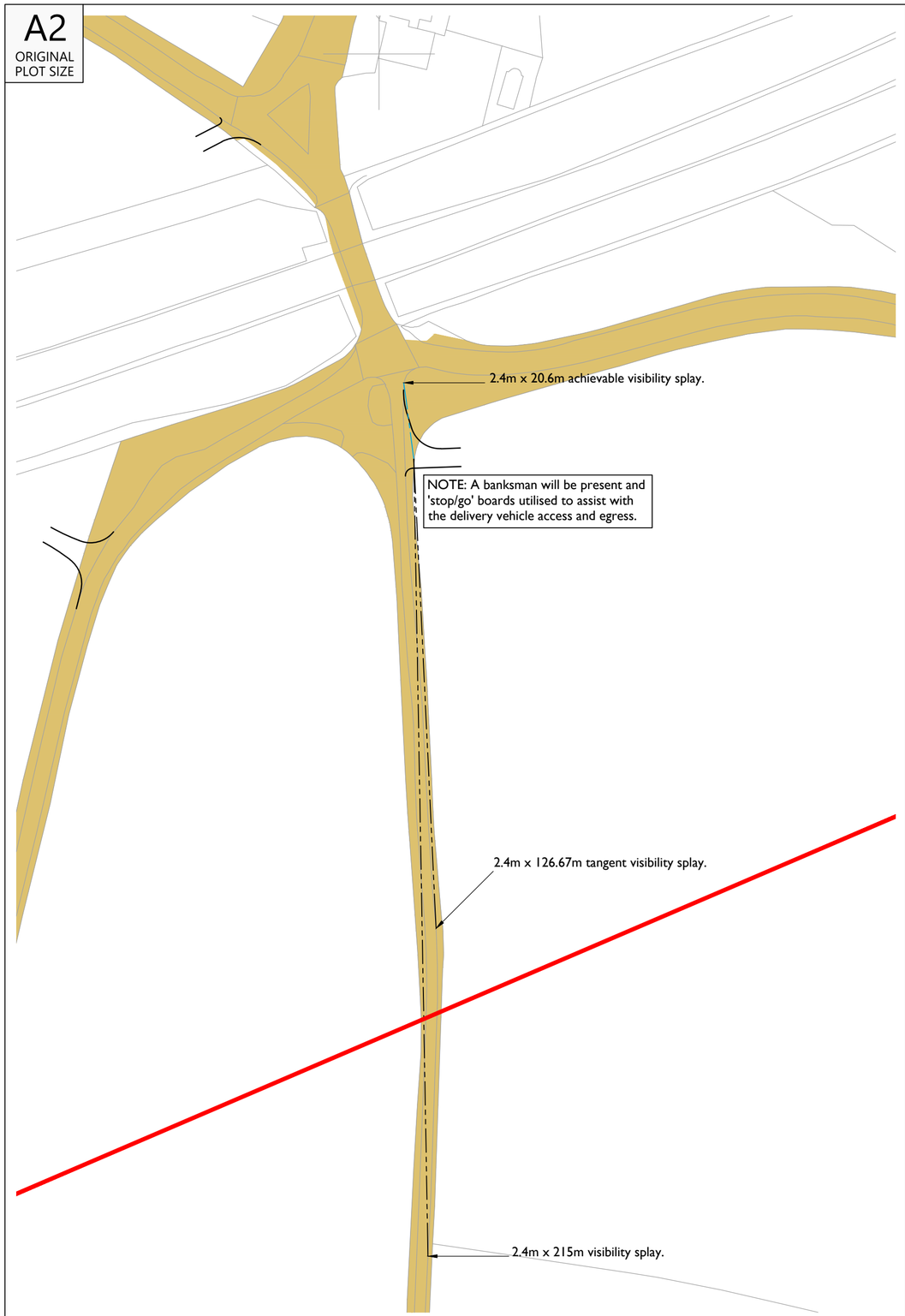
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL120	C

W E S

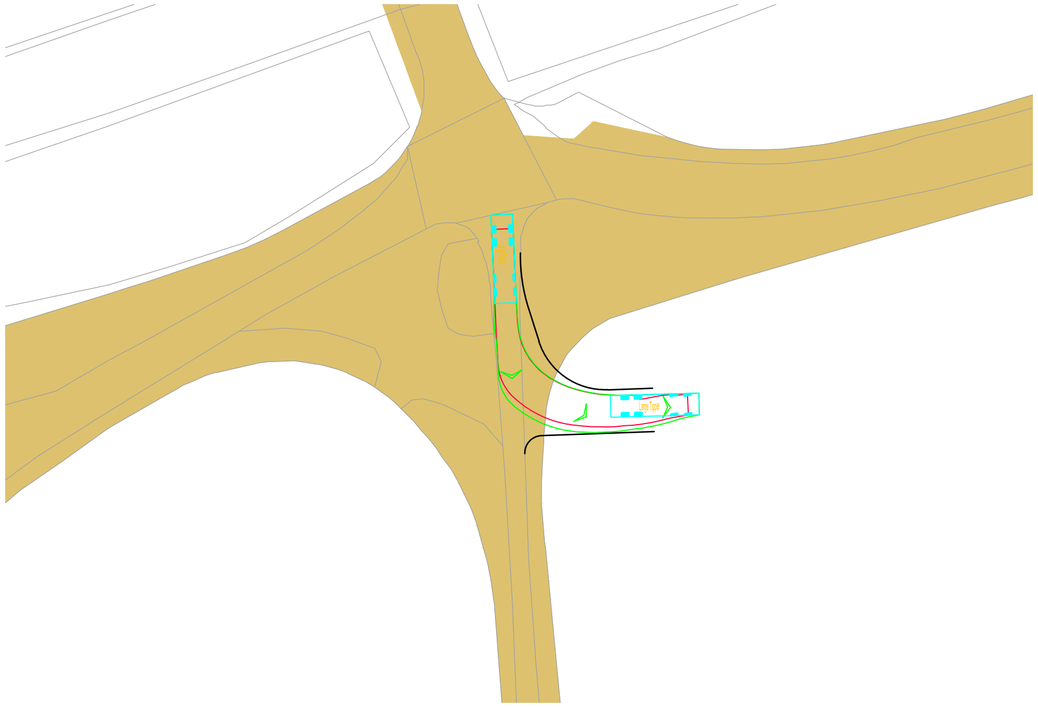
INDICATIVE

A2
ORIGINAL
PLOT SIZE



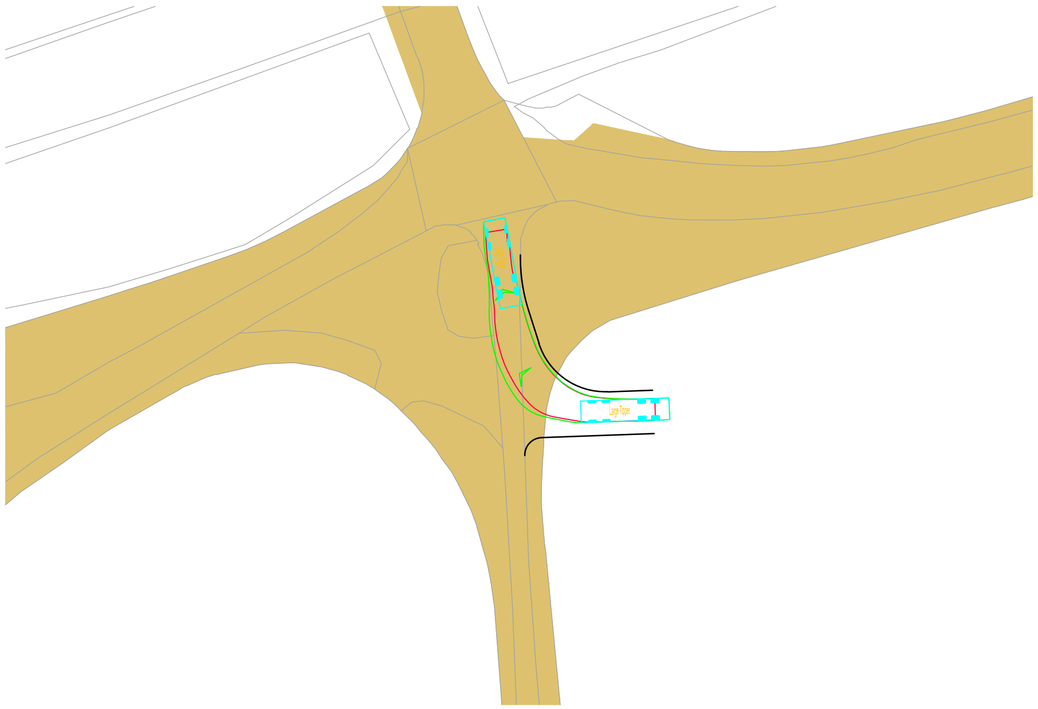
Overview and visibility splay

Scale 1:1000



Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

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NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

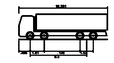
KEY:

= 100m cable corridor.

= 2.4m x visibility splay

= 2.4m x achievable visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Large Tipper	
Overall Length	10.20m
Overall Width	2.49m
Overall Body Height	3.54m
Ground Clearance	0.44m
Track Width	2.27m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.00m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary.	KVT	SM	JD
B	18.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	03.04.25	Updated visibility splay	RCG	SM	JD

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PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Cable Route Access Location 121

STATUS:
FOR INFORMATION

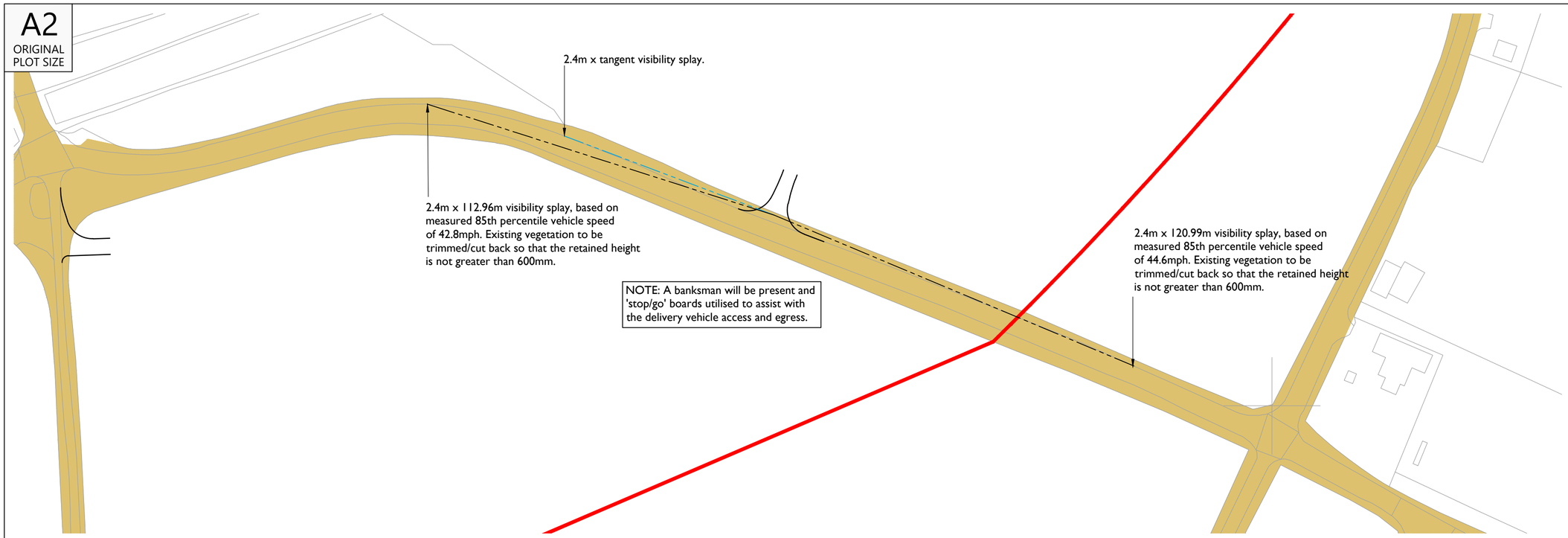
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL121	C

INDICATIVE

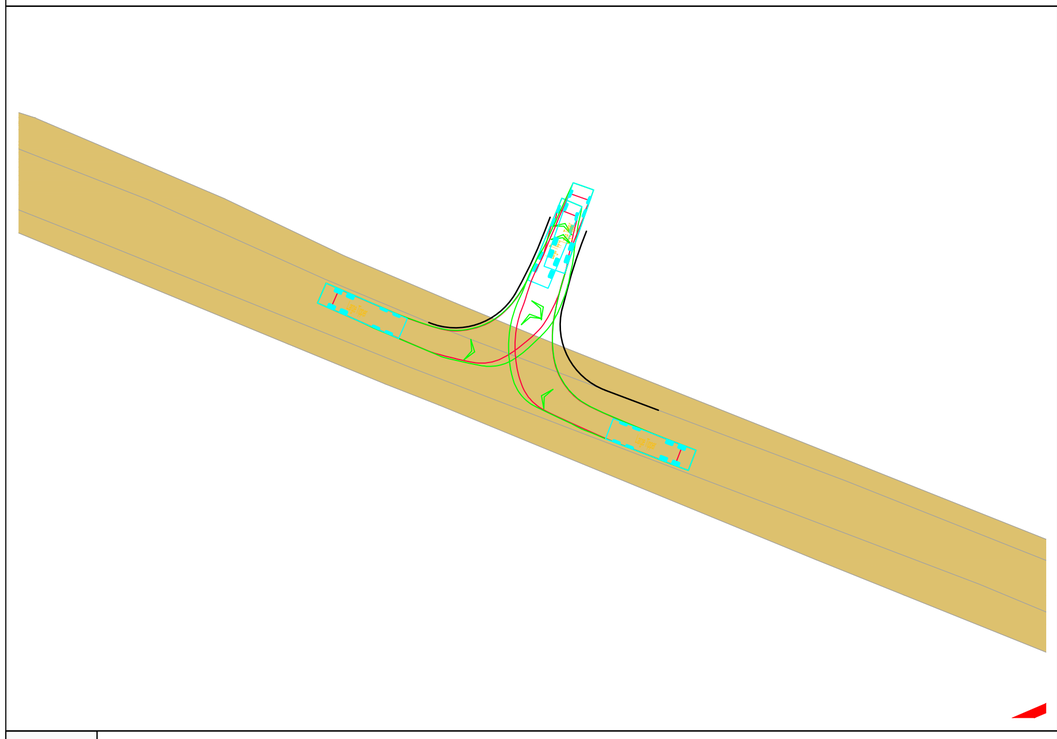
RESERVED COPYRIGHT

A2
ORIGINAL
PLOT SIZE



Overview and visibility splay

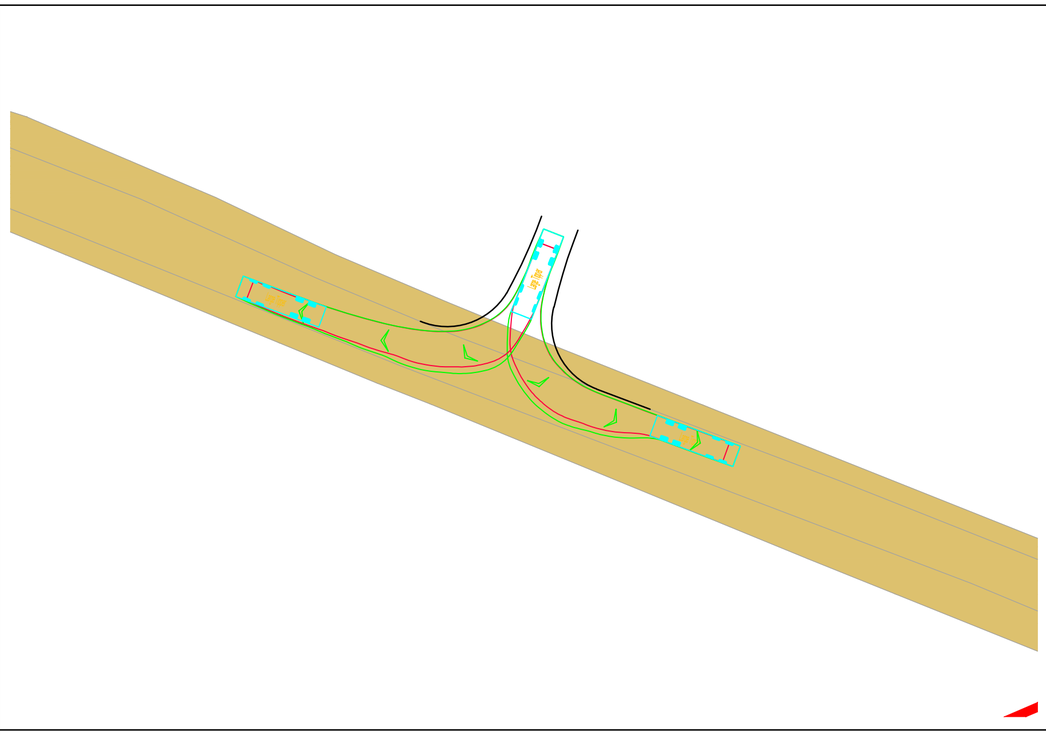
Scale 1:1000



Swept Path 10m Tipper Entering

Scale 1:500

INDICATIVE



Swept Path 10m Tipper Exiting

Scale 1:500

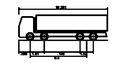
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NOTES:

1. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.



KEY:

= 100m cable corridor

= 2.4m x visibility splay

= 2.4m x tangent visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Rev	Date	Details	Drawn by	Checked by	Approved by
B	08.07.25	Updated key and red line boundary. added banksman note to drawing.	KVT	SM	JD
A	18.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD

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PROJECT:
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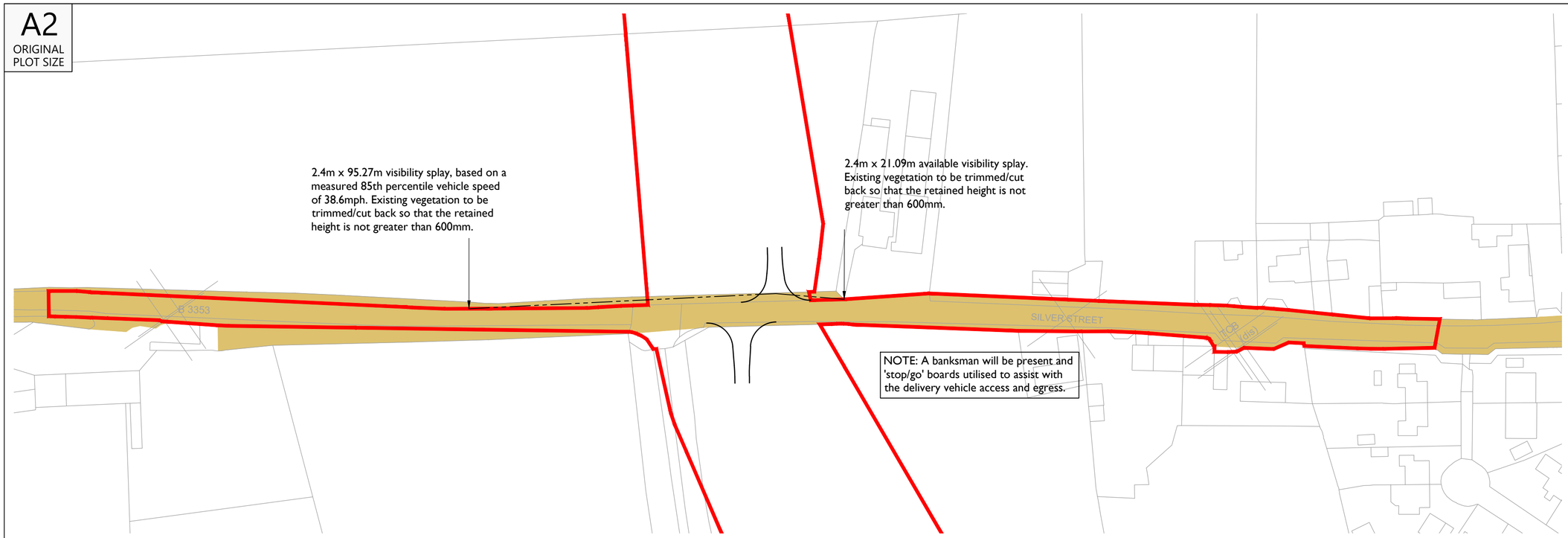
TITLE:
Proposed Cable Route
Access Location 122

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL122	B

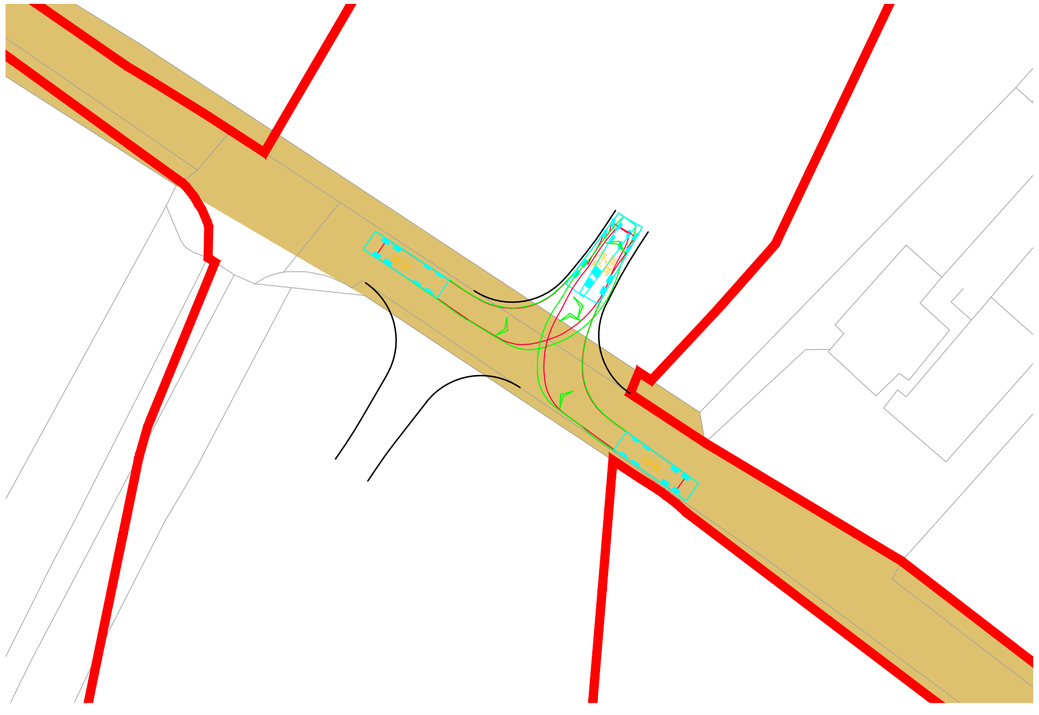
A2
ORIGINAL
PLOT SIZE



INDICATIVE

Overview and visibility splay

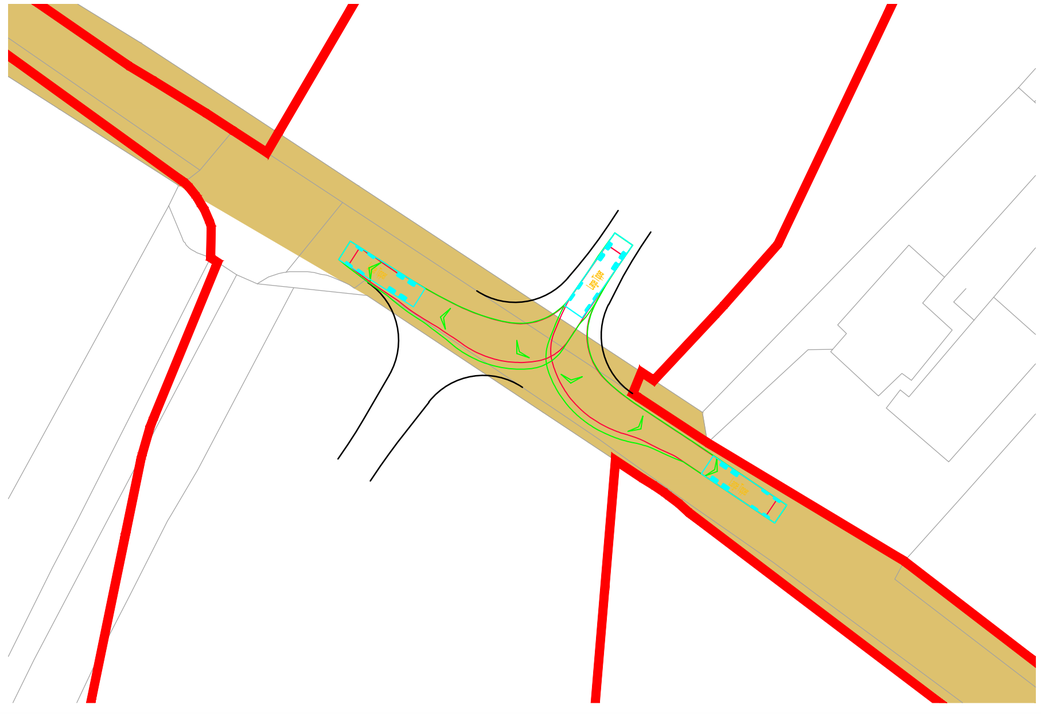
Scale 1:1000



INDICATIVE

Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

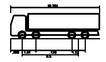
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NOTES:

1. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.



Large Tipper	
Overall Length	10.201m
Overall Width	2.499m
Overall Body Height	3.501m
Min Body Ground Clearance	0.261m
Track Width	2.271m
Lock to lock time	6.0s
Kerb to Kerb Turning Radius	11.550m

KEY:

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary.	KVT	SM	JD
B	18.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	03.04.25	Updated visibility splay.	RCG	SM	JD

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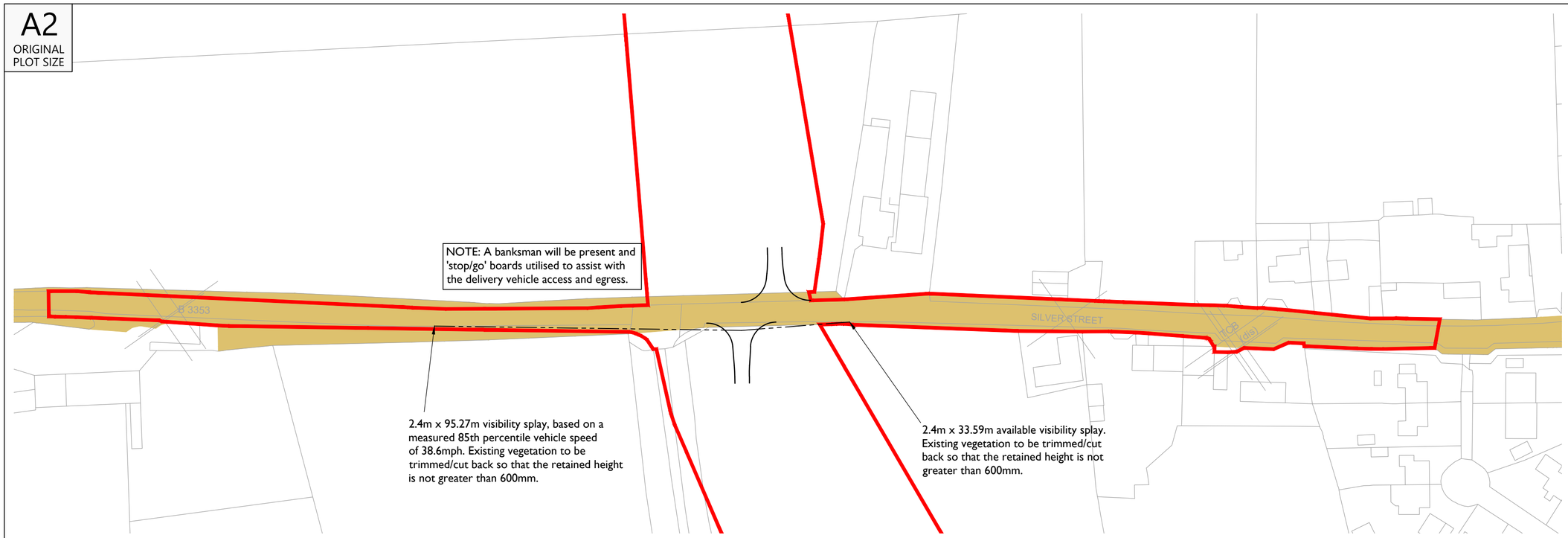
TITLE:
Proposed Cable Route
Access Location 123

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL123	C

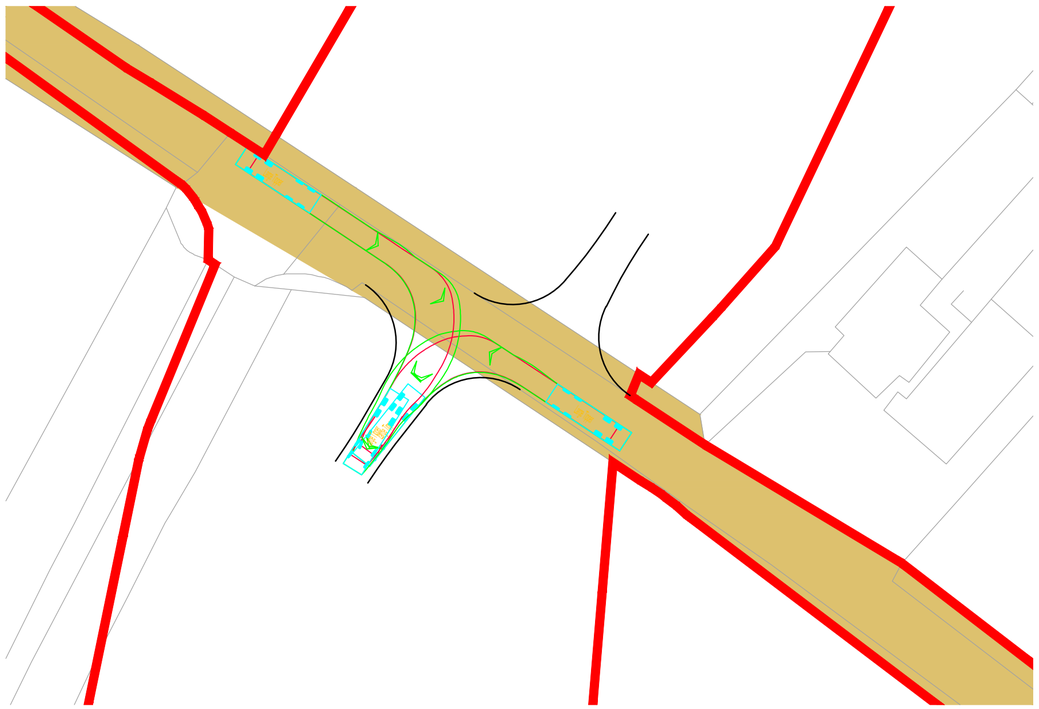
A2
ORIGINAL
PLOT SIZE



INDICATIVE

Overview and visibility splay

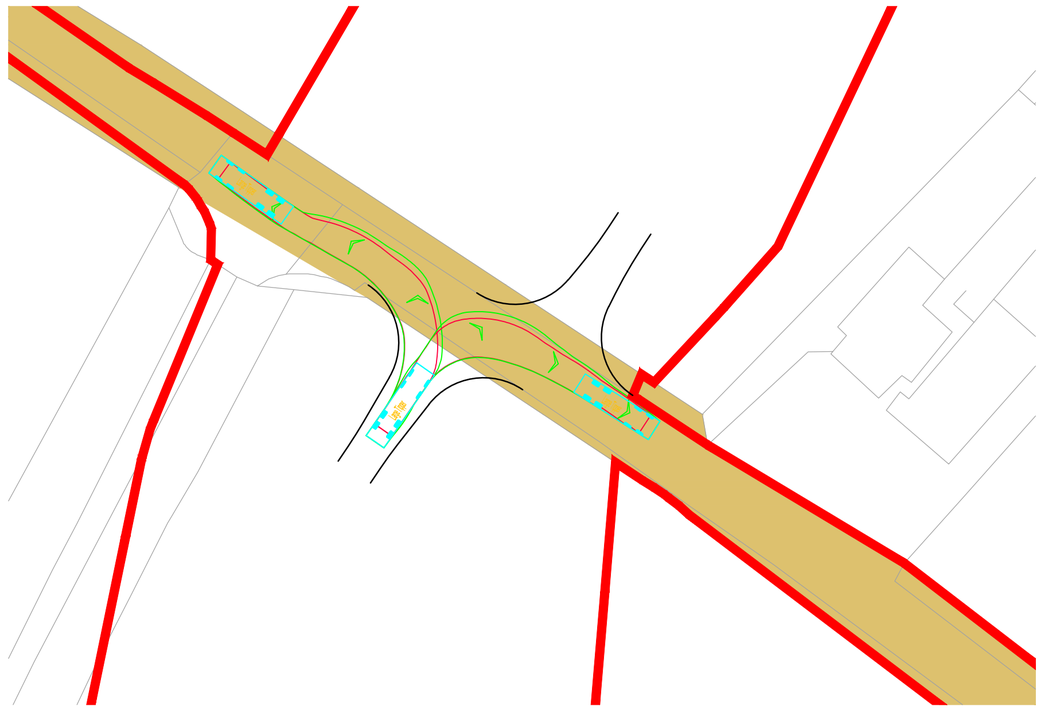
Scale 1:1000



INDICATIVE

Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

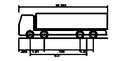
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NOTES:

1. The 85th percentile speed used to determine the length of visibility splays have been taken from ATC speed survey undertaken by ADVANCED TRANSPORT RESEARCH from Tuesday 11th March to Monday 17th March 2025.

2. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.



Large Tipper	
Overall Length	10.301m
Overall Width	2.550m
Overall Body Height	2.990m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.350m

KEY:

= 100m cable corridor

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary. Adjusted access location, tracking, and visibility splay to match.	KVT	SM	JD
B	18.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	03.04.25	Updated visibility splay	RCG	SM	JD

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CLIENT:
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PROJECT:
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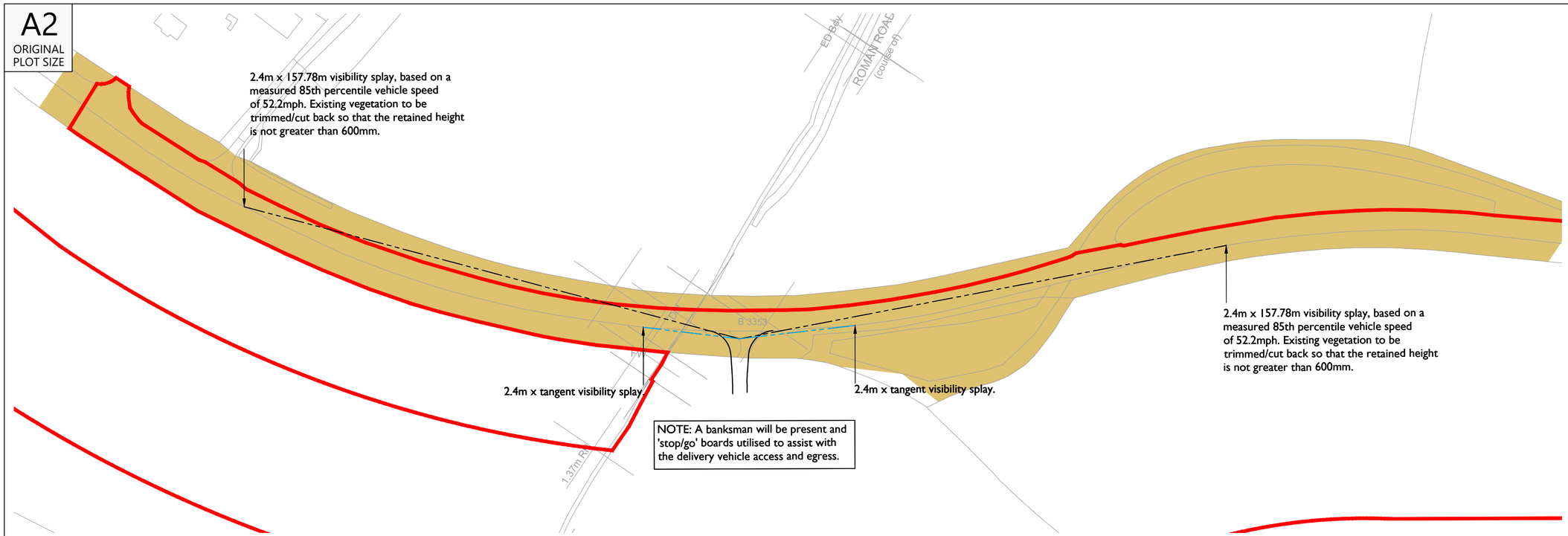
TITLE:
Proposed Cable Route
Access Location 124

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL124	C

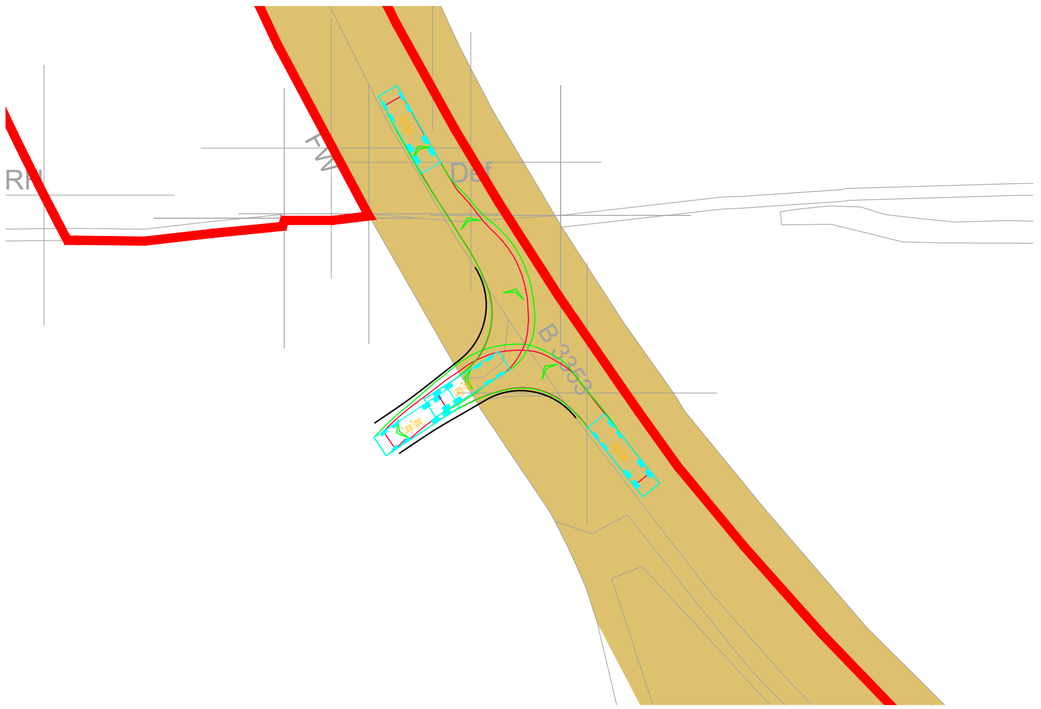
A2
ORIGINAL PLOT SIZE



INDICATIVE

Overview and visibility splay

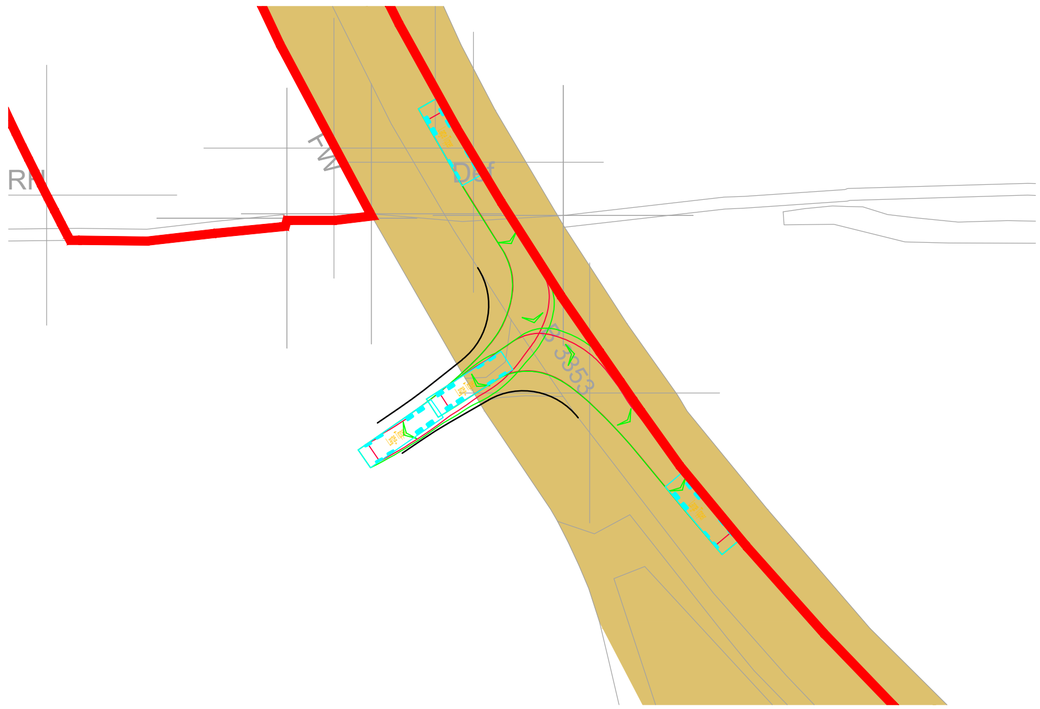
Scale 1:1000



INDICATIVE

Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

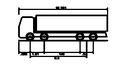
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KEY:

= 100m cable corridor

= 2.4m x visibility splay

= 2.4m x tangent visibility splay

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

Rev	Date	Details	Drawn by	Checked by	Approved by
C	08.07.25	Updated key and red line boundary.	KVT	SM	JD
B	18.06.25	Added highway bounday. Updated layout to lime down draft V6.	KVT	SM	JD
A	03.04.25	Updated visibility splay	RCG	SM	JD

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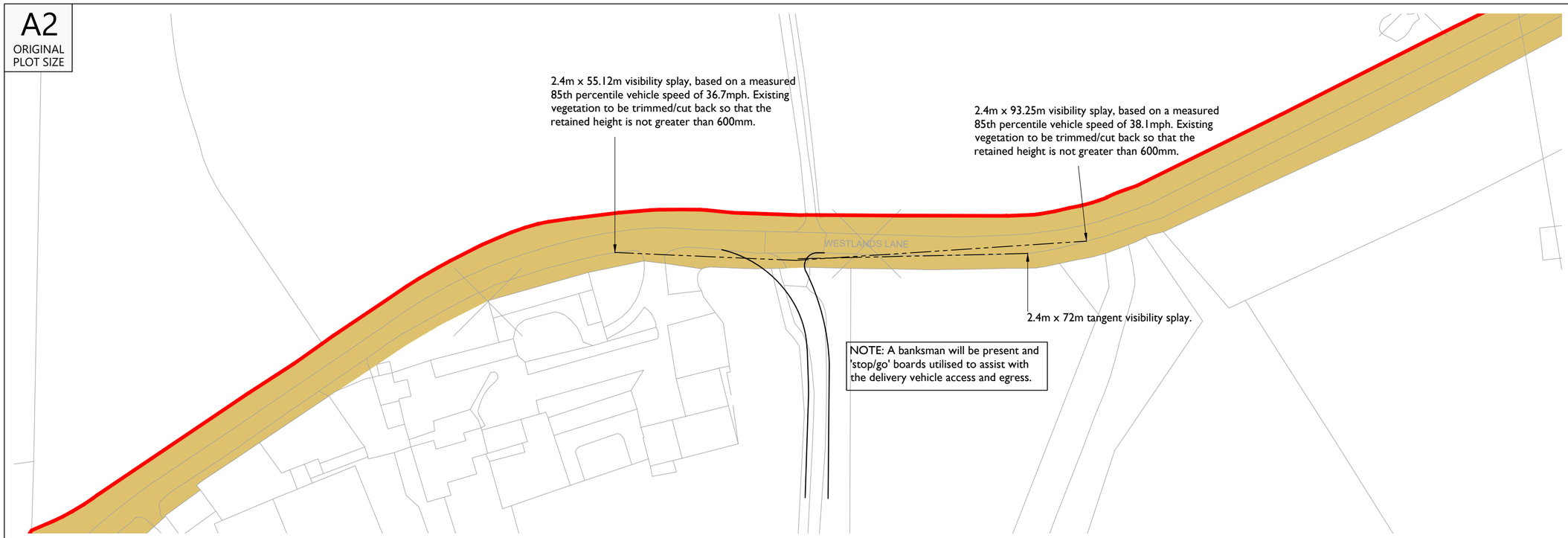
TITLE:
Proposed Cable Route Access Location 125

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL125	C

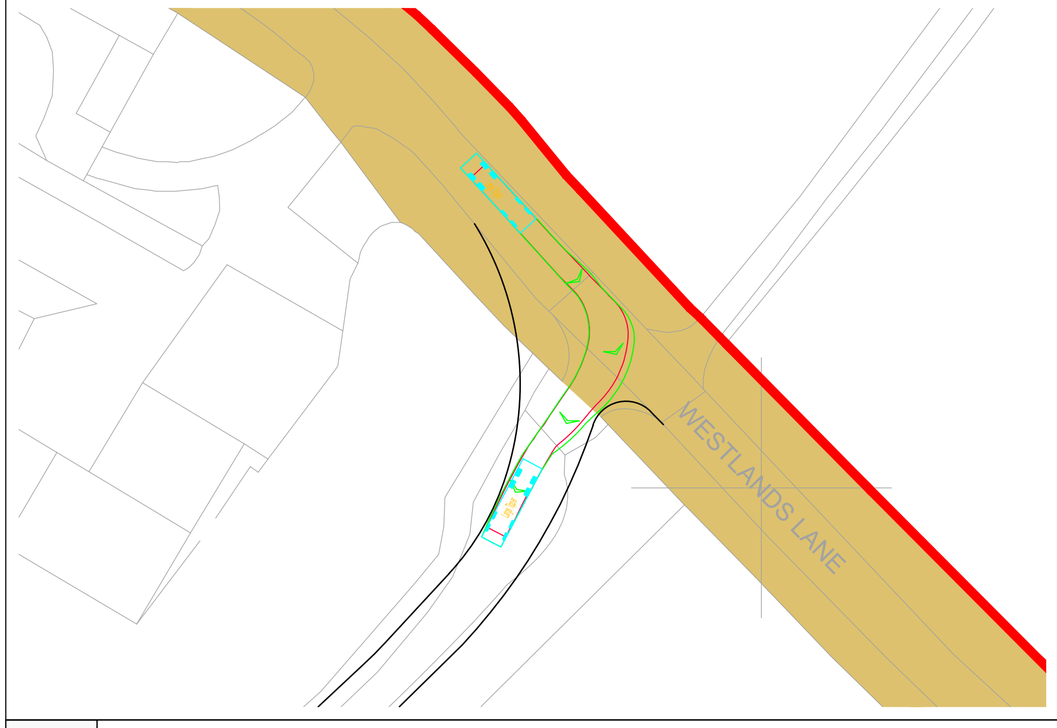
A2
ORIGINAL PLOT SIZE



Overview and visibility splay

Scale 1:1000

INDICATIVE



Swept Path 10m Tipper Entering

Scale 1:500



Swept Path 10m Tipper Exiting

Scale 1:500

INDICATIVE

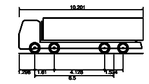
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Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY:

= 100m cable corridor

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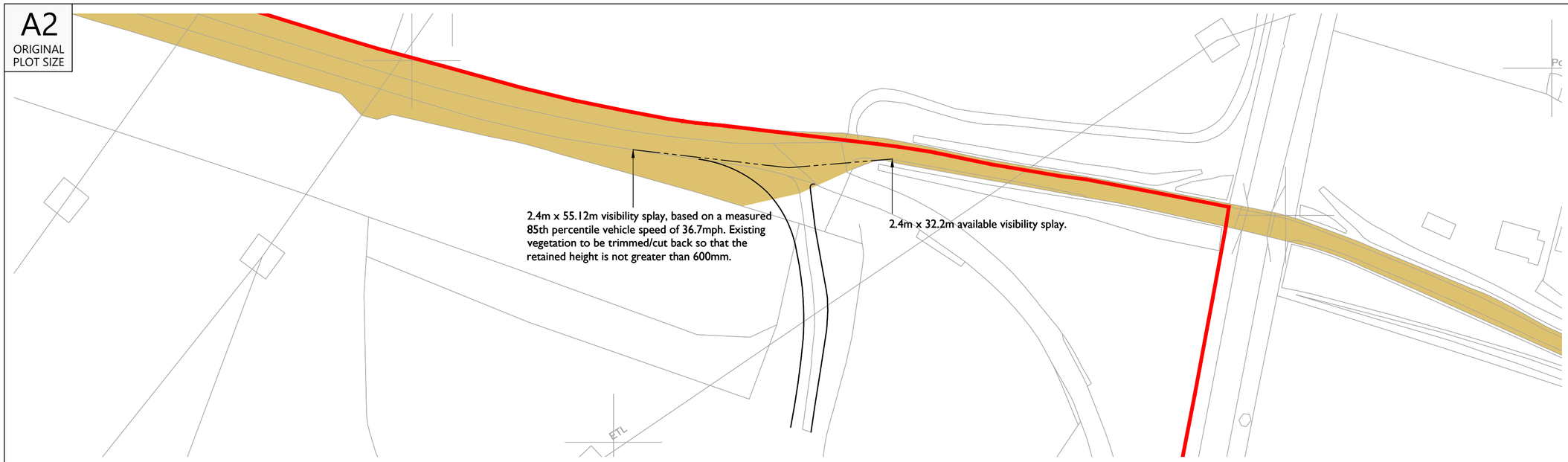
TITLE:
Proposed Cable Route
Access Location 126

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

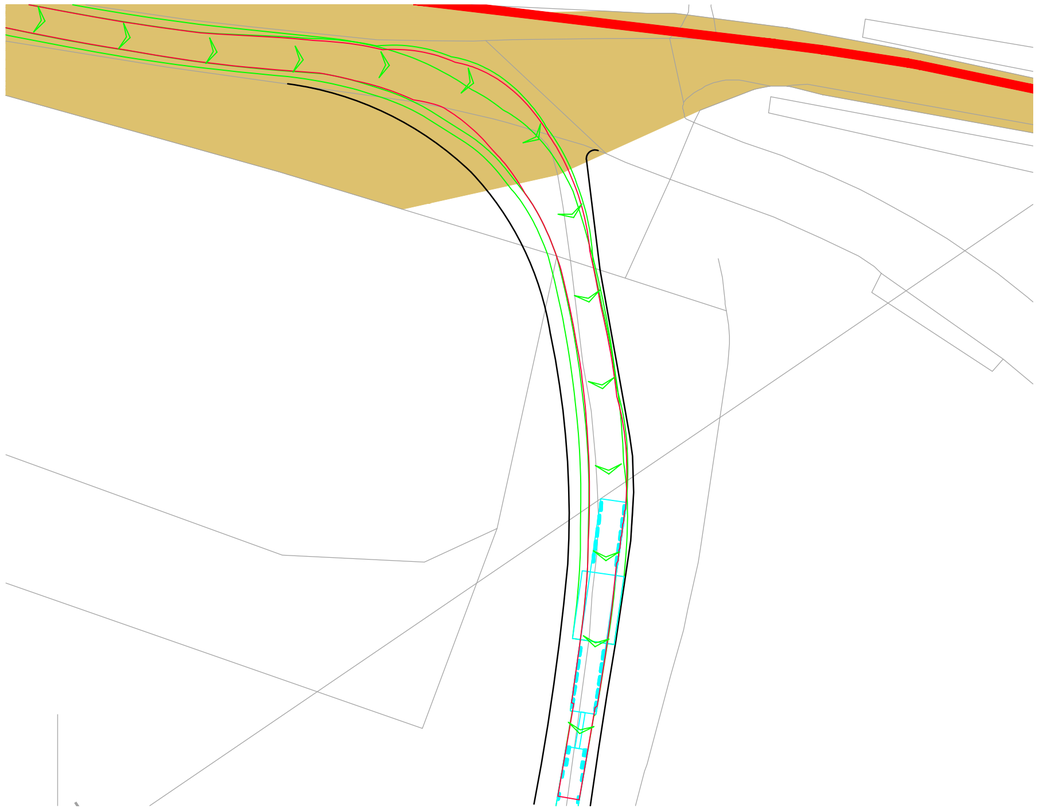
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL126	C

A2
ORIGINAL
PLOT SIZE



Overview and visibility splay

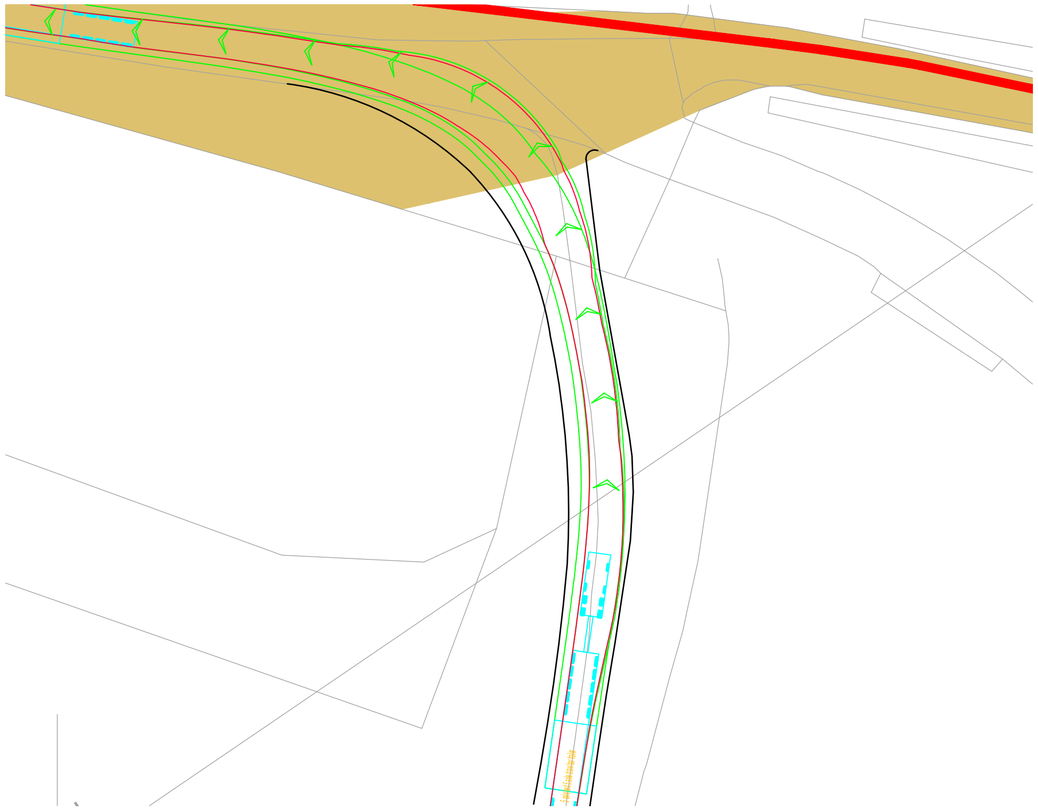
Scale 1:1000



Swept Path Heavy Load Mover Entering

Scale 1:500

INDICATIVE



Swept Path Heavy Load Mover Exiting

Scale 1:500

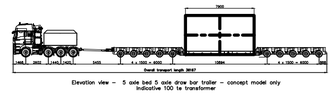
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Elevation view – 5 axle bed 5 axle drow bar trailer – concept model only
Indicative 100 te transformer

KEY:

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= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).

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CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed Cable Route
Access Location 127

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.02.25	KVT	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL127	C

Annex E Solar PV Sites Trip Generation Calculations (Construction)

Assessment of Construction Traffic Movements (Solar PV Areas only)

General assumptions red inputs

1. PV Modules

	A	B	C	D (West)	D (East)	E	Total	Notes		
Total Areas of Lime Down A-C (ha)	94	79	241	172	40	131	756			2.0 aggregate dens ity (t/m3)
Works No. 1 Area (ha) - Area Containing Panels	39.2	33.6	108.0	101.8	23.9	79.0	385.3			2.4 concrete density (t/m3)
Percentage Area (Works No. 1)	10.2%	8.7%	28.0%	26.4%	6.2%	20.5%	100.0%	842500	panels	20.0 tonnes of aggregate per HGV
Number of panels	85,665	73,399	236,070	222,528	52,198	172,641	842500	2,186	panels/ha	20.0 tonnes of concrete per HGV
Number of HGV deliveries	**119**	**102**	**328**	**309**	**72**	**240**	**1,170**	720	panels/HGV	11.1 tonnes of compacted waste per HGV
										20.0 tonnes of concrete footings per HGV
										1.5 topsoil density (t/m3)
										20.0 tonnes of topsoil per HGV

2. Mounting Structures

	A	B	C	D (West)	D (East)	E	Total			
Area of Non-intrusive Zone (ha)	3.94	0.86	6.85	2.79	0.66	1.02	16.03			
Number of concrete footings	163	591	815	930	166	162	2,776	53%	Percentage Split Front/Rear	
Front Footings (50%)	82	296	408	415	97	81	1,380	500	Weight of concretate per front footing (kg)	**Line Down (West)** 81%
Rear Footings (50%)	82	296	408	415	97	81	1,380	1000	Weight of concrete per rear footing (kg)	**Line Down (East)** 19%
Total weight of Concrete (tonnes)	137	443	611	622	146	122	2082			
HGV deliveries (concrete footings)	**7**	**22**	**31**	**31**	**7**	**6**	**104**			
								599	Total HGV de liveries for mounting structures - Based on confirmation from manufacturer/supplier.	
									Mounting structures for 0.9-1.1MWP of panels can be transported per standard articulated flat bed. 0.9MWP has been taken to represent worst case.	
HGV Delivery of Mounting Structures (for 842500 modules)	**61**	**52**	**168**	**158**	**37**	**123**	**599**	51.2%	of panel deliveries	

3. Waste (Wood, Plastic, Cardboard)

	A	B	C	D (West)	D (East)	E	Total			
Total Waste - Wood, Plectic, Cardboard (m3)	3362	2680	9264	8733	2048	6775	33063			
% of total	10%	9%	28%	26%	6%	20%	100%			
Wood (m3)	1346	1153	3706	3496	820	2712	13235			
Compated Wood (m3)	673	577	1854	1748	410	1356	6618	2	Wood Compaction Factor	
Wood (Tonnes)	336	288	927	874	205	678	3309	0.5	Wood Compated Density t/m3	
Plastic (m3)	795	681	2190	2064	484	1602	7816			
Compated Plastic (m3)	199	170	548	516	121	400	1954	4	Plastic Compaction Factor	
Plastic (Tonnes)	99	85	274	258	61	200	977	0.5	Plastic Compated Density t/m3	
Cardboard (m3)	1221	1046	3366	3173	744	2461	12012			
Compated Cardboard (m3)	204	174	561	529	124	410	2002	6	Plastic Compaction Factor	
Cardboard (Tonnes)	102	87	280	264	62	205	1001	0.5	Plastic Compated Density t/m3	
Total Compacted Waste (m3)	1075	921	2963	2793	655	2167	10574			
Total Compacted Waste (Tonnes)	538	461	1481	1396	328	1083	5287			
HGV	**54**	**46**	**148**	**140**	**33**	**108**	**529**	20	Volume (m3) per HGV	

4. Access Tracks

	width (m)	depth (m)	compaction	vol/km (m3)		mass/km (t)	tipper/km		
solar PV access track	3.5	0.3	1.2	1,323		2,646	132	5%	Widening allowance
400kV substation/BESS access track	6.0	0.85	1.2	4,914		9,828	491	5%	Widening allowance
132kV substation access track	4.5	0.41	1.2	2,325		4,649	232	5%	Widening allowance
	A	B	C	D (West)	D (East)	E	Total		
solar PV access track 4km t	2.8	2.4	7.9	7.4	1.7	5.8	28.1	28.1	km of general access track
removal of PV access track	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0%	% of access track removed
tipper truck de-iveries/removals	**270**	**224**	**1042**	**992**	**239**	**762**	**2,758**		
	A	B	C	D (West)	D (East)	E	Total		
BESS/400kV access track (km)	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.9	km of BESS/400kV access track
132kV access track (km)	0.3	0.0	0.6	0.0	0.8	1.4	3.0	3.0	km of 132kV access track
removal of BESS/E track (km)	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0%	% of access track removed
tipper truck de-iveries/removals	**56**	**0**	**142**	**442**	**186**	**314**	**1,142**		

5. Compounds

	width (m)	length (m)	Depth	Compaction	Volume (m3)	HGVs			
surfacing per compound	60	50	0.3	1.2	1080	108			
removal of surfacing per compound	0	0	0	0	0	0		0%	% of compound removed
	A	B	C	D (West)	D (East)	E	Total		
Number of compounds	1	1	2	3	1	2	10		
HGVs for compound surfacing	108	108	216	324	108	216	1080		
Weeks in Operation	39	39	74	87	17	61			
Total HGV servicing trips for compounds (including plant and machinery)	78	78	266	522	34	244	1252	2	HGV servicing trips per week per compound (Some HGVs will service/be linked to more than one compound)
HGV deliveries	**186**	**186**	**512**	**846**	**142**	**460**	**2,332**		

6. Removal of Spoil

	A	B	C	D (West)	D (East)	E	Total		
volume from access tracks (m³)	3,153	2,699	8,681	8,183	1,919	6,348	30,983	1,103	General Access Track - Volume of soil per km (m3)
volume from BESS/400kV access track (m³)	0	0	0	3,888	0	0	3,888	4395	BESS 400kV Access Track - Volume of soil per km (m3)
volume of 132kV access track (m3)	461	0	1,125	0	1,476	2,491	5,553	1845	132kV Access Track - Volume of soi per km (m3)
volume from compounds (m³)	900	900	1800	2700	900	1800	9,000	900	Volume of spoil per compound (m3)
volume from conversion units (m³)	866	614	2035	1462	343	1114	6,374		
volume from substations (m³)	864	0	864		864	864	3,455		
volume from 400kV SS (m³)	-	-	-	20,600	-	-	20,600		
volume from BESS (mound and concrete) (m³)				16,305			16,305		
Total volume (m³)	6,181	4,213	14,505	53,250	5,502	12,816	96,274		
Total Weight (Tonnes)	9,272	6,320	21,758	79,875	8,253	19,225	144,411		
% off site	10%	10%	10%	10%	10%	10%	10%		
HGVs	**46**	**32**	**109**	**399**	**41**	**96**	**722**		

7. 33kV Conversion Units (skids/power stations)

	width (m)	length (m)	area (m2)	depth (m)	Volume (m3)	Tonnes			
concrete foundations per conversion units	6.0	16.0	96	0.2	19.2	48.06			
aggregate foundations per conversion unit	6.0	16.0	96	0.2	19.2	38.4			
	A	B	C	D (West)	D (East)	E	Total		
number of 33kV conversion units	21	16	53	38	9	29	166		
total weight of concrete (tonnes)	968	737	2442	1754	411	1336	7649		
HGVs for concrete foundations	48	37	122	88	21	67	382		
total weight of aggregate (tonnes)	866	614	2035	1462	343	1114	6374		
HGVs for aggregate foundations	43	31	102	73	17	56	319		
Total HGVs for foundations	89	68	224	161	38	122	701		
transport of conversion units (HGVs)	21	16	53	38	9	29	166	1	HGV per conversion unit
Total HGVs	**110**	**84**	**277**	**199**	**47**	**151**	**867**		

Inverter/Transformer powerbock(L*W*H, 6.058*2.438*2.896)- 20 Tonne, 20' HC (4.4MVA) - 1 unit per HGV

8. 132 kV Substations

	width (m)	length (m)	area (m²)	depth (m)	Volume (m3)	Tonnes	HGVs		
surface area per substation			3,455						
area of concrete			1,728	0.6	864	2073	**104**	50%	Concrete surface
area of aggregate			1,728	0.3	518	1036.5	**52**	50%	Aggregate Surface
other deliveries per substation							**100**		
	A	B	C	D (West)	D (East)	E	tot		
number of 132kV SS per Area	1	0	1	0	1	1	**4**		
HGVs	**253**	**0**	**255**	**0**	**255**	**255**	**1,022**		

9. 400 kV Substation

	width (m)	length (m)	area (m²)	depth (m)	volume (m³)	HGVs		
			36,037					
concrete			19,019	0.8	15,215	**1,826**	50%	Area of concrete foundations
aggregate			19,019	0.3	5,706	**571**	50%	Area of Aggregate
included in general an equipment/machinery sites cabling infrastructure control building fencing security etc.						**250**		
					Total for substation	**2,646**		

10. BESS

270	BESS units	**270**	1
45	Power conversion system units (PCSs)	**45**	1

HGVs per BESS — BESS units (L*W*H, 6.058*2.438*2.896)- Standard size is a 20' HC container (5MWh per container) - 1 unit per HGV - 43 tonne weight

HGVs per PCS — PCS/Transformer unit (L*W*H, 12.192*2.438*2.896, 40' HC container) 8-6.2MVA) - 1 un t per HGV 32 tonne weight.

	width (m)	length (m)	area (m²)	depth (m)	volume (m³)	Tonnes	HGVs
total compound			27,096				
BESS platform concrete	3.5	7.0	6,615	0.6	5,292	12701	**635**
PCS platform concrete	3.5	13.5	2,126	0.6	1,701	4082	**204**
aggregate (remaining compound area)			16,355	0.3	5,506	11013	**551**
fire water containment (concrete)			16,355	0.3	5,506	13215	**661**
							100
Removal equipment/machinery, p les, cabling, infrastructure, control bu ilding, fencing, secur ty, etc.					Total for BESS		**2,466**

11. Cable (for PV sites)

DC Cable	A	B	C	D (Wes t)	D (East)	E	Total
DC Cable Length (metres) for 600,000 panels	211500	167150	596950	561128	131623	432000	2130353
DC Cable Length (metres) for 842,508 panels	296961	276831	838217	787917	184833	606508	2977325
Metres of cable per drum	1000	1000	1000	1000	1000	1000	
Number of Drums	297	277	838	788	185	593	2977
Weight per drum (kg)	90	90	90	90	90	90	
Total Weight (tonnes)	27	25	75	71	17	53	
Assumed vehicle capacity (tonnes)	20	20	20	20	20	20	
HGVs	**2**	**2**	**4**	**4**	**1**	**3**	**16**

1.4 Uplift in DC Cabling as a result of increased panel numbers to 842,508

AC Cable	A	B	C	D (Wes t)	D (East)	E	Total
DC Cable Length (metres)	16920	15772	47759	44889	10530	33760	169628
Metres of cable per drum	500	500	500	500	500	500	
Number of Drums	34	32	96	90	21	68	339
Weight per drum (kg)	2100	2100	2100	2100	2100	2100	
Total Weight (tonnes)	70	68	205	193	45	145	
Assumed vehicle capacity (tonnes)	20	20	20	20	20	20	
HGVs	**4**	**4**	**11**	**10**	**2**	**8**	**39**

1 No uplift in AC cabling required as a resut of increased panel numbers to 842,508

	A	B	C	D (West)	D (East)	E	Total
	6	**6**	**15**	**14**	**3**	**11**	**55**

12. Landscaping

Land Parcel

	A	B	C	D (West)	D (East)	E	Total
Fence length (metres)	5775	5365	16350	15322	3594	11523	57929
HGVs	**1**	**1**	**1**	**1**	**1**	**1**	**5**

Land Parcel

	A	B	C	D (West)	D (East)	E	Total
Posts	2888	2682	8180	7661	1797	5762	28969
HGVs	**2**	**2**	**7**	**7**	**2**	**5**	**24**

Land Parcel

	A	B	C	D (West)	D (East)	E	Total
Groundcover Seeding (hectares)	70	65	198	185	44	140	702
Groundcover Seeding (kg)	2804	2604	7914	7440	1745	5585	28112
HGVs	**1**	**1**	**1**	**1**	**1**	**1**	**5**

Land Parcel

	A	B	C	D (West)	D (East)	E	Total
New Hedgerow Length (metres)	1619	1539	4589	4295	1027	3230	16230
Number of Bareroot Whips	9713	9234	27416	25771	6045	19381	97380
HGVs - Subtotal	**1**	**1**	**1**	**1**	**1**	**1**	**6**
Number of Rootba ls	4827	4587	13758	12898	3033	9690	48900
HGVs - Subtotal	14	13	39	37	9	27	138
Total HGVs	**15**	**14**	**40**	**38**	**9**	**28**	**142**

Land Parcel

	A	B	C	D (West)	D (East)	E	Total
New Hedgerow Length (metres)	5478	5106	15482	14534	3459	10930	54929
Number of Bareroot Whips	16434	15319	46396	43602	10208	32791	208520
HGVs - Subtotal	**1**	**1**	**2**	**2**	**1**	**1**	**7**
Number of Rootba ls	8217	7660	23193	21801	5114	16396	82380
HGVs - Subtotal	23	22	65	61	15	46	231
Total HGVs	**24**	**23**	**67**	**63**	**15**	**47**	**238**

Land Parcel

	A	B	C	D (West)	D (East)	E	Total
Area in hectares	2	2	5	5	1	3	18
Number of Bareroot Whips	4745	4470	13535	12723	2984	9068	48075
HGVs - Subtotal	**1**	**1**	**1**	**1**	**1**	**1**	**6**
Number of Rootba ls	2098	2205	6767	6362	1493	4764	24038
HGVs - Subtotal	7	7	19	18	5	14	68
Total HGVs	**8**	**8**	**20**	**9**	**6**	**15**	**74**

	A	B	C	D (West)	D (East)	E	Total
	61	**48**	**134**	**129**	**33**	**97**	**496**

Total HGV (PV Sites)

	A	B	C	BESS + SS D (West)	D (East)	E	Total
Number of Working Days	**213**	**213**	**304**	**467**	**95**	**305**	
Total HGV Deliveries	**1,332**	**963**	**3,162**	**8,761**	**1,088**	**2,832**	**17,997**
Average Daily HGV Deliveries	6	4	5	19	12	9	**37**
Total HGV Movements	**2,663**	**1,926**	**6,324**	**17,522**	**2,176**	**5,244**	**35,734**
Average Daily HGV Movements	13	9	15	38	23	18	**114**
Peak Daily HGV Deliveries (50% Uplift)	9	6	12	29	17	12	**85**
Peak Daily HGV Movements (50% Uplift)	**19**	**13**	**24**	**86**	**26**	**24**	**171**

HGV Split

	Solar PV Site						
Vehicle Size (Max)	**A**	**B**	**C**	**D (West)**	**D (East)**	**E**	**Total**
16.5m Articulated	307	176	664	868	222	533	**2,740**
10m Rigid	1,025	727	2,498	7,892	866	2,119	**15,127**
Total	**1,332**	**903**	**3,162**	**8,761**	**1,088**	**2,832**	**17,997**

	Solar PV Site						
Vehicle Size (Max)	**A**	**B**	**C**	**D (West)**	**D (East)**	**E**	**Total**
16.5m Articulated	23%	20%	21%	10%	20%	19%	**9%**
10m Rigid	77%	80%	79%	90%	80%	81%	**85%**
Total	44%	196%	198%	196%	196%	196%	**96%**

Lime Down A 132kV Substation Access Track Length 250 m



Lime Down C 132kV Substation Access Track Length 610 m



Lime Down D - 400kV Substation and BESS 900 m



Lime Down D (east) - 132kV Substation Access Track Leng 800 m



Lime Down E - 132kV Substation and BESS 1350 m



Cable Route Corridor

		Peak Flows			Average Flows		
		HGV AADT Movements	LV AADT Movements	Total AADT Movements	HGV AADT Movements	LV AADT Movements	Total AADT Movements
Cable Route Corridor	**Per Access**	12	42	54	8	28	36

Number of Accesses in Use at Any One Time	Total Access Points
4	28

	Peak Flows			Average Flows		
	HGV AADT Movements	LV AADT Movements	Total AADT Movements	HGV AADT Movements	LV AADT Movements	Total AADT Movements
Total Per Day	48	168	216	32	112	144
Average Per Access	1.7	6.0	7.7	1.1	4.0	5.1

		Peak Flows			Average Flows		
Links	Number of Cable Route Corridor Access Points Served	HGV AADT Movements	LV AADT Movements	Total AADT Movements	HGV AADT Movements	LV AADT Movements	Total AADT Movements
M4 J18	8	14	48	62	9	32	41
A46	8	14	48	62	9	32	41
B4040	8	14	48	62	9	32	41
B4039	8	14	48	62	9	32	41
Unnamed Road West of Grittleton	8	14	48	62	9	32	41
The Street, Grittleton	2	3	12	15	2	8	10
Neeld Court, South of Grittleton	2	3	12	15	2	8	10
Road North of Yatton Keynell	4	7	24	31	5	16	21
Road to Sevington	2	3	12	15	2	8	10
Cromhall Lane	2	3	12	15	2	8	10
Fowlswick Lane	1	2	6	8	1	4	5
B4039	1	2	6	8	1	4	5
A420	2	3	12	15	2	8	10
Sheldon Corner	3	5	18	23	3	12	15
Chippenham Lane	2	3	12	15	2	8	10
Stowell Lane	1	2	6	8	1	4	5
A4 Bath Road	6	10	36	46	7	24	31
Road East of Easton	2	3	12	15	2	8	10
Road South of Easton	2	3	12	15	2	8	10
Corsham Road	1	2	6	8	1	4	5
Coppershell	3	5	18	23	3	12	15
Silver Street, Gastard	2	3	12	15	2	8	10
B3353	3	5	18	23	3	12	15
Westlands Lane (East)	1	2	6	8	1	4	5
Westlands Lane (West)	2	3	12	15	2	8	10
A365 Bath Road, Shaw	5	9	30	39	6	20	26

Annex F Solar PV Sites Trip Generation Link Flows (Construction)

Daily HGV Movements Per Site (Flat Profile)

	2027												2028												2029	
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
Tracker	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Solar PV Site A	13	13	13	13	13	13	13	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Solar PV Site B	8	8	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Solar PV Site C	0	0	0	0	0	0	0	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16		
Solar PV Site D (West)	38	38	0	0	0	0	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	0	0	0		
Solar PV Site D (East)	0	0	23	23	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Solar PV Site E	0	0	0	0	0	0	0	0	23	23	23	23	23	23	23	23	23	23	23	23	23	23	0	0		
BESS (Solar PV Site D (West))	0	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	38	0		
440kV (Solar PV Site (West))	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Solar PV Site A

Solar PV Site B

Summary

- 193 working weekdays (after bank holidays)
- 38 Saturdays
- 212.5 full-day equivalent working days (if Saturdays are half-days)

Solar PV Site C

Summary

- 307 working weekdays (excluding bank holidays)
- 74 Saturdays
- 394 full-day equivalent working days (if Saturdays are half-days)

Solar PV Site D (West)

Period	Working Weekdays	Saturdays
Jul–Aug 2027	43	9
Jan 2028–Mar 2029	315	68
Total	358	77

If Saturdays are half-days:

358 + (77 × 0.5) = 396.5 full-day equivalent working days

Solar PV Site D (East)

Summary

Period	Working Weekdays	Saturdays	Full-Day Equivalent*
Sep–Dec 2027	88	17	96.5

*Assuming Saturdays are counted as half-days.

Solar PV Site E

Summary

Period	Working Weekdays	Saturdays	Full-Day Equivalent*
Mar 2028 – Apr 2029	294	61	324.5

*Assuming Saturdays are counted as half-days.

BESS (Solar PV Site D (West))

Summary

- 399 working weekdays (including bank holidays)
- 82 Saturdays
- 440 full-day equivalent working days (if Saturdays are half-days)

440kV (Solar PV Site (West))

Summary

- 423 working weekdays (excluding bank holidays)
- 87 Saturdays
- 466.5 full-day equivalent working days (if Saturdays are counted as half-days)

Working Days Per Month

			2027										2028								2029						
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Working Days	Weeks	Months
Solar PV Site A	24	24	24	24	24	24	24	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	39	9
Solar PV Site B	24	24	24	24	24	24	24	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	39	9
Solar PV Site C	0	0	0	0	0	0	0	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	394	74	17
Solar PV Site D (West)	23	23	0	0	0	0	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	0	0	0	396	75	17
Solar PV Site D (East)	0	0	24	24	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	17	4
Solar PV Site E	0	0	0	0	0	0	0	0	23	23	23	23	23	23	23	23	23	23	23	23	23	23	0	0	325	61	14
BESS (Solar PV Site D (West))	0	0	0	0	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	0	440	82	19
440kV (Solar PV Site (West))	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	0	0	0	0	466 5	87	20

				BESS + SS			
	A	B	C	D (West)	D (East)	E	Total
Number of Days	213	213	394	467	95	325	0
Total HGV Deliveries	1,332	903	3,162	8,761	1,088	2,622	17,867
Total HGV Movements	2,663	1,805	6,324	17,522	2,175	5,244	35,734
Average Daily Movements	13	8	16	38	23	16	114
Average + 50%	19	13	24	56	35	24	171

Daily HGV Movements Per Site (Flat Profile)

			2027										2028								2029						
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total Trips/Movements	Average Day Movements
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Solar PV Site A	13	13	13	13	13	13	13	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2663	13
Solar PV Site B	8	8	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1805	8
Solar PV Site C	0	0	0	0	0	0	0	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	6324	16
Solar PV Site D (West)	16	16	0	0	0	0	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	0	0	0	6414	16
Solar PV Site D (East)	0	0	23	23	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2175	23
Solar PV Site E	0	0	0	0	0	0	0	0	16	16	16	16	16	16	16	16	16	16	16	16	16	16	0	0	5244	16
BESS (Solar PV Site D (West))	0	0	0	0	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	0	4931	11
440kV (Solar PV Site (West))	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	0	0	0	0	6177	13
																									35734	

Peak Day Everyday

			2027										2028								2029				
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Peak Day Movements
Tracker	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Solar PV Site A	19	19	19	19	19	19	19	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Solar PV Site B	13	13	13	13	13	13	13	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Solar PV Site C	0	0	0	0	0	0	0	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
Solar PV Site D (West)	24	24	0	0	0	0	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	0	0	0	24
Solar PV Site D (East)	0	0	34	34	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
Solar PV Site E	0	0	0	0	0	0	0	0	24	24	24	24	24	24	24	24	24	24	24	24	24	24	0	0	24
BESS (Solar PV Site D (West))	0	0	0	0	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	0	17
440kV (Solar PV Site (West))	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	0	0	0	0	20

Daily HGV Movements per Site (assuming peak (50% uplift) for first 3 months of each site)

			2027										2028								2029									
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun					
Tracker	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Peak Three Months Days	Peak three months Total	Remaining Flow	Remaining Days	Remianing Flow per day
Solar PV Site A	19	19	19	9	9	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	1332	1332	142	9
Solar PV Site B	13	13	13	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	903	903	142	6
Solar PV Site C	0	0	0	0	0	0	0	24	24	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	71	1705	4618	323	14
Solar PV Site D (West)	24	24	0	0	0	0	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	0	0	0	71	1723	4691	325	14
Solar PV Site D (East)	0	0	34	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	2433	-258	24	-11
Solar PV Site E	0	0	0	0	0	0	0	0	24	24	24	14	14	14	14	14	14	14	14	14	14	14	0	0	71	1714	3530	254	14
BESS (Solar PV Site D (West))	0	0	0	0	17	17	17	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0	71	1191	3740	369	10
440kV (Solar PV Site (West))	20	20	20	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	0	0	0	0	71	1407	4770	396	12

Daily HGV Movements per Route

			2027										2028								2029				
Route	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	**Average**
Unnamed Road to Sherston (Route to Lime Down A)	19	19	19	9	9	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**13**
Fosse Way (Route to Lime Down A,B and C)	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
Bradfield Cottages (Route to Lime Down D (West))	44	44	20	12	29	29	53	37	37	37	37	37	37	37	37	37	37	37	37	37	25	10	10	0	**33**
A429 South of Bridge (Route to Lime Down D and E)	44	44	54	46	63	29	53	37	61	61	61	51	51	51	51	51	51	51	51	51	38	24	10	0	**47**
A429 North of Bridge (Route to Lime Down D (East) and E)	0	0	34	34	34	0	0	0	24	24	24	14	14	14	14	14	14	14	14	14	14	14	0	0	**19**

Hourly HGV Movements per Site (assuming peak (50% uplift) for first 3 months of each site)

			2027										2028								2029			
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Tracker	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Solar PV Site A	3	3	3	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Solar PV Site B	2	2	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Solar PV Site C	0	0	0	0	0	0	0	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Solar PV Site D (West)	3	3	0	0	0	0	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0
Solar PV Site D (East)	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Solar PV Site E	0	0	0	0	0	0	0	0	3	3	3	2	2	2	2	2	2	2	2	2	2	2	0	0
BESS (Solar PV Site D (West))	0	0	0	0	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
440kV (Solar PV Site (West))	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0

Hourly HGV Movements per Route

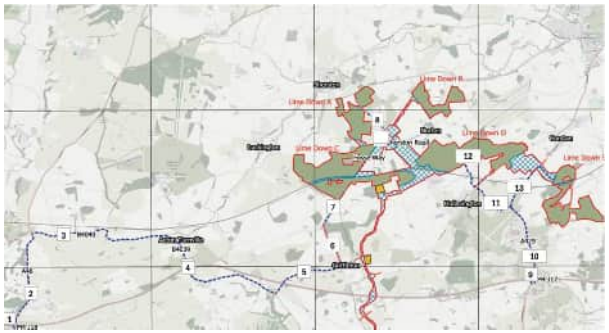
			2027										2028								2029				
Route	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	**Average**
Unnamed Road to Sherston (Route to Lime Down A)	3	3	3	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Fosse Way (Route to Lime Down A,B and C)	5	5	5	2	2	2	2	6	6	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	**3**
Bradfield Cottages (Route to Lime Down D (West))	6	6	3	2	4	4	8	5	5	5	5	5	5	5	5	5	5	5	5	5	4	1	1	0	**4**
A429 South of Bridge (Route to Lime Down D and E)	6	6	8	7	9	4	8	5	9	9	9	7	7	7	7	7	7	7	7	7	5	3	1	0	**6**
A429 North of Bridge (Route to Lime Down D (East) and E)	0	0	5	5	5	0	0	0	3	3	3	2	2	2	2	2	2	2	2	2	2	2	0	0	**2**

Daily HGV Movements per Route

	2027						2028												2029						
Route	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	**Average**
Unnamed Road to Shenston (Route to Lime Down A)	19	19	19	9	9	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**13**
Fosse Way (Route to Lime Down A,B and C)	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
Bradfield Cottages (Route to Lime Down D (West))	44	44	20	12	29	29	53	37	37	37	37	37	37	37	37	37	37	37	37	37	25	10	10	0	**33**
A429 South of Bridge (Route to Lime Down D and E)	44	44	58	50	67	29	53	37	60	60	60	50	50	50	50	50	50	50	50	50	38	23	10	0	**47**
A429 North of Bridge (Route to Lime Down D (East) and E)	0	0	38	38	38	0	0	0	23	23	23	13	13	13	13	13	13	13	13	13	13	13	0	0	**19**

Daily HGV Movement Per Link

		2027						2028												2029						
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Average
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	**Number of deliveries**	16	16	16	8	8	8	8	20	20	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	**10**
	Number of two-way movements	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
2	**Number of deliveries**	16	16	16	8	8	8	8	20	20	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	**10**
	Number of two-way movements	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
3	**Number of deliveries**	16	16	16	8	8	8	8	20	20	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	**10**
	Number of two-way movements	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
4	**Number of deliveries**	16	16	16	8	8	8	8	20	20	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	**10**
	Number of two-way movements	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
5	**Number of deliveries**	16	16	16	8	8	8	8	20	20	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	**10**
	Number of two-way movements	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
6	**Number of deliveries**	16	16	16	8	8	8	8	20	20	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	**10**
	Number of two-way movements	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
7	**Number of deliveries**	16	16	16	8	8	8	8	20	20	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	**10**
	Number of two-way movements	32	32	32	16	16	16	16	40	40	24	14	14	14	14	14	14	14	14	14	14	14	14	14	14	**19**
8	**Number of deliveries**	9	9	9	5	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
	Number of two-way movements	19	19	19	9	9	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**11**
9	**Number of deliveries**	22	22	29	25	33	14	27	18	30	30	30	25	25	25	25	25	25	25	25	25	19	12	5	0	**23**
	Number of two-way movements	44	44	58	50	67	29	53	37	60	60	60	50	50	50	50	50	50	50	50	50	38	23	10	0	**47**
10	**Number of deliveries**	22	22	29	25	33	14	27	18	30	30	30	25	25	25	25	25	25	25	25	25	19	12	5	0	**23**
	Number of two-way movements	44	44	58	50	67	29	53	37	60	60	60	50	50	50	50	50	50	50	50	50	38	23	10	0	**47**
11	**Number of deliveries**	22	22	10	6	14	14	27	18	18	18	18	18	18	18	18	18	18	18	18	18	12	5	5	0	**16**
	Number of two-way movements	44	44	20	12	29	29	53	37	37	37	37	37	37	37	37	37	37	37	37	37	25	10	10	0	**33**
12	**Number of deliveries**	22	22	10	6	14	14	27	18	18	18	18	18	18	18	18	18	18	18	18	18	12	5	5	0	**16**
	Number of two-way movements	44	44	20	12	29	29	53	37	37	37	37	37	37	37	37	37	37	37	37	37	25	10	10	0	**33**
13	**Number of deliveries**	0	0	19	19	19	0	0	0	11	11	11	7	7	7	7	7	7	7	7	7	7	7	0	0	**10**
	Number of two-way movements	0	0	38	38	38	0	0	0	23	23	23	13	13	13	13	13	13	13	13	13	13	13	0	0	**19**

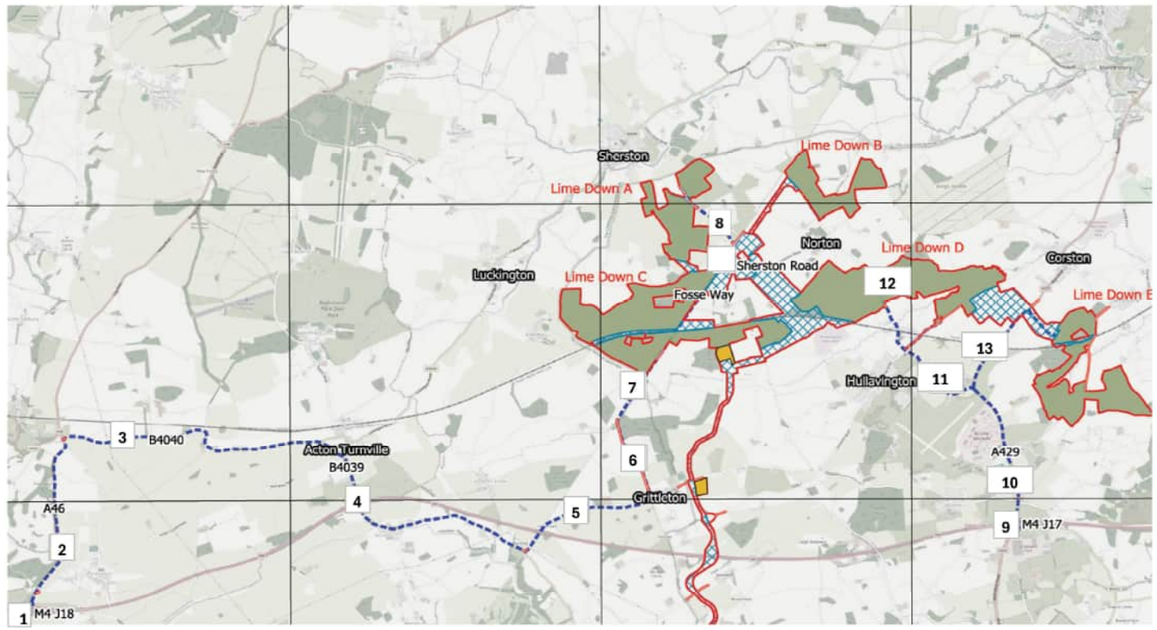


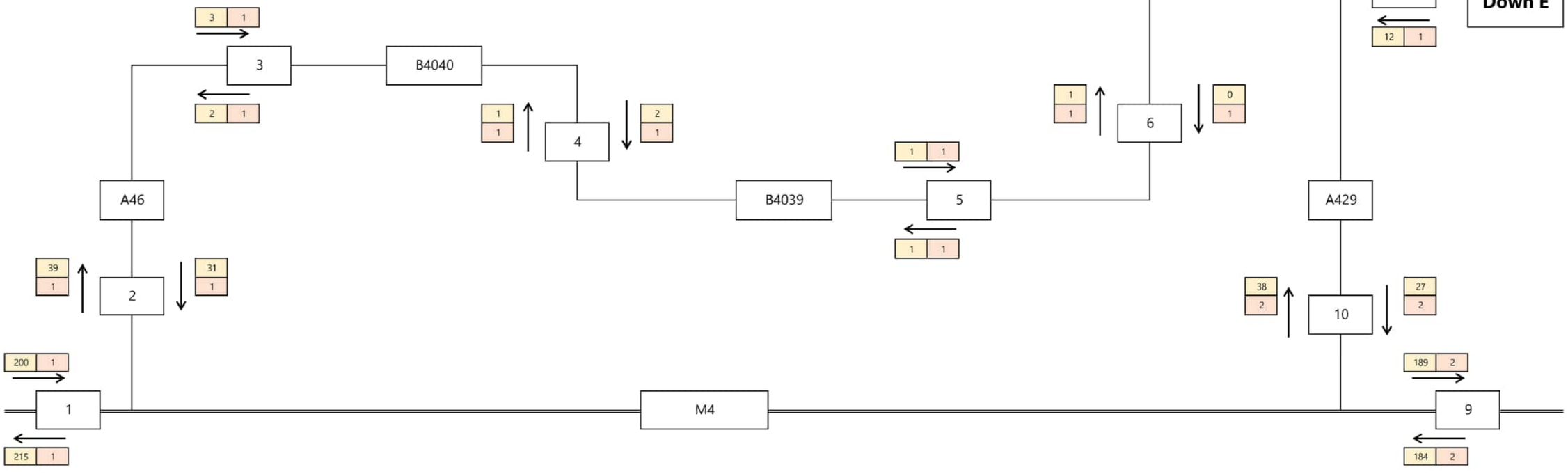
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Hour Ending: 10
Average Hourly HGV Flows (Construction Programme)

Lime Down Solar Farm

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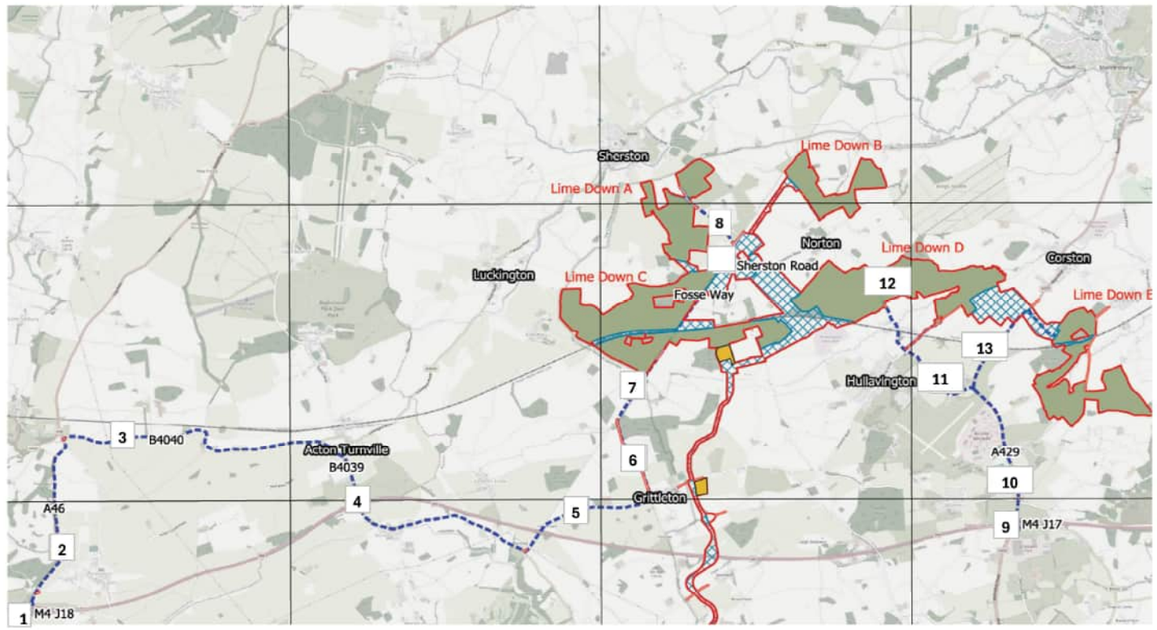
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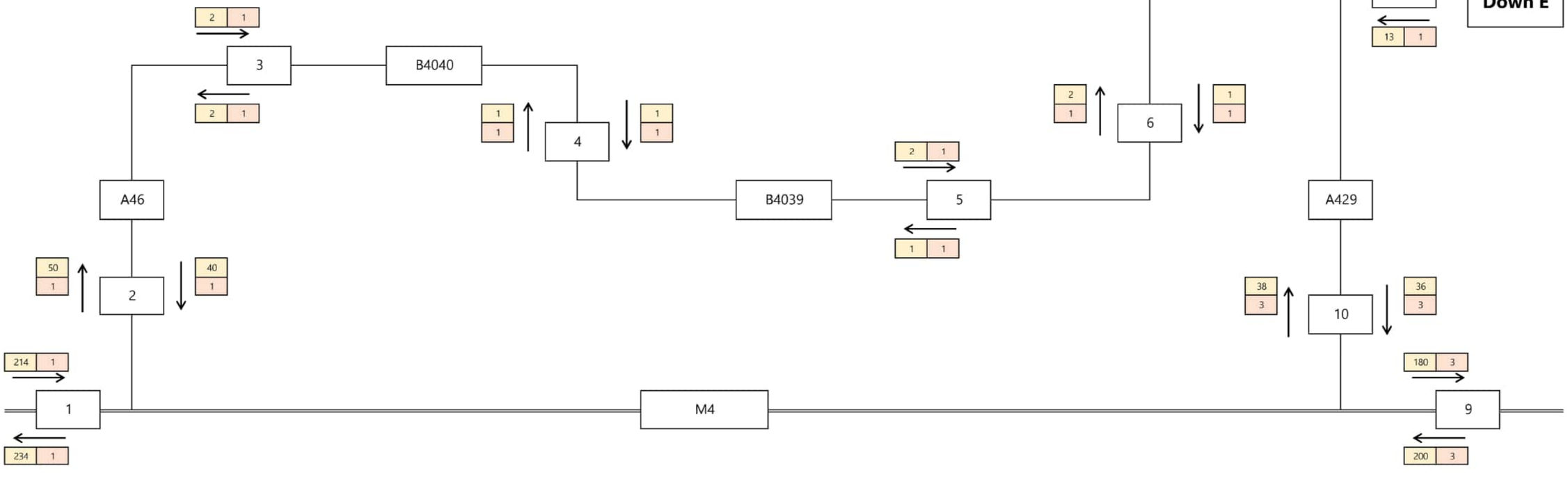
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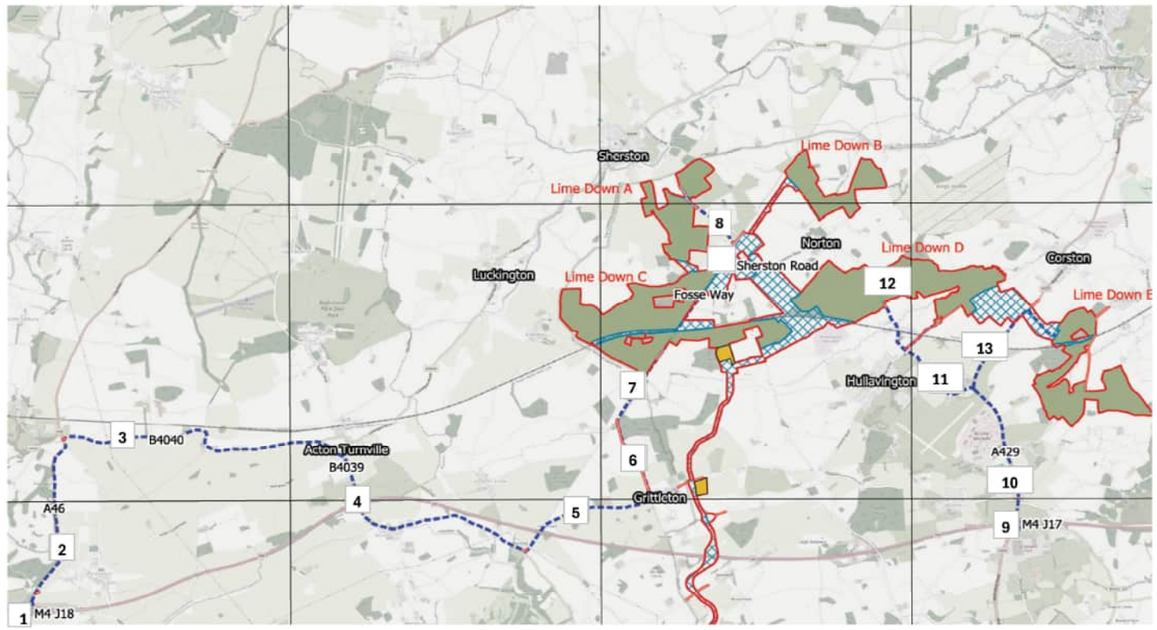
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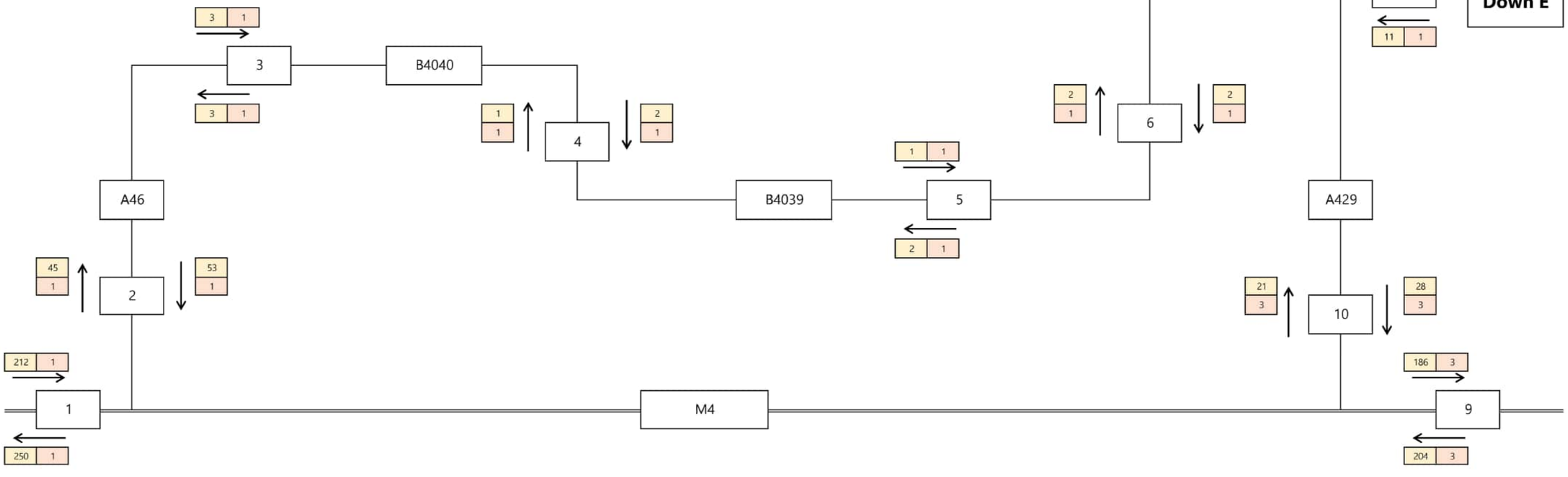
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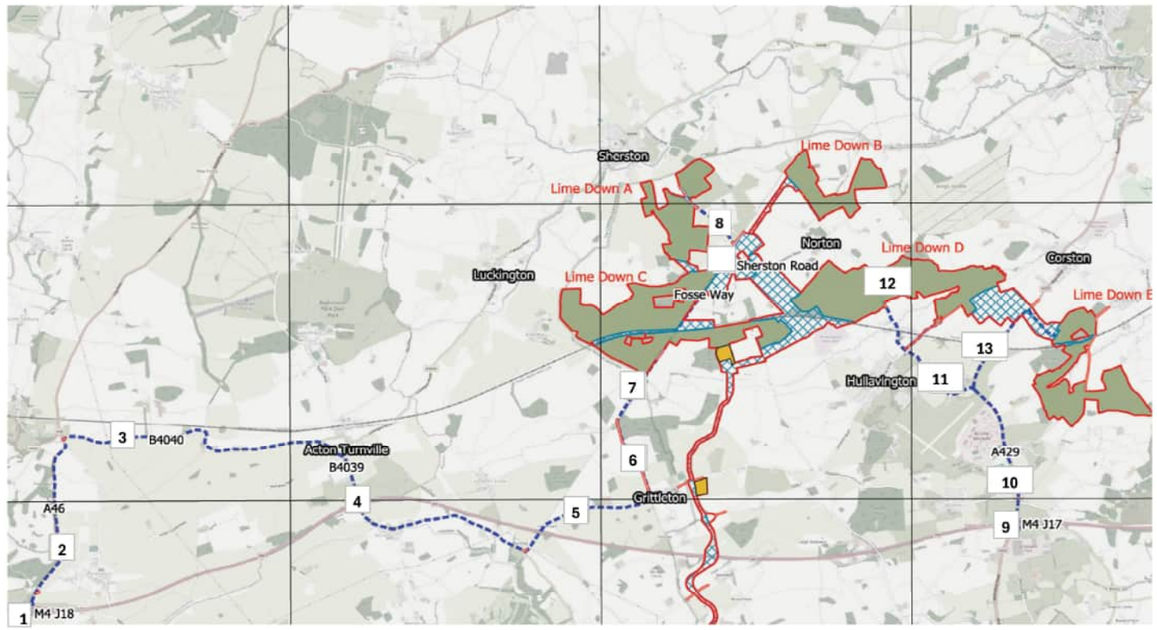
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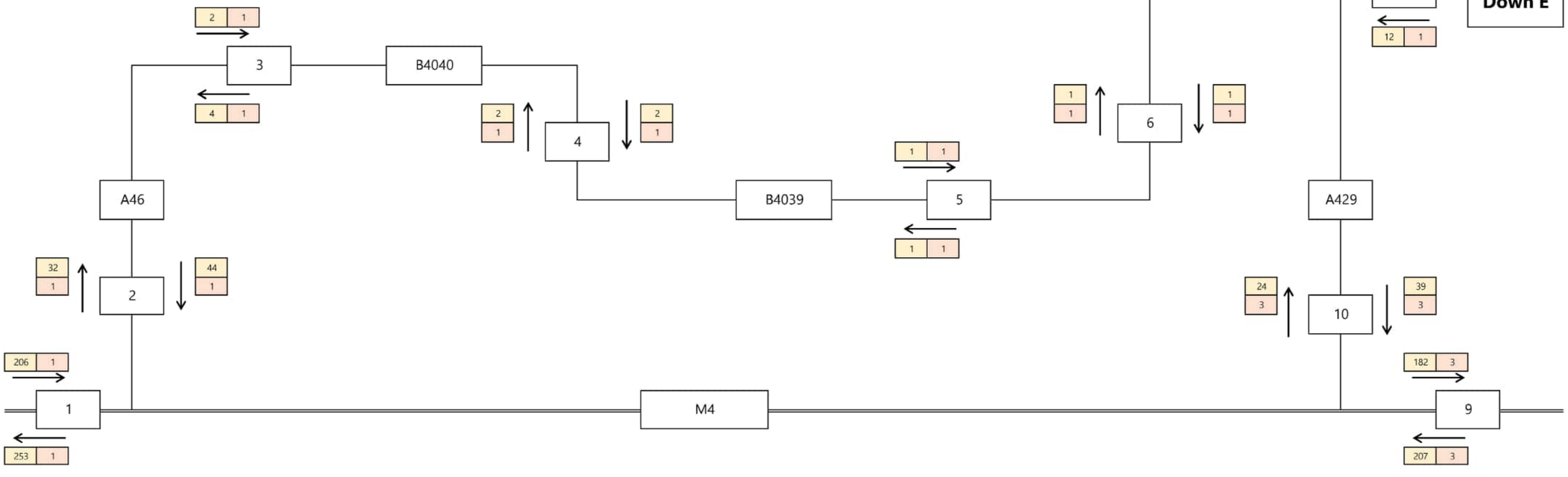
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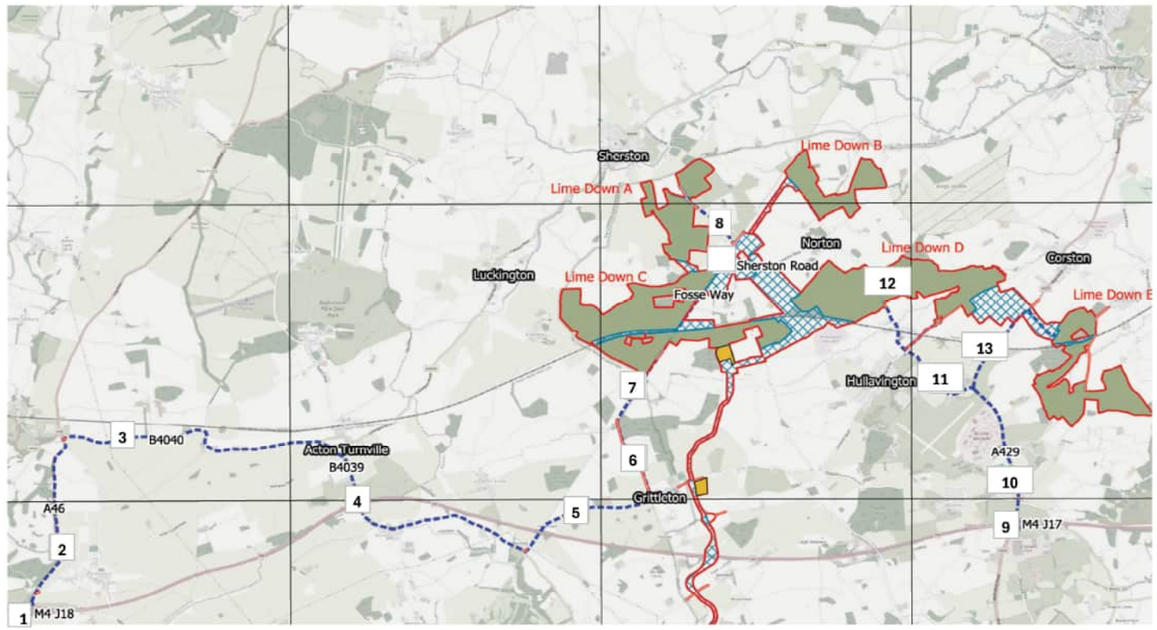
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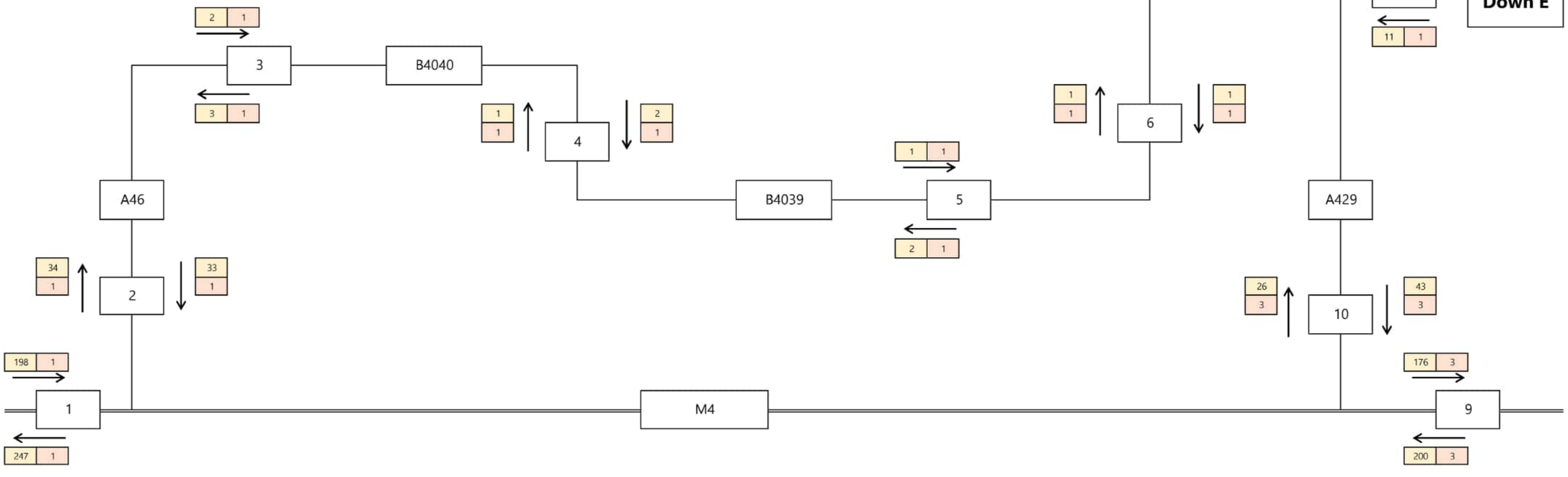
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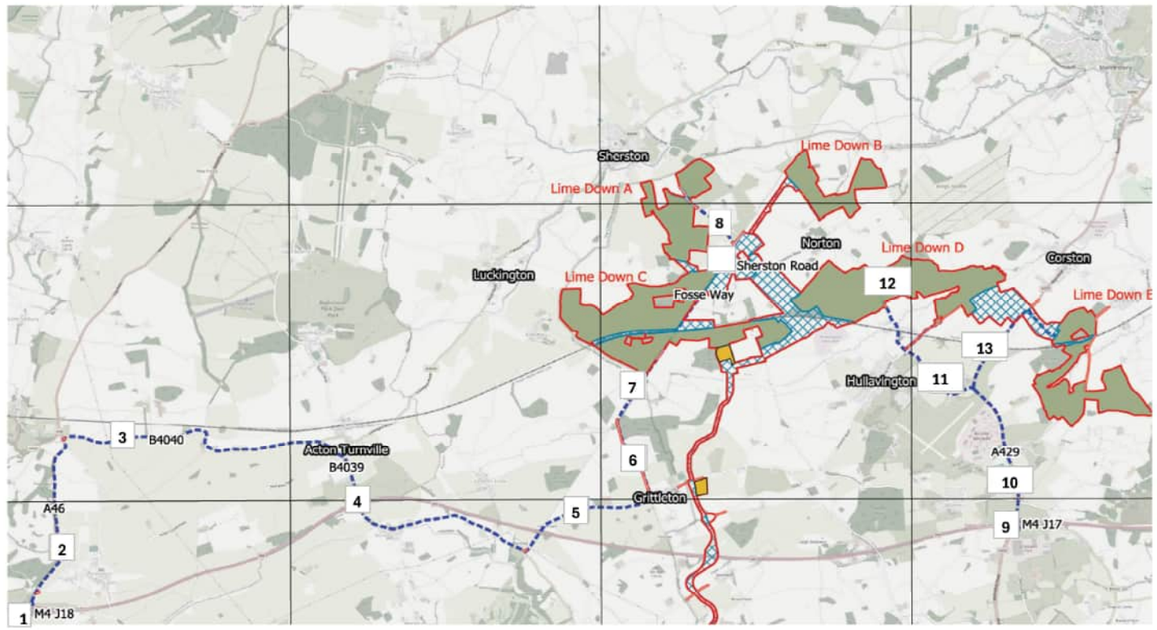
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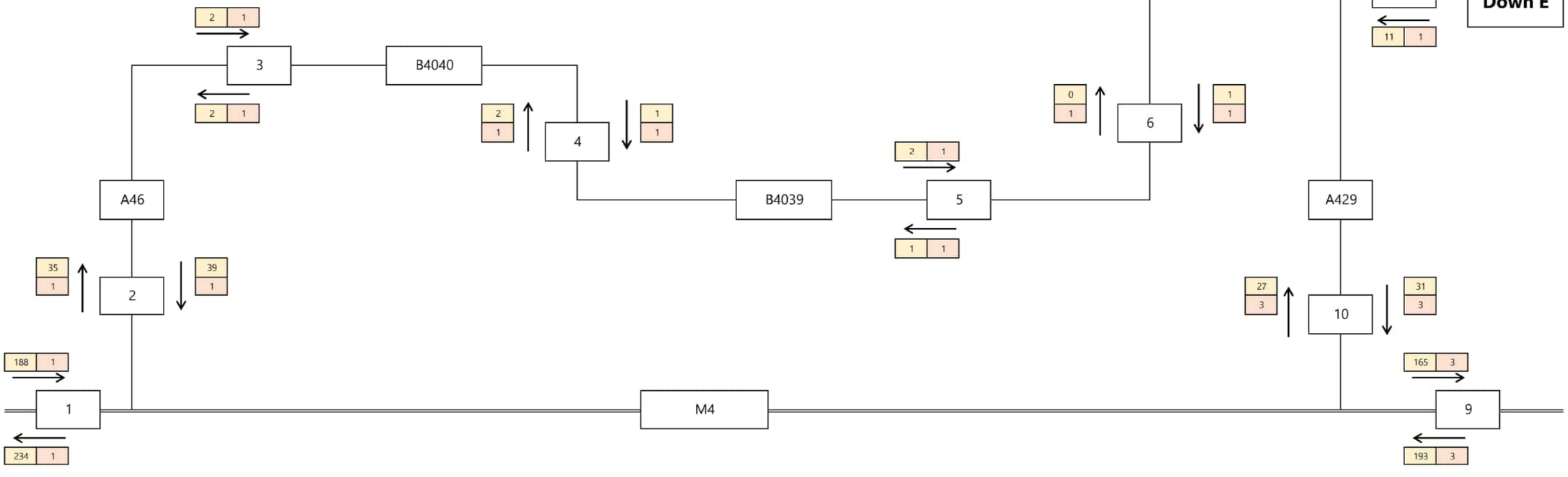
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Average Hourly HGV Flows (Construction Programme)

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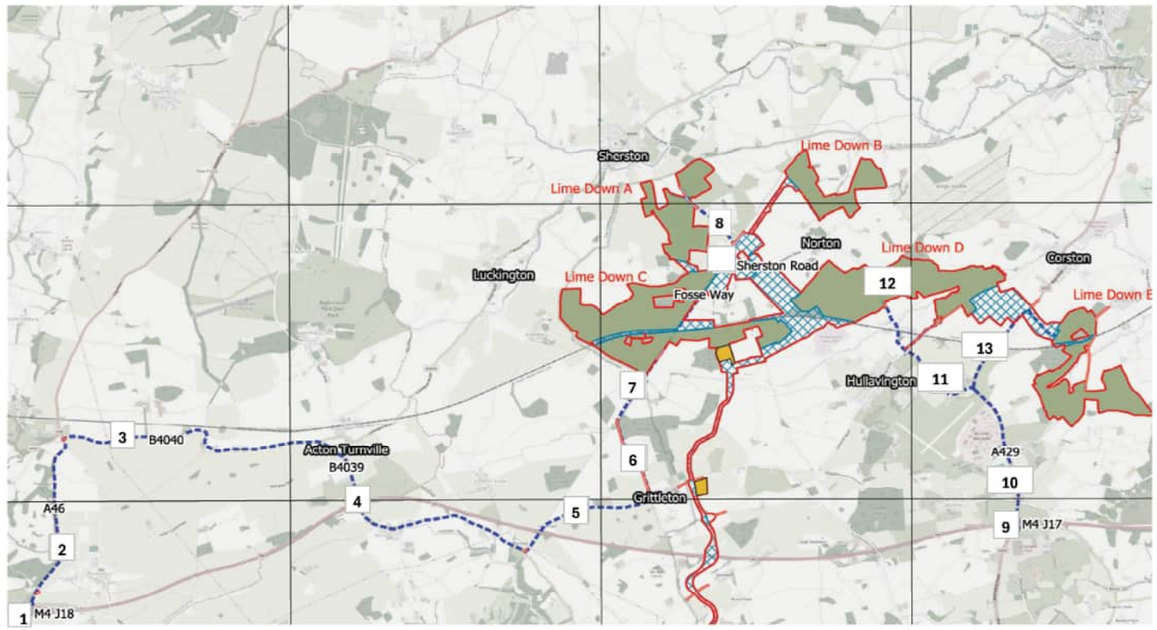
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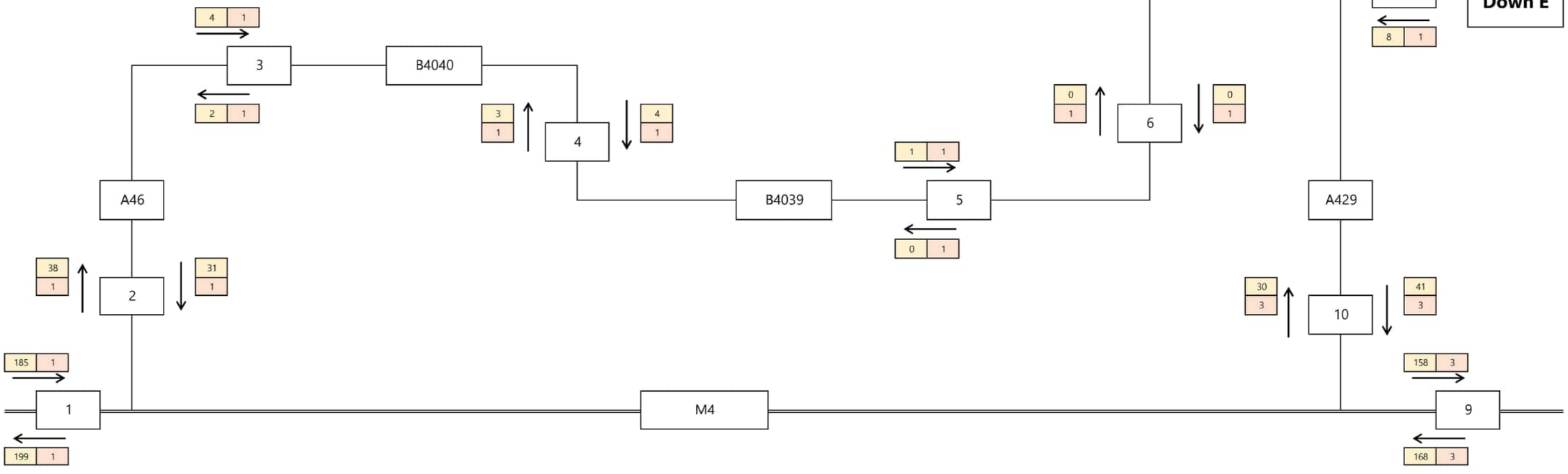
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Hourly Construction HGV Movements

Hour Ending: 16

Average Hourly HGV Flows (Construction Programme)

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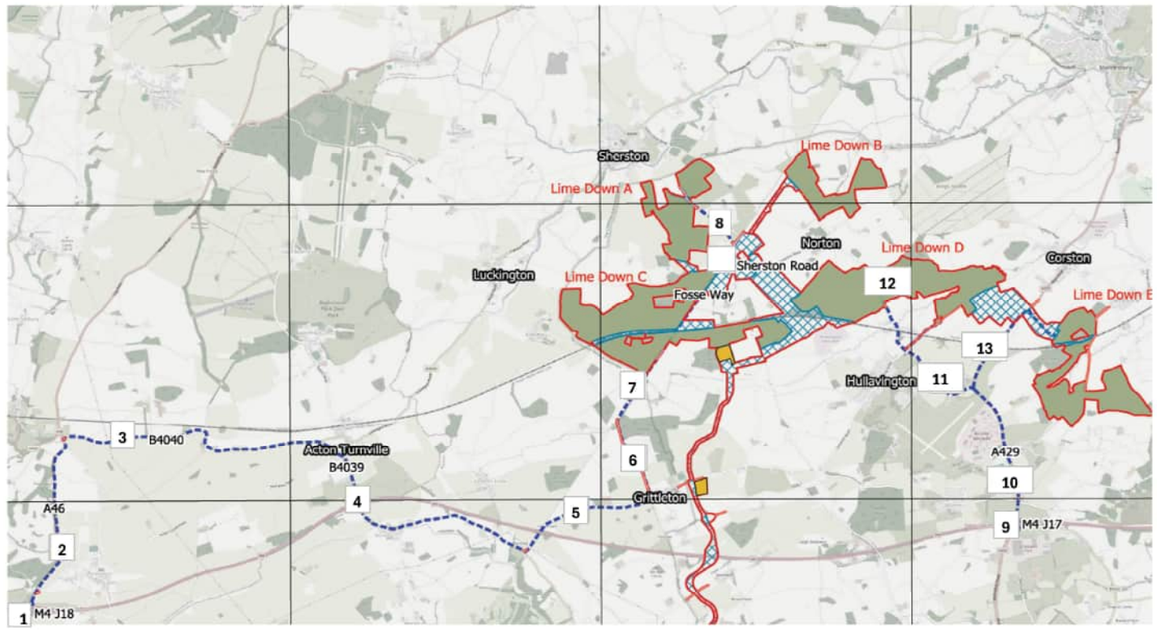
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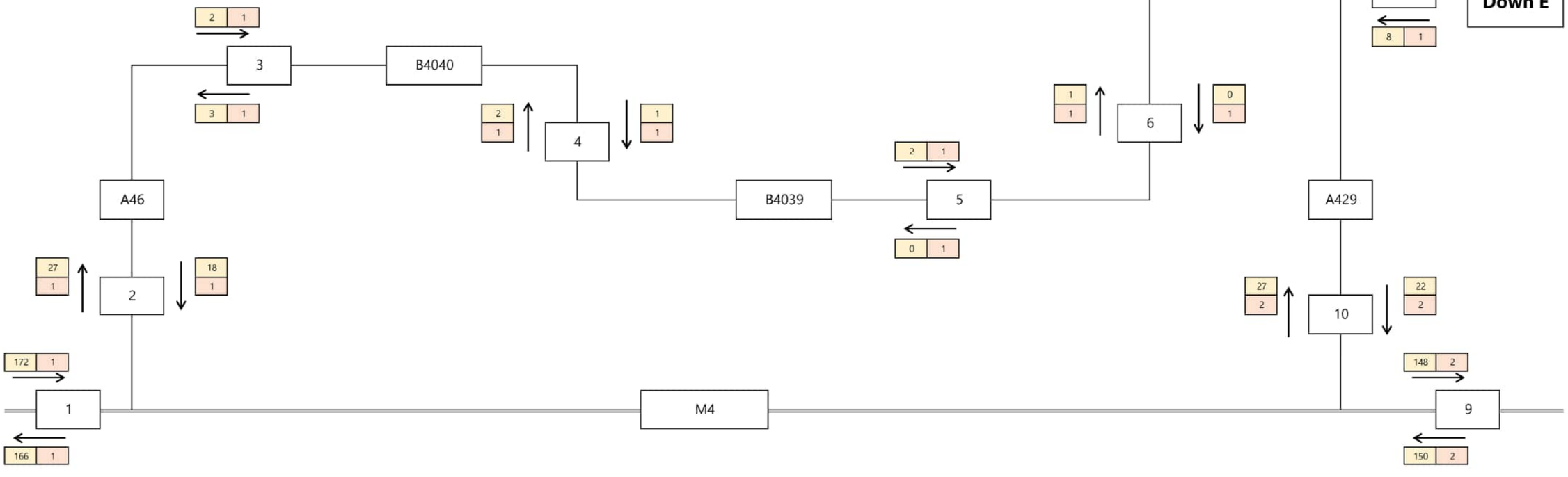
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Hour Ending: 17
Average Hourly HGV Flows (Construction Programme)

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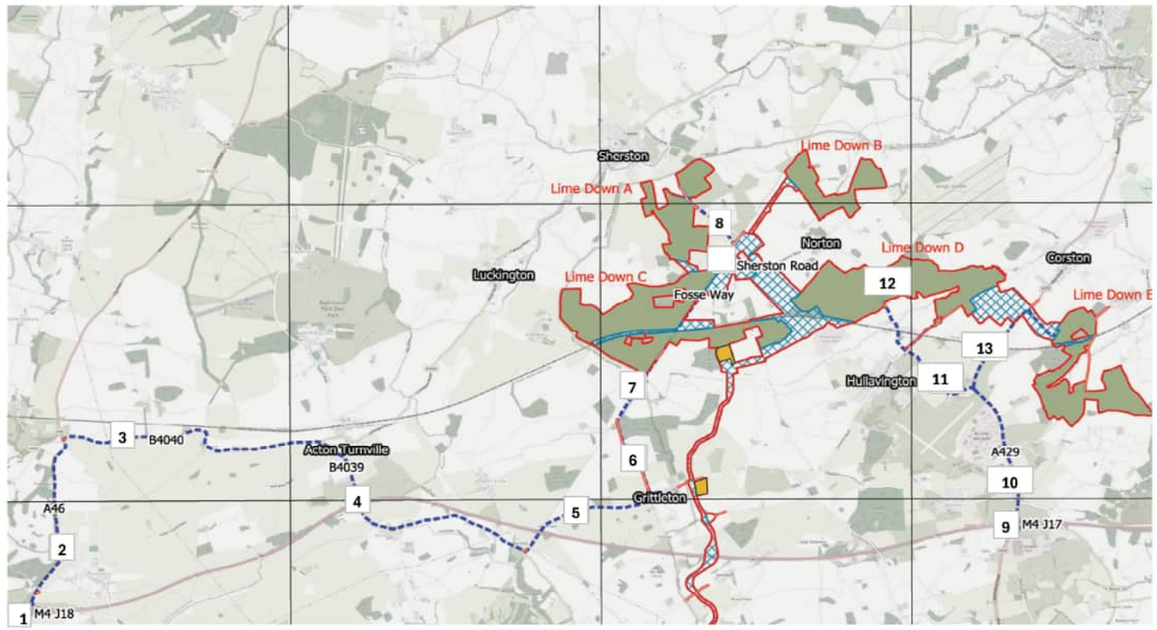
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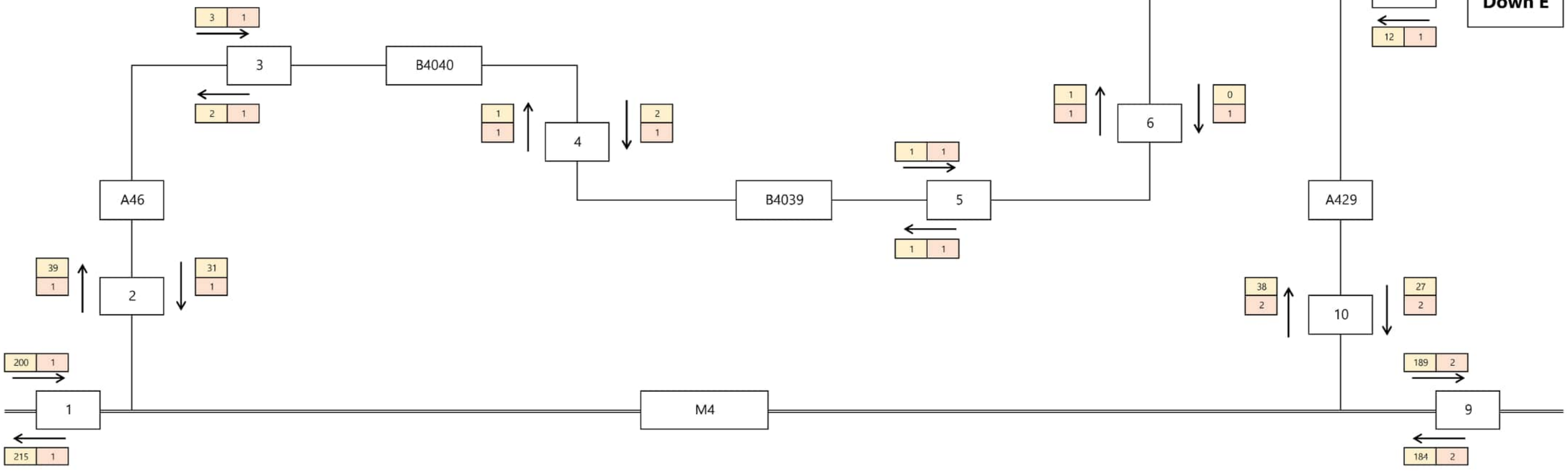
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Peak Hourly HGV Flows (Construction Programme)

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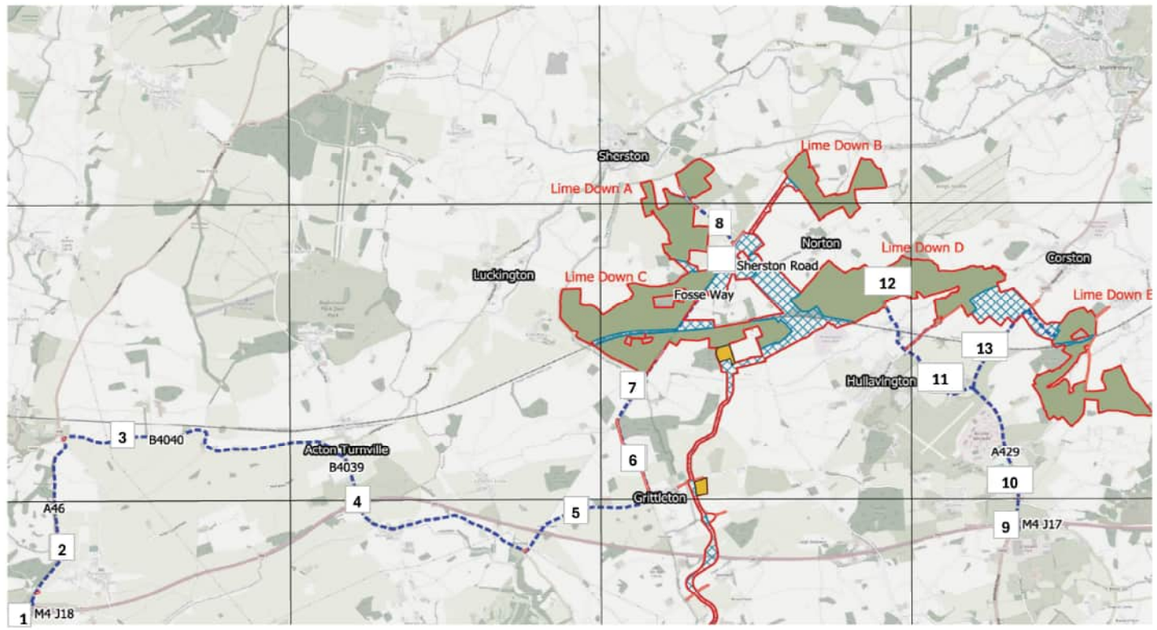
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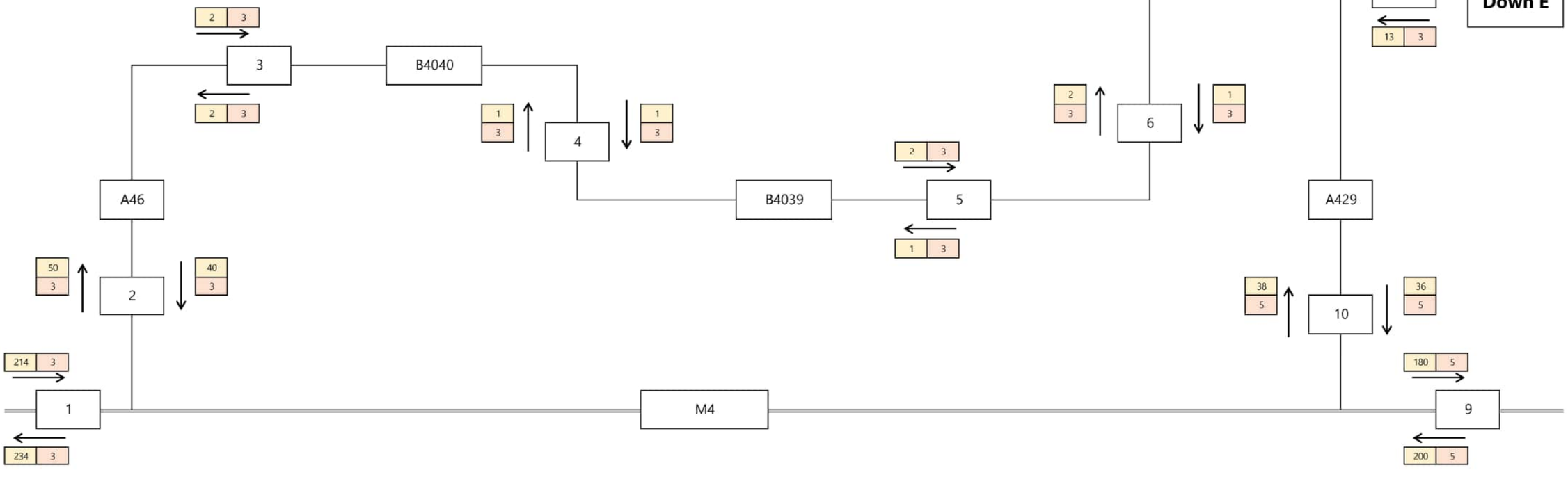
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Hour Ending: 11

Peak Hourly HGV Flows (Construction Programme)

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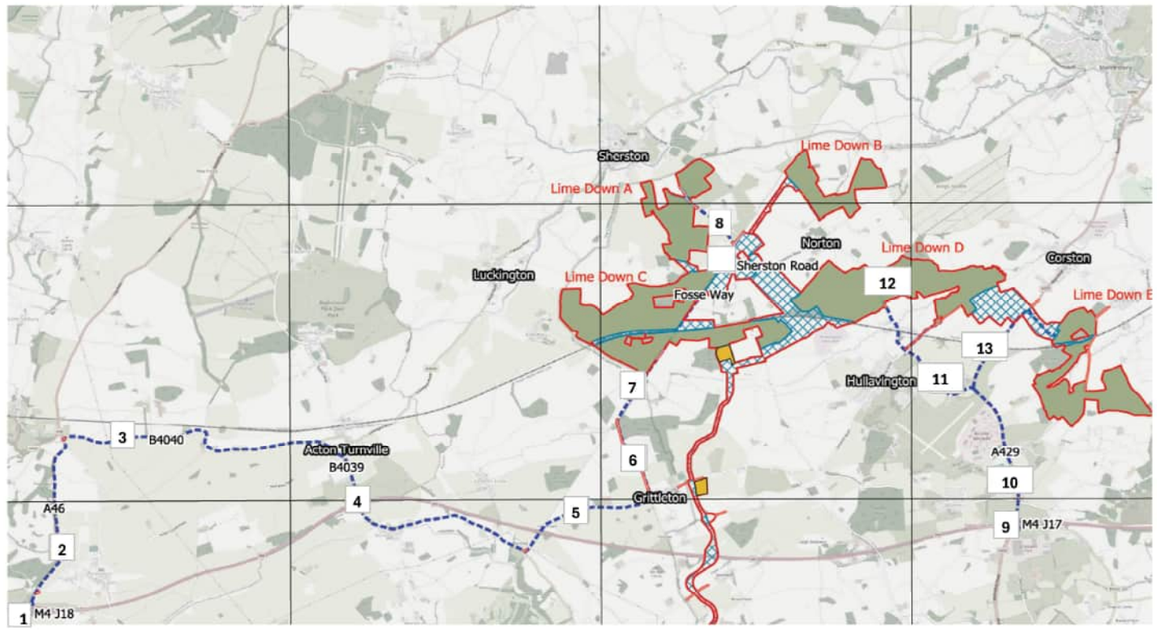
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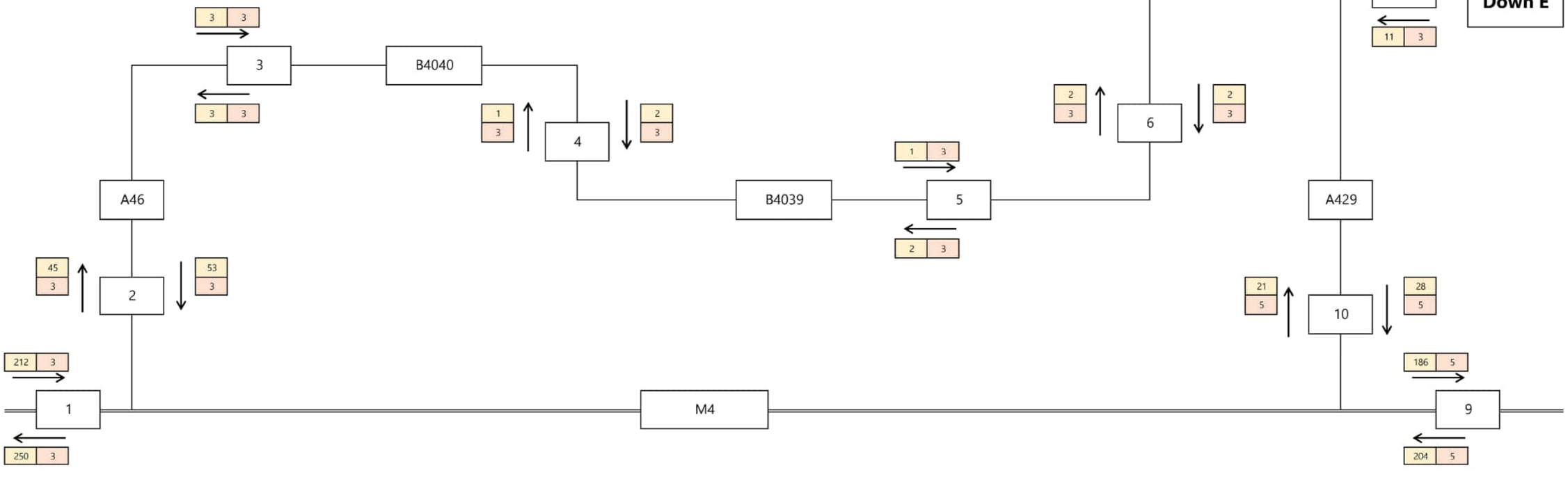
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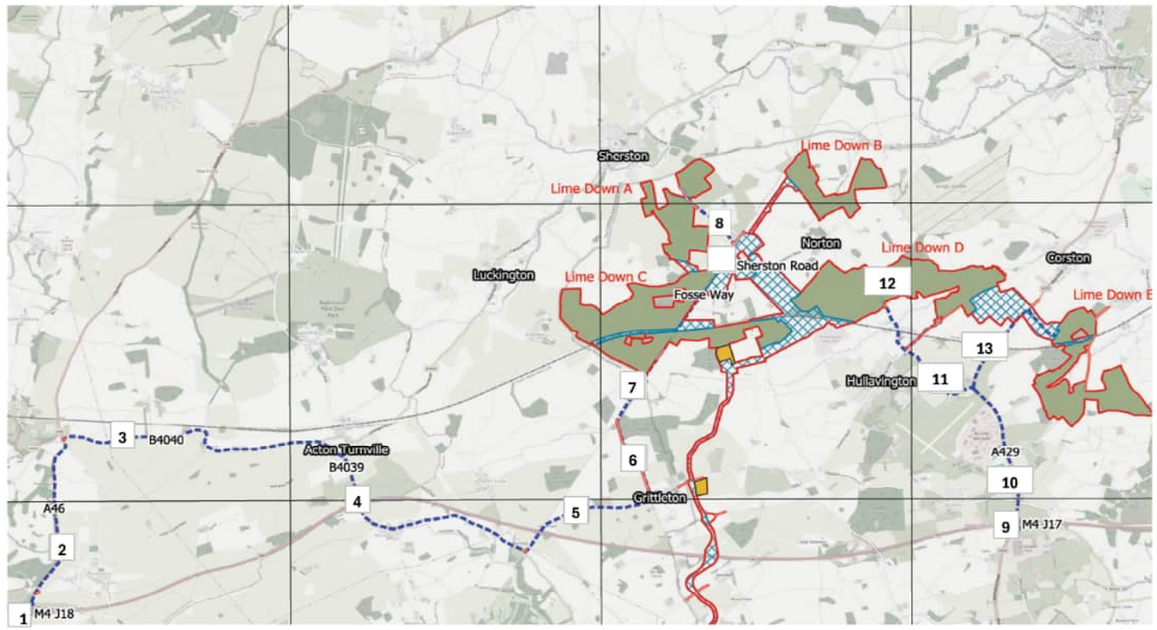
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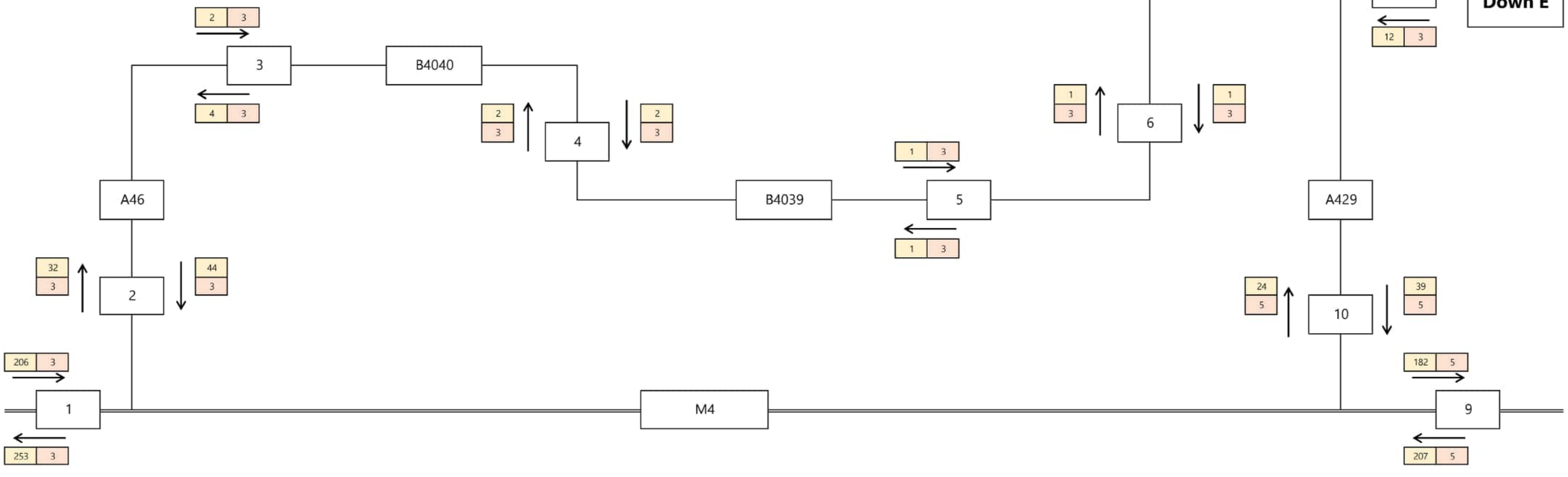
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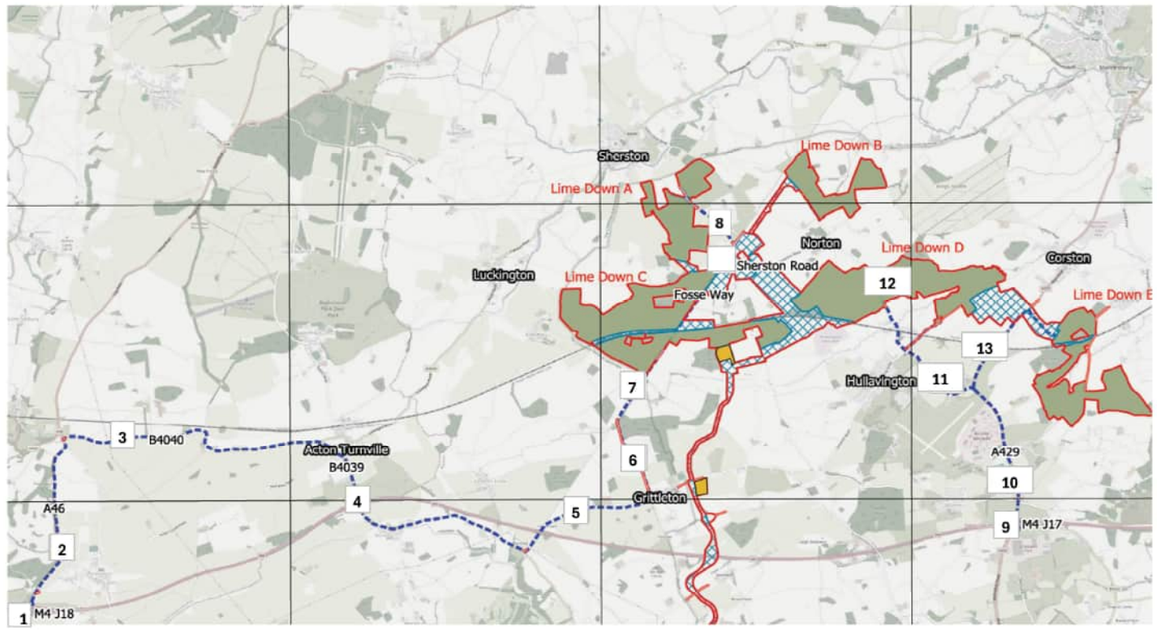
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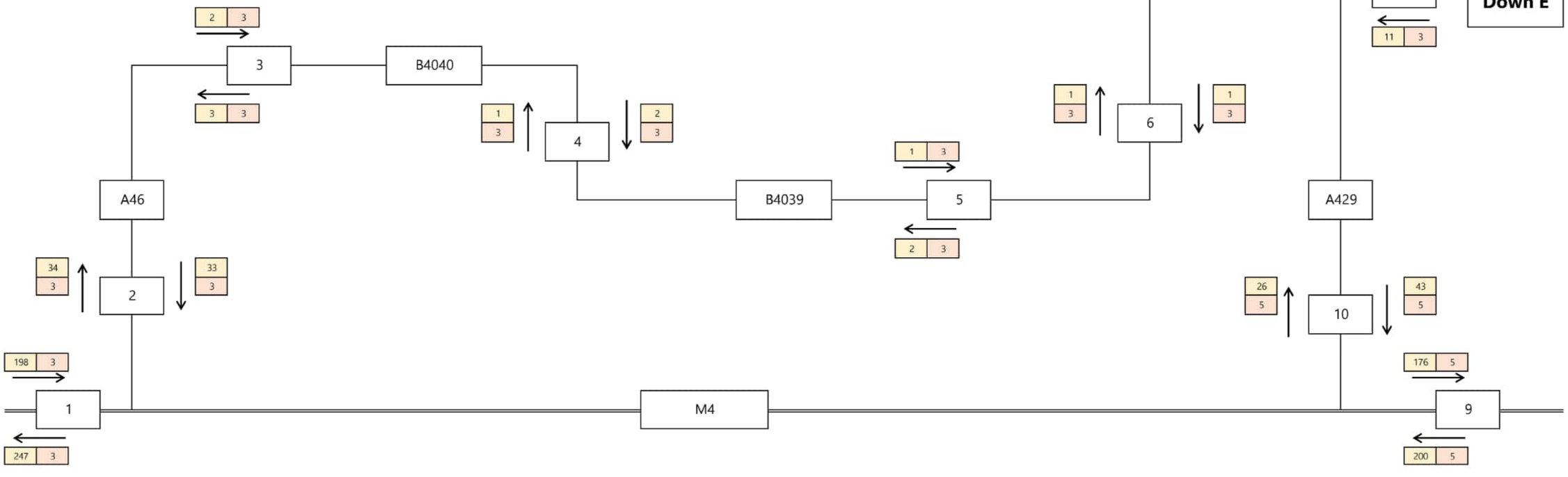
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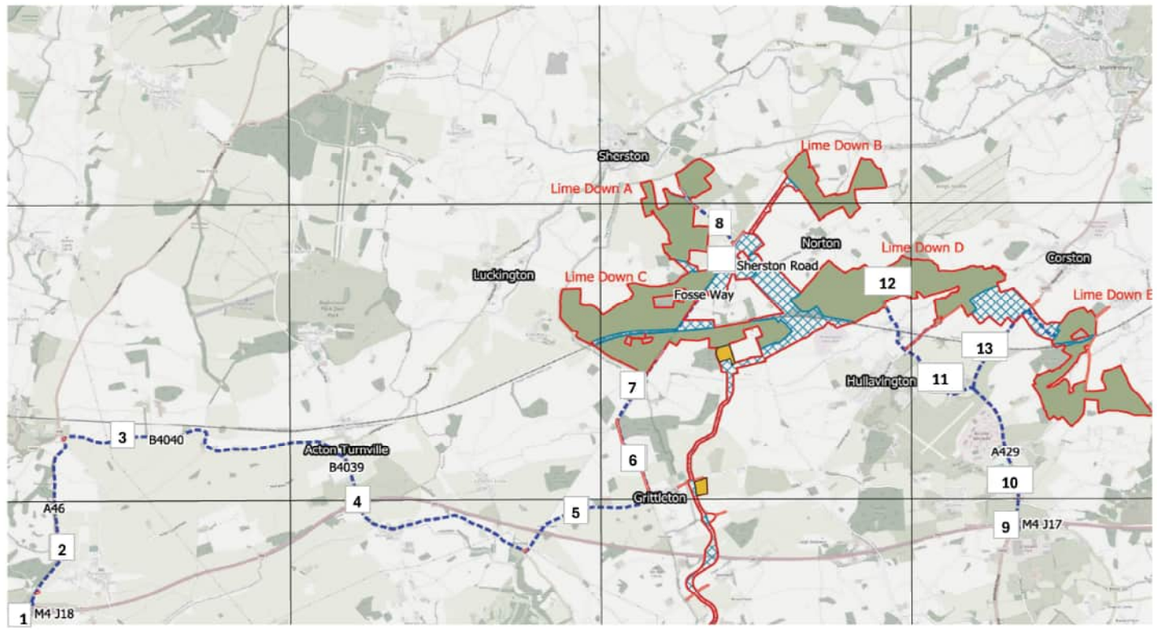
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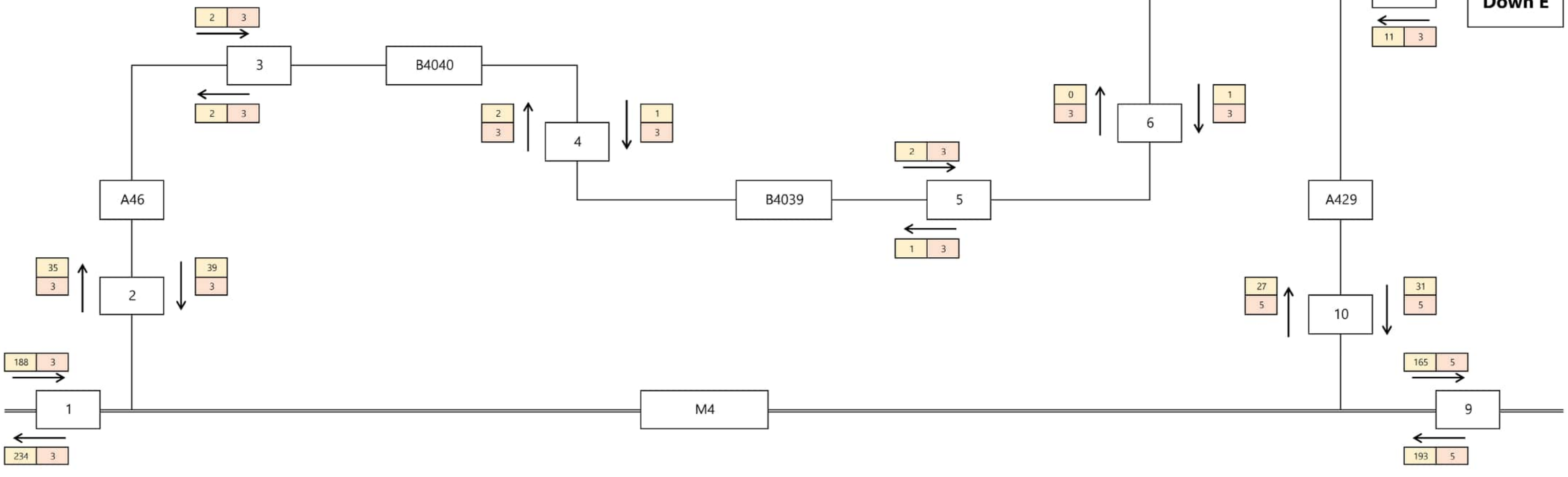
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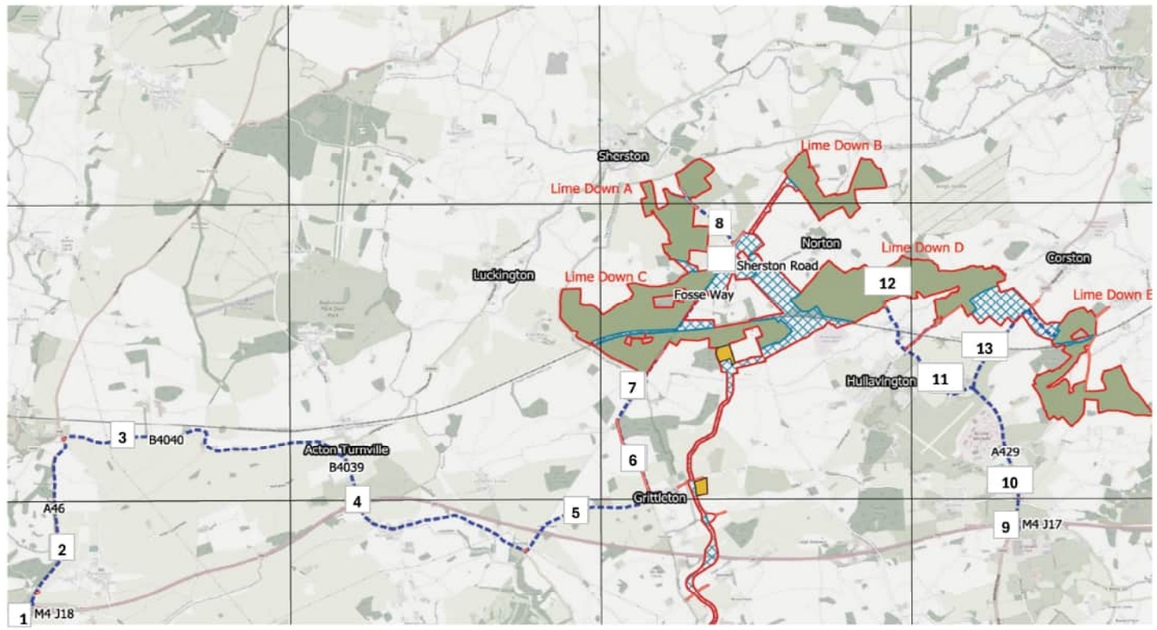
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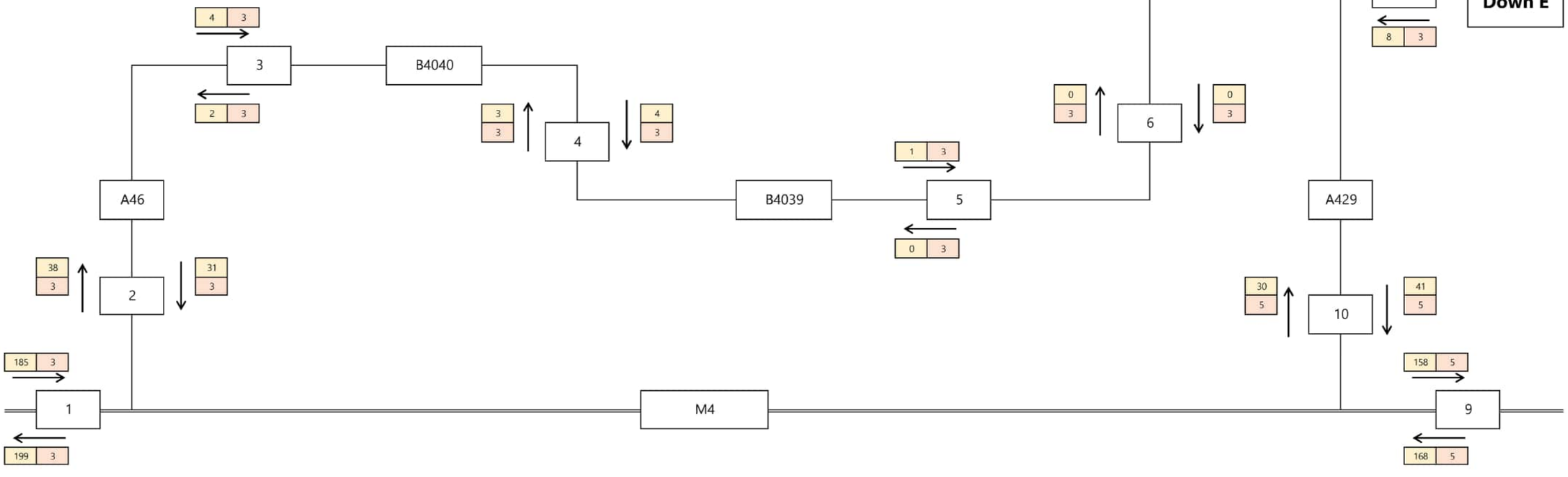
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Hourly Construction HGV Movements

Hour Ending: 16

Peak Hourly HGV Flows (Construction Programme)

Lime Down Solar Farm

Lime Down SolarPark Ltd

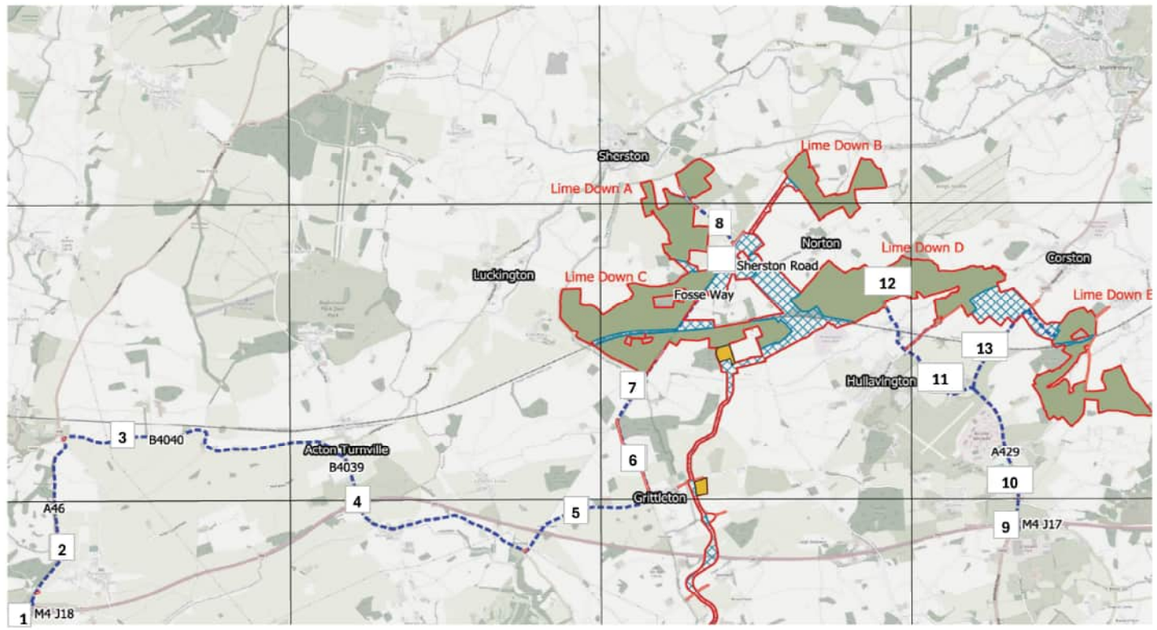
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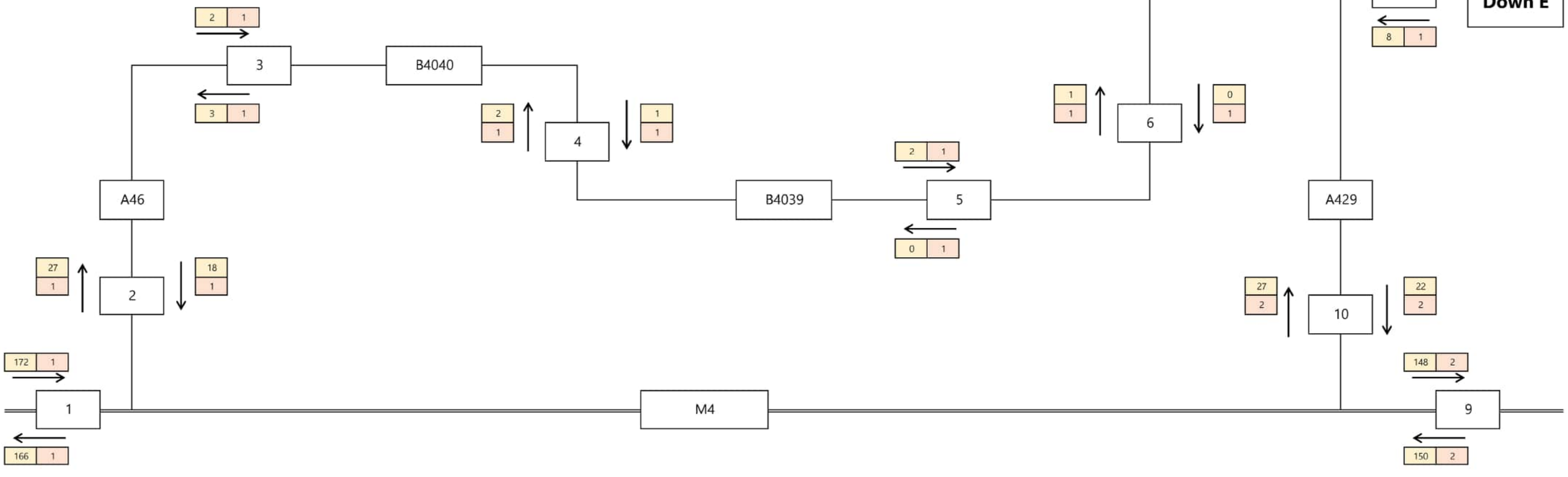
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Hourly Construction HGV Movements
Hour Ending: 17
Peak Hourly HGV Flows (Construction Programme)

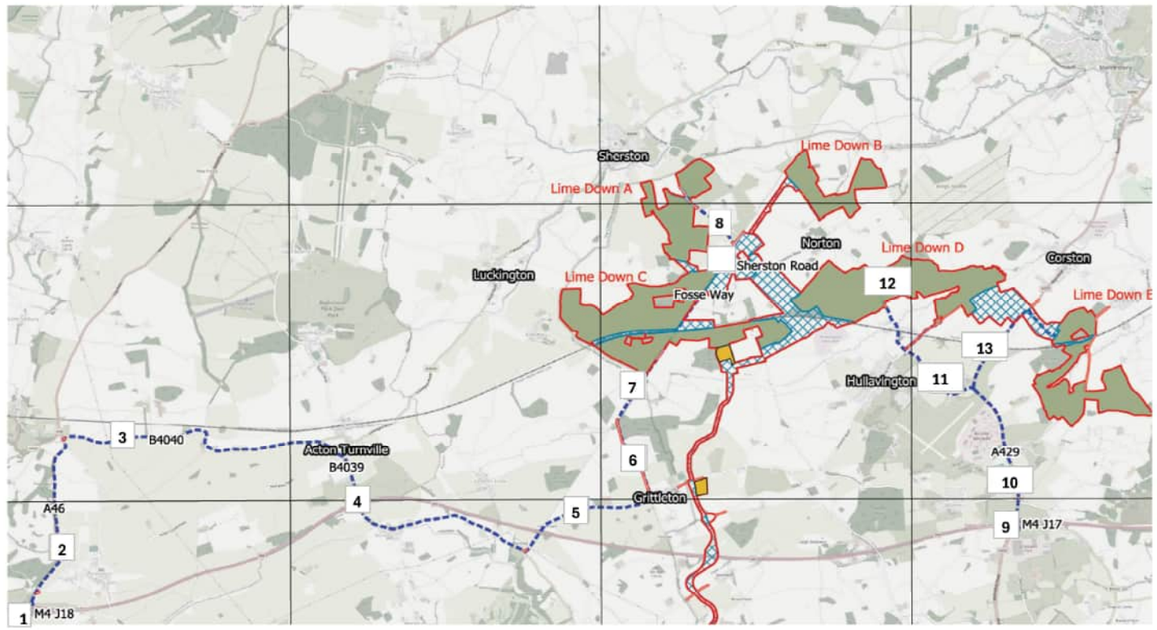
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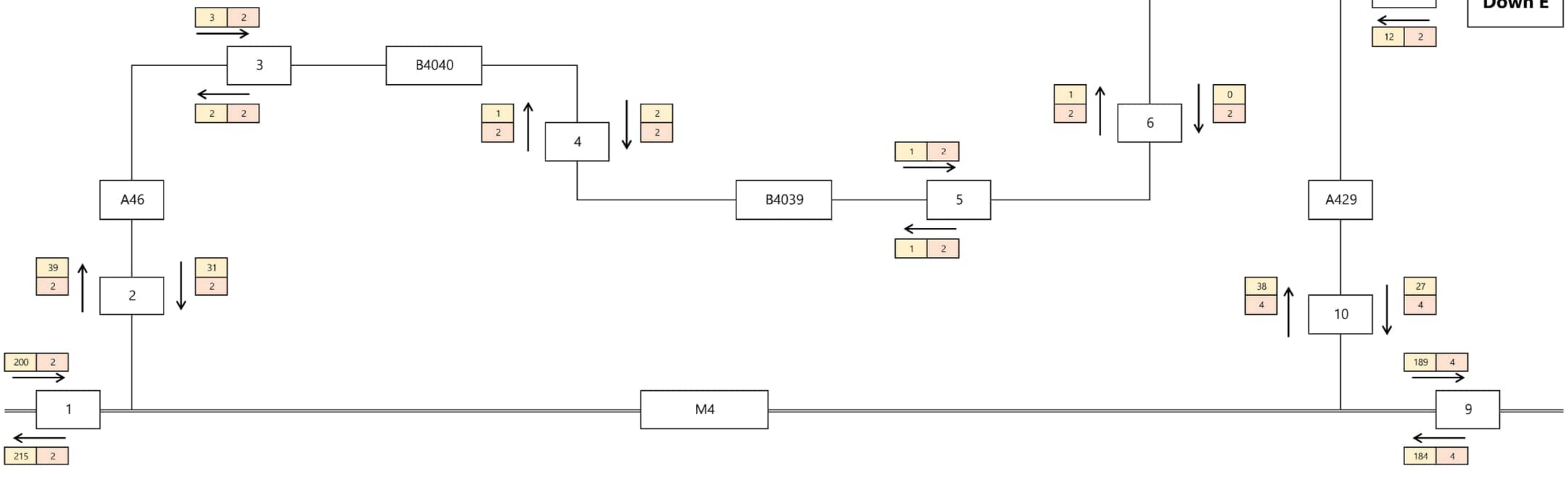
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Hourly Construction HGV Movements
Hour Ending: 10
Hourly Based on ES AADT Flows

Lime Down Solar Farm

Lime Down SolarPark Ltd

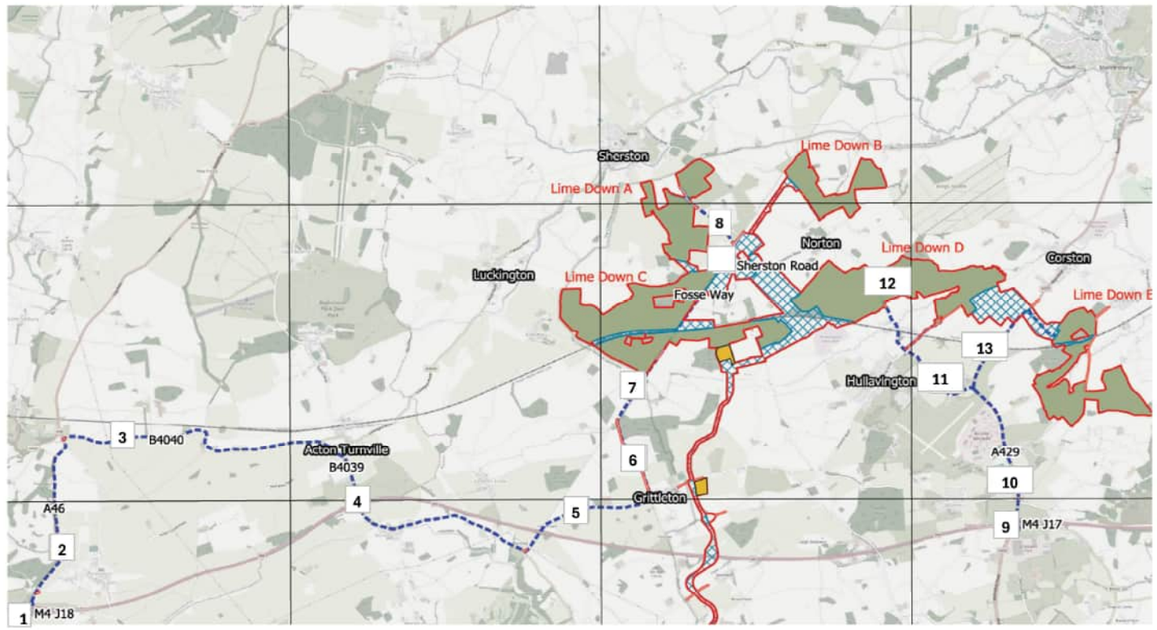
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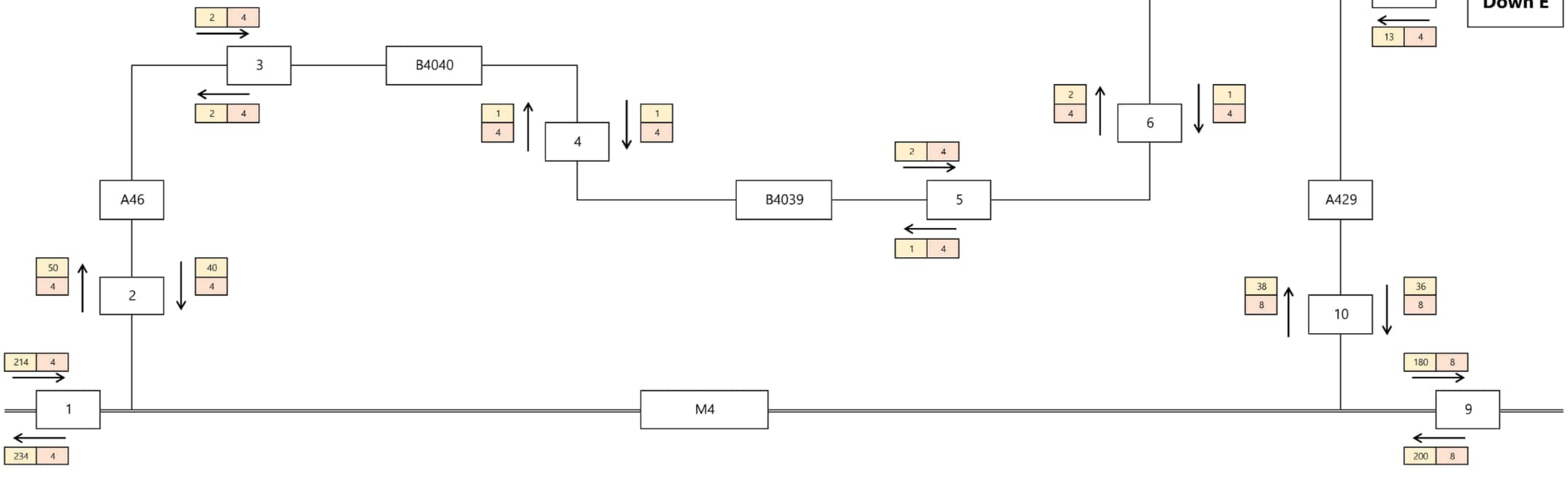
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Hourly Construction HGV Movements
Hour Ending: 11
Hourly Based on ES AADT Flows

Lime Down Solar Farm

Lime Down SolarPark Ltd

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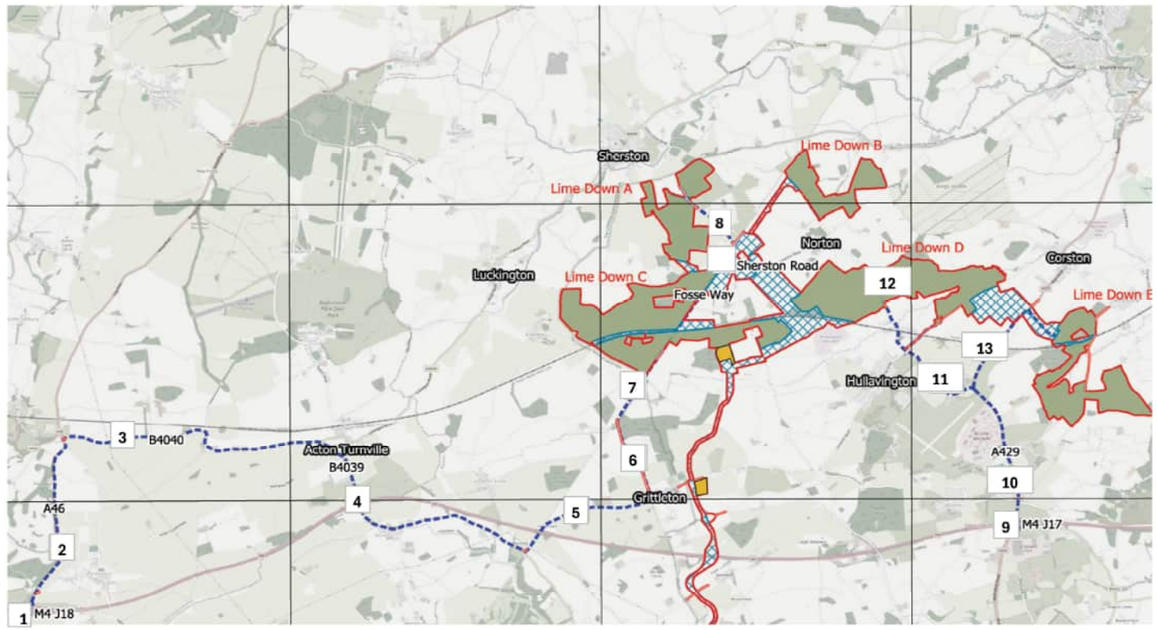
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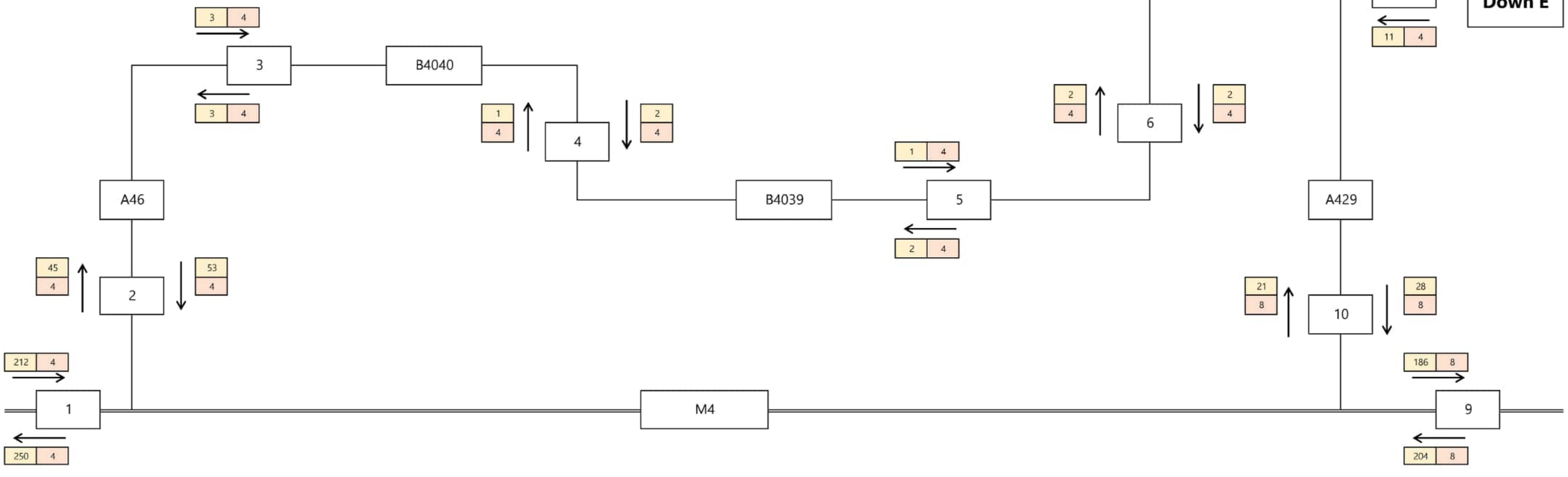
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Hourly Construction HGV Movements

Hour Ending: 12

Hourly Based on ES AADT Flows

Lime Down Solar Farm

Lime Down SolarPark Ltd

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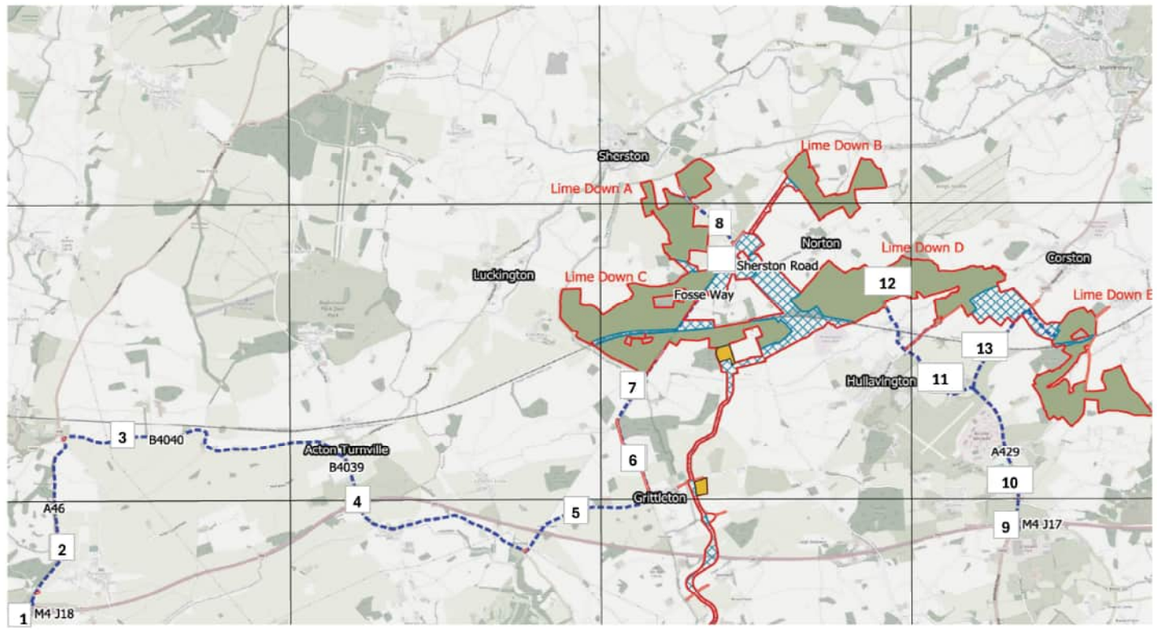
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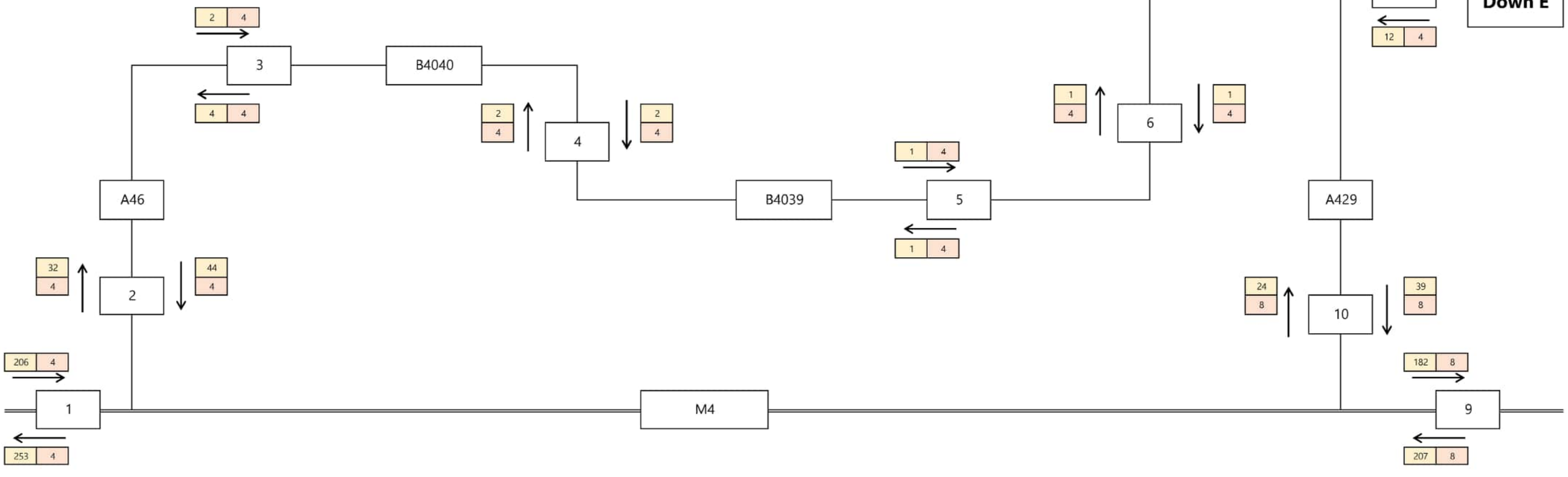
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Hourly Construction HGV Movements

Hour Ending: 13

Hourly Based on ES AADT Flows

Lime Down Solar Farm

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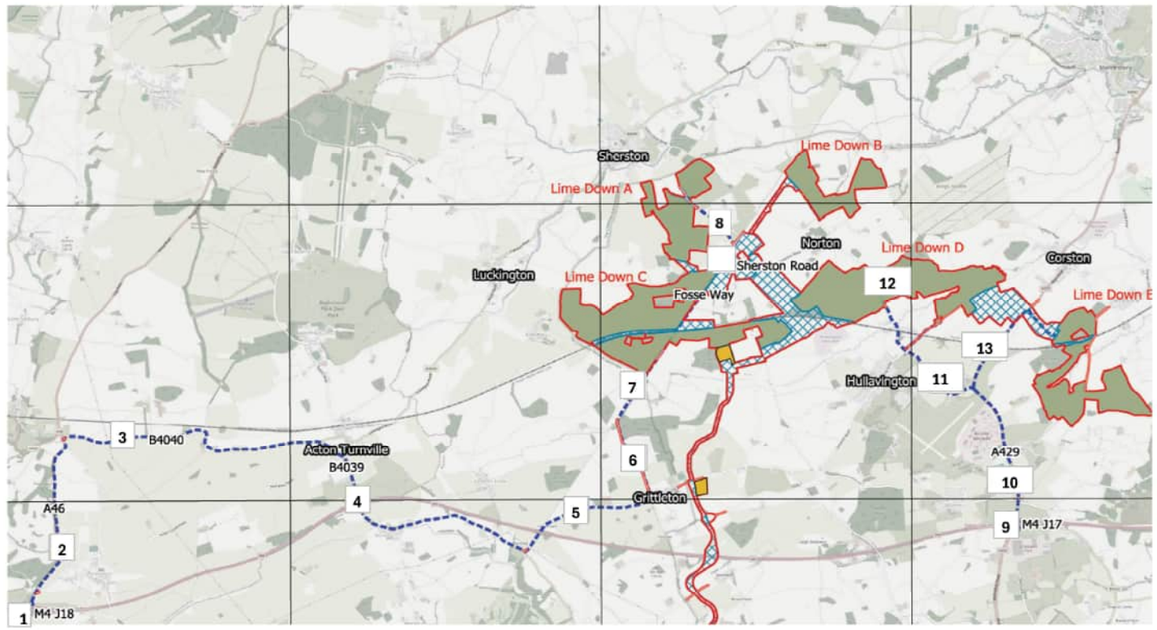
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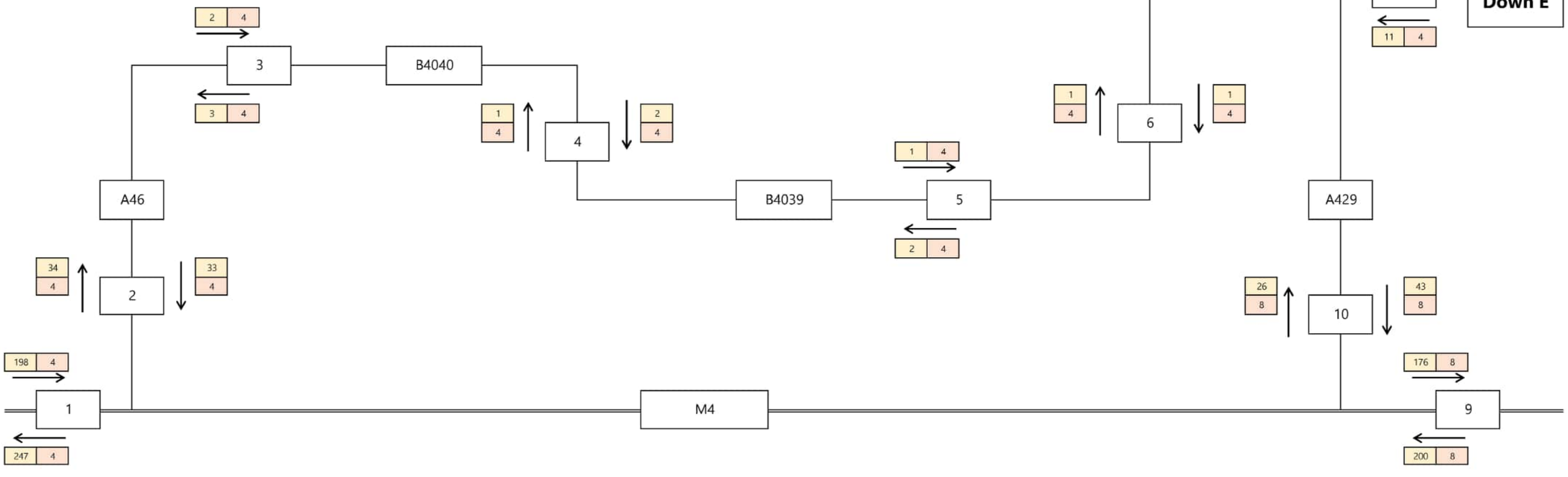
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Hourly Construction HGV Movements

Hour Ending: 14

Hourly Based on ES AADT Flows

Lime Down Solar Farm

Lime Down SolarPark Ltd

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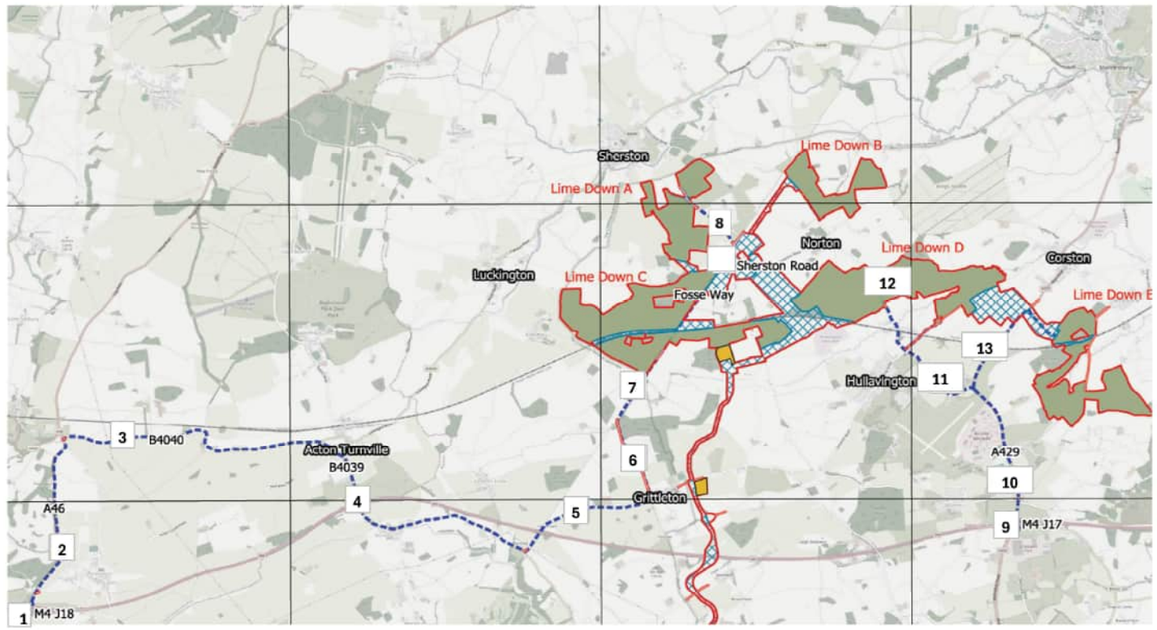
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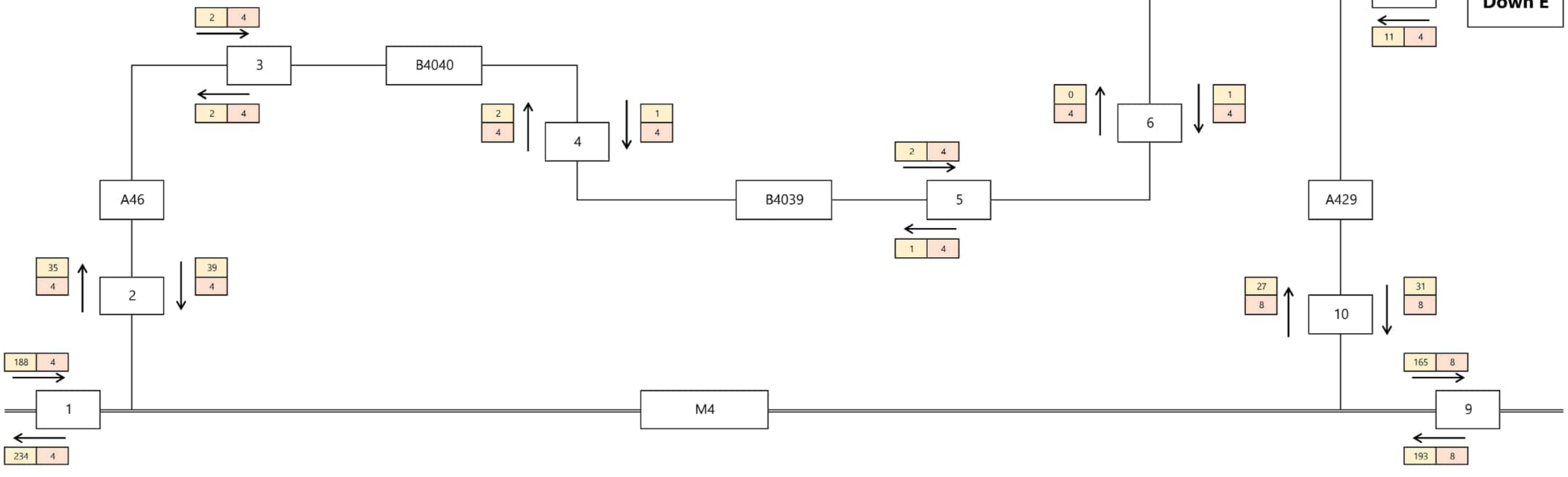
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Hourly Construction HGV Movements

Hour Ending: 15

Hourly Based on ES AADT Flows

Lime Down Solar Farm

Lime Down SolarPark Ltd

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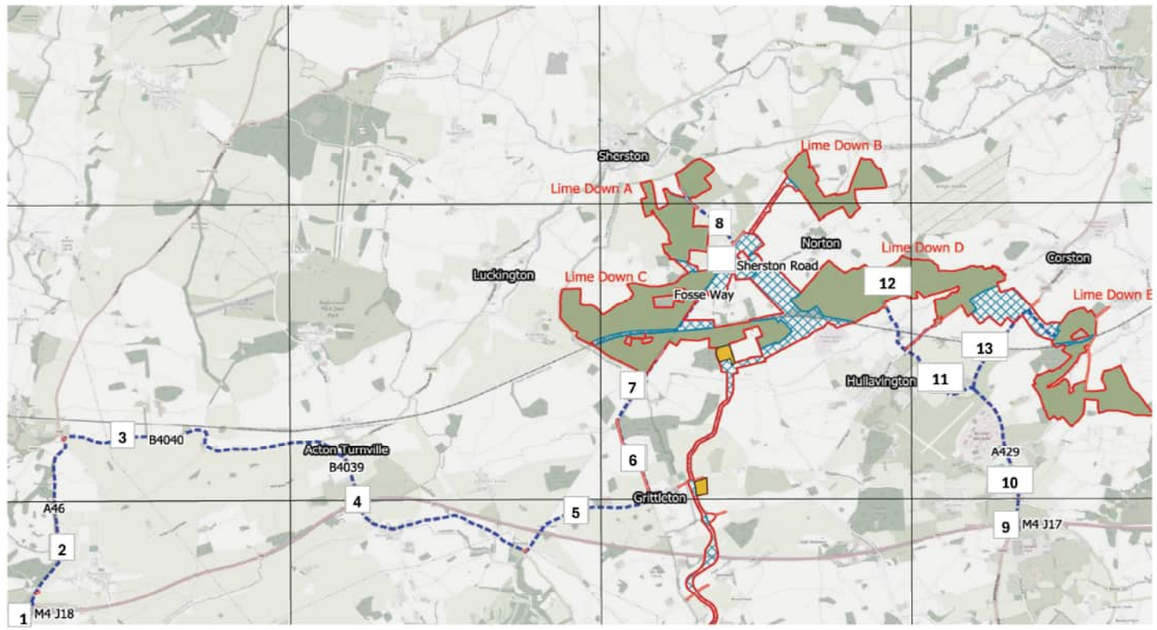
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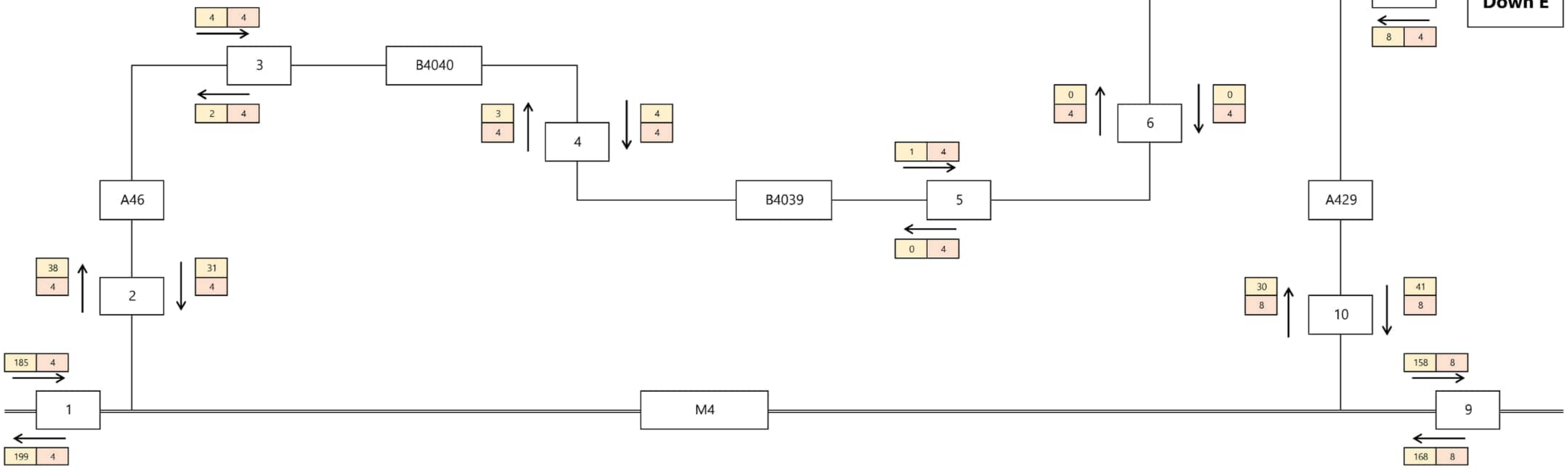
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Hourly Construction HGV Movements

Hour Ending: 16

Hourly Based on ES AADT Flows

Lime Down Solar Farm

Lime Down SolarPark Ltd

Date:	Status:	Scale:
#N/A	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
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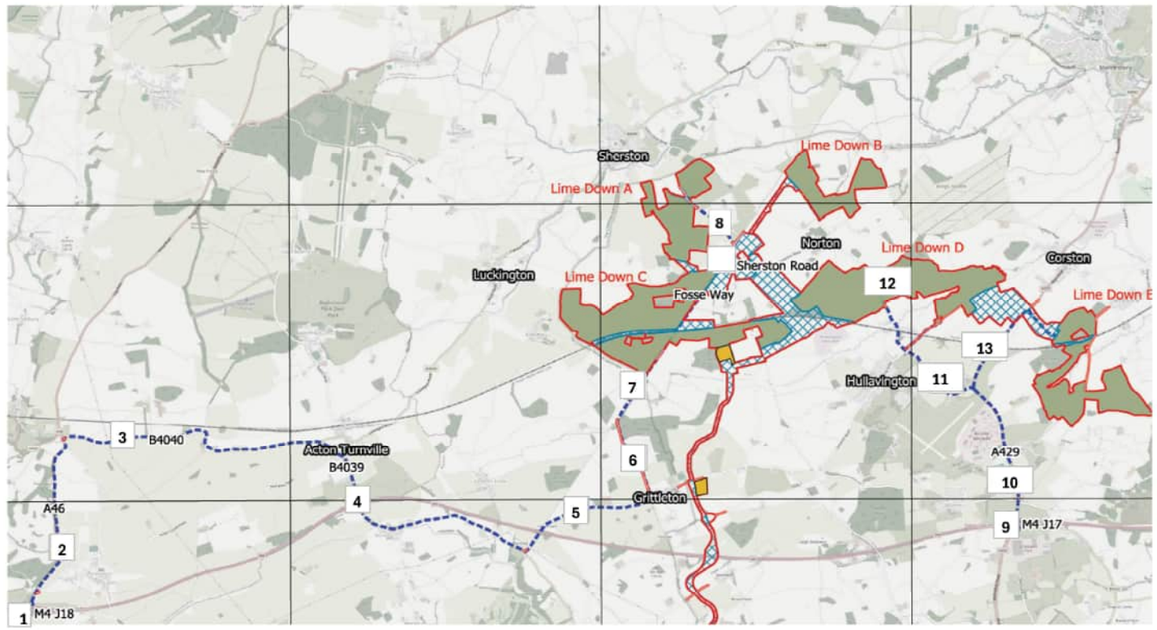
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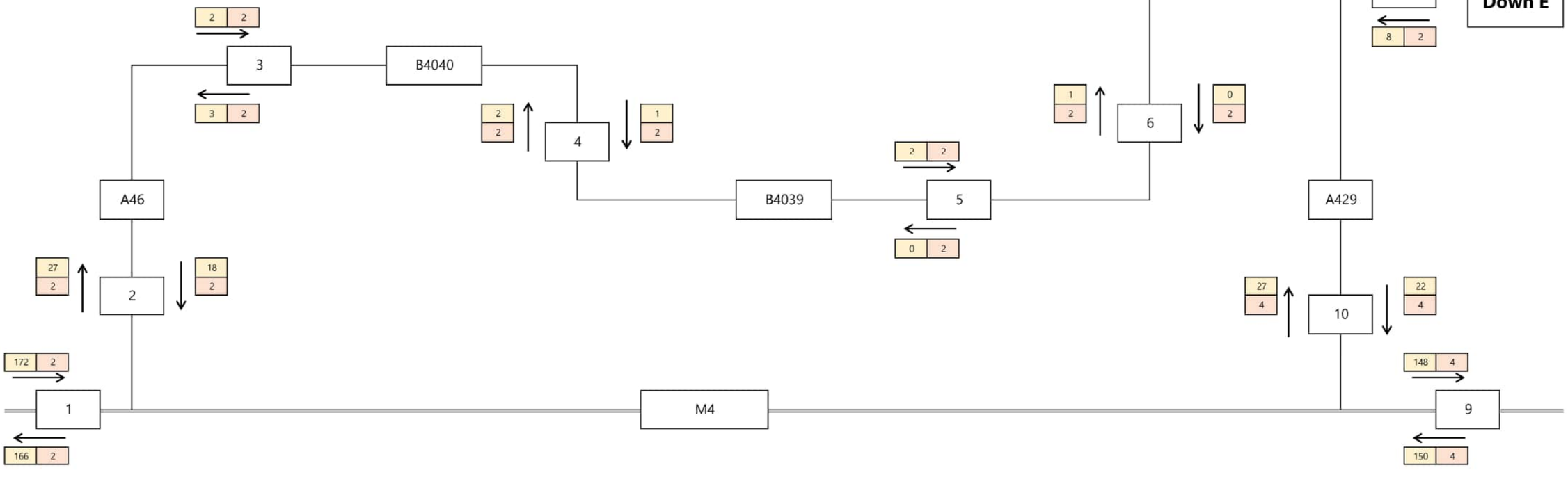
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Hourly Construction HGV Movements

Hour Ending: 17

Hourly Based on ES AADT Flows

Lime Down Solar Farm

Lime Down SolarPark Ltd

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Annex G HGV Probability Calculations

Fosse Way - Average Construction Hourly flow Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	3100	metres
Journey Time	277	Seconds
Minutes	4.623013161	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	1	1

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	3	2

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00083	0.00056
Vehicles per Period (i.e. 277s)	0.23115	0.15410

Number of HGV encounters meeting another in 1 hour	0.46

Chance of HGV meeting another along the route	**1 in**	**11**
Chance of HGV not meeting another along the route		91%

Fosse Way -Average Construction Hourly flow- Excluding Passing Areas Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	3100	metres
Route Length minus Passing Sections	2062	metres
Journey Time	185	Seconds
Minutes	3.075049399	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	1	1

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	3	2

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00083	0.00056
Vehicles per Period (i.e. 185s)	0.15375	0.10250

Number of HGV's meeting another in 1 hour	0.31

Chance of HGV meeting another along the route	**1 in**	**16**
Chance of HGV not meeting another along the route		94%

Fosse Way - Average Construction Hourly flow - Excluding Passing areas - 2 vehicles leaving in convoy Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	2062	metres
Journey Time	185	Seconds
Minutes	3.075049399	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	1	1

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	3	2

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00083	0.00042
Vehicles per Period (i.e. 185s)	0.15375	0.07688

Number of HGV's meeting another in 1 hour	0.23

Chance of HGV meeting another along the route	**1 in**	**20**
Chance of HGV not meeting another along the route		95%

Bradfield Cottages - Average Construction Hourly flow - Excluding Passing Areas Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	980	metres
Journey Time	88	Seconds
Minutes	1.461468677	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	2

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	9	6

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00250	0.00167
Vehicles per Period (i.e. 88s)	0.21922	0.14615

Number of HGV's meeting another in 1 hour	1.32

Chance of HGV meeting another along the route	**1 in**	**11**
Chance of HGV not meeting another along the route		91%

Bradfield Cottages -Average Construction Hourly flow- Excluding Passing Areas Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	980	metres
Route Length minus passing sections	660	metres
Journey Time	59	Seconds
Minutes	0.984254415	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	2

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	9	6

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00250	0.00167
Vehicles per Period (i.e. 59s)	0.14764	0.09843

Number of HGV's meeting another in 1 hour	0.89

Chance of HGV meeting another along the route	**1 in**	**17**
Chance of HGV not meeting another along the route		94%

Bradfield Cottages - Average Construction Hourly flow- Excluding Passing Areas- 2 leaving in convoy Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	660	metres
Journey Time	59	Seconds
Minutes	0.984254415	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	9	5

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00250	0.00139
Vehicles per Period (i.e. 59s)	0.14764	0.08202

Number of HGV's meeting another in 1 hour	0.74

Chance of HGV meeting another along the route	**1 in**	**19**
Chance of HGV not meeting another along the route		95%

Fosse Way - Peak Hourly flow Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	3100	metres
Journey Time	277	Seconds
Minutes	4.623013161	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	3	3

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	5	4

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00139	0.00111
Vehicles per Period (i.e. 277s)	0.38525	0.30820

Number of HGV encounters meeting another in 1 hour	1.54

Chance of HGV meeting another along the route	**1 in**	**6**
Chance of HGV not meeting another along the route		83%

Fosse Way - Peak Hourly flow- Excluding Passing Areas Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	3100	metres
Route Length minus Passing Sections	2062	metres
Journey Time	185	Seconds
Minutes	3.075049399	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	3	3

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	5	4

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00139	0.00111
Vehicles per Period (i.e. 185s)	0.25625	0.20500

Number of HGV's meeting another in 1 hour	1.03

Chance of HGV meeting another along the route	**1 in**	**9**
Chance of HGV not meeting another along the route		89%

Fosse Way - Peak Hourly flow - Excluding Passing areas - 2 vehicles leaving in convoy Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	2062	metres
Journey Time	185	Seconds
Minutes	3.075049399	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	3	2

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	5	3

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00139	0.00069
Vehicles per Period (i.e. 185s)	0.25625	0.12813

Number of HGV's meeting another in 1 hour	0.64

Chance of HGV meeting another along the route	**1 in**	**12**
Chance of HGV not meeting another along the route		91%

Bradfield Cottages - Peak Hourly flow Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	980	metres
Journey Time	88	Seconds
Minutes	1.461468677	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	4

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	11	8

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00306	0.00222
Vehicles per Period (i.e. 88s)	0.26794	0.19486

Number of HGV's meeting another in 1 hour	2.14

Chance of HGV meeting another along the route	**1 in**	**9**
Chance of HGV not meeting another along the route		89%

Bradfield Cottages - Peak Hourly flow - Excluding Passing Areas Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	980	metres
Route Length minus passing sections	660	metres
Journey Time	59	Seconds
Minutes	0.984254415	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	4

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	11	8

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00306	0.00222
Vehicles per Period (i.e. 59s)	0.18045	0.13123

Number of HGV's meeting another in 1 hour	1.44

Chance of HGV meeting another along the route	**1 in**	**13**
Chance of HGV not meeting another along the route		92%

Bradfield Cottages - Peak Hourly flow - Excluding Passing Areas- 2 leaving in convoy Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	660	metres
Journey Time	59	Seconds
Minutes	0.984254415	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	2

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	11	6

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00306	0.00167
Vehicles per Period (i.e. 59s)	0.18045	0.09843

Number of HGV's meeting another in 1 hour	1.08

Chance of HGV meeting another along the route	**1 in**	**16**
Chance of HGV not meeting another along the route		94%

Fosse Way - AADT Hourly flow Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	3100	metres
Journey Time	277	Seconds
Minutes	4.623013161	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	4

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	6	5

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00167	0.00139
Vehicles per Period (i.e. 277s)	0.46230	0.38525

Number of HGV encounters meeting another in 1 hour	2.31

Chance of HGV meeting another along the route	**1 in**	**5**
Chance of HGV not meeting another along the route		79%

Fosse Way - AADT Hourly flow - Excluding Passing Areas Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	3100	metres
Route Length minus Passing Sections	2062	metres
Journey Time	185	Seconds
Minutes	3.075049399	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	4

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	6	5

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00167	0.00139
Vehicles per Period (i.e. 185s)	0.30750	0.25625

Number of HGV's meeting another in 1 hour	1.54

Chance of HGV meeting another along the route	**1 in**	**7**
Chance of HGV not meeting another along the route		86%

Fosse Way - AADT Hourly flow - Excluding Passing areas - 2 vehicles leaving in convoy Peak Baseline Time Period 10am-11am

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	2062	metres
Journey Time	185	Seconds
Minutes	3.075049399	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	2	1

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	2

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	6	3

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00167	0.00083
Vehicles per Period (i.e. 185s)	0.30750	0.15375

Number of HGV's meeting another in 1 hour	0.92

Chance of HGV meeting another along the route	**1 in**	**10**
Chance of HGV not meeting another along the route		90%

Bradfield Cottages - AADT Hourly flow Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	980	metres
Journey Time	88	Seconds
Minutes	1.461468677	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	4

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	11	8

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00306	0.00222
Vehicles per Period (i.e. 88s)	0.26794	0.19486

Number of HGV's meeting another in 1 hour	2.14

Chance of HGV meeting another along the route	**1 in**	**9**
Chance of HGV not meeting another along the route		89%

Bradfield Cottages - AADT Hourly flow - Excluding Passing Areas Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	980	metres
Route Length minus passing sections	660	metres
Journey Time	59	Seconds
Minutes	0.984254415	Minutes

Passing Places tota 320

Existing HGV Flows	Northbound	Southbound
Peak Construction Hour	7	4

Proposed HGV Flows	Northbound	Southbound
Peak Construction Hour	4	4

Combined HGV Flows	Northbound	Southbound
Peak Construction Hour	11	8

Vehicles per Period	Northbound	Southbound
Vehicles per second	0.00306	0.00222
Vehicles per Period (i.e. 59s)	0.18045	0.13123

Number of HGV's meeting another in 1 hour	1.44

Chance of HGV meeting another along the route	1 in	13
Chance of HGV not meeting another along the route		92%

Bradfield Cottages - AADT Hourly flow - Excluding Passing Areas- 2 leaving in convoy Peak Baseline Time Period 13:00-14:00

Journey Time Along Construction Route		
Average Speed	25	mph
Average Speed	40.2335	km/h
Average Speed	11.17597222	m/s
Route Length	660	metres
Journey Time	59	Seconds
Minutes	0.984254415	Minutes

Existing HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	7	4

Proposed HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	4	2

Combined HGV Flows	**Northbound**	**Southbound**
Peak Construction Hour	11	6

Vehicles per Period	**Northbound**	**Southbound**
Vehicles per second	0.00306	0.00167
Vehicles per Period (i.e. 59s)	0.18045	0.09843

Number of HGV's meeting another in 1 hour	1.08

Chance of HGV meeting another along the route	**1 in**	**16**
Chance of HGV not meeting another along the route		94%

Bradfield Cottages first bend after The Street Junction

Journey Time Along Construction Route		
Average Speed	15	mph
Average Speed	24.1401	km/h
Average Speed	6.705583333	m/s
Route Length	30	metres
Journey Time	4	Seconds
Minutes	0.074564728	Minutes

Existing HGV Flows	Northbound	Southbound
Peak Construction Hour	7	4

Proposed HGV Flows	Northbound	Southbound
Peak Construction Hour	4	4

Combined HGV Flows	Northbound	Southbound
Peak Construction Hour	11	8

Vehicles per Period	Northbound	Southbound
Vehicles per second	0.00306	0.00222
Vehicles per Period (i.e. 7s)	0.01367	0.00994

Number of HGV's meeting another in 1 hour	0.109

Chance of HGV meeting another along the route	1 in	174
Chance of HGV not meeting another along the route		99.4%

Annex H Construction Worker Trip Calculations

Worker Calculation Summary Sheet

Workers per Site

Solar PV Site	Dates	Weeks	Days	Total Workers	Average Workers Per day	Peak Worker	Peak Worker Day
Solar PV Site A	July 2027 - March 2028	39	213	9 634	45	139	02/11/2027
Solar PV Site B	July 2027 - March 2028	39	213	9 375	44	148	27/10/2027
Solar PV Site C	February 2028 - June 2029	74	394	23 499	60	172	02/03/2029
Solar PV Site D (West (includes some 400kV works)	July 2027 - March 2029	75	396	29 279	74	185	17/07/2028
Solar PV Site E	March 2028- April 2029	61	325	14 813	46	160	13/11/2028
BESS (Solar PV Site D (West))	November 2027 - May 2029	82	469	5 711	13	28	15/05/2029
400kV (Solar PV Site D (West))	July 2027 - February 2029	87	467	9 173	20	31	15/09/2028

Peak Day on Route

Route	Workers	Workers by Shuttle Bus	Shuttle Bus Trips	Workers by Car	Car Trips	Total Trips (Arrivals)	Total Trip Movements
Unnamed Road to Shenston (Route to Solar PV Site A)	129	64	2	65	43	46	92
Fosse Way (Route to Solar PV Site A, B and C)	271	135	7	135	90	97	194
Bradfield Cottages (Route to Solar PV Site D (West))	221	111	6	111	74	79	159
A429 South of roundabout to Hullavington (Route to Solar PV Site D and E)	331	166	8	166	110	118	237
A429 North of roundabout to Hullavington (Route to Solar PV Site D (East) and E)	160	80	4	80	53	57	114

Working Days per Route

Route	Dates	Number of Months	Working Days per Month	Working Days per Route
Unnamed Road to Shenston (Route to Solar PV Site A)	July 2027 - March 2028	9	23	213
Fosse Way (Route to Solar PV Site A, B and C)	July 2027 - June 2029	24	23	552
Bradfield Cottages (Route to Solar PV Site D (West))	July 2027 - May 2029	23	23	529
A429 South of roundabout to Hullavington (Route to Solar PV Site D and E)	July 2027 - May 2029	23	23	529
A429 North of roundabout to Hullavington (Route to Solar PV Site D (East) and E)	March 2028 - April 2029	14	23	322

50%	Workers by Shuttle Bus
25	Workers per Shuttle Bus
50%	Workers by Car
1.5	Workers per Car

Average Day on Route (on active construction days)	Workers	Workers by Shuttle Bus	Shuttle Bus Trips	Workers by Car	Car Trips	Total Trips (Arrivals)	Total Trip Movements
Unnamed Road to Shenston (Route to Solar PV Site A)	45	23	1	23	15	16	32
Fosse Way (Route to Solar PV Site A, B and C)	81	40	2	40	27	29	58
Bradfield Cottages (Route to Solar PV Site D (West))	93	42	2	42	28	30	60
A429 South of roundabout to Hullavington (Route to Solar PV Site D and E)	138	60	3	60	40	43	86
A429 North of roundabout to Hullavington (Route to Solar PV Site D (East) and E)	58	29	1	29	19	21	42

Monthly Worker Totals

Month	Solar PV Site A	Solar PV Site B	Solar PV Site C	Solar PV Site D (West) (includes some 400kV works)	Solar PV Site E	BESS (Solar PV Site D (West))	400kV (Solar PV Site D (West))
Jul 2027	235	238	0	266	0	0	294
Aug 2027	357	362	0	402	0	0	276
Sep 2027	1 777	1 979	0	427	0	0	268
Oct 2027	2 449	2 853	0	428	0	0	282
Nov 2027	2 358	1 161	0	540	0	376	288
Dec 2027	601	611	0	729	0	224	344
Jan 2028	341	275	0	564	0	345	688
Feb 2028	930	964	253	494	0	631	621
Mar 2028	595	573	241	1 633	568	391	675
Apr 2028	0	0	197	1 913	658	161	554
May 2028	0	0	298	1 998	492	266	561
Jun 2028	0	0	478	2 666	795	277	680
Jul 2028	0	0	2 369	3 424	2 369	272	588
Aug 2028	0	0	2 490	3 841	2 322	277	680
Sep 2028	0	0	2 644	3 778	2 306	272	663
Oct 2028	0	0	2 325	3 226	2 017	277	714
Nov 2028	0	0	2 363	3 638	2 341	277	364
Dec 2028	0	0	2 674	3 311	627	251	317
Jan 2029	0	0	1 521	1 921	828	260	276
Feb 2029	0	0	1 167	527	654	259	229
Mar 2029	0	0	757	567	964	459	0
Apr 2029	0	0	1 519	0	803	436	0
May 2029	0	0	992	0	0	385	0
Jun 2029	0	0	860	0	0	0	0
Jul 2029	0	0	0	0	0	0	0

Flows on Route

Date	Unnamed Road to Shenston (Route to Solar PV Site A)	Fosse Way (Route to Solar PV Site A, B and C)	Bradfield Cottages (Route to Solar PV Site D (West))	A429 South of roundabout to Hullavington (Route to Solar PV Site D and E)	A429 North of roundabout to Hullavington (Route to Solar PV Site D (East) and E)
01-Jul-27	10	21	24	24	0
02-Jul-27	10	21	24	24	0
03-Jul-27	5	10	12	12	0
04-Jul-27	0	0	0	0	0
05-Jul-27	10	21	24	24	0
06-Jul-27	10	21	24	24	0
07-Jul-27	10	21	24	24	0
08-Jul-27	10	21	24	24	0
09-Jul-27	10	21	24	24	0
10-Jul-27	5	9	12	12	0
11-Jul-27	0	0	0	0	0
12-Jul-27	9	19	24	24	0
13-Jul-27	9	19	24	24	0
14-Jul-27	9	19	24	24	0
15-Jul-27	9	19	24	24	0
16-Jul-27	9	19	24	24	0
17-Jul-27	5	9	12	12	0
18-Jul-27	0	0	0	0	0
19-Jul-27	9	19	24	24	0
20-Jul-27	9	19	24	24	0
21-Jul-27	9	19	24	24	0
22-Jul-27	5	10	12	12	0
23-Jul-27	9	19	24	24	0
24-Jul-27	5	9	12	12	0
25-Jul-27	0	0	0	0	0
26-Jul-27	9	19	24	24	0
27-Jul-27	9	19	22	22	0
28-Jul-27	9	19	22	22	0
29-Jul-27	9	19	22	22	0
30-Jul-27	9	19	22	22	0
31-Jul-27	5	9	11	11	0
01-Aug-27	0	0	0	0	0
02-Aug-27	5	10	11	11	0
03-Aug-27	9	19	22	22	0
04-Aug-27	9	19	30	30	0
05-Aug-27	5	10	14	14	0
06-Aug-27	9	19	30	30	0
07-Aug-27	5	9	15	15	0
08-Aug-27	0	0	0	0	0
09-Aug-27	9	19	30	30	0
10-Aug-27	9	19	30	30	0
11-Aug-27	9	9	30	30	0
12-Aug-27	9	19	30	30	0
13-Aug-27	9	18	30	30	0
14-Aug-27	4	9	15	15	0
15-Aug-27	0	0	0	0	0
16-Aug-27	5	10	14	14	0
17-Aug-27	9	18	30	30	0
18-Aug-27	9	13	30	30	0
19-Aug-27	6	14	14	14	0
20-Aug-27	28	55	30	30	0
21-Aug-27	14	27	15	15	0
22-Aug-27	0	0	0	0	0
23-Aug-27	28	55	30	30	0
24-Aug-27	28	55	30	30	0
25-Aug-27	28	55	30	30	0
26-Aug-27	28	55	30	30	0
27-Aug-27	14	27	15	15	0
28-Aug-27	0	0	0	0	0
29-Aug-27	14	27	15	15	0
30-Aug-27	0	0	0	0	0
31-Aug-27	28	55	30	30	0
01-Sep-27	28	56	30	30	0
02-Sep-27	28	56	30	30	0
03-Sep-27	24	54	30	30	0
04-Sep-27	16	29	15	15	0
05-Sep-27	0	0	0	0	0
06-Sep-27	27	53	30	30	0
07-Sep-27	27	53	30	30	0
08-Sep-27	27	75	30	30	0
09-Sep-27	27	75	30	30	0
10-Sep-27	27	117	30	30	0
11-Sep-27	91	141	15	15	0
12-Sep-27	0	0	0	0	0
13-Sep-27	93	193	30	30	0
14-Sep-27	93	193	30	30	0
15-Sep-27	93	193	30	30	0
16-Sep-27	93	193	30	30	0
17-Sep-27	93	193	30	30	0
18-Sep-27	47	102	15	15	0
19-Sep-27	0	0	0	0	0
20-Sep-27	93	210	30	30	0
21-Sep-27	93	168	30	30	0
22-Sep-27	104	221	30	30	0
23-Sep-27	109	212	30	30	0
24-Sep-27	109	193	30	30	0
25-Sep-27	55	106	15	15	0
26-Sep-27	0	0	0	0	0
27-Sep-27	109	202	30	30	0
28-Sep-27	95	197	30	30	0
29-Sep-27	95	197	30	30	0
30-Sep-27	95	197	30	30	0
01-Oct-27	95	198	30	30	0
02-Oct-27	47	95	15	15	0
03-Oct-27	0	0	0	0	0
04-Oct-27	95	198	30	30	0
05-Oct-27	87	176	30	30	0
06-Oct-27	87	179	30	30	0
07-Oct-27	87	179	30	30	0
08-Oct-27	76	156	30	30	0
09-Oct-27	38	80	15	15	0
10-Oct-27	0	0	0	0	0
11-Oct-27	76	196	30	30	0
12-Oct-27	76	208	30	30	0
13-Oct-27	76	208	30	30	0
14-Oct-27	105	238	30	30	0
15-Oct-27	119	251	30	30	0
16-Oct-27	59	156	15	15	0
17-Oct-27	0	0	0	0	0
18-Oct-27	119	251	30	30	0
19-Oct-27	119	251	30	30	0
20-Oct-27	119	251	30	30	0
21-Oct-27	119	251	30	30	0
22-Oct-27	119	251	30	30	0
23-Oct-27	59	135	15	15	0
24-Oct-27	0	0	0	0	0
25-Oct-27	119	261	30	30	0
26-Oct-27	119	261	30	30	0
27-Oct-27	119	267	30	30	0
28-Oct-27	128	270	30	30	0
29-Oct-27	128	270	30	30	0
30-Oct-27	64	135	15	15	0
31-Oct-27	0	0	0	0	0
01-Nov-27	123	265	42	42	0
02-Nov-27	128	274	43	43	0
03-Nov-27	128	270	43	43	0
04-Nov-27	128	270	43	43	0
05-Nov-27	128	264	43	43	0
06-Nov-27	64	127	21	21	0
07-Nov-27	0	0	0	0	0
08-Nov-27	128	264	43	43	0
09-Nov-27	128	249	43	43	0
10-Nov-27	111	193	43	43	0
11-Nov-27	111	146	43	43	0
12-Nov-27	111	146	43	43	0
13-Nov-27	56	73	21	21	0
14-Nov-27	0	0	0	0	0
15-Nov-27	111	139	43	43	0
16-Nov-27	126	154	43	43	0
17-Nov-27	126	154	43	43	0
18-Nov-27	126	154	43	43	0
19-Nov-27	126	159	43	43	0
20-Nov-27	61	77	21	21	0
21-Nov-27	0	0	0	0	0
22-Nov-27	121	154	42	43	0
23-Nov-27	36	58	43	43	0
24-Nov-27	49	75	58	58	0
25-Nov-27	34	66	58	58	0
26-Nov-27	34	57	58	58	0
27-Nov-27	17	76	76	76	0
28-Nov-27	0	0	0	0	0
29-Nov-27	34	57	58	58	0
30-Nov-27	34	52	56	56	0

01-Dec-27	25	63	56	56	0
02-Dec-27	25	63	56	56	0
03-Dec-27	25	63	56	56	0
04-Dec-27	12	25	28	28	0
05-Dec-27	0	0	0	0	0
06-Dec-27	19	65	56	56	0
07-Dec-27	19	65	56	56	0
08-Dec-27	19	65	56	56	0
09-Dec-27	19	65	56	56	0
10-Dec-27	19	65	56	56	0
11-Dec-27	14	33	28	28	0
12-Dec-27	0	0	0	0	0
13-Dec-27	27	66	56	56	0
14-Dec-27	27	66	56	56	0
15-Dec-27	13	49	56	56	0
16-Dec-27	34	70	56	56	0
17-Dec-27	34	70	56	56	0
18-Dec-27	17	33	28	28	0
19-Dec-27	0	0	0	0	0
20-Dec-27	34	66	56	56	0
21-Dec-27	36	57	48	48	0
22-Dec-27	36	57	48	48	0
23-Dec-27	32	53	48	48	0
24-Dec-27	32	53	63	63	0
25-Dec-27	16	27	33	33	0
26-Dec-27	0	0	0	0	0
27-Dec-27	0	0	0	0	0
28-Dec-27	0	0	0	0	0
29-Dec-27	23	44	63	63	0
30-Dec-27	23	44	63	63	0
31-Dec-27	23	44	63	63	0
01-Jan-28	11	22	32	32	0
02-Jan-28	0	0	0	0	0
03-Jan-28	0	0	0	0	0
04-Jan-28	23	44	63	63	0
05-Jan-28	23	44	63	63	0
06-Jan-28	23	44	63	63	0
07-Jan-28	23	44	63	63	0
08-Jan-28	11	21	33	33	0
09-Jan-28	0	0	0	0	0
10-Jan-28	23	42	63	63	0
11-Jan-28	14	26	43	43	0
12-Jan-28	14	18	63	63	0
13-Jan-28	14	18	63	63	0
14-Jan-28	14	18	63	63	0
15-Jan-28	2	5	32	32	0
16-Jan-28	0	0	0	0	0
17-Jan-28	5	9	63	63	0
18-Jan-28	5	9	63	63	0
19-Jan-28	6	12	73	73	0
20-Jan-28	9	14	73	73	0
21-Jan-28	9	19	73	73	0
22-Jan-28	5	9	58	58	0
23-Jan-28	0	0	0	0	0
24-Jan-28	9	19	73	73	0
25-Jan-28	9	19	73	73	0
26-Jan-28	19	29	73	73	0
27-Jan-28	19	39	73	73	0
28-Jan-28	19	39	73	73	0
29-Jan-28	10	19	33	33	0
30-Jan-28	0	0	0	0	0
31-Jan-28	19	39	67	67	0
01-Feb-28	19	50	67	67	0
02-Feb-28	19	50	67	67	0
03-Feb-28	29	67	67	67	0
04-Feb-28	42	81	67	67	0
05-Feb-28	31	62	33	33	0
06-Feb-28	0	0	0	0	0
07-Feb-28	42	96	67	67	0
08-Feb-28	42	96	67	67	0
09-Feb-28	42	96	67	67	0
10-Feb-28	42	96	67	67	0
11-Feb-28	42	96	67	67	0
12-Feb-28	21	48	33	33	0
13-Feb-28	0	0	0	0	0
14-Feb-28	42	96	67	67	0
15-Feb-28	42	96	67	67	0
16-Feb-28	42	96	67	67	0
17-Feb-28	42	96	67	67	0
18-Feb-28	42	96	67	67	0
19-Feb-28	21	48	33	33	0
20-Feb-28	0	0	0	0	0
21-Feb-28	42	96	66	66	0
22-Feb-28	42	96	66	66	0
23-Feb-28	42	96	70	70	0
24-Feb-28	42	95	70	70	0
25-Feb-28	42	95	70	70	0
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02-Mar-28	42	95	70	95	23
03-Mar-28	42	95	72	95	23
04-Mar-28	21	47	36	48	12
05-Mar-28	0	0	0	0	0
06-Mar-28	42	95	72	95	23
07-Mar-28	42	70	72	95	23
08-Mar-28	23	56	72	95	23
09-Mar-28	18	46	70	95	23
10-Mar-28	18	46	72	95	23
11-Mar-28	9	23	36	48	12
12-Mar-28	0	0	0	0	0
13-Mar-28	18	46	60	83	23
14-Mar-28	18	46	60	83	23
15-Mar-28	18	46	132	155	23
16-Mar-28	18	46	132	155	23
17-Mar-28	18	46	132	155	23
18-Mar-28	9	23	66	77	11
19-Mar-28	0	0	0	0	0
20-Mar-28	18	46	132	154	22
21-Mar-28	18	46	132	154	22
22-Mar-28	18	46	132	154	22
23-Mar-28	18	46	132	154	22
24-Mar-28	18	46	132	154	22
25-Mar-28	9	23	66	77	11
26-Mar-28	0	0	0	0	0
27-Mar-28	18	46	132	154	22
28-Mar-28	18	46	132	154	22
29-Mar-28	18	46	132	154	22
30-Mar-28	18	46	132	154	22
31-Mar-28	18	46	132	154	22
01-Apr-28	0	5	66	77	11
02-Apr-28	0	0	0	0	0
03-Apr-28	0	10	133	154	22
04-Apr-28	0	10	132	154	22
05-Apr-28	0	10	132	154	22
06-Apr-28	0	10	132	154	22
07-Apr-28	0	10	132	154	22
08-Apr-28	0	5	66	77	11
09-Apr-28	0	0	0	0	0
10-Apr-28	0	10	132	154	22
11-Apr-28	0	10	126	149	22
12-Apr-28	0	10	126	149	22
13-Apr-28	0	10	126	149	22
14-Apr-28	0	0	0	0	0
15-Apr-28	0	5	62	74	11
16-Apr-28	0	0	0	0	0
17-Apr-28	0	0	0	0	0
18-Apr-28	0	10	126	149	22
19-Apr-28	0	10	126	149	22
20-Apr-28	0	10	126	149	22
21-Apr-28	0	10	126	149	22
22-Apr-28	0	5	62	74	11
23-Apr-28	0	0	0	0	0
24-Apr-28	0	10	130	152	22
25-Apr-28	0	10	130	152	22
26-Apr-28	0	10	130	152	22
27-Apr-28	0	10	130	152	22
28-Apr-28	0	10	130	152	22
29-Apr-28	0	5	65	76	11
30-Apr-28	0	0	0	0	0
01-May-28	0	0	0	0	0
02-May-28	0	10	130	152	22
03-May-28	0	10	130	152	22
04-May-28	0	10	130	152	22
05-May-28	0	10	128	150	22
06-May-28	0	5	64	75	11
07-May-28	0	0	0	0	0
08-May-28	0	10	128	150	22
09-May-28	0	10	122	144	22
10-May-28	0	10	122	144	22
11-May-28	0	10	122	144	22
12-May-28	0	10	122	144	22
13-May-28	0	5	61	72	11
14-May-28	0	0	0	0	0
15-May-28	0	10	122	144	22
16-May-28	0	10	122	144	22
17-May-28	0	10	122	144	22
18-May-28	0	10	122	144	22
19-May-28	0	10	122	144	22
20-May-28	0	5	61	72	11
21-May-28	0	0	0	0	0
22-May-28	0	10	122	144	22
23-May-28	0	10	122	145	24
24-May-28	0	0	122	143	21
25-May-28	0	9	122	143	21
26-May-28	0	6	122	138	17
27-May-28	0	4	61	89	8
28-May-28	0	0	0	0	0
29-May-28	0	0	0	0	0
30-May-28	0	9	122	139	17
31-May-28	0	9	122	139	17
01-Jun-26	0	9	134	151	17
02-Jun-26	0	9	134	151	17
03-Jun-26	0	4	67	75	8
04-Jun-26	0	0	0	0	0
05-Jun-26	0	9	134	151	17
06-Jun-26	0	8	134	151	17
07-Jun-26	0	9	134	169	35
08-Jun-26	0	9	134	169	35
09-Jun-26	0	8	134	169	36
10-Jun-26	0	4	67	85	18
11-Jun-26	0	0	0	0	0
12-Jun-26	0	9	134	169	36
13-Jun-26	0	9	134	169	36
14-Jun-26	0	28	134	169	36
15-Jun-26	0	28	134	169	36
16-Jun-26	0	28	134	169	36
17-Jun-26	0	14	67	85	18
18-Jun-26	0	0	0	0	0
19-Jun-26	0	28	134	164	30
20-Jun-26	0	28	134	164	30
21-Jun-26	0	28	134	164	30
22-Jun-26	0	28	174	205	30
23-Jun-26	0	28	174	205	30
24-Jun-26	0	14	87	102	15
25-Jun-26	0	0	0	0	0
26-Jun-26	0	28	179	210	30
27-Jun-26	0	28	179	210	30

28-Jun-26	0	28	179	217	38
29-Jun-26	0	28	179	217	38
30-Jun-26	0	56	179	361	103
01-Jul-26	0	14	90	141	51
02-Jul-26	0	0	0	0	0
03-Jul-26	0	28	179	281	102
04-Jul-26	0	28	179	281	102
05-Jul-26	0	165	179	281	102
06-Jul-26	0	165	179	273	94
07-Jul-26	0	165	179	273	94
08-Jul-26	0	52	87	134	47
09-Jul-26	0	0	0	0	0
10-Jul-26	0	165	178	272	94
11-Jul-26	0	165	178	268	89
12-Jul-26	0	165	178	268	89
13-Jul-26	0	165	178	268	89
14-Jul-26	0	165	178	268	89
15-Jul-26	0	52	89	134	45
16-Jul-26	0	0	0	0	0
17-Jul-26	0	165	221	311	89
18-Jul-26	0	165	221	311	89
19-Jul-26	0	165	221	311	89
20-Jul-26	0	165	185	274	89
21-Jul-26	0	109	173	262	89
22-Jul-26	0	52	90	134	45
23-Jul-26	0	0	0	0	0
24-Jul-26	0	109	173	262	89
25-Jul-26	0	109	173	262	89
26-Jul-26	0	109	173	262	89
27-Jul-26	0	109	173	262	89
28-Jul-26	0	104	173	262	89
29-Jul-26	0	52	90	131	41
30-Jul-26	0	0	0	0	0
31-Jul-26	0	104	173	262	89
01-Aug-26	0	104	173	262	89
02-Aug-26	0	104	173	262	89
03-Aug-26	0	104	173	262	89
04-Aug-26	0	104	173	262	89
05-Aug-26	0	65	94	156	62
06-Aug-26	0	0	0	0	0
07-Aug-26	0	104	198	287	89
08-Aug-26	0	104	198	331	133
09-Aug-26	0	104	198	331	133
10-Aug-26	0	104	198	287	89
11-Aug-26	0	104	198	287	89
12-Aug-26	0	52	96	144	48
13-Aug-26	0	0	0	0	0
14-Aug-26	0	104	198	298	100
15-Aug-26	0	104	204	304	100
16-Aug-26	0	104	204	304	100
17-Aug-26	0	104	204	304	100
18-Aug-26	0	104	204	304	100
19-Aug-26	0	53	100	153	53
20-Aug-26	0	0	0	0	0
21-Aug-26	0	104	204	304	100
22-Aug-26	0	104	204	304	100
23-Aug-26	0	104	204	295	91
24-Aug-26	0	104	204	295	91
25-Aug-26	0	104	204	295	91
26-Aug-26	0	52	102	147	45
27-Aug-26	0	0	0	0	0
28-Aug-26	0	0	0	0	0
29-Aug-26	0	104	204	295	91
30-Aug-26	0	104	204	295	91
31-Aug-26	0	104	204	295	91
01-Sep-26	0	104	204	295	91
02-Sep-26	0	53	103	147	45
03-Sep-26	0	0	0	0	0
04-Sep-26	0	104	204	295	91
05-Sep-26	0	104	204	295	91
06-Sep-26	0	104	204	323	119
07-Sep-26	0	104	204	327	123
08-Sep-26	0	104	204	327	123
09-Sep-26	0	81	102	164	62
10-Sep-26	0	0	0	0	0
11-Sep-26	0	102	204	327	123
12-Sep-26	0	115	204	320	116
13-Sep-26	0	115	204	320	116
14-Sep-26	0	115	204	320	116
15-Sep-26	0	115	230	326	116
16-Sep-26	0	58	105	156	51
17-Sep-26	0	0	0	0	0
18-Sep-26	0	115	230	311	101
19-Sep-26	0	115	230	311	101
20-Sep-26	0	115	230	311	101
21-Sep-26	0	115	230	311	101
22-Sep-26	0	115	230	319	101
23-Sep-26	0	53	109	160	51
24-Sep-26	0	0	0	0	0
25-Sep-26	0	165	230	311	101
26-Sep-26	0	165	230	311	101
27-Sep-26	0	165	230	311	101
28-Sep-26	0	165	230	311	101
29-Sep-26	0	165	99	200	101
30-Sep-26	0	53	53	107	57
01-Oct-26	0	0	0	0	0
02-Oct-26	0	165	99	213	114
03-Oct-26	0	165	99	213	114
04-Oct-26	0	144	99	222	123
05-Oct-26	0	144	99	222	123
06-Oct-26	0	144	99	222	123
07-Oct-26	0	72	49	111	62
08-Oct-26	0	0	0	0	0
09-Oct-26	0	144	99	222	123
10-Oct-26	0	144	99	222	123
11-Oct-26	0	144	99	222	123
12-Oct-26	0	144	79	208	129
13-Oct-26	0	144	90	220	129
14-Oct-26	0	72	45	110	65
15-Oct-26	0	0	0	0	0
16-Oct-26	0	144	90	214	123
17-Oct-26	0	144	90	214	123
18-Oct-26	0	144	90	218	123
19-Oct-26	0	144	94	218	123
20-Oct-26	0	144	86	210	123
21-Oct-26	0	68	43	105	62
22-Oct-26	0	0	0	0	0
23-Oct-26	0	141	86	210	123
24-Oct-26	0	141	86	210	123
25-Oct-26	0	141	86	210	123
26-Oct-26	0	141	97	220	123
27-Oct-26	0	141	97	242	146
28-Oct-26	0	65	48	121	73
29-Oct-26	0	0	0	0	0
30-Oct-26	0	135	89	227	146
31-Oct-26	0	135	92	227	146
01-Nov-26	0	135	92	227	146
02-Nov-26	0	135	89	227	146
03-Nov-26	0	135	87	233	146
04-Nov-26	0	62	43	116	73
05-Nov-26	0	0	0	0	0
06-Nov-26	0	135	87	233	146
07-Nov-26	0	135	96	242	146
08-Nov-26	0	121	108	252	148
09-Nov-26	0	135	108	252	148
10-Nov-26	0	135	127	273	146
11-Nov-26	0	62	59	138	80
12-Nov-26	0	0	0	0	0
13-Nov-26	0	135	108	268	160
14-Nov-26	0	148	109	268	160
15-Nov-26	0	148	109	268	160
16-Nov-26	0	148	108	268	160
17-Nov-26	0	148	109	268	160
18-Nov-26	0	74	54	134	80
19-Nov-26	0	0	0	0	0
20-Nov-26	0	148	109	159	51
21-Nov-26	0	148	109	154	45
22-Nov-26	0	148	109	154	45
23-Nov-26	0	148	109	154	45
24-Nov-26	0	148	108	154	45
25-Nov-26	0	74	54	77	23
26-Nov-26	0	0	0	0	0
27-Nov-26	0	148	108	154	45
28-Nov-26	0	148	109	145	36
29-Nov-26	0	163	109	133	24
30-Nov-26	0	163	102	125	24
01-Dec-26	0	163	102	125	24
02-Dec-26	0	81	51	63	12
03-Dec-26	0	0	0	0	0
04-Dec-26	0	163	102	125	24
05-Dec-26	0	172	102	125	24
06-Dec-26	0	172	102	125	24
07-Dec-26	0	172	96	119	24
08-Dec-26	0	172	96	116	24
09-Dec-26	0	86	48	60	12
10-Dec-26	0	0	0	0	0
11-Dec-26	0	172	96	116	24
12-Dec-26	0	172	96	117	24
13-Dec-26	0	172	94	127	33
14-Dec-26	0	172	94	127	33
15-Dec-26	0	172	94	127	33
16-Dec-26	0	86	47	63	17
17-Dec-26	0	0	0	0	0
18-Dec-26	0	172	94	127	33
19-Dec-26	0	172	94	127	33
20-Dec-26	0	172	94	122	28
21-Dec-26	0	172	79	91	18
22-Dec-26	0	172	79	112	41
23-Dec-26	0	86	39	59	20
24-Dec-26	0	0	0	0	0
25-Dec-26	0	0	0	0	0
26-Dec-26	0	0	0	0	0
27-Dec-26	0	172	63	104	41
28-Dec-26	0	166	63	104	41
29-Dec-26	0	172	51	88	37
30-Dec-26	0	86	26	44	18
31-Dec-26	0	0	0	0	0
01-Jan-29	0	0	0	0	0
02-Jan-29	0	173	51	88	37
03-Jan-29	0	71	51	96	44
04-Jan-29	0	71	51	96	44
05-Jan-29	0	71	51	95	44
06-Jan-29	0	36	26	43	18
07-Jan-29	0	0	0	0	0
08-Jan-29	0	71	51	86	35
09-Jan-29	0	71	51	86	35
10-Jan-29	0	71	51	86	35
11-Jan-29	0	71	51	86	35
12-Jan-29	0	71	51	86	35
13-Jan-29	0	36	26	44	18
14-Jan-29	0	0	0	0	0
15-Jan-29	0	65	47	87	40
16-Jan-29	0	65	47	87	40
17-Jan-29	0	65	47	87	40
18-Jan-29	0	56	47	87	40
19-Jan-29	0	56	47	87	40
20-Jan-29	0	19	24	33	9
21-Jan-29	0	0	0	0	0
22-Jan-29	0	38	47	76	29
23-Jan-29	0	48	47	76	29

24-Jan-29	0	48	47	76	29
25-Jan-29	0	48	47	76	29
26-Jan-29	0	41	47	76	29
27-Jan-29	0	20	24	38	14
28-Jan-29	0	0	0	0	0
29-Jan-29	0	41	47	76	29
30-Jan-29	0	48	47	76	29
31-Jan-29	0	46	47	75	28
01-Feb-29	0	57	47	75	28
02-Feb-29	0	51	47	66	19
03-Feb-29	0	26	24	33	9
04-Feb-29	0	0	0	0	0
05-Feb-29	0	51	47	66	19
06-Feb-29	0	51	47	66	19
07-Feb-29	0	51	47	66	19
08-Feb-29	0	51	47	66	19
09-Feb-29	0	51	47	66	19
10-Feb-29	0	26	24	33	9
11-Feb-29	0	0	0	0	0
12-Feb-29	0	51	47	66	19
13-Feb-29	0	60	47	52	5
14-Feb-29	0	60	47	80	33
15-Feb-29	0	60	47	80	33
16-Feb-29	0	60	47	88	41
17-Feb-29	0	60	47	88	41
18-Feb-29	0	0	0	0	0
19-Feb-29	0	60	47	88	41
20-Feb-29	0	60	47	88	41
21-Feb-29	0	56	47	88	41
22-Feb-29	0	56	47	88	41
23-Feb-29	0	51	47	88	41
24-Feb-29	0	25	24	44	21
25-Feb-29	0	0	0	0	0
26-Feb-29	0	51	47	88	41
27-Feb-29	0	51	47	88	41
28-Feb-29	0	41	47	88	41
01-Mar-29	0	31	45	86	41
02-Mar-29	0	31	45	86	41
03-Mar-29	0	46	65	63	21
04-Mar-29	0	0	0	0	0
05-Mar-29	0	31	45	86	41
06-Mar-29	0	51	65	66	21
07-Mar-29	0	31	45	86	41
08-Mar-29	0	28	45	86	41
09-Mar-29	0	28	45	86	41
10-Mar-29	0	14	22	43	21
11-Mar-29	0	0	0	0	0
12-Mar-29	0	28	45	86	41
13-Mar-29	0	28	45	86	41
14-Mar-29	0	56	65	66	21
15-Mar-29	0	28	45	86	41
16-Mar-29	0	28	45	86	41
17-Mar-29	0	14	22	43	21
18-Mar-29	0	0	0	0	0
19-Mar-29	0	28	45	86	41
20-Mar-29	0	28	45	86	41
21-Mar-29	0	28	45	86	41
22-Mar-29	0	28	45	86	41
23-Mar-29	0	28	45	86	41
24-Mar-29	0	13	22	43	20
25-Mar-29	0	0	0	0	0
26-Mar-29	0	26	45	86	41
27-Mar-29	0	44	65	86	41
28-Mar-29	0	53	65	96	41
29-Mar-29	0	53	33	74	41
30-Mar-29	0	0	0	0	0
31-Mar-29	0	17	45	17	10
01-Apr-29	0	0	0	0	0
02-Apr-29	0	0	0	0	0
03-Apr-29	0	53	20	60	41
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05-Apr-29	0	53	20	60	41
06-Apr-29	0	53	20	60	41
07-Apr-29	0	27	10	30	20
08-Apr-29	0	0	0	0	0
09-Apr-29	0	53	20	60	41
10-Apr-29	0	44	20	60	41
11-Apr-29	0	44	20	60	41
12-Apr-29	0	44	20	60	41
13-Apr-29	0	44	20	60	41
14-Apr-29	0	22	10	30	20
15-Apr-29	0	0	0	0	0
16-Apr-29	0	44	20	60	41
17-Apr-29	0	44	20	60	41
18-Apr-29	0	44	20	60	41
19-Apr-29	0	44	20	60	41
20-Apr-29	0	44	20	60	41
21-Apr-29	0	22	10	30	20
22-Apr-29	0	0	0	0	0
23-Apr-29	0	44	20	60	41
24-Apr-29	0	44	20	60	41
25-Apr-29	0	44	20	58	39
26-Apr-29	0	44	20	38	18
27-Apr-29	0	44	20	38	18
28-Apr-29	0	22	10	19	9
29-Apr-29	0	0	0	0	0
30-Apr-29	0	44	20	38	18
01-May-29	0	34	20	20	0
02-May-29	0	44	20	20	0
03-May-29	0	44	20	20	0
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05-May-29	0	22	10	10	0
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11-May-29	0	44	20	20	0
12-May-29	0	22	14	14	0
13-May-29	0	0	0	0	0
14-May-29	0	44	28	28	0
15-May-29	0	44	28	28	0
16-May-29	0	44	28	28	0
17-May-29	0	44	28	28	0
18-May-29	0	44	28	28	0
19-May-29	0	22	14	14	0
20-May-29	0	0	0	0	0
21-May-29	0	44	6	6	0
22-May-29	0	44	6	6	0
23-May-29	0	44	6	6	0
24-May-29	0	44	6	6	0
25-May-29	0	44	6	6	0
26-May-29	0	22	3	3	0
27-May-29	0	0	0	0	0
28-May-29	0	0	0	0	0
29-May-29	0	44	5	5	0
30-May-29	0	44	5	5	0
31-May-29	0	44	5	5	0
01-Jun-29	0	44	0	0	0
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08-Jun-29	0	44	0	0	0
09-Jun-29	0	22	0	0	0
10-Jun-29	0	0	0	0	0
11-Jun-29	0	44	0	0	0
12-Jun-29	0	44	0	0	0
13-Jun-29	0	44	0	0	0
14-Jun-29	0	34	0	0	0
15-Jun-29	0	34	0	0	0
16-Jun-29	0	17	0	0	0
17-Jun-29	0	0	0	0	0
18-Jun-29	0	34	0	0	0
19-Jun-29	0	34	0	0	0
20-Jun-29	0	34	0	0	0
21-Jun-29	0	34	0	0	0
22-Jun-29	0	34	0	0	0
23-Jun-29	0	17	0	0	0
24-Jun-29	0	0	0	0	0
25-Jun-29	0	34	0	0	0
26-Jun-29	0	34	0	0	0
27-Jun-29	0	34	0	0	0
28-Jun-29	0	34	0	0	0
29-Jun-29	0	13	0	0	0
30-Jun-29	0	0	0	0	0

Annex I Solar PV Sites Trip Generation Calculations (Replacement during Operation and Maintenance)

Assessment of Replacement Traffic Movements (Solar PV Areas only)

General assumptions red: inputs

1. PV Modules		**A**	**B**	**C**	**D (West)**	**D (East)**	**E**	**Total**	**Notes**		
	Total Areas of Lime Down A-E (ha)	94	70	241	172	40	131	748			
	Works No. 1 Area (hal - Area Containino Panels	39.2	33.6	108.0	101.8	23.9	79.0	385.3			
	Percentage Area (Works No. 1)	10.2%	8.7%	28.0%	26.4%	6.2%	20.5%	100.0%	842500	panels	
	Number of panels	85,665	73,399	236,070	222,528	52,198	172,641	842500	2,186	panels/ha	
	Number of HGV deliveries	**119**	**102**	**328**	**309**	**72**	**240**	**1,170**	720	panels/HGV	

3. Waste (Wood, Plastic, Cardboard)		**A**	**B**	**C**	**D (West)**	**D (East)**	**E**	**Total**			
	Total Waste - Wood, Plactic, Cardboard (m3)	3362	2889	9264	8733	2048	6775	33063			
	% of total	10%	9%	28%	26%	6%	20%	100%			
	Wood (m3)	1346	1153	3708	3496	820	2712	13235			
	Compated Wood (m3)	673	577	1854	1748	410	1356	6618	2	Wood Compaction Factor	
	Wood (Tonnes)	336	288	927	874	205	678	3309	0.5	Wood Compated Density t/m3	
	Plastic (m3)	795	681	2190	2064	484	1602	7816			
	Compated Plastic (m3)	199	170	548	516	121	400	1954	4	Plastic Compaction Factor	
	Plastic (Tonnes)	99	85	274	258	61	200	977	0.5	Plastic Compated Density t/m3	
	Cardboard (m3)	1221	1046	3366	3173	744	2461	12012			
	Compated Cardboard (m3)	204	174	561	529	124	410	2002	6	Plastic Compaction Factor	
	Cardboard (Tonnes)	102	87	280	264	62	205	1001	0.5	Plastic Compated Density t/m3	
	Total Compacted Waste (m3)	1075	921	2963	2793	655	2167	10574			
	Total Compacted Waste (Tonnes)	538	461	1481	1396	328	1083	5287			
	HGV	**54**	**46**	**148**	**140**	**33**	**108**	**529**	20	Volume (m3) per HGV	

4. 33kV Conversion Units		**A**	**B**	**C**	**D (West)**	**D (East)**	**E**	**Total**			
	number of 33kV conversion units	21	16	53	38	9	29	166			
	transport of conversion units (HGVs)	21	16	53	38	9	29	166	1	HGV per conversion unit	Inverter/Transformer powerbock(L*W*H, 6.058*2.438*2.896)- 20 Tonne, 20' HC (4.4MVA) - 1 unit per HGV
	Total HGVs	**21**	**16**	**53**	**38**	**9**	**29**	**166**			
	Replacement deliveries per substation							**100**			

5. 132kV Substations		**A**	**B**	**C**	**D (West)**	**D (East)**	**E**	**tot**			
	number of 132kV SS per Area	1	0	1	0	1	1	**4**			
	HGVs	**100**	**0**	**100**	**0**	**100**	**100**	**400**			

6. 400kV Substations											
	Replacement Deliveries							**250**			
							Total for substation	**250**			

7. BESS											
					270 BESS units			**270**	1	HGVs per BESS	BESS units (L*W*H, 6.058*2.438*2.896)- Standard size is a 20' HC container (5MWh per container) - 1 unit per HGV - 43 tonne weight
					45 Power conversion system units (PCSs)			**45**	1	HGVs per PCS	PCS/Transformer unit (L*W*H, 12.192*2.438*2.896. 40' HC container(8-9.2MVA) - 1 unit per HGV - 32 tonne weight.
							Total for BESS	**315**			

Total HGV (PV Sites)

	A	**B**	**C**	**BESS + SS D (West)**	**D (East)**	**E**	**Total**
Number of Working Days	283	283	283	283	283	283	
Multiplication Factor	2	2	2	2	2	2	2
Total HGV Deliveries	**587**	**328**	**1,258**	**2,104**	**428**	**954**	**5,660**
Average Daily HGV Deliveries	2	1	4	7	2	3	**20**
Total HGV Movements	**1,175**	**656**	**2,516**	**4,207**	**857**	**1,908**	**11,319**
Average Daily HGV Movements	4	2	9	15	3	7	**40**
Peak Daily HGV Deliveries (50% Uplift)	3	2	7	11	2	5	**30**
Peak Daily HGV Movements (50% Uplift)	**5**	**3**	**13**	**22**	**5**	**10**	**60**

2 Allowance to for delivery of new and removal of old by separate vehicle

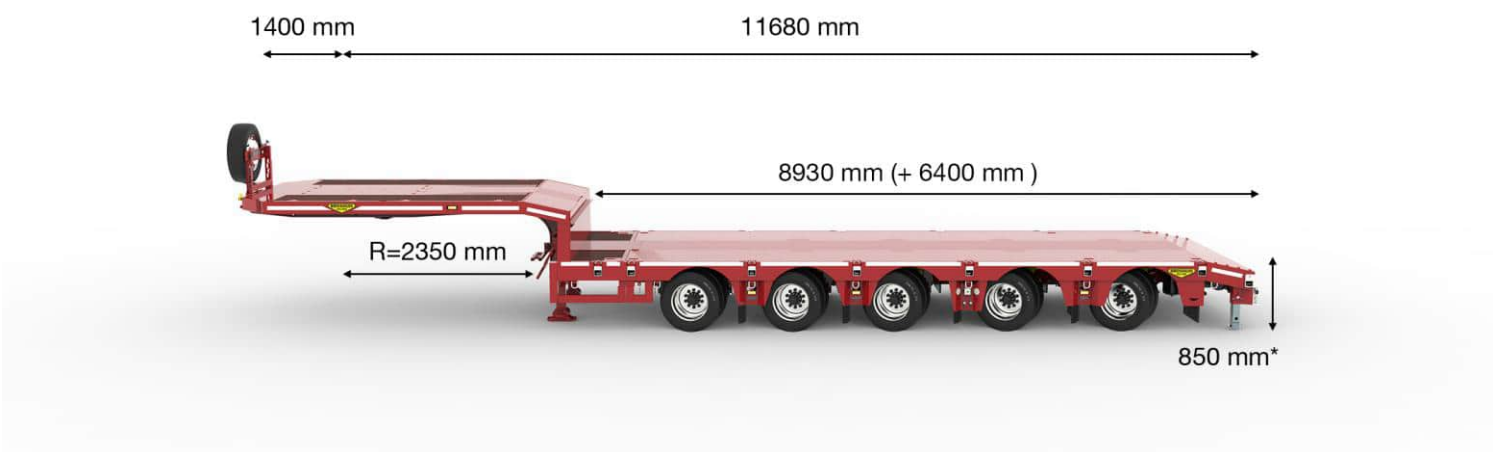
2.0	aggregate density (t/m3)
2.4	concrete density (t/m3)
20.0	tonnes of aggregate per HGV
20.0	tonnes of concrete per HGV
11.1	tonnes of compacted waste per HGV
20.0	tonnes of concrete footings per HGV
1.5	topsoil density (t/m3)
20.0	tonnes of topsoil per HGV

Lime Down (West)	81%
Lime Down (East)	19%

Annex J BESS and PCS AIL Trailer Specifications

Trailer specifications

Dimensions and weights

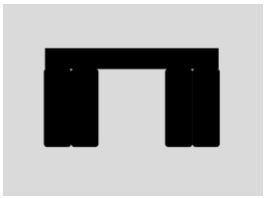


Weights in kg	Netherlands		Germany		England	
	C & U	Special types	C & U	Special types	C & U	Special types
Maximum fifth wheel load	23000	23000	23000	23000	23000	23000
Maximum bogie load	45000	50000	40000	60000	40000	70000
Gross load capacity	68000	73000	63000	83000	63000	93000
Tare weight, app.	15000	15000	15000	15000	15000	15000
Net load capacity, app.	53000	58000	48000	68000	48000	78000

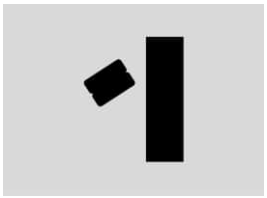
Your benefits



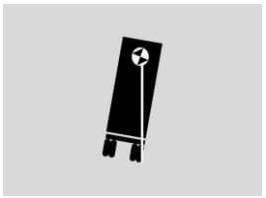
Optional complete metalized



The lowest trailer with the most ground clearance



Great steering angle of 57°



Greater stability

Neck

- The (single beam) neck height is 230 mm and suitable for 23T fifth wheel pressure. Under rear side of the neck accordance ISO chamfer
- Front extension 1400 mm
  Chamfered corners at front 400x400 mm
- Fifth wheel height 1170 mm
- Neck width 2530 mm
- Rear swing cleareance 2350 mm
- Hard wood floor of 28 mm thick
- 3,5" Kingpin, fitted under a ball bearing turntable. The turntable is connected to two double action hydraulic steering rams. Holder is suitable for mounting a 2" kingpin
- 10T certified lashing rings (max. Load 5T) . According NEN12640
  TÜV Certificate
- 32 mm holes in the side rave, to use as lashing point
- Divided at the side raves of the neck, dim. 96x66x6mm, suitable for stakes of 81x51mm
- Spare wheel carrier at front of the gooseneck. Suitable for one spare wheel.
- Slope for easy access of the neck 600x12°.
  U profile for the attachment of aluminium ramps
- Landing gear two speed vertical lift, with S foot. Static capacity of 50.000 kgs

Floor

- The torsion rigid chassis is in the lower deck extendible in increments of approx. 500 mm. Air assisted locking pins are fitted to either side of the main beam and operated by a single two way valve.
- Height of axle bogie 850 mm (loaded)
- With a central main beam of high tensile steel
- Fixed part 850 mm
- Width of loading area 2530 mm
- 'Pull out' galvanised outriggers to increase the overall lower deck width by 500mm (250mm per side of the trailer)
- 37 mm nominal hardwood in the lower deck.
  8/10 mm steel chequer plate fitted over the suspension area
- Heavy duty side raves 240 mm deep, welded by strong steel cross members to chassis
- All air and service lines are located in an energy chain within the central main beam. Resulting in improved ground clearance and reduced maintenance
- 10T certified lashing rings divided in the side rave of the loading floor, placed every approx. 1.2 meter, according EN12650 with TÜV Certificate
- 32 mm holes in the side rave, to use as lashing point
- Rope hooks. On each side of the trailer
- Stake pockets divided at the side raves of the trailer, dim. 96x66x6mm, suitable for stakes of 81x51mm
- Container position for 1x 20 Ft (Container mountings are optional)
- Container position for 1x 30 Ft (Container mountings are optional)
- Container position for 1x 40 Ft (Container mountings are optional)
- Container position for 1x 45 Ft (Container mountings are optional)
- Beavertail of 300 mm x 12° for easy access of the lower deck, incl. U profile for the optional aluminium ramps
- Beavertail with 8/10 mm checkerplate floor
- At the rear of the chassis a pair of drop down steady legs to support the chassis beaver tail when using the ramps

Axle bogie

- Broshuis 12T axles
- Axle quantity: 5
- The patented SL2 suspension can be independently steered left and right. It combines a low ride height with a maximum steer angle of 57 degrees. The patented SL2 suspension can be driven at any ride height without any influence on the toe-in and toe-out. It has a travel of 360 mm (+290/-70 mm). The brake cylinders are relocated to give maximum possible protection with this latest design.
- Broshuis hydraulic steering system, consists of two fully independent circuits.
  - Butterfly section, with adjustable conical bearing, resulting in extremely low maintenance,
  - Adjustable steering rods, to correct axle alignment tracking to compensate for wear during the life of the trailer.
  - Air, electrical and hydraulic service lines are housed inside the central spine(s) in an energy chain
- All axles of the bogie are hydraulic steered
- Tyre Pressure Monitoring System according ECE R141
- Distance between the axles is 1510 mm
- The left and right floor height can be operated seperatly. 2 LED indicators are installed to set the correct floor height. Operation from the neck.
- Manual override steering with 3kW electrical pump
- Electrical hydraulic override steering system, to allow the axles to steer independently of the tractor unit, by means of buttons. Butterfly section, with adjustable conical bearing, extremely low maintenance - adjustable steering rods, to correct axle alignment tracking to compensate for wear during the life of the trailer. Air, electrical and hydraulic service lines are housed inside the central spine(s) in an energy chain
- Two air line Wabco brake system, EC-approved design with an automatic load sensing device. Spring type chambers fitted to two axles for the hand brake. Incl. EBS

- An hydraulic pressure gauge is connected to the suspension for determing the axle loads
- Tyre brand to choice of Broshuis (Continental, Goodyear or comparable). 245/70 R17.5
- Steel rims, light grey

Lights

- Lights are complete in LED
- 2 pairs of 3-chambers rear lights and Led side-marker-lights. Conform EU-specifications
- One LED fog light
- 1 pair of reversing lights LED
- One rear flashing beacon connection at the rear side
- On each side at the neck and axle bogie a connector fitted with holder for extendible marker board lights
- Connector for over width marker board lights: 3 pin plug

Accessories

- Spare wheel 1x
- Central Greasing level II with a pump. Brand of pump Bekamax
- EBS connector
- Connectors at the front: Dual 7 pin SAE plugs
- Air couplings palm type
- A 35mm2 cable between truck and trailer for the use of any electrical power supply
- 24V power connector NATO
- The chassis is equipped with white reflective tape on sides and red reflective tape on the back

Paintwork

- Metallized and finished in one colour. (non-metallic)
- After chassis assembly, the support brackets for valves, air tanks and pipe and wiring runs are fitted. The completed chassis is then shot blasted and immediately painted according to the Broshuis 2K paint system. The final fitting of all the components is carried out after the chassis has been through the preservation process

Permits

- SERT-Document. Heavy transport permit for the Netherlands to increase axle loads

7-axle SL2 semi low loader (2+5)

Trailer specifications

Dimensions and weights

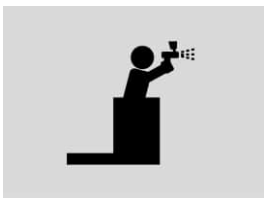


Weights (in kg)	Netherlands		Germany		England	
	C & U	Special types	C & U	Special types	C & U	Special type
Maximum fifth wheel load	30000	30000	30000	30000	30000	30000
Maximum bogie load	63000	70000	63000	84000	63000	101500
Gross load capacity	93000	100000	93000	114000	93000	131500
Tare weight, app.	25000	25000	25000	25000	25000	25000
Net load capacity, app.	68000	75000	68000	89000	68000	106500



Weights (in kg)	Netherlands		Germany		England	
	C & U	Special types	C & U	Special types	C & U	Special type
Maximum fifth wheel load	30000	30000	30000	30000	30000	30000
Maximum bogie load	45000	50000	45000	60000	45000	72500
Gross load capacity	75000	80000	75000	90000	75000	102500
Tare weight, app.	18500	18500	18500	18500	18500	18500
Net load capacity, app.	56500	61500	56500	71500	56500	84000

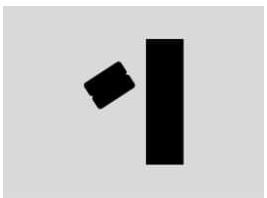
Your benefits



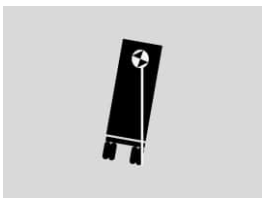
Optional complete metalized



The lowest trailer with the most ground clearance



Great steering angle of 57°



Greater stability

Neck

- The (single beam) hydraulic neck height is 350 mm and suitable for 30T fifth wheel pressure
- The hydraulics of the gooseneck are connected and linked with the hydraulic suspension of the dolly. The max fifth wheel pressure is switchable to 19T or 30T
- Front extension 1250 mm. Chamfered corners at front 400x400 mm
- Fifth wheel height 1250 mm
- Neck width 2530 mm
- Rear swing cleareance 2850 mm
- Hard wood floor of 28 mm thick
- 3,5" Kingpin, fitted under a ball bearing turntable. The turntable is connected to two double action hydraulic steering rams. Holder is suitable for mounting a 2" kingpin
- A hydraulic stinger is provided with 2 separate operable cilinders to support the neck whilst removing the gooseneck. Cilinders approx. 1300 mm from Kingpin.
- 10T certified lashing rings (max. Load 5T) . According NEN12640
  TÜV Certificate
- 32 mm holes in the side rave, to use as lashing point
- Divided at the side raves of the neck, dim. 96x66x6mm, suitable for stakes of 81x51mm
- Spare wheel carrier at front of the gooseneck. Suitable for one spare wheel.
- At the front a pair of drop down legs (lightweight construction)

Floor

- Step frame construction with a central main beam of high tensile steel. The torsion rigid chassis is in the lower deck extendible in increments of approx. 500 mm. Air assisted locking pins are fitted to either side of the main beam and operated by a single two way valve. All air and service lines extend automatically when extending the lower deck
- The dolly is 1x extendible for better weight distribution or for better supporting the load.
- Height of axle bogie 850 mm (loaded)
- With a central main beam of high tensile steel
- Main beam has compression joints between neck and dolly and between dolly and rear axle bogie. The trailer can therefore also be used without dolly
- Width of loading area 2730 mm
- 'Pull out' galvanised outriggers to increase the overall lower deck width by 500mm (250mm per side of the trailer)
- 8/10 mm steel chequer plate fitted over the suspension area
- Heavy duty side raves 240 mm deep, welded by strong steel cross members to chassis
- All air and service lines are located in an energy chai within the central main beam. Resulting in improved ground clearance and reduced maintenance
- 10T certified lashing rings divided in the side rave of the loading floor, placed every approx. 1.2 meter, according EN12650 with TÜV Certificate
- 32 mm holes in the side rave, to use as lashing point
- Rope hooks. On each side of the trailer
- 10T lashing rings floor against the main beam
- Stake pockets divided at the side raves of the trailer, dim. 96x66x6mm, suitable for stakes of 81x51mm
- 2 pair of stake pockets against main beam dolly
- Stake pocket row between axle 1 and 2
- Stake pocket row between axle 3 and 4
- Stake pocket row between axle 5 and 6
- Stake pocket row between axle 6 and 7
- Beavertail of 300 mm x 12° for easy access of the lower deck, incl. U profile for the optional aluminium ramps
- At the rear of the chassis a pair of drop down steady legs to support the chassis beaver tail when using th ramps

Axle bogie

- Broshuis 12T axles
- Axle quantity: 7
- The patented SL2 suspension can be independently steered left and right. It combines a low ride height with a maximum steer angle of 57 degrees. The patented SL2 suspension can be driven at any ride height without any influence on the toe-in and toe-ou It has a travel of 360 mm (+290/-70 mm). The brake cylinders are relocated to give maximum possible protection with this latest design.
- Broshuis hydraulic steering system, consists of two fully independent circuits.
  - Butterfly section, with adjustable conical bearing, resulting in extremely low maintenance,
  - Adjustable steering rods, to correct axle alignment tracking to compensate for wear during the life of the trailer.
  - Air, electrical and hydraulic service lines are housed inside the central spine(s) in an energy chain
- All axles of dolly are hydraulic steered
- Tyre Pressure Monitoring System according ECE R141
- Distance between axles is 1510 mm
- The left and right floor height can be operated seperatly. 2 LED indicators are installed to set the correct floor height. Operation from the neck.
- Manual override steering with 3kW electrical pump

- Electrical hydraulic override steering system, to allow the axles to steer independently of the tractor unit, by means of buttons. Butterfly section, with adjustable conical bearing, extremely low maintenance - adjustable steering rods, to correct axle alignment tracking to compensate for wear during the life of the trailer. Air, electrical and hydraulic service lines are housed inside the central spine(s) in an energy chain
- Two air line Wabco brake system, EC-approved design with an automatic load sensing device. Spring type chambers fitted to two axles for the hand brake. Incl. EBS
- A raisable axle is fitted on axle 1and 2 to adjust the weight on the fifth wheel or to reduce the tyre wear.
- An hydraulic pressure gauge is connected to the suspension for determing the axle loads
- Tyre brand to choice of Broshuis (Continental, Goodyear or comparable). 245/70 R17.5
- Steel rims, light grey

Lights

- Lights are complete in LED
- 2 pairs of 3-chambers rear lights and Led side-marker-lights. Conform EU-specifications
- One LED fog light
- 1 pair of reversing lights LED
- One rear flashing beacon connection at the rear side
- Preparation for over width marker board lights. On each side at the neck , dolly, front and rear axle bogie a connector.
- Connector for over width marker board lights: 3 pin plug

Accessories

- Spare wheel 1x
- Central Greasing level II with a pump. Brand of pump Bekamax
- EBS connector
- Connectors at the front: Dual 7 pin SAE plugs
- Air couplings palm type
- A 35mm2 cable between truck and trailer for the use of any electrical power supply
- 24V power connector NATO
- The chassis is equipped with white reflective tape on sides and red reflective tape on the back

Paintwork

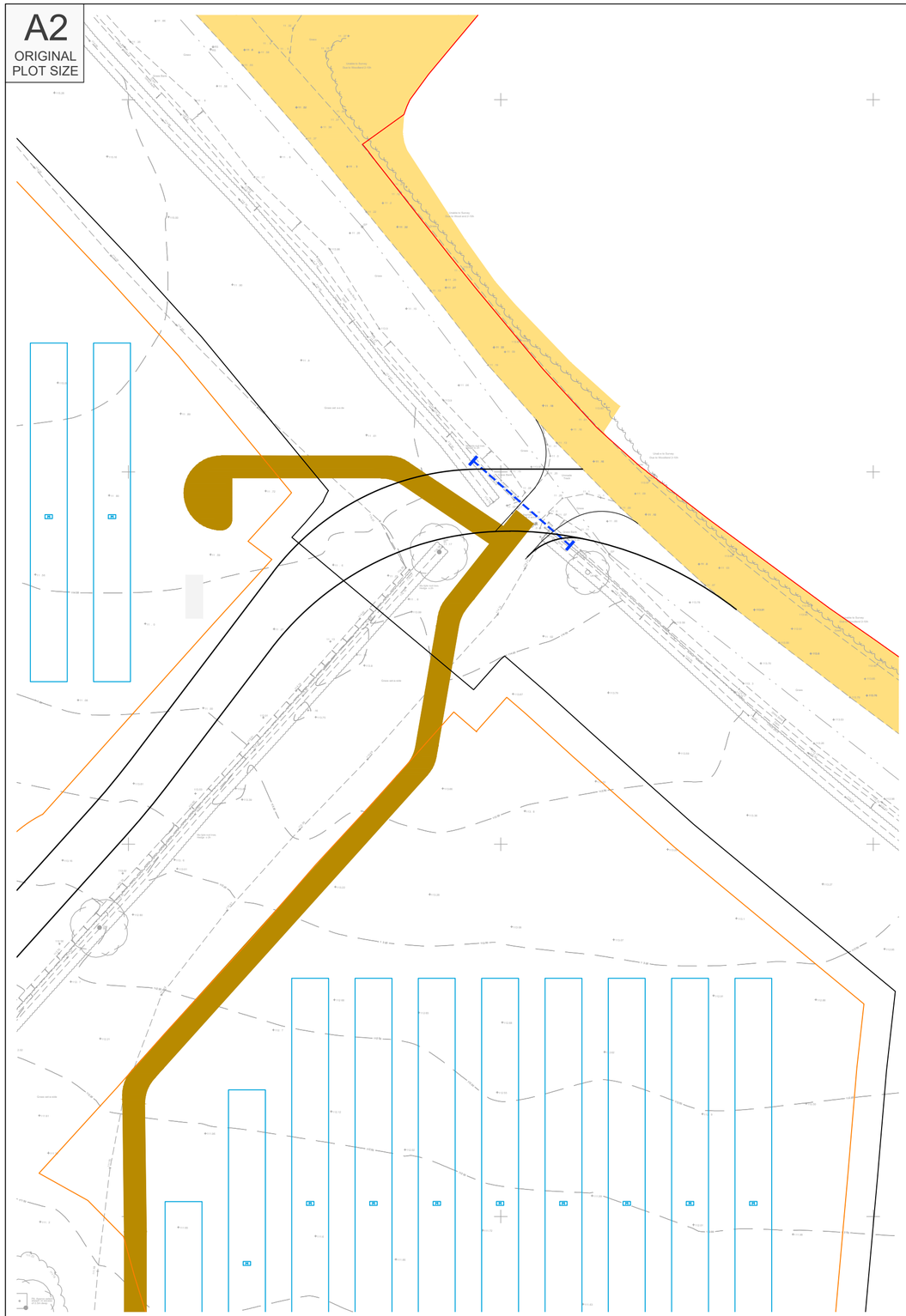
- Metallized and finished in one colour. (non-metallic)
- After chassis assembly, the support brackets for valves, air tanks and pipe and wiring runs are fitted. The completed chassis is then shot blasted and immediately painted according to the Broshuis 2K paint system. The final fitting of all the components is carried out after the chassis has been through the preservation process

Permits

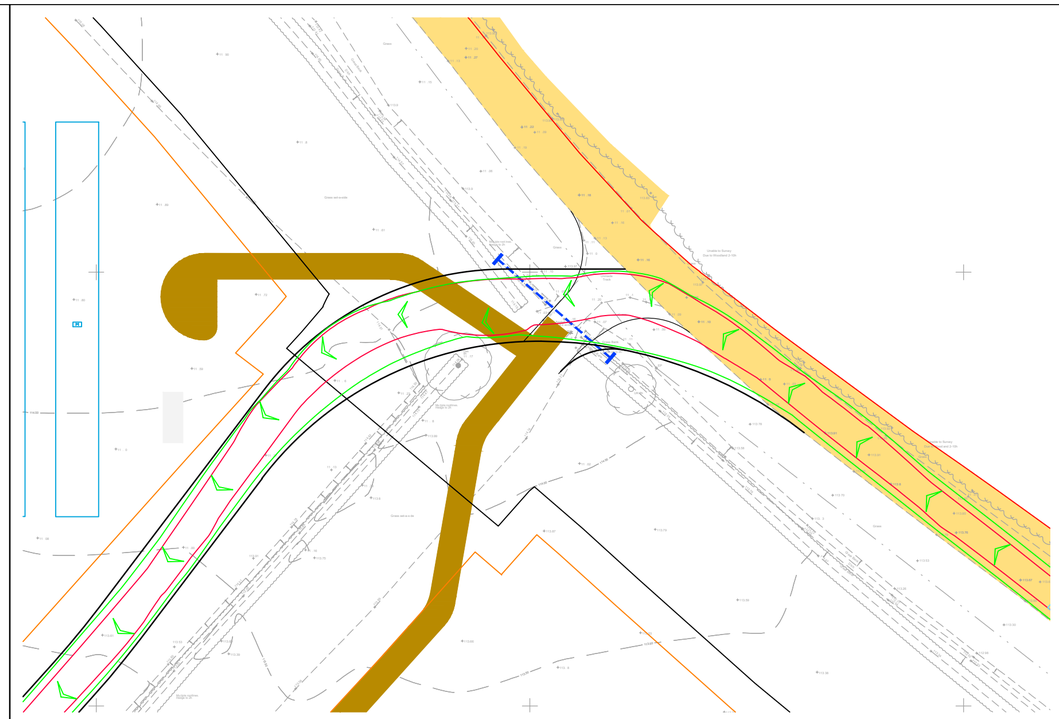
- Heavy transport permit for the Netherlands to increas axle loads

Annex K AIL Routes Swept-Path Analysis

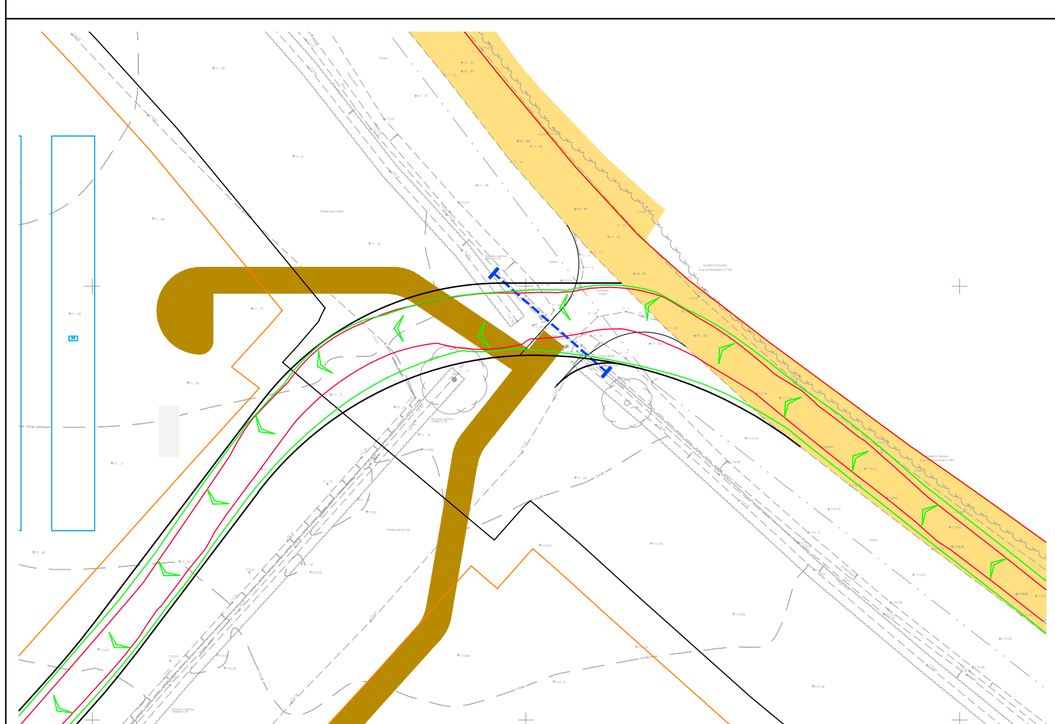
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement



Swept Path Of Vehicle Entering Site



Swept Path Of Vehicle Exiting Site

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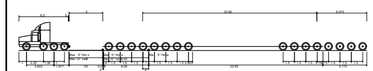
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).



16axle girder frame Abnormal Load Carrier Rear Drive Overhang

Overall Length	43.500m
Overall Width	4.000m
Min Body Ground Clearance	0.071m
Max Track Width	5.000m
Steering Method	Rear
Wall to Wall Turning Radius	18.040m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Welwyn Garden City

tpa Transport Planning Associates

40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed AIL Sub-Station Access To Area A

STATUS:
ILLUSTRATIVE

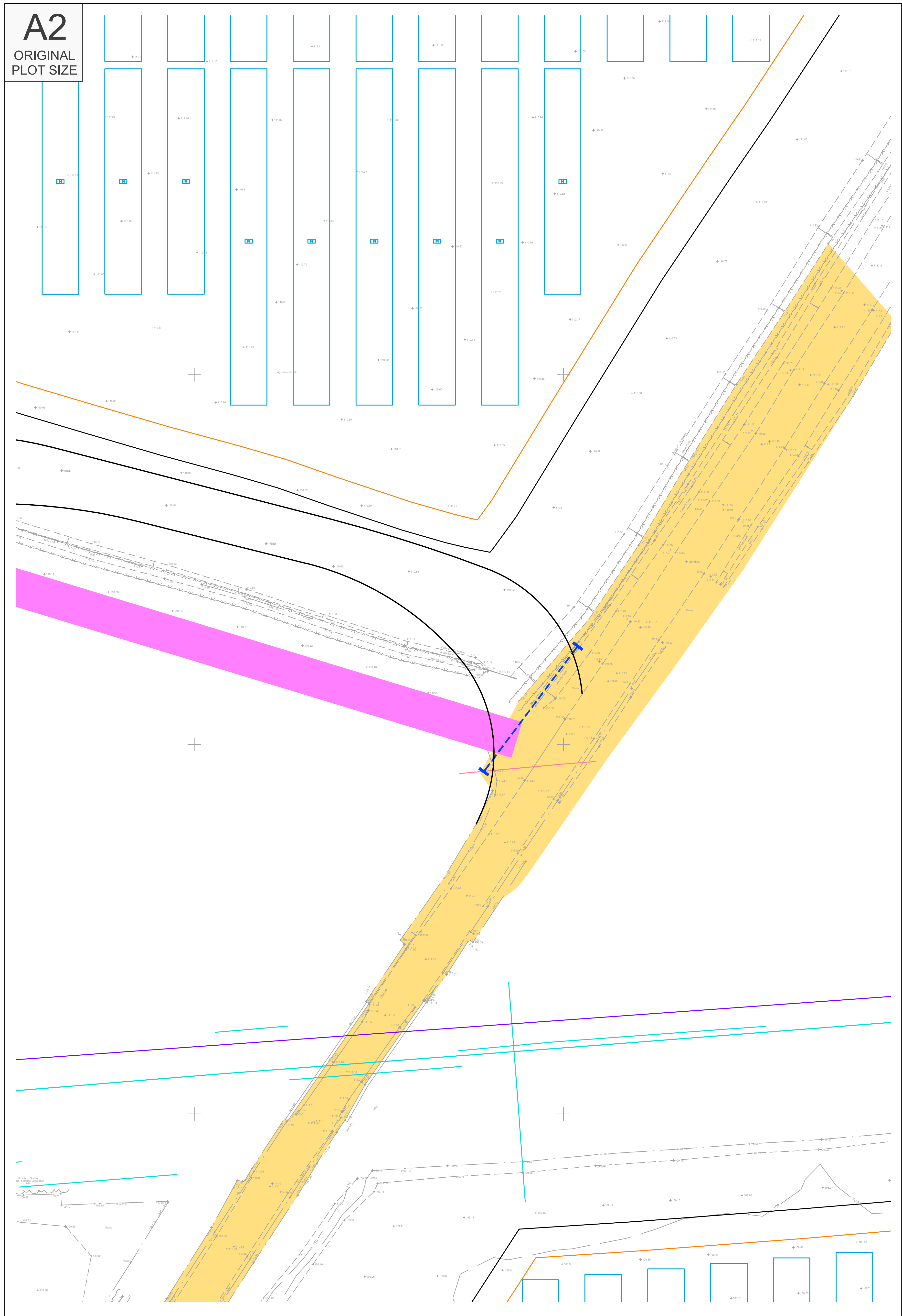
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL201	

W E S

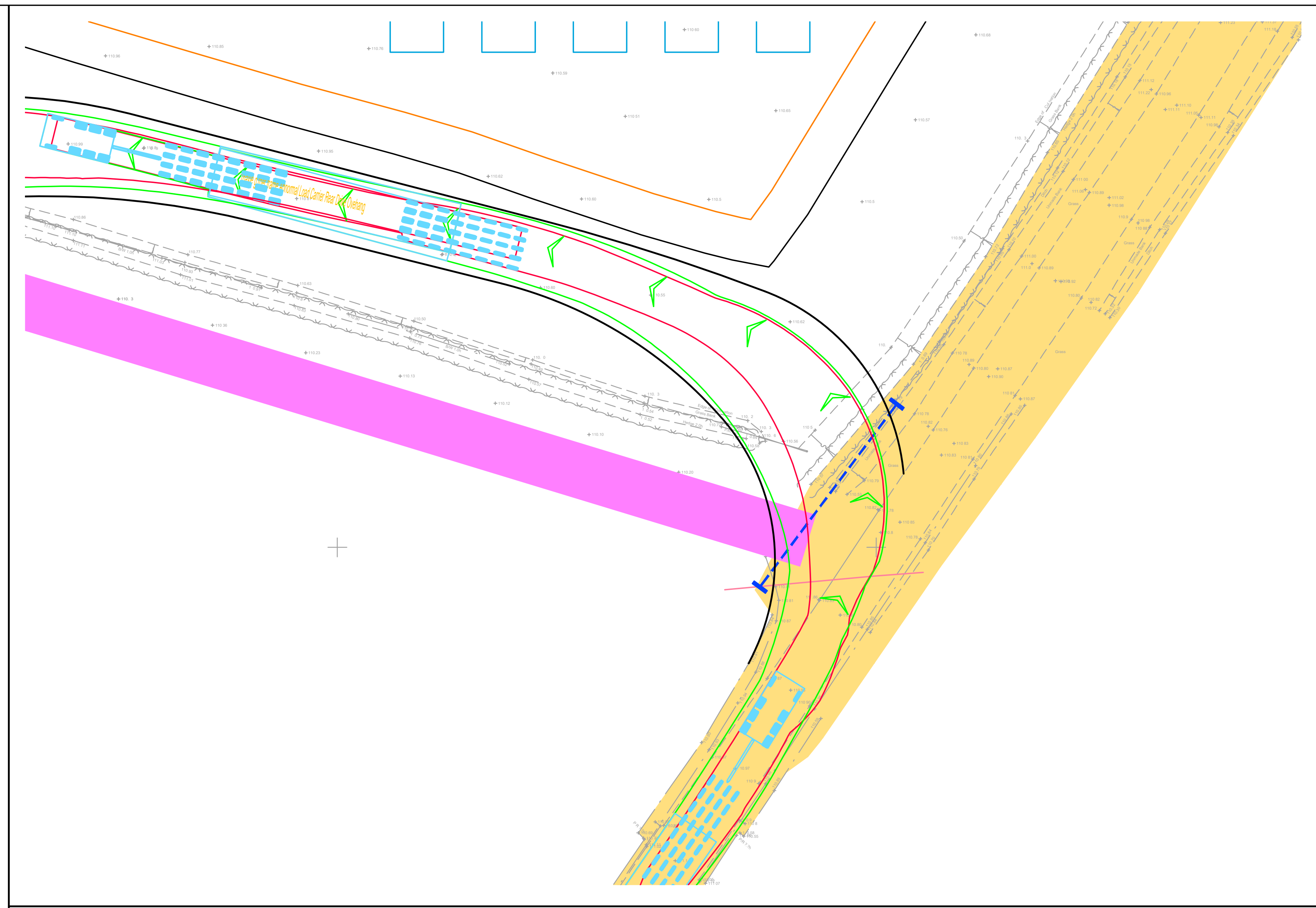
INDICATIVE

A2
ORIGINAL
PLOT SIZE

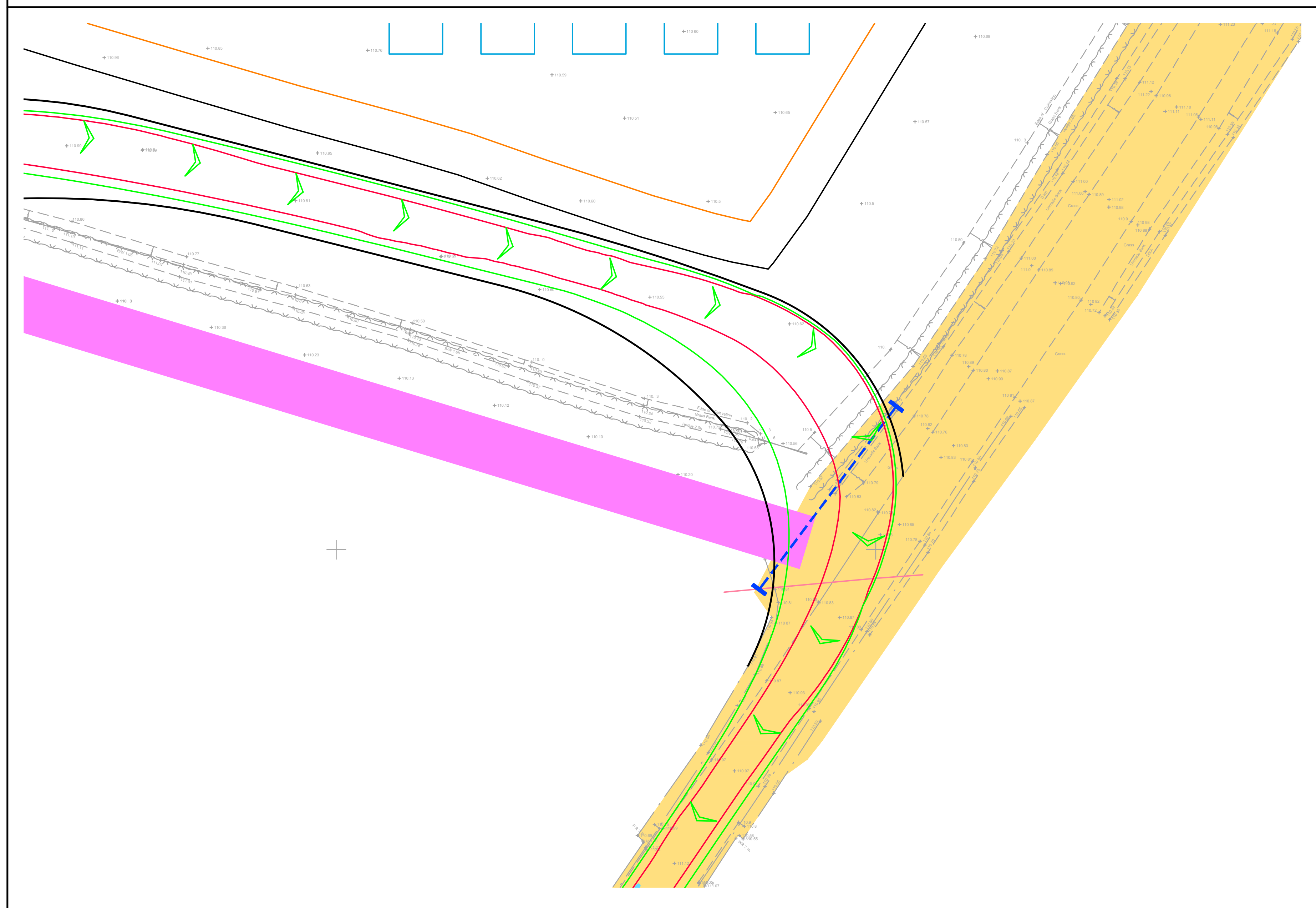


Proposed Site Access Arrangement

INDICATIVE



Swept Path Of Vehicle Entering Site



Swept Path Of Vehicle Exiting Site

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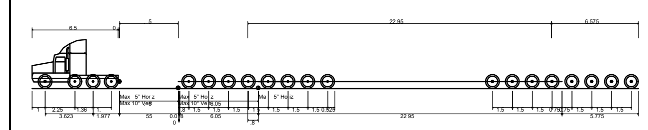
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).



16axle girder frame Abnormal Load Carrier Rear Drive Ovehang

Overall Length	45.825m
Overall Width	4.650m
Overall Body Height	3.725m
Min Body Ground Clearance	0.017m
Max Track Width	3.000m
Lock to lock time	6.00s
Wall to Wall Turning Radius	18.640m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates

40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

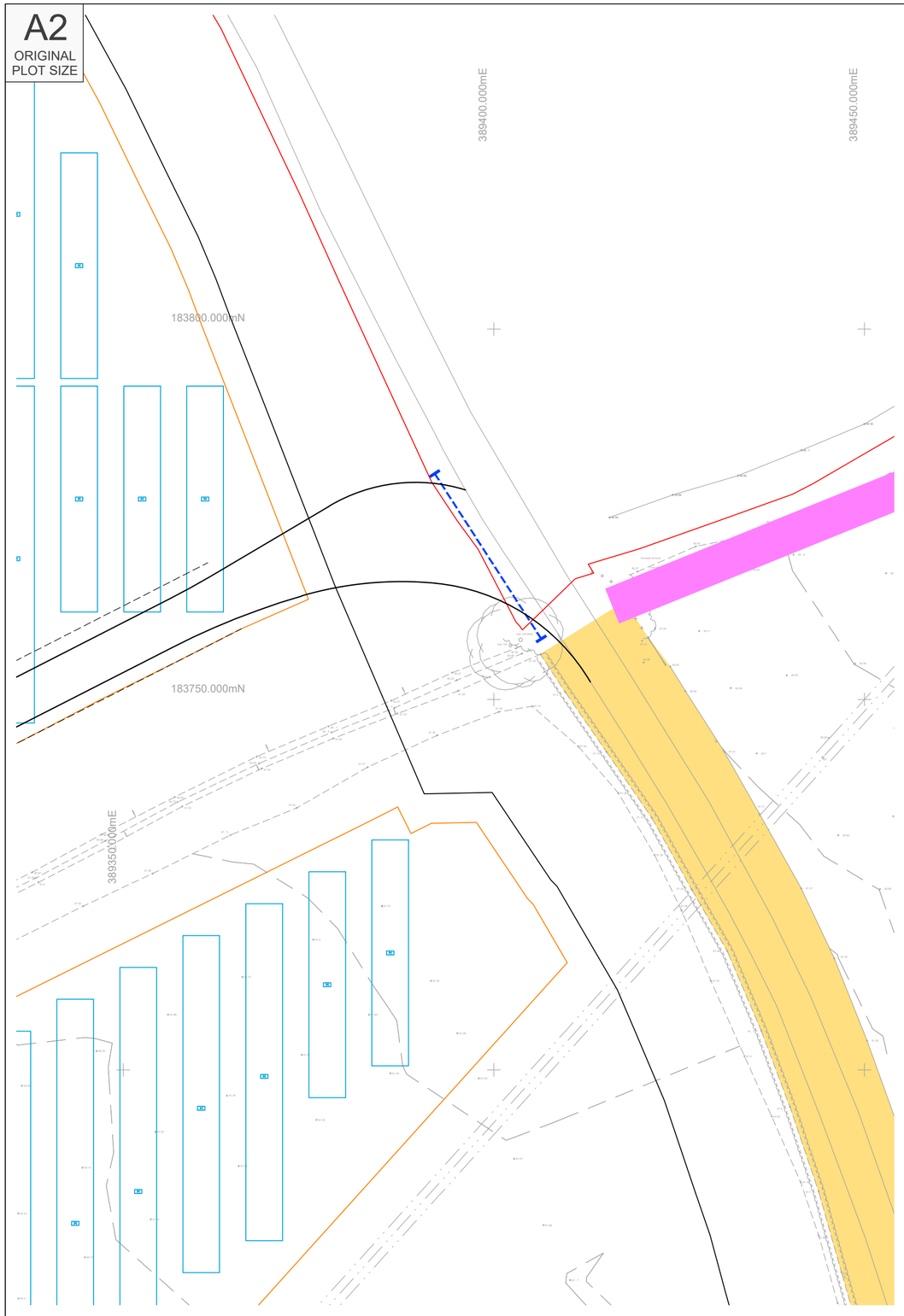
TITLE:
Proposed AIL Sub-Station Access To Area C

STATUS:
ILLUSTRATIVE

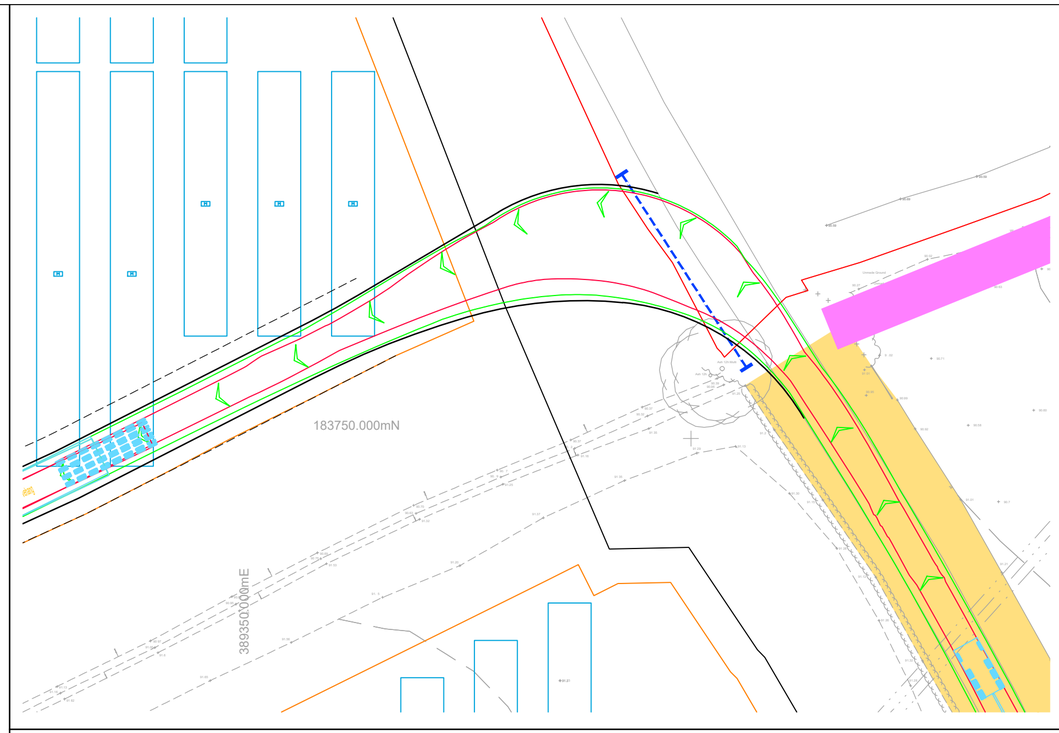
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL202	

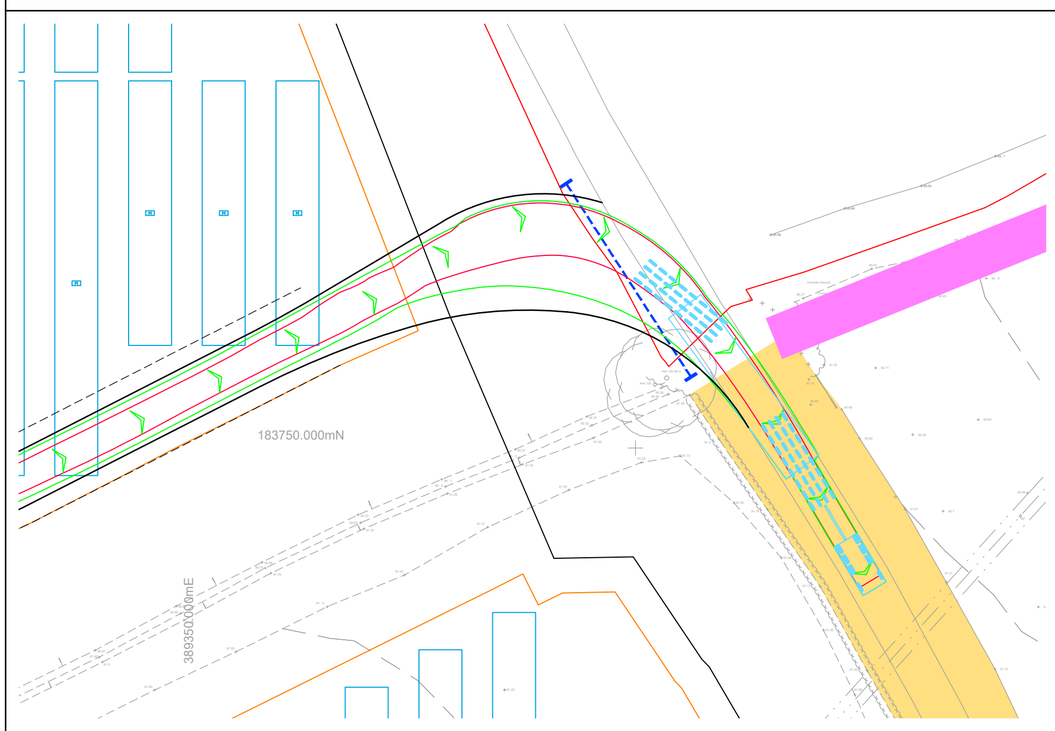
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement



Swept Path Of Vehicle Entering Site



Swept Path Of Vehicle Exiting Site

INDICATIVE

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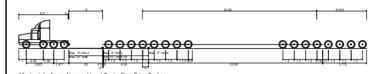
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).



16axle girder frame Abnormal Load Carrier Rear Drive Overhang

Overall Length	41.630m
Overall Width	4.000m
Min Body Ground Clearance	0.071m
Max Track Width	3.000m
Kerb to Kerb Turning	18.000m
Wall to Wall Turning Radius	19.640m

Rev	Date	Details	Drawn by	Checked by	Approved by
A	17.04.25	Proposed access location updated.	PSW	STM	JD

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40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

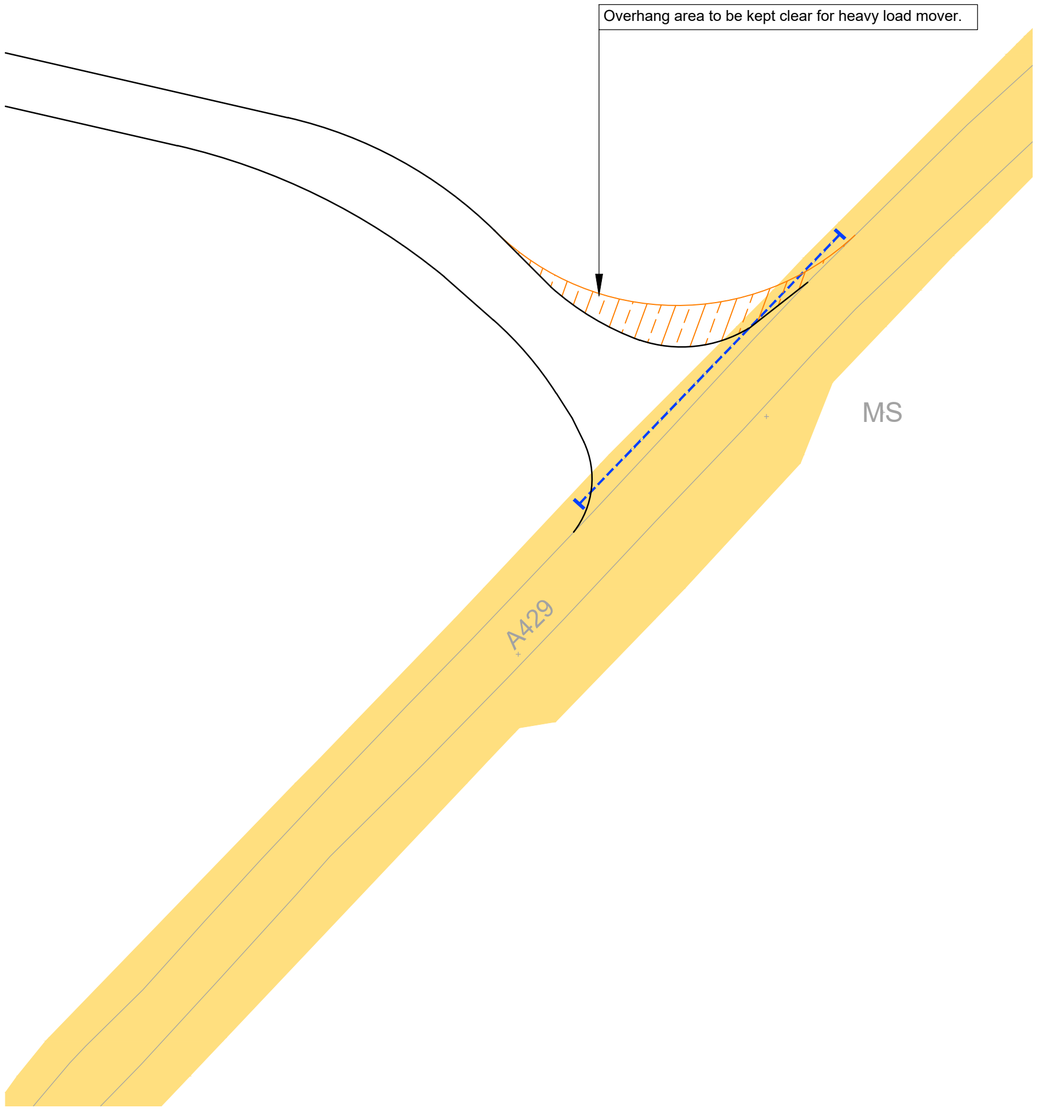
TITLE:
Proposed AIL Sub-Station Access To Area D (West)

STATUS:
ILLUSTRATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04.04.25	PSW	STM	JD

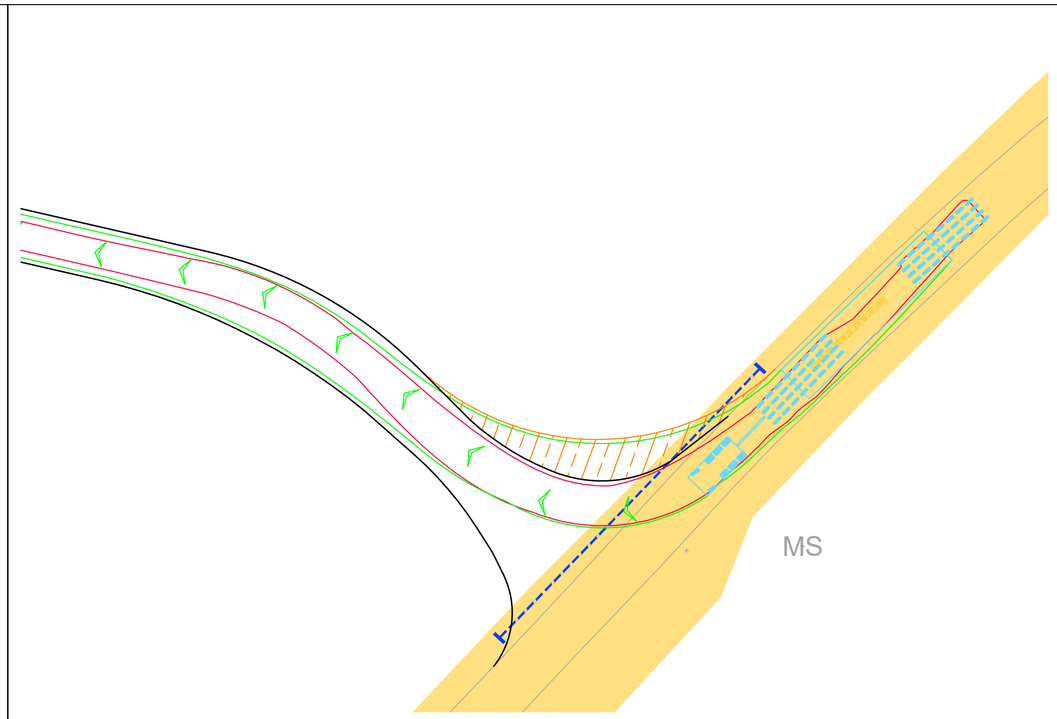
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL203	A

A2
ORIGINAL
PLOT SIZE

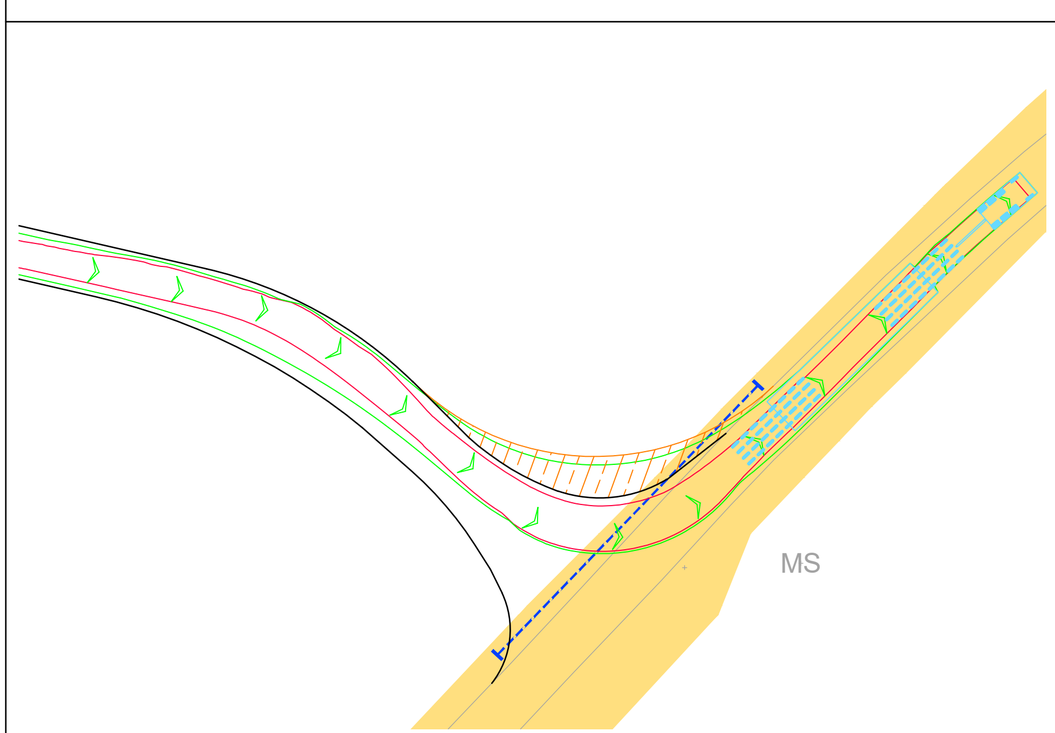


Proposed Site Access Arrangement

INDICATIVE



Swept Path Of Vehicle Entering Site



Swept Path Of Vehicle Exiting Site

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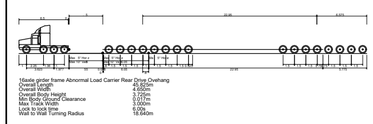
NOTES:

1. **The existing posted speed limit is National Speed Limit (60mph).**

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Abnormal overhang area



1Gaala girder frame Abnormal Load Carrier Rear Drive Overhang

Overall Length	43.925m
Overall Width	4.000m
Min Body Height	0.071m
Min Body Ground Clearance	0.071m
Max Track Width	5.000m
Kerb to Kerb Turning	18.000m
Wall to Wall Turning Radius	18.040m

Rev	Date	Details	Drawn by	Checked by	Approved by
A	02.05.25	Amended access layout and updated key.	KVT	STM	JD

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Welwyn Garden City

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40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

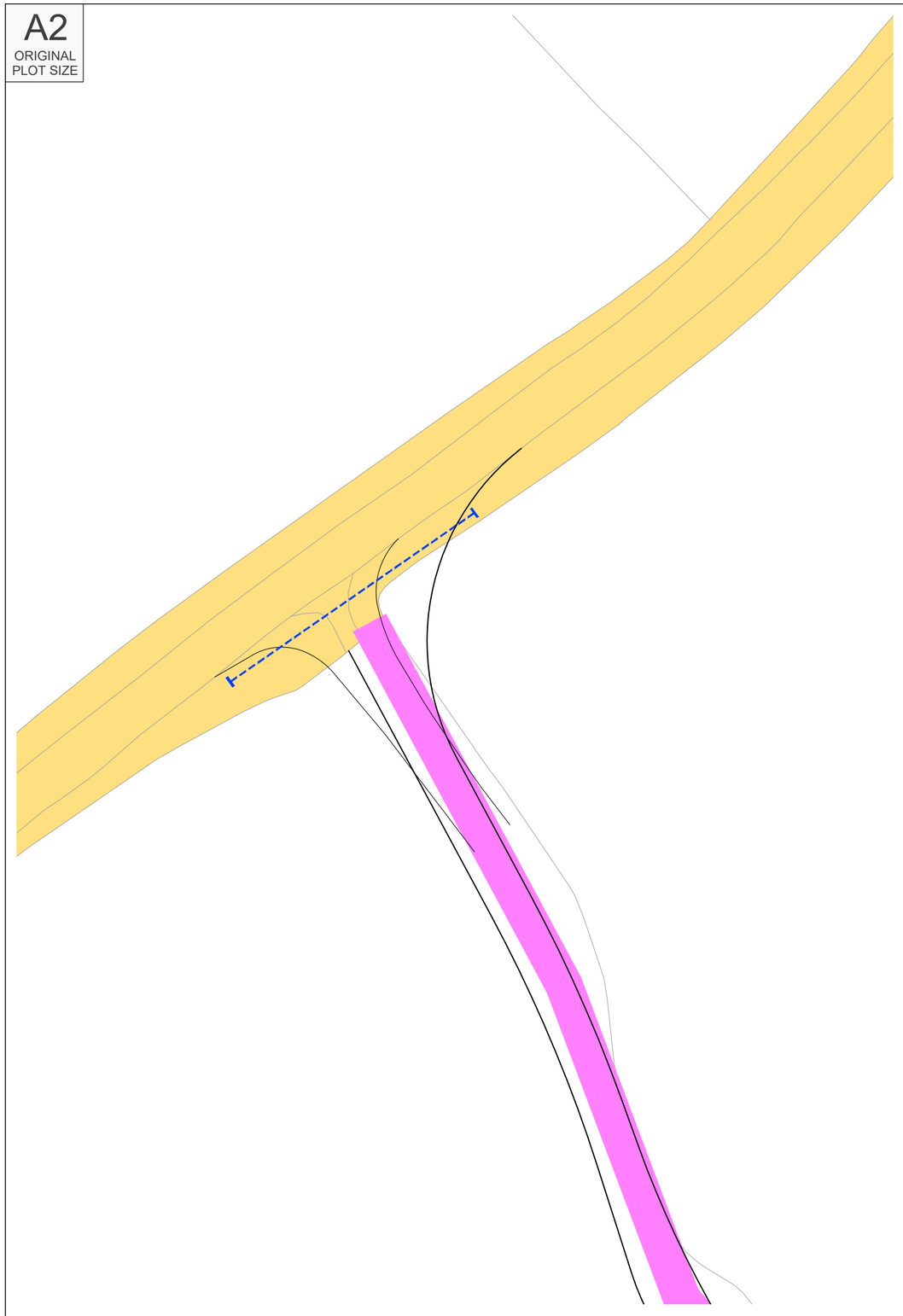
TITLE:
Proposed AIL Sub-Station Access To Area D (East)

STATUS:
ILLUSTRATIVE

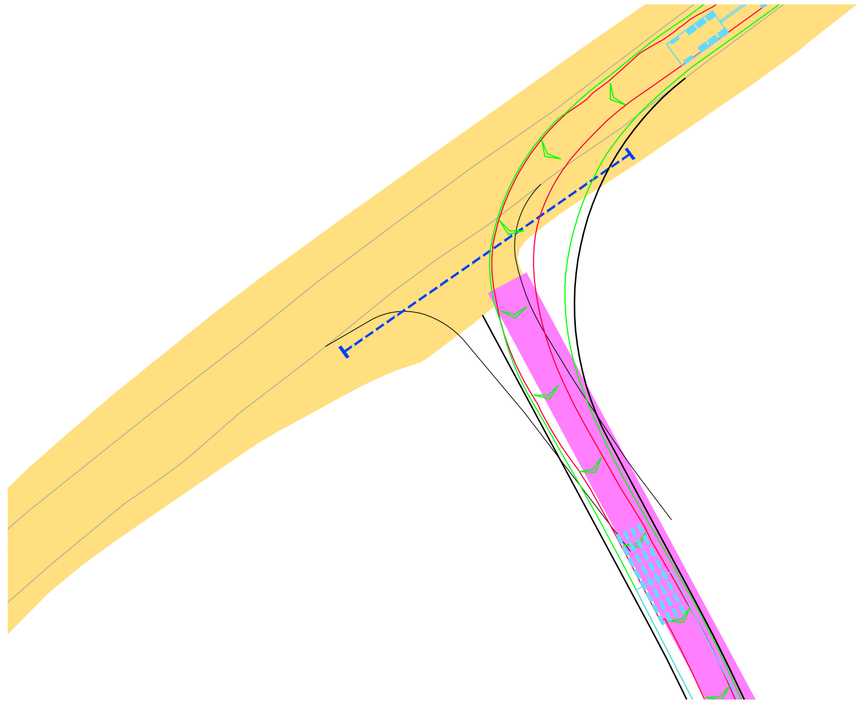
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL204	A

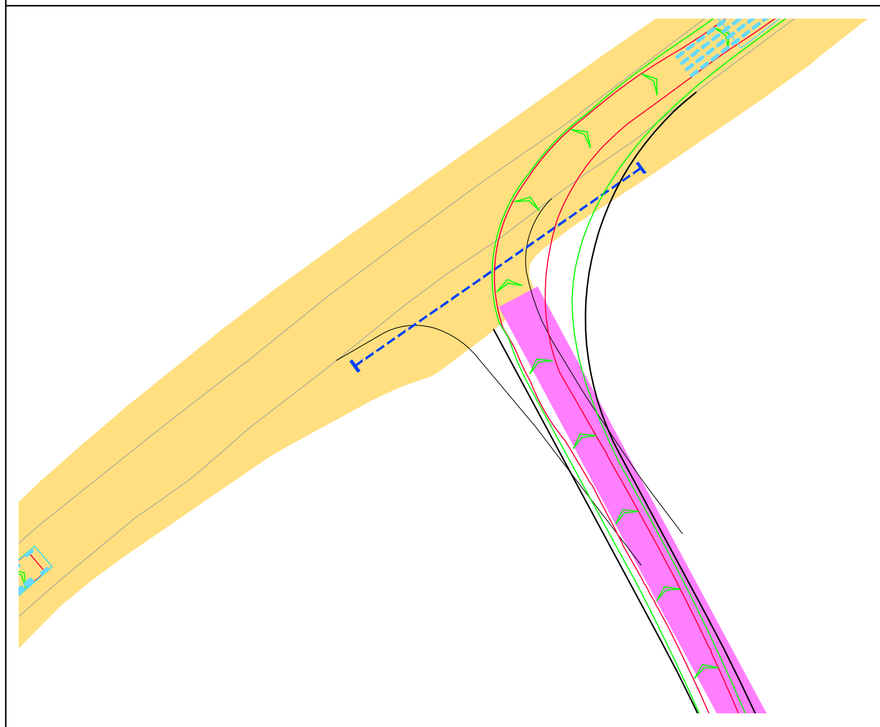
A2
ORIGINAL
PLOT SIZE



Proposed Site Access Arrangement



Swept Path Of Vehicle Entering Site



Swept Path Of Vehicle Exiting Site

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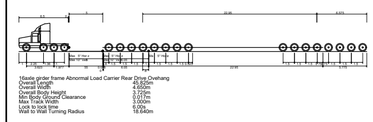
NOTES:

1. The existing posted speed limit is National Speed Limit (60mph).

2. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).



16axle girder frame Abnormal Load Carrier Rear Drive Overhang
Overall Length 43.500m
Overall Width 4.000m
Max Body Height 4.270m
Min Body Ground Clearance 0.071m
Max Track Width 5.000m
Lock to Lock Time 10.00s
Wall to Wall Turning Radius 18.640m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Welwyn Garden City

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40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed AIL Sub-Station Access To Area E

STATUS:
ILLUSTRATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04.04.25	PSW	STM	JD

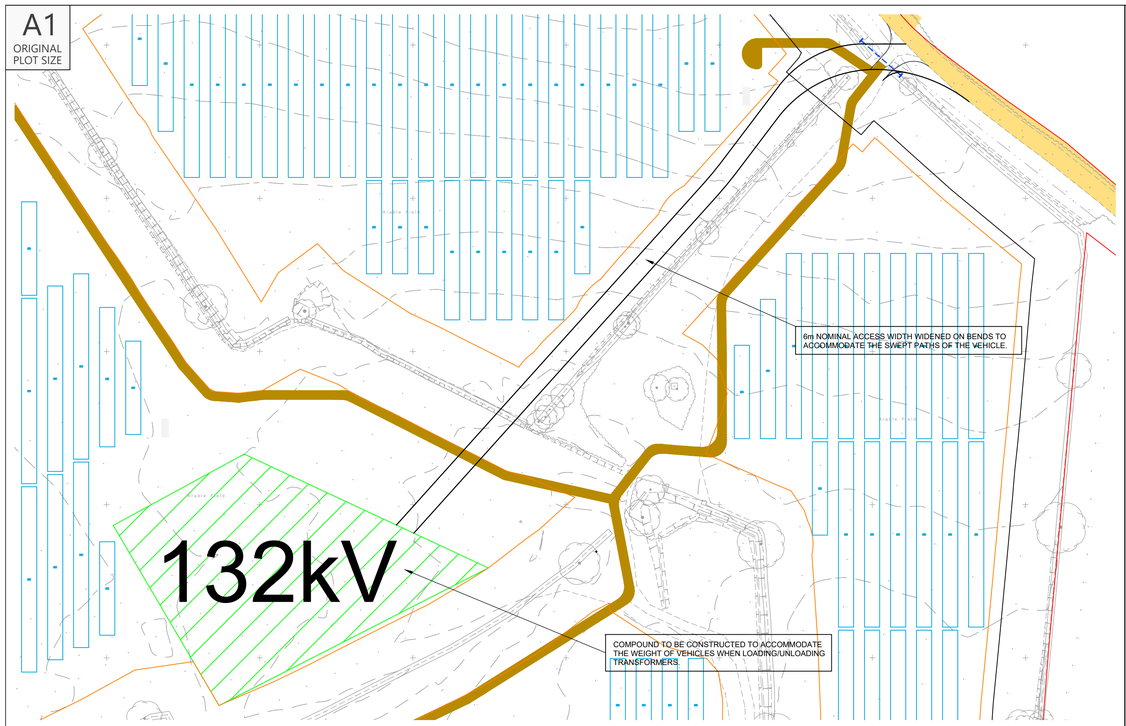
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL205	

W E S

INDICATIVE

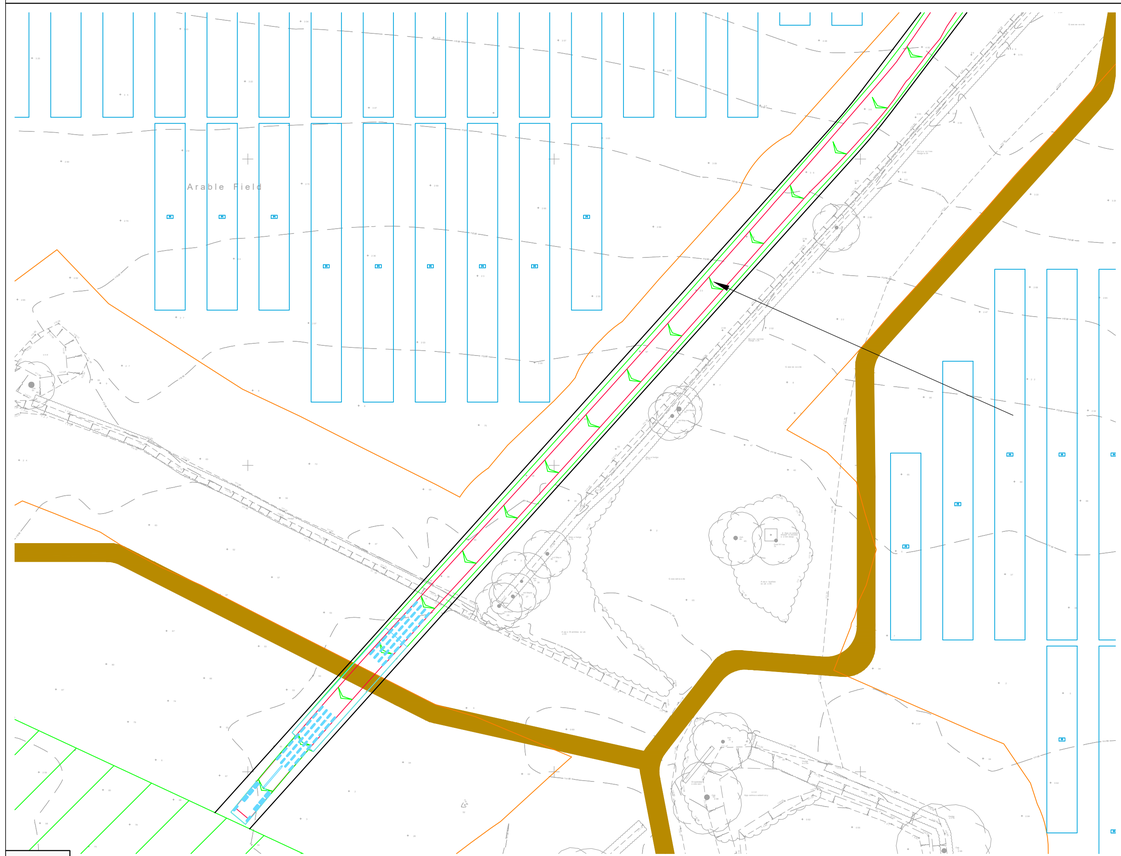
RESERVED COPYRIGHT

A1
ORIGINAL
PLOT SIZE



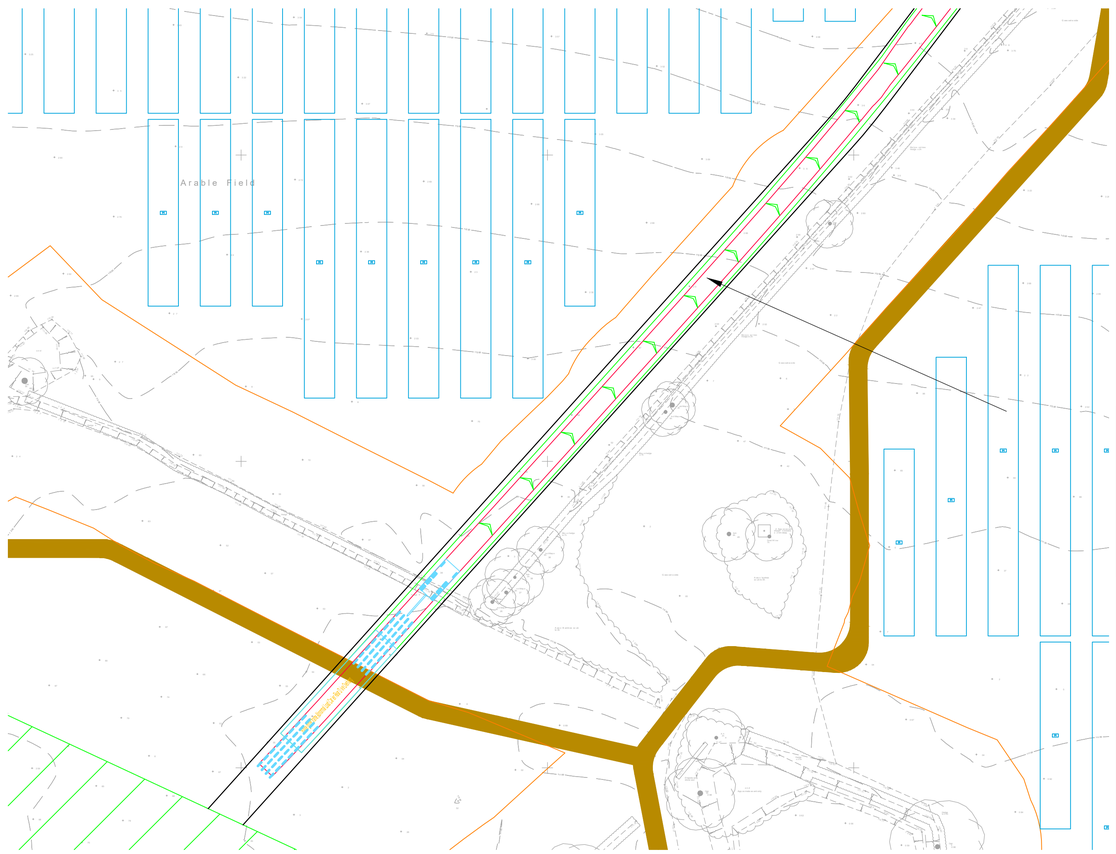
Proposed Site Access Route

Scale 1:1,000



Swept Path Of Vehicle Entering Site

Scale 1:500



Swept Path Of Vehicle Entering Site

Scale 1:500

INDICATIVE

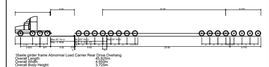
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NOTES:

1. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Rev	Date	Details	Drawn by	Checked by	Approved by

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Welwyn Garden City

tpa Transport Planning Associates

40 Berkeley Square
Clifton
Bristol
BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed AIL Sub-Station Access Route To Area A

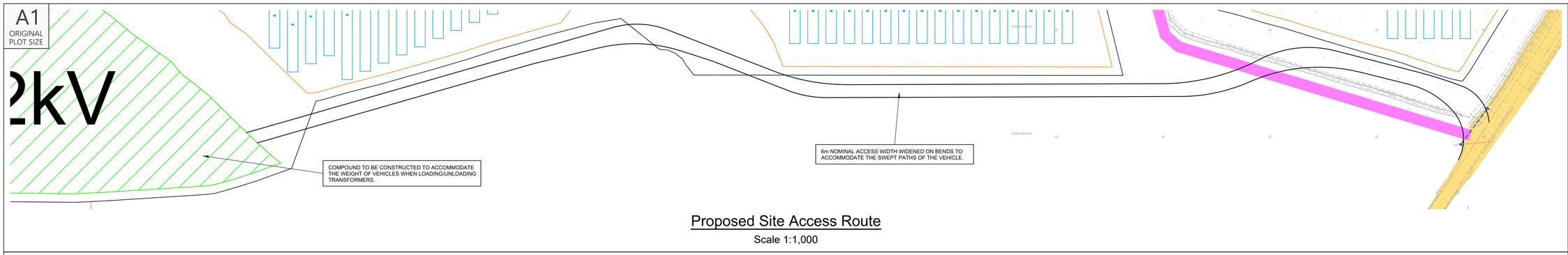
STATUS:
ILLUSTRATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	09.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL206	

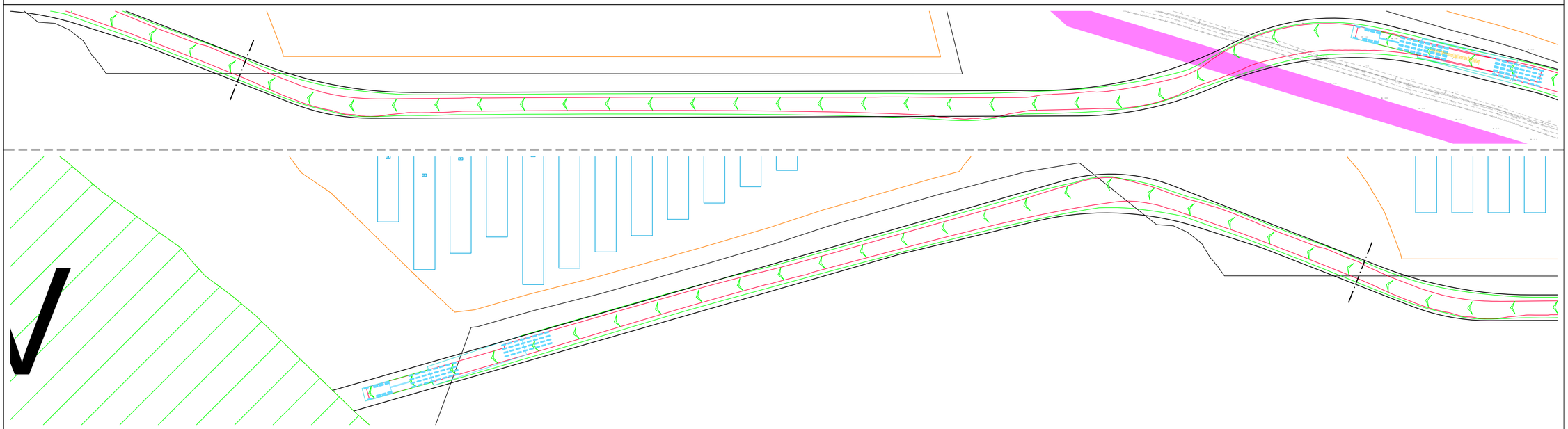
RESERVED COPYRIGHT

A1
ORIGINAL
PLOT SIZE



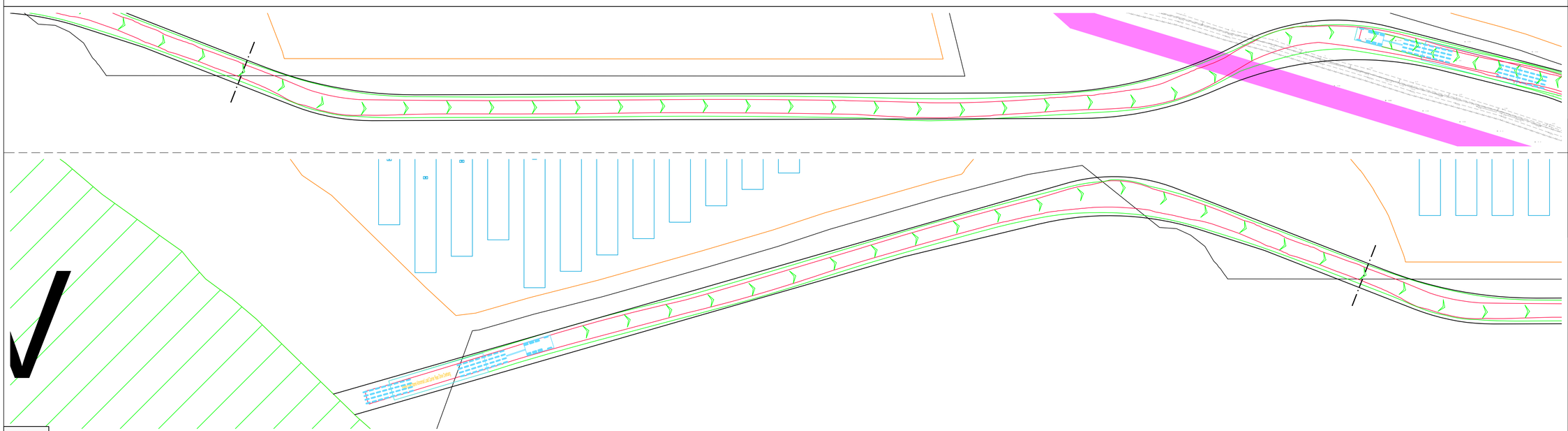
Proposed Site Access Route

Scale 1:1,000



Swept Path Of Vehicle Entering Site

Scale 1:500



Swept Path Of Vehicle Exiting Site

Scale 1:500

INDICATIVE

RESERVED COPYRIGHT

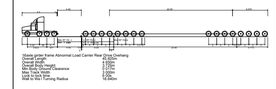
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NOTES:

1. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
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tpa Transport Planning Associates

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BS8 1HP

0117 925 9400
www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

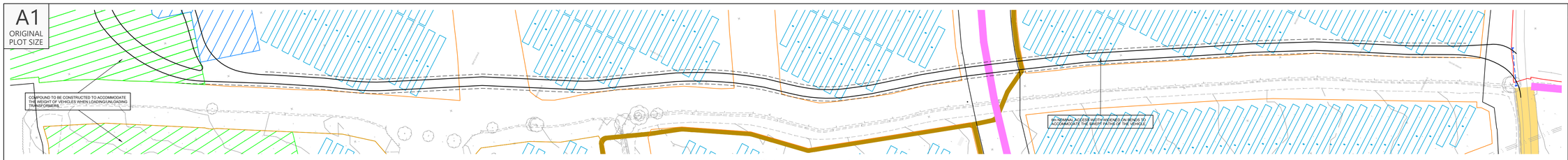
TITLE:
Proposed AIL Sub-Station Access Route To Area C

STATUS:
ILLUSTRATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	09.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL207	

A1
ORIGINAL
PLOT SIZE

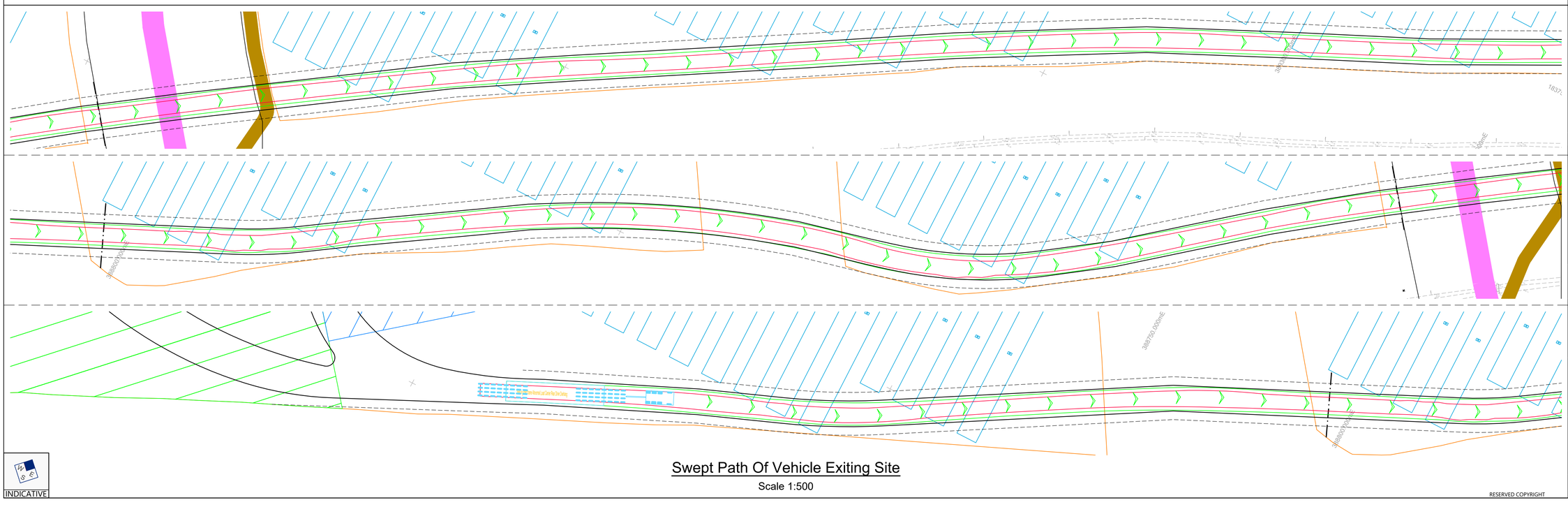


Proposed Site Access Route

Scale 1:1,500

Swept Path Of Vehicle Entering Site

Scale 1:500



Swept Path Of Vehicle Exiting Site

Scale 1:500

INDICATIVE

RESERVED COPYRIGHT

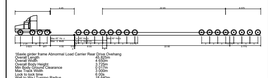
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NOTES:

1. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Rev	Date	Details	Drawn by	Checked by	Approved by
A	17.04.25	AIL access route updated.	PSW	STM	JD

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Bristol
BS8 1HP

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www.tpa.uk.com

CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

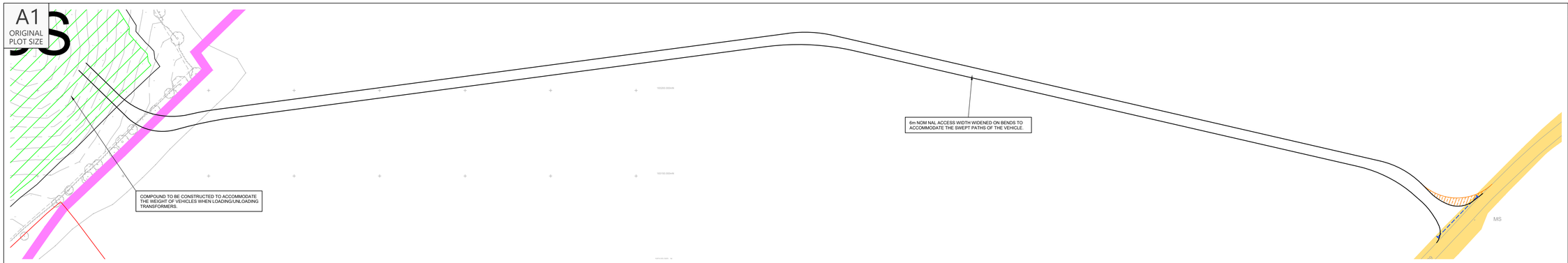
TITLE:
Proposed AIL Sub-Station Access Route To Area D (West)

STATUS:
ILLUSTRATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	09.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL208	A

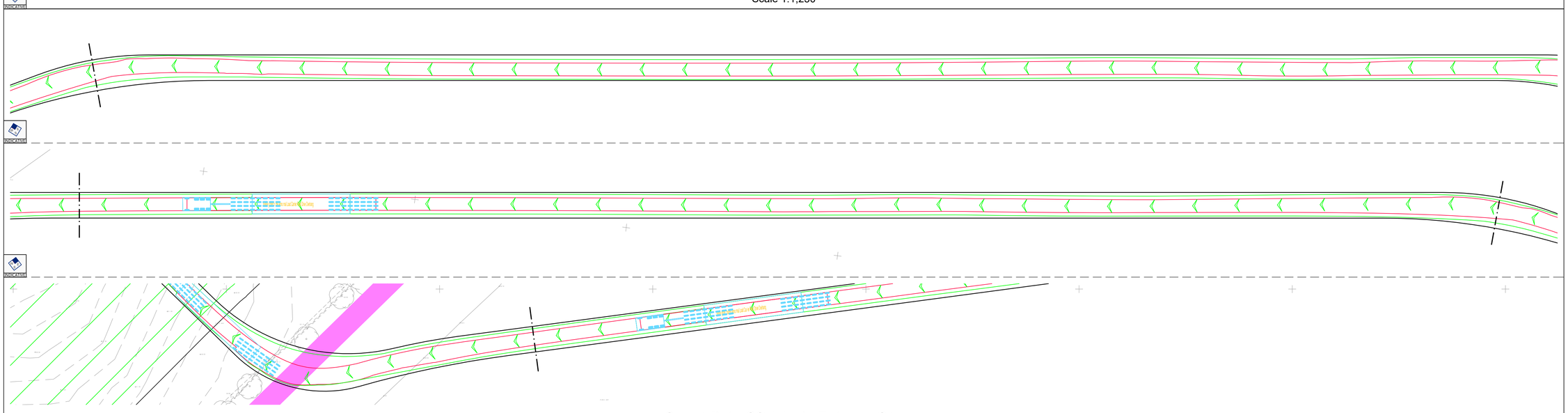
A1
ORIGINAL
PLOT SIZE



Proposed Site Access Route

Scale 1:1,250





Swept Path Of Vehicle Entering Site

Scale 1:500

Swept Path Of Vehicle Exiting Site

Scale 1:500

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NOTES:

1. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).
- Abnormal overhang area
- PROW

Rev	Date	Details	Drawn by	Checked by	Approved by
A	03.05.25	Amended access layout and updated key	KVT	STef	JD

Bristol
Cambridge
London
Welwyn Garden City

40 Berkeley Square
Clifton
Bristol
BS8 1HP

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CLIENT:
IGP SOLAR 15 LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Proposed AIL Sub-Station Access Route To Area D (East)

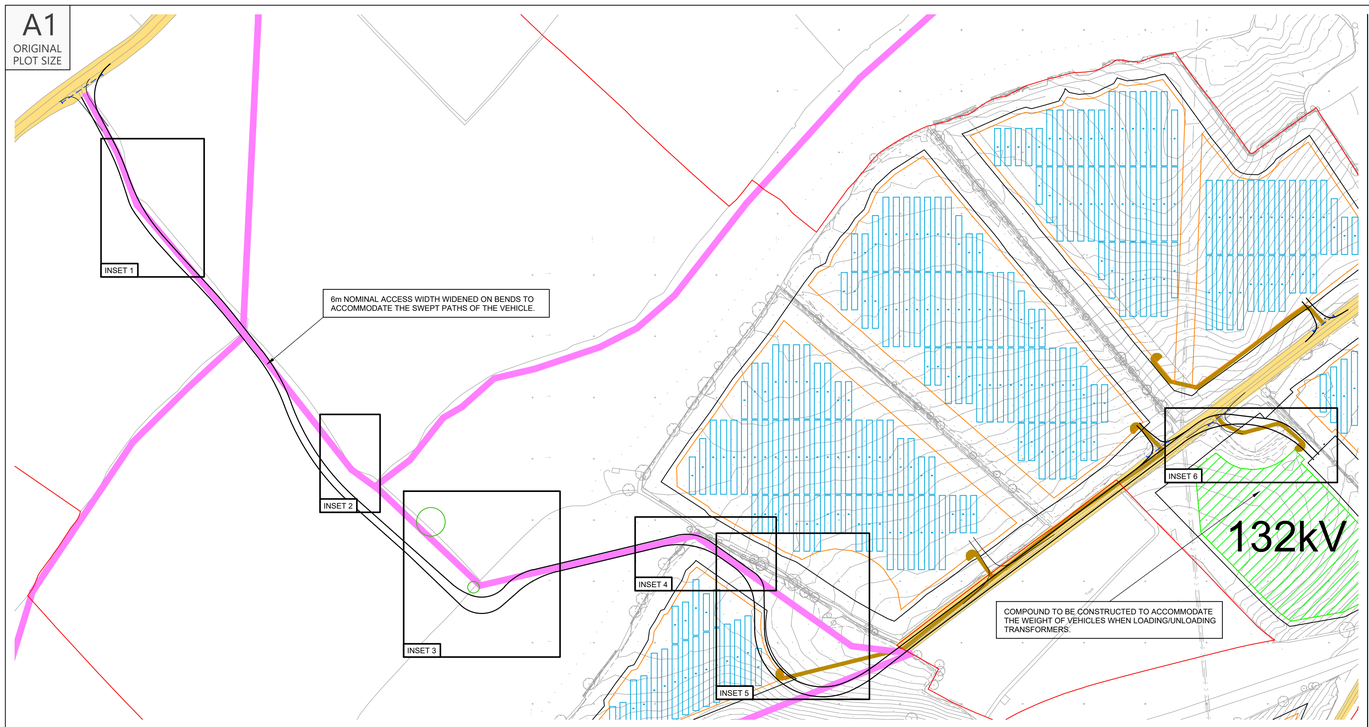
STATUS:
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SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	09.04.25	PSW	STM	JD

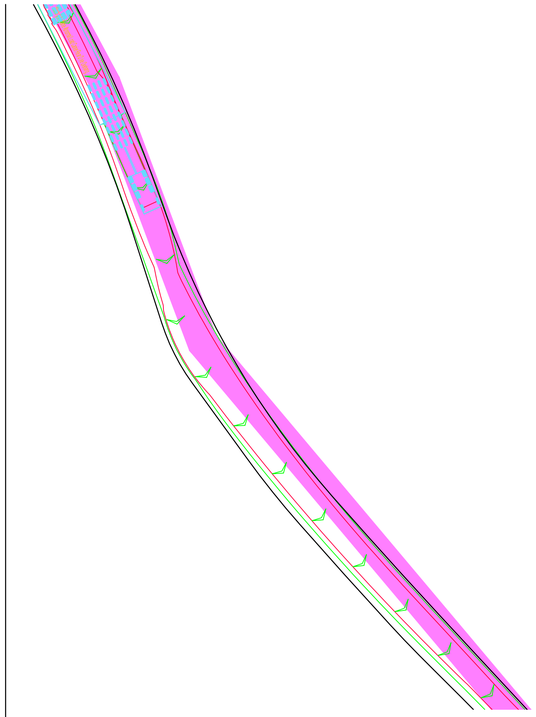
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL209	A

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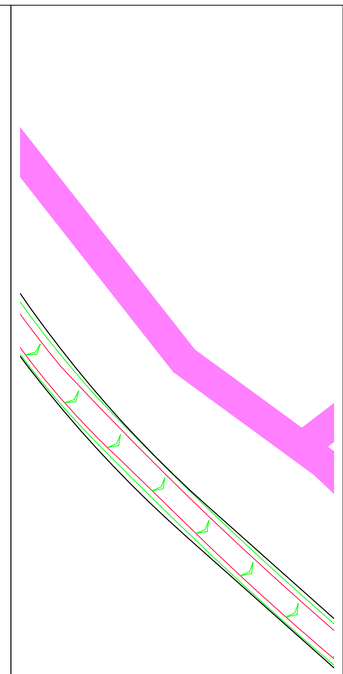
A1
ORIGINAL
PLOT SIZE



Proposed Site Access Route
Scale 1:2,500



INSET 1 - Vehicle Swept Path
Scale 1:500



INSET 2 - Vehicle Swept Path
Scale 1:500

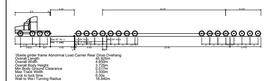
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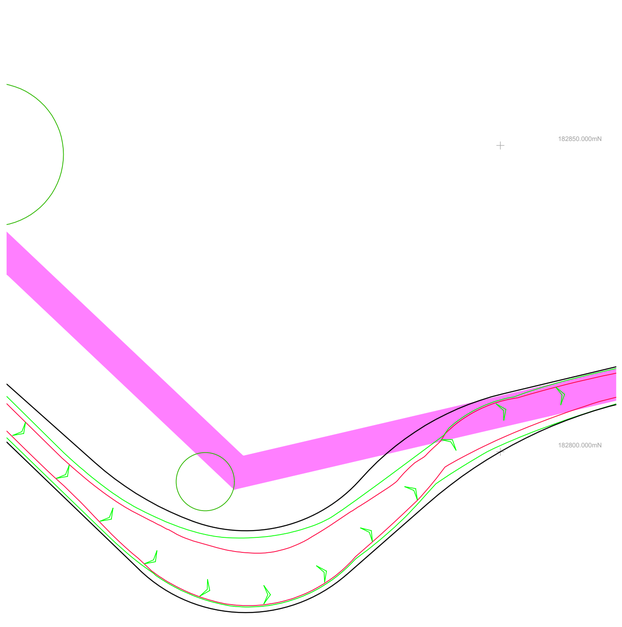
NOTES:

1. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

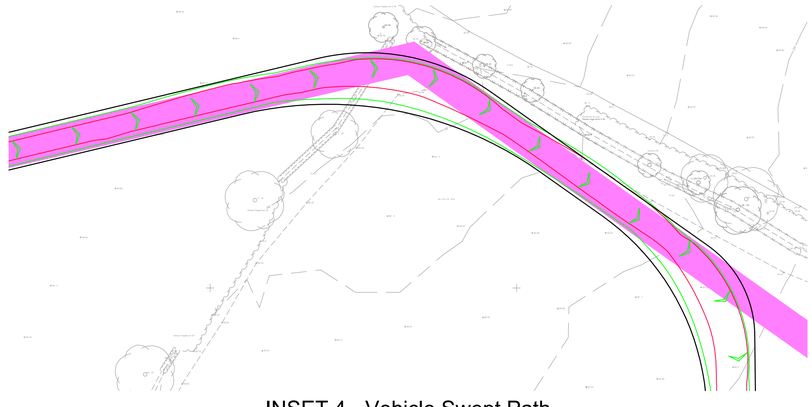
Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



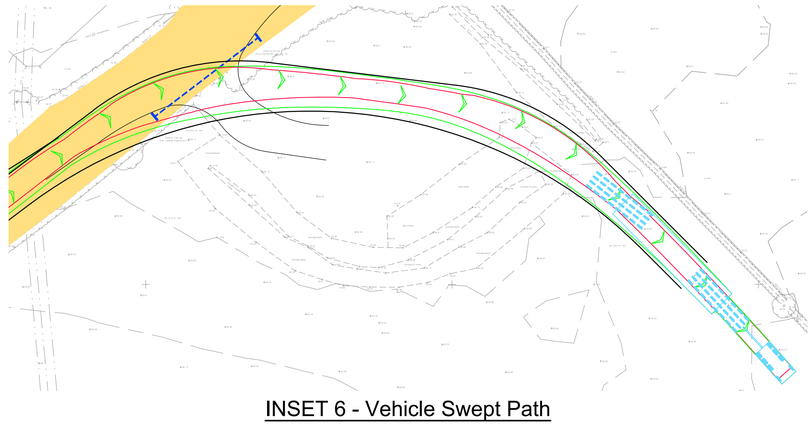


INSET 3 - Vehicle Swept Path
Scale 1:500

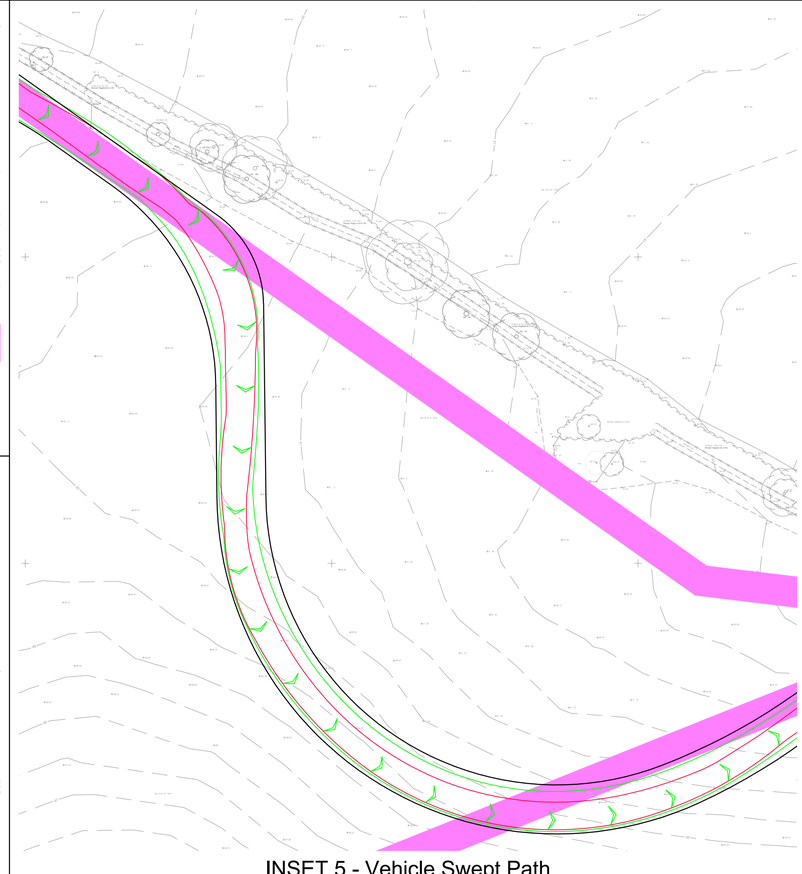
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INSET 4 - Vehicle Swept Path
Scale 1:500



INSET 6 - Vehicle Swept Path
Scale 1:500



INSET 5 - Vehicle Swept Path
Scale 1:500

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A	09.07.25	Access track and tracking updated to avoid existing trees and pond.	PSW	STM	JD

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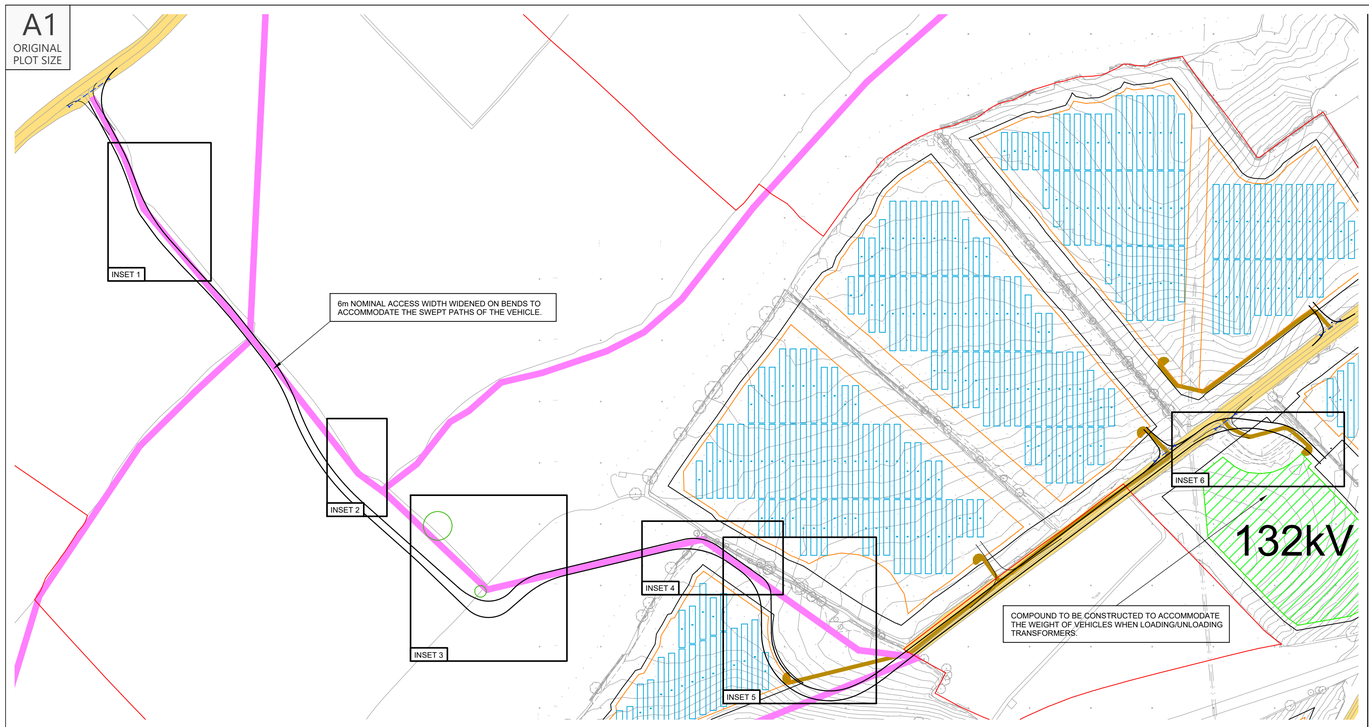
TITLE:
Proposed AIL Sub-Station Access Route To Area E - Vehicle Entering Site

STATUS:
ILLUSTRATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	10.04.25	PSW	STM	JD

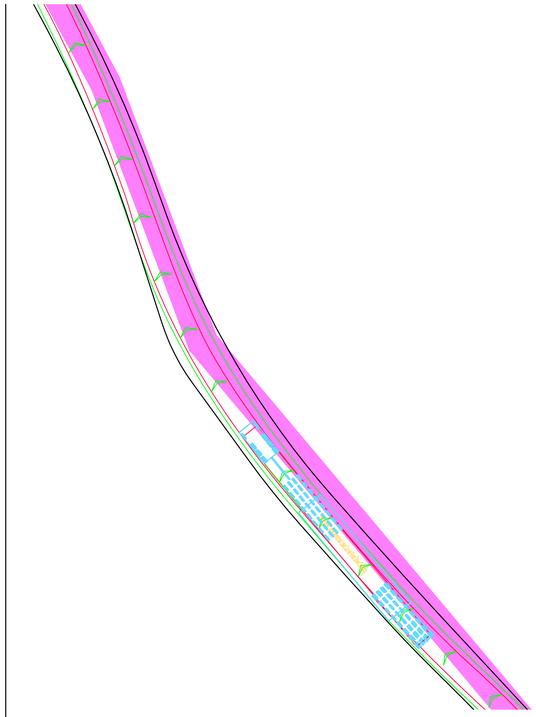
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A1
ORIGINAL
PLOT SIZE



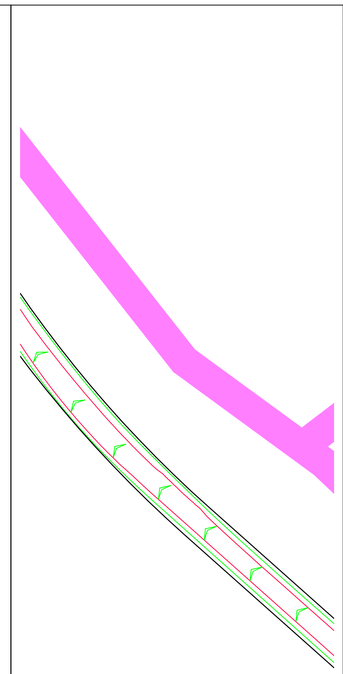
Proposed Site Access Route

Scale 1:2,500



INSET 1 - Vehicle Swept Path

Scale 1:500



INSET 2 - Vehicle Swept Path

Scale 1:500

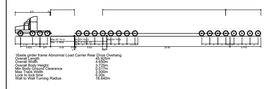
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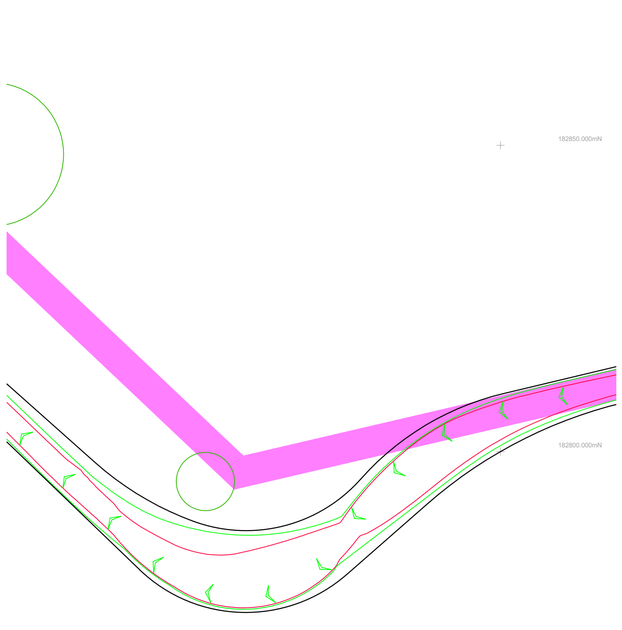
NOTES:

1. The extent of adopted highway has been taken from a 1:5,000 scale Ordnance Survey based highway record plan received from Wiltshire Council dated 23rd April 2024 and is indicative only.

KEY

Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

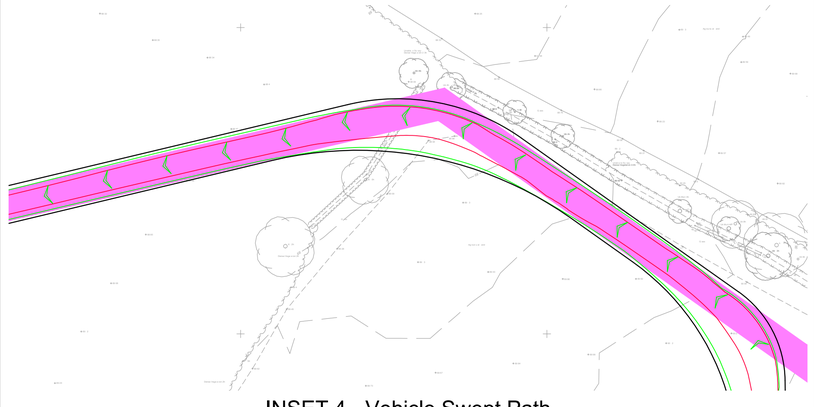




INSET 3 - Vehicle Swept Path

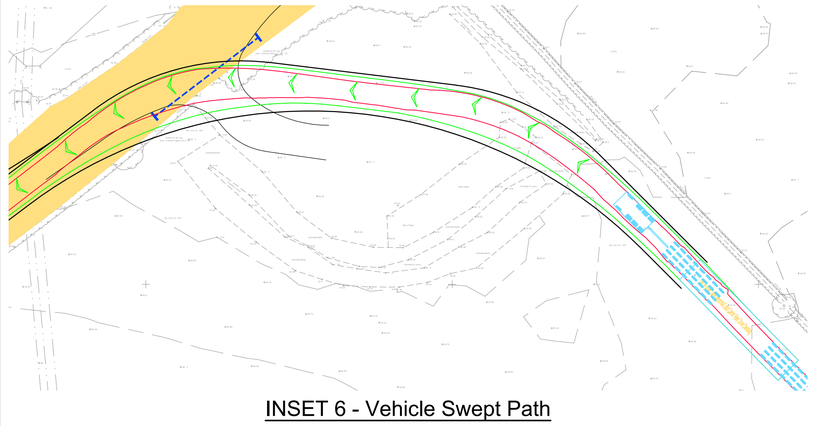
Scale 1:500 Scale 1:500

INDICATIVE



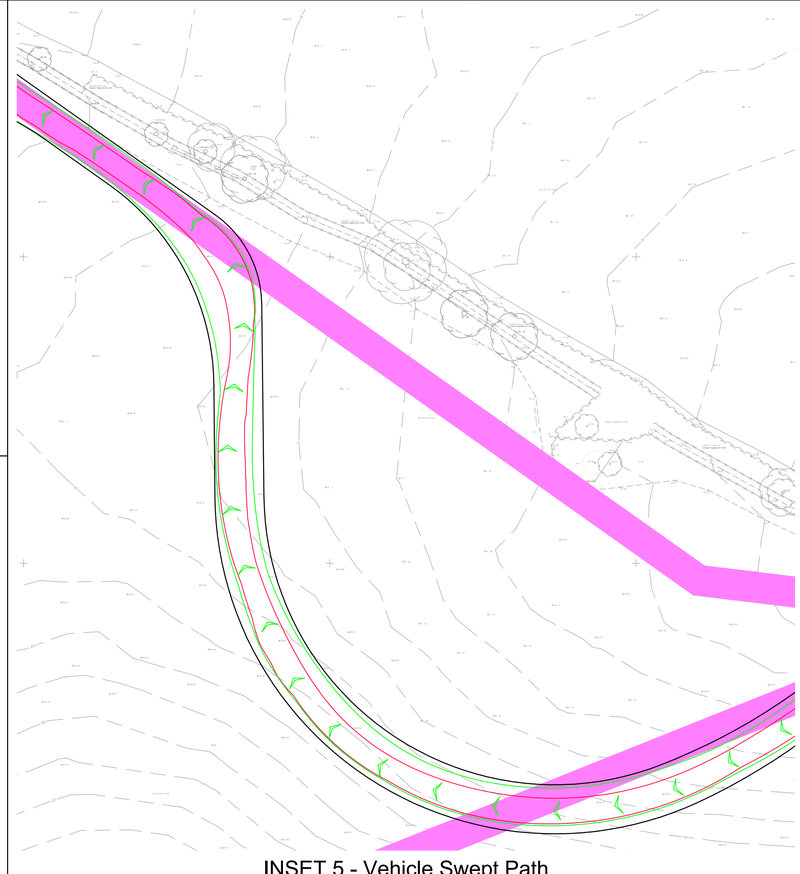
INSET 4 - Vehicle Swept Path

Scale 1:500



INSET 6 - Vehicle Swept Path

Scale 1:500 Scale 1:500



INSET 5 - Vehicle Swept Path

Scale 1:500

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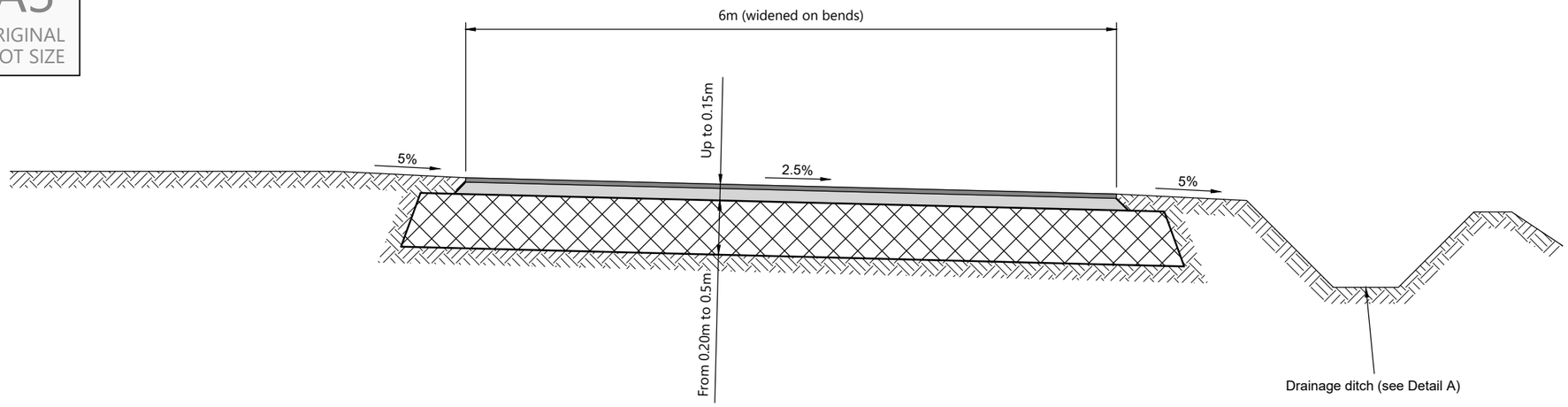
TITLE:
Proposed AIL Sub-Station Access Route To Area E - Vehicle Exiting Site

STATUS:
ILLUSTRATIVE

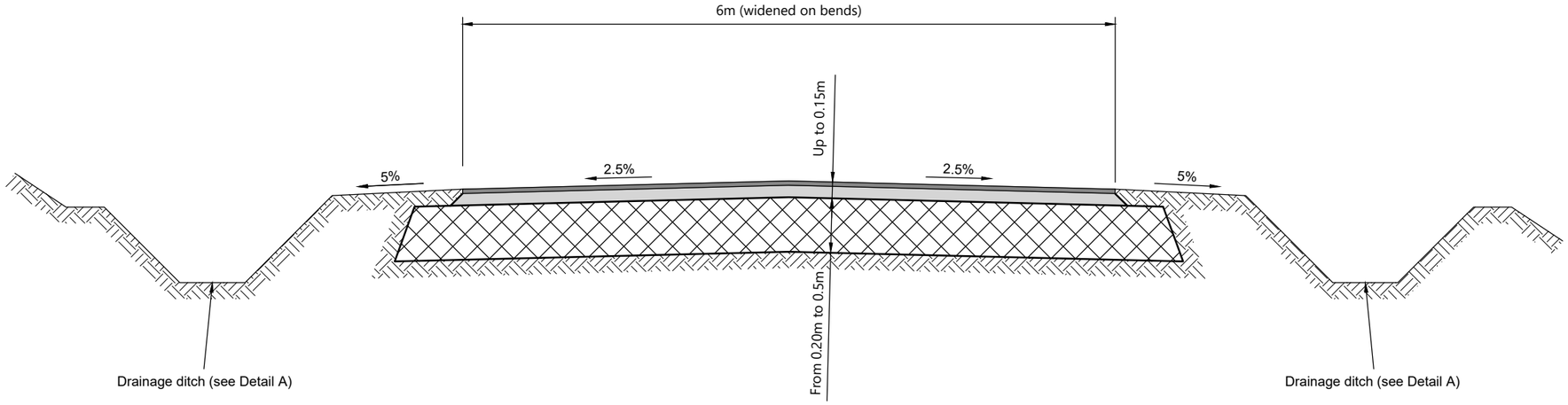
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	10.04.25	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL211	A

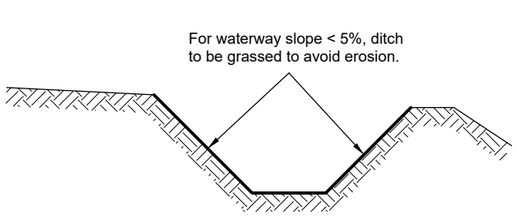
A3
ORIGINAL
PLOT SIZE

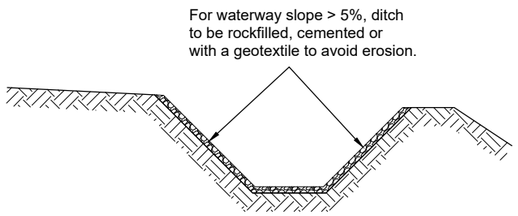


Access Road With Crossfall



Access Road With Camber





Detail 1 - Drainage Ditch Options

KEY

- Blacktop surface course
- Bituminous material
- Untreated granular material
- Natural ground

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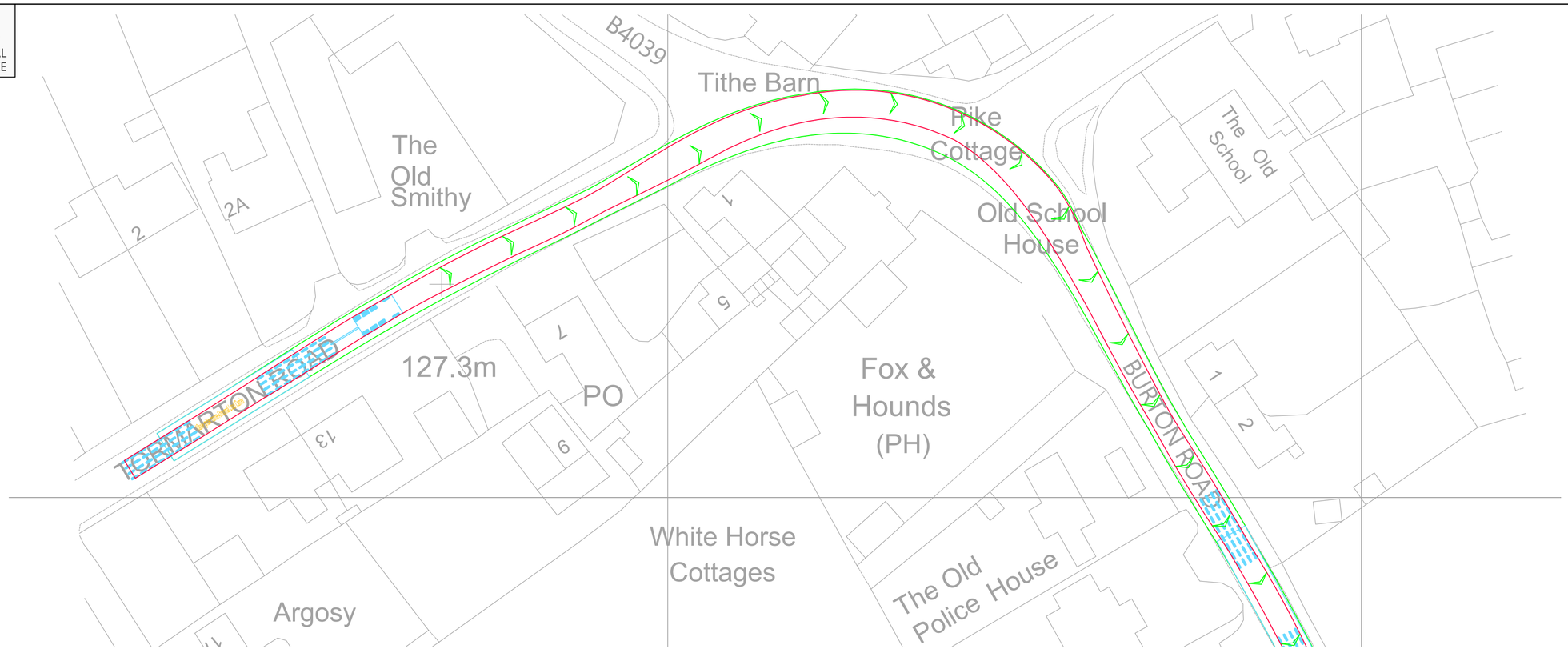
TITLE:
AIL Internal Access Road Cross-Sections

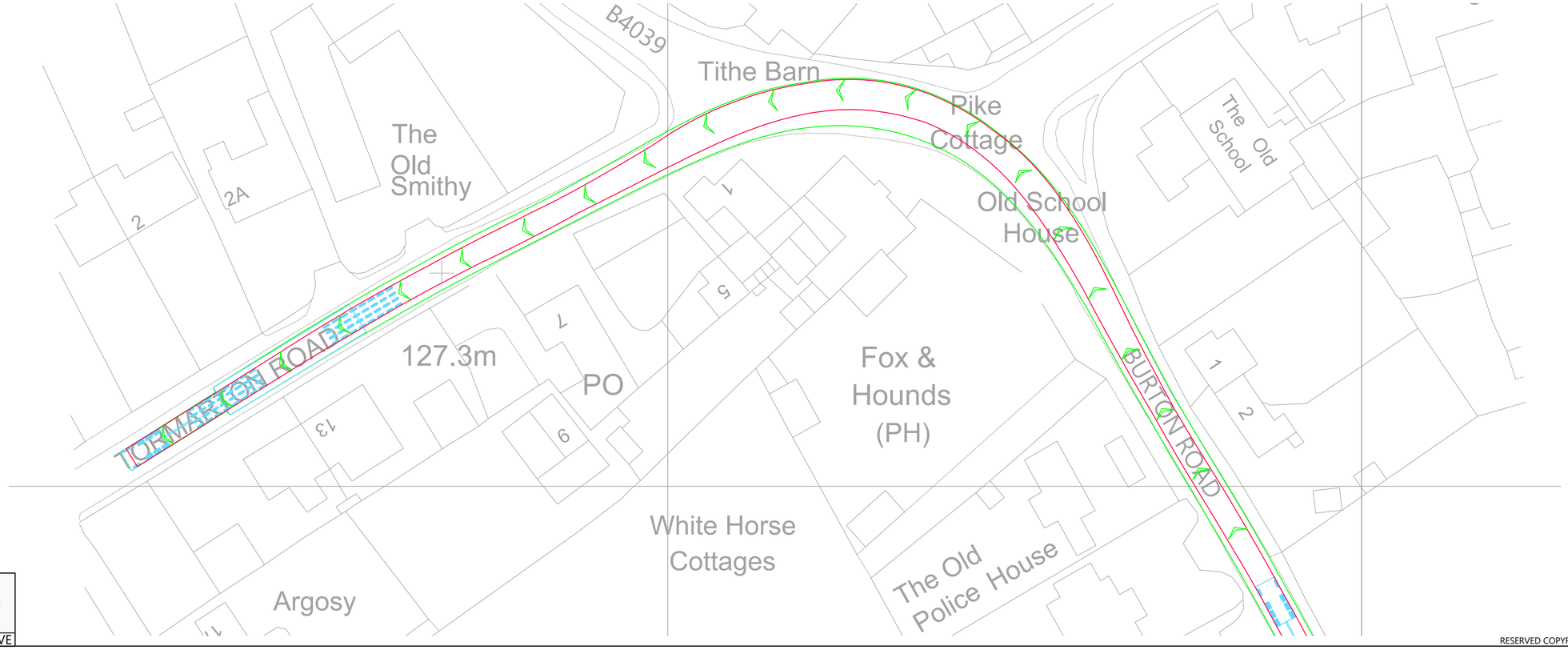
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1:50	10.04.25	PSW	STM	JD

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A2
ORIGINAL
PLOT SIZE



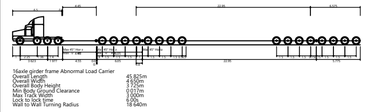


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16 Axle girder frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

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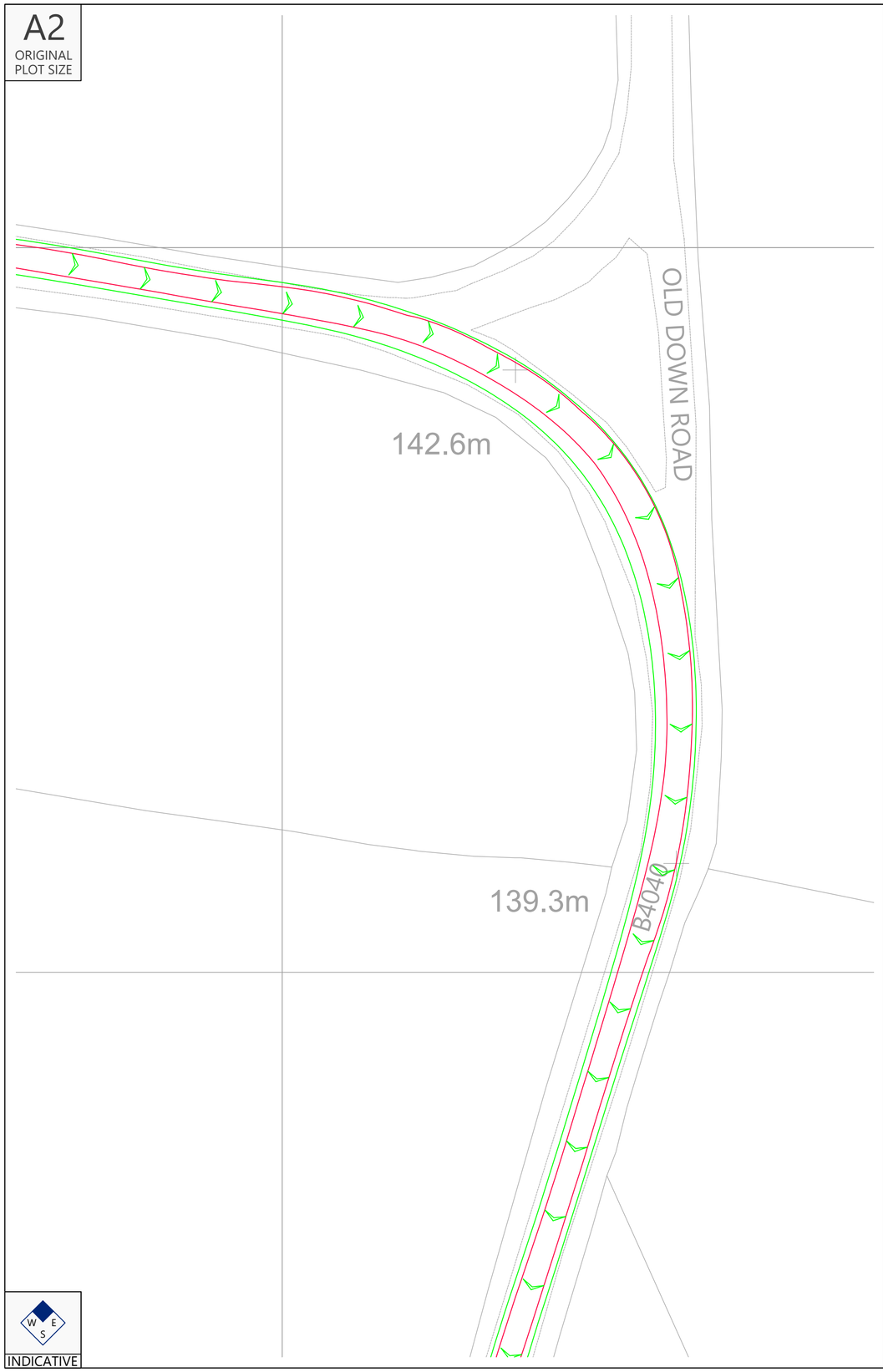
TITLE:
B4039 Burton Road / Tormarton Road Junction, Acton Turville - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

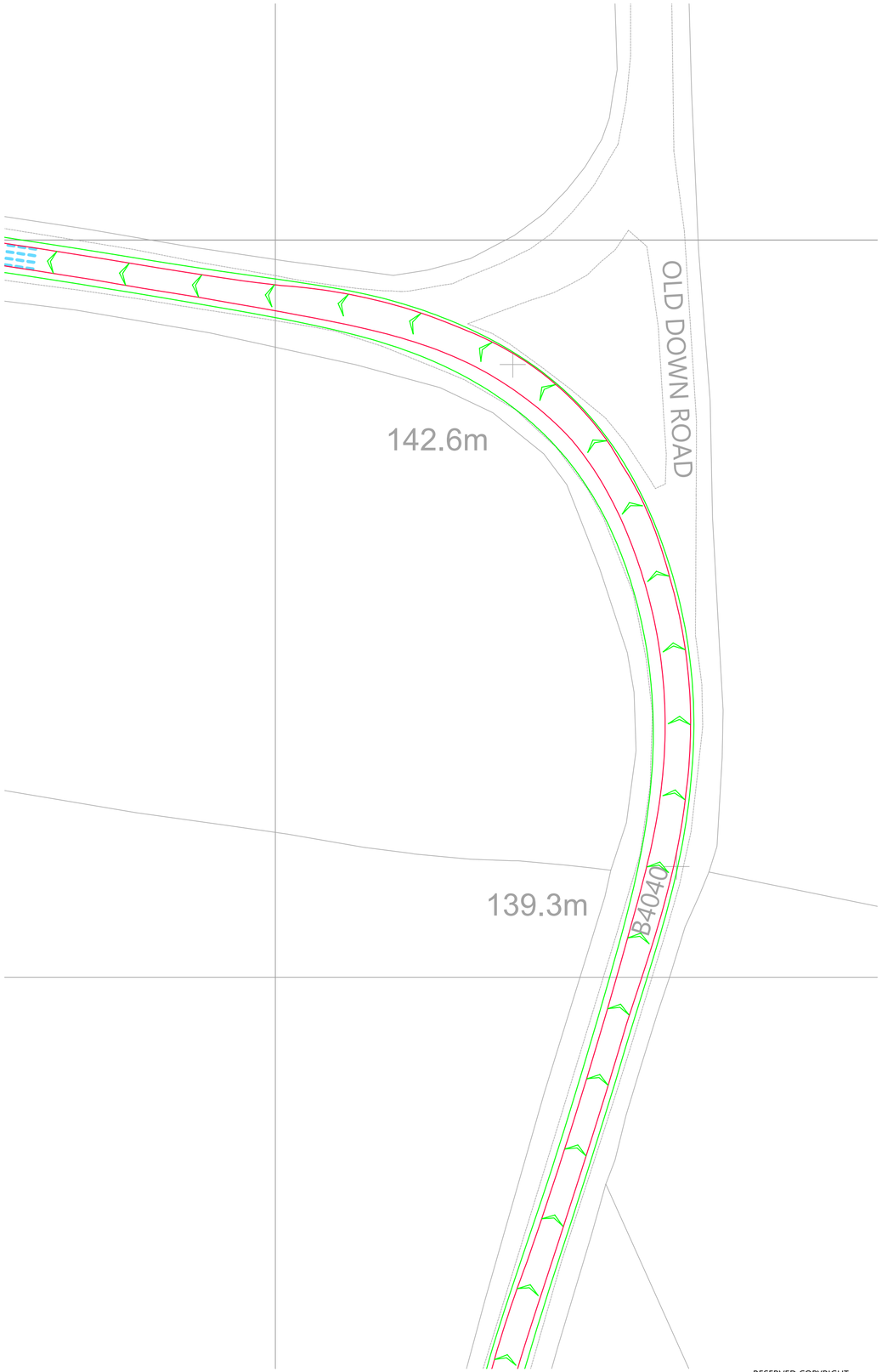
STATUS:
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A2
ORIGINAL
PLOT SIZE





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NOTES:



16axle girder frame Abnormal Load Carrier	45.825m
Overall Width	5.600m
Overall Body Height	4.015m
Min Ground Clearance	0.031m
Max Trade Width	7.300m
Lock to lock time	6.00s
Wall to Wall Turning Radius	18.640m

16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

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TITLE:
B4040 / Old Down Road Junction, Acton Turville - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

STATUS:
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SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	19.11.24	PSW	STM	JD

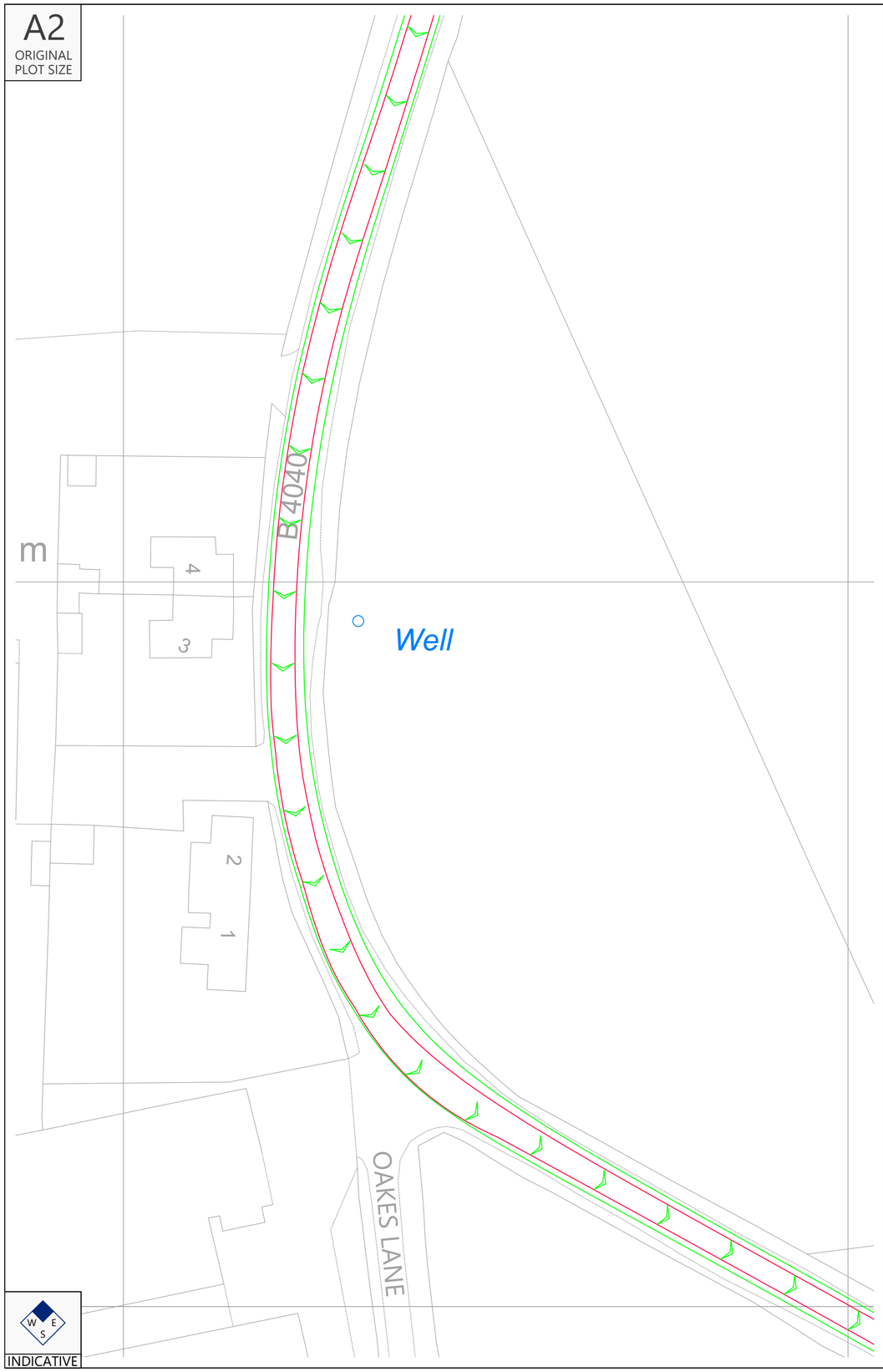
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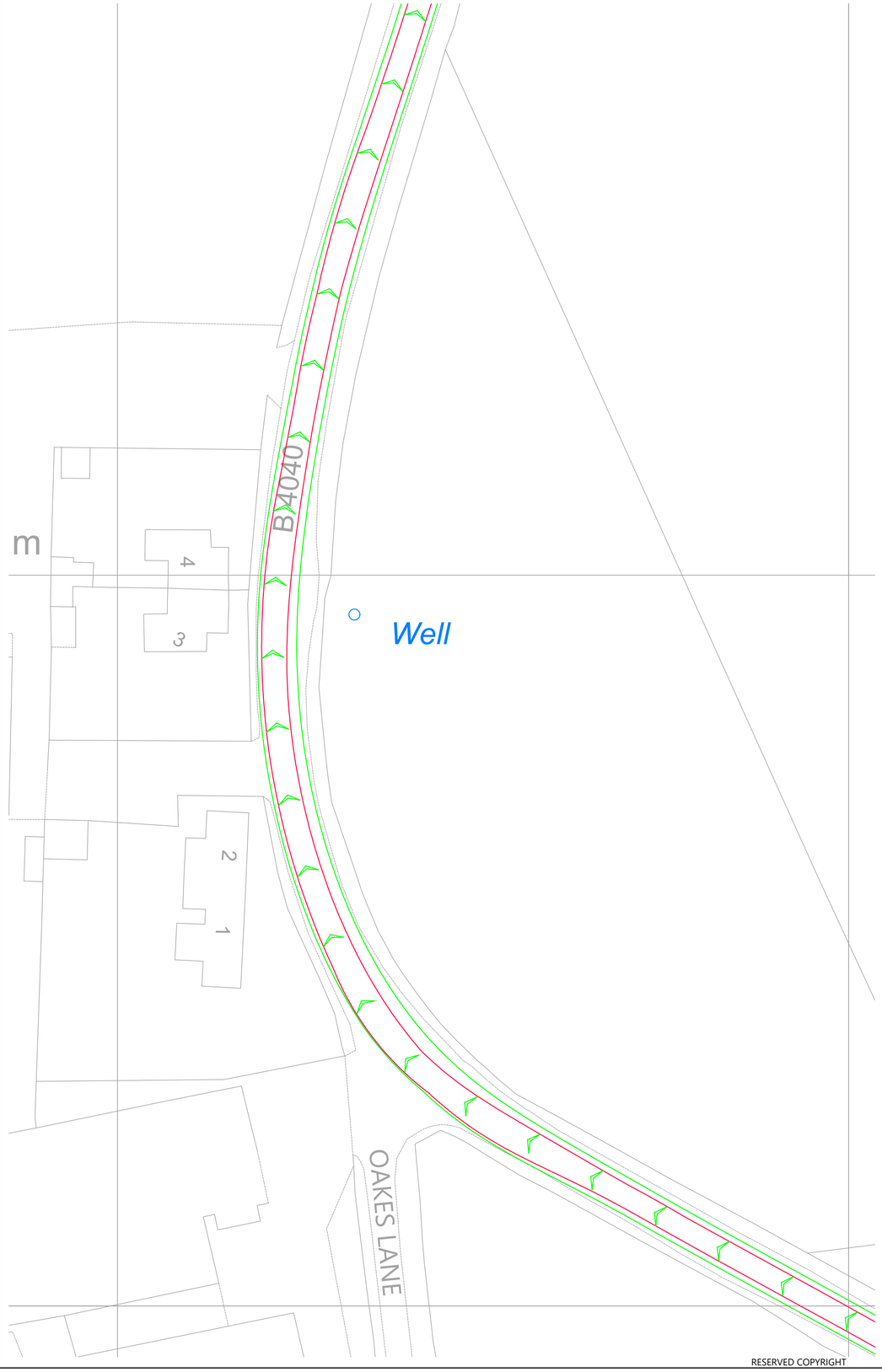
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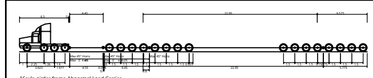


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NOTES:



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Max Tracle Width	7.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	18.640m

16 Axle Girder Frame Abnormal Load Carrier
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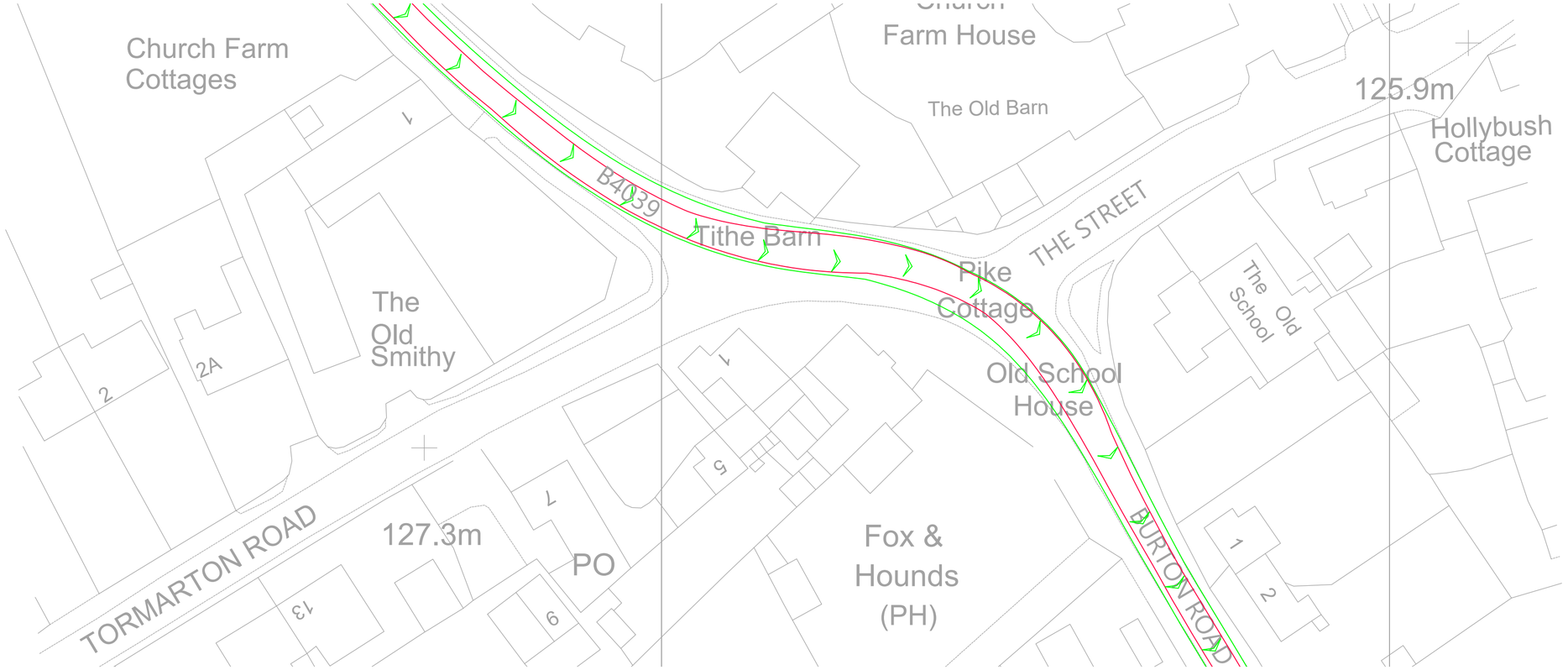
TITLE:
B4040 / Oakes Lane Junction, Acton Turville - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

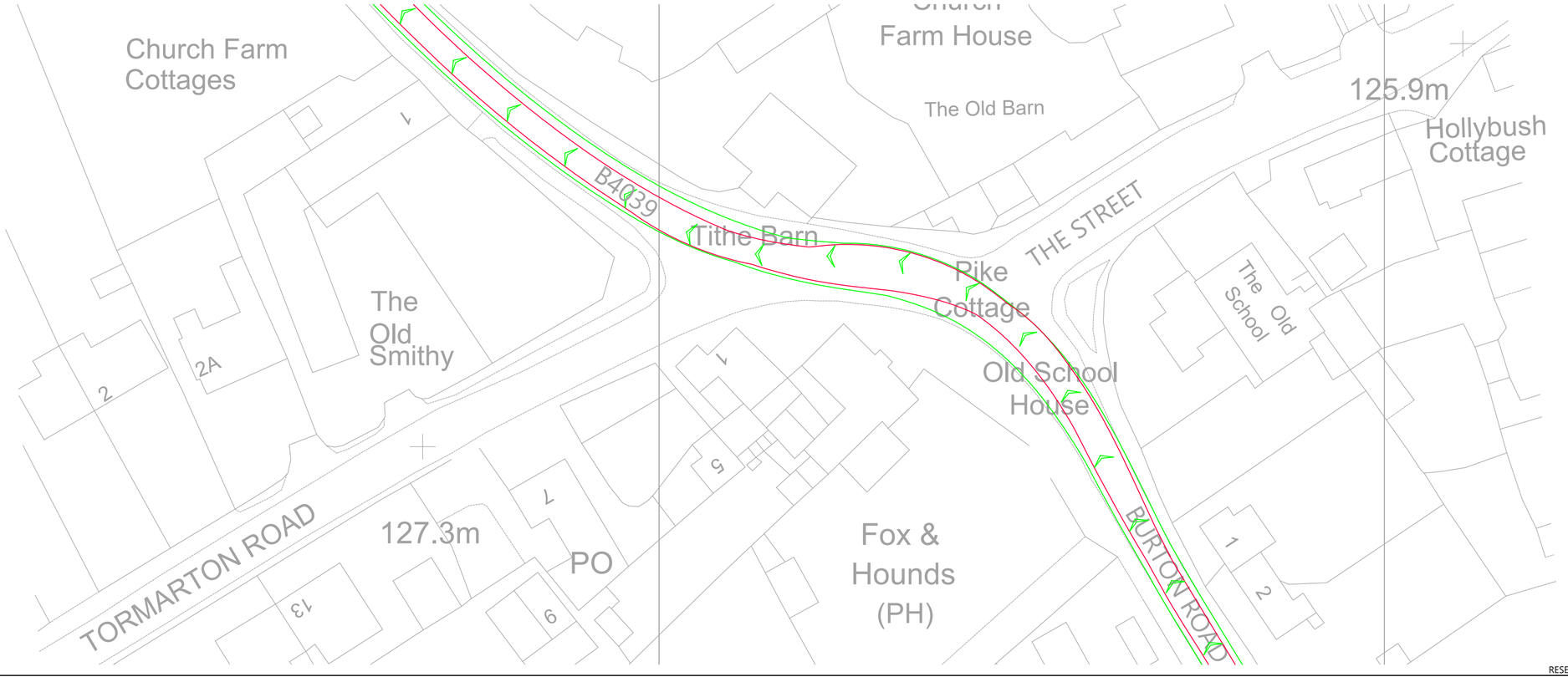
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A2
ORIGINAL
PLOT SIZE





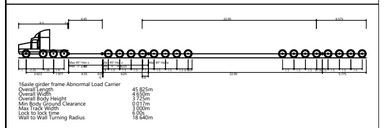
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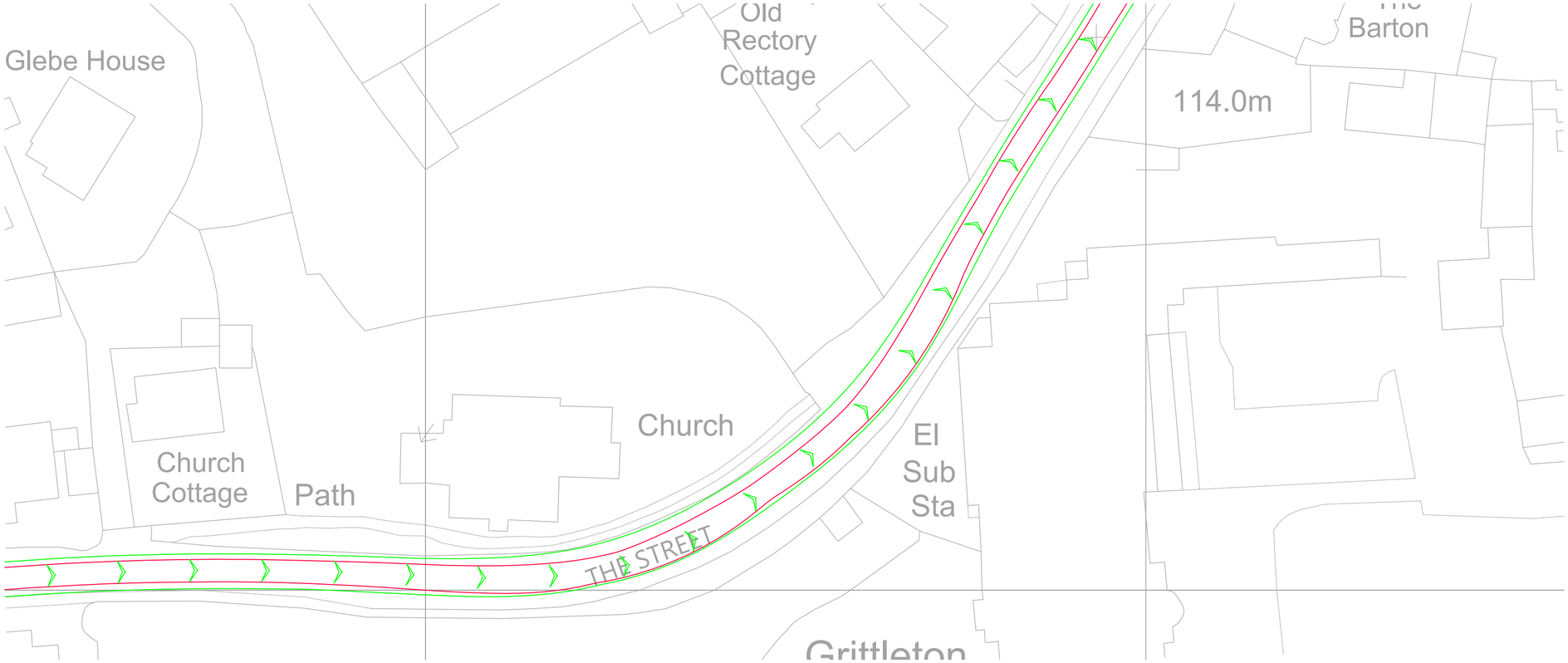
TITLE:
B4039 Burton Road, Acton Turville - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

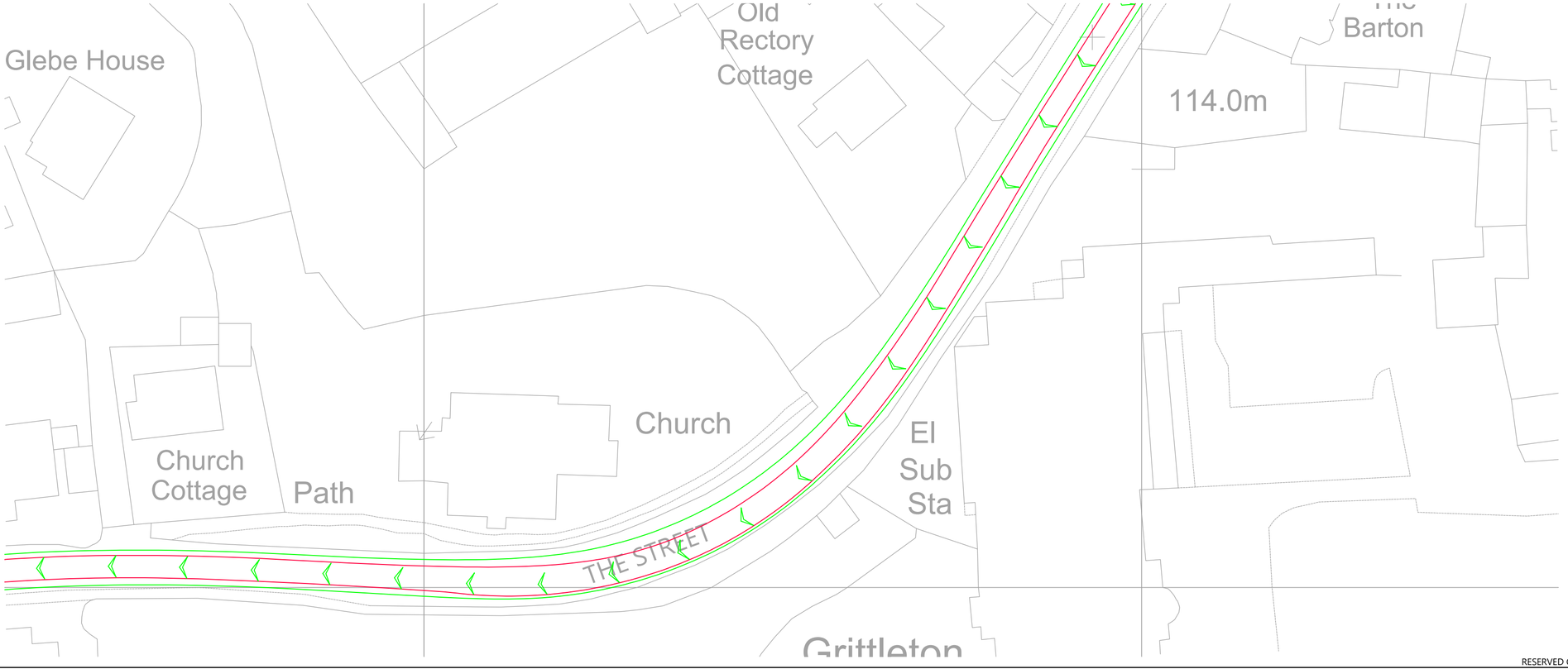
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ORIGINAL
PLOT SIZE



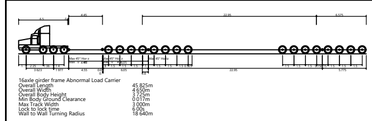


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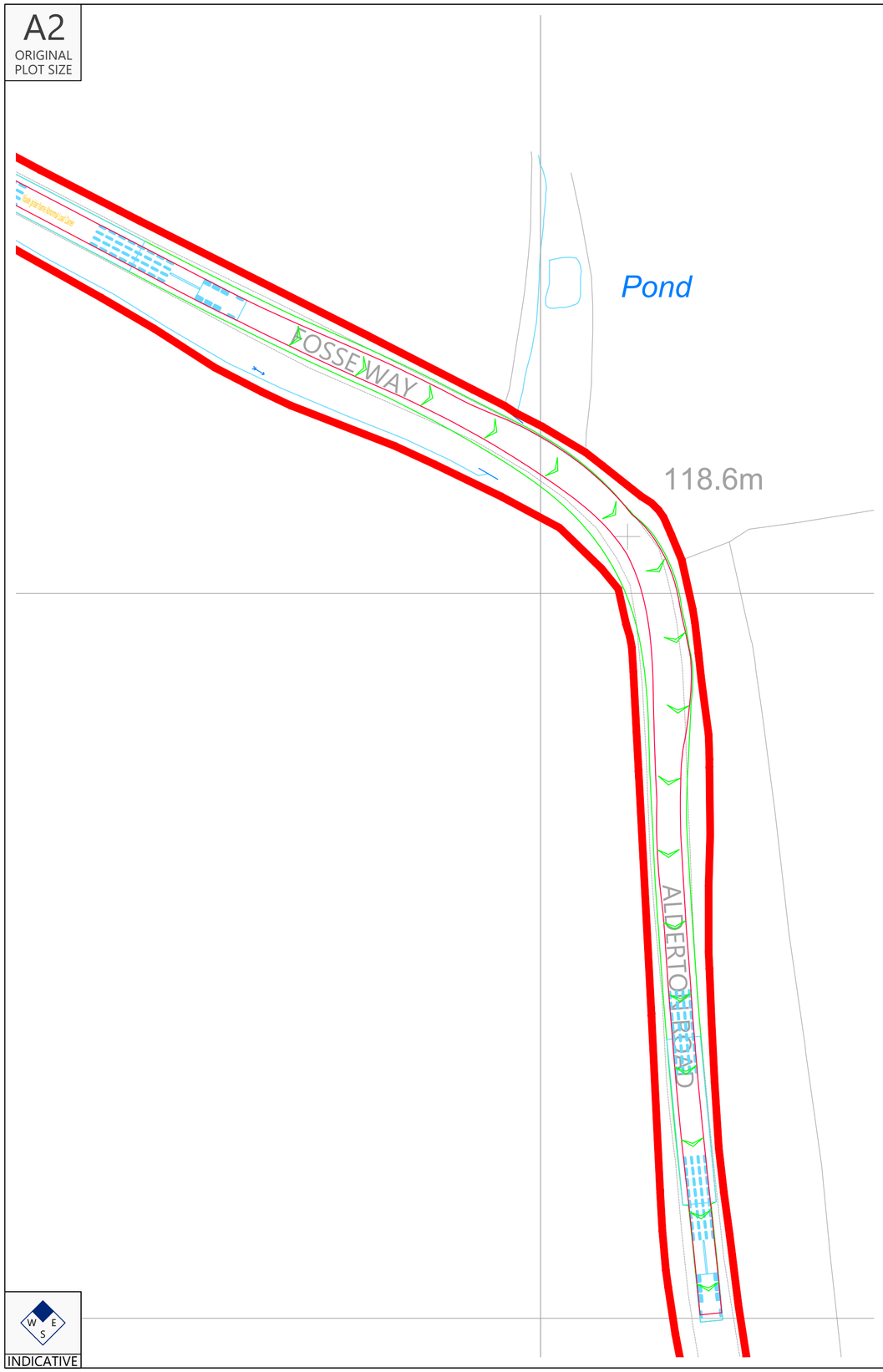
TITLE:
The Street, Grittleton - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

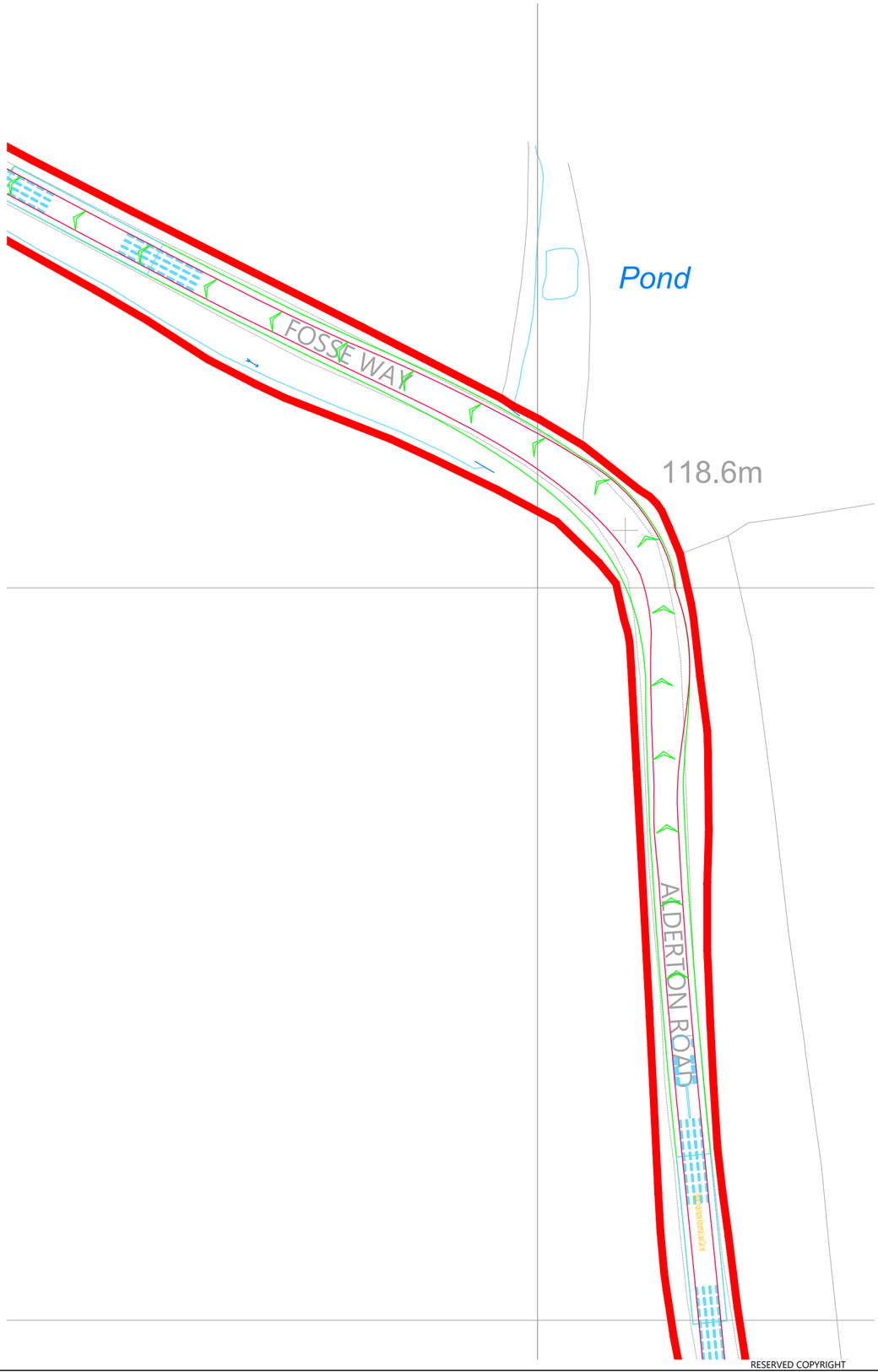
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A2
ORIGINAL
PLOT SIZE





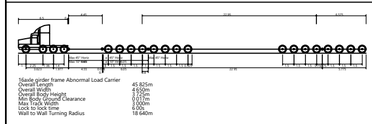
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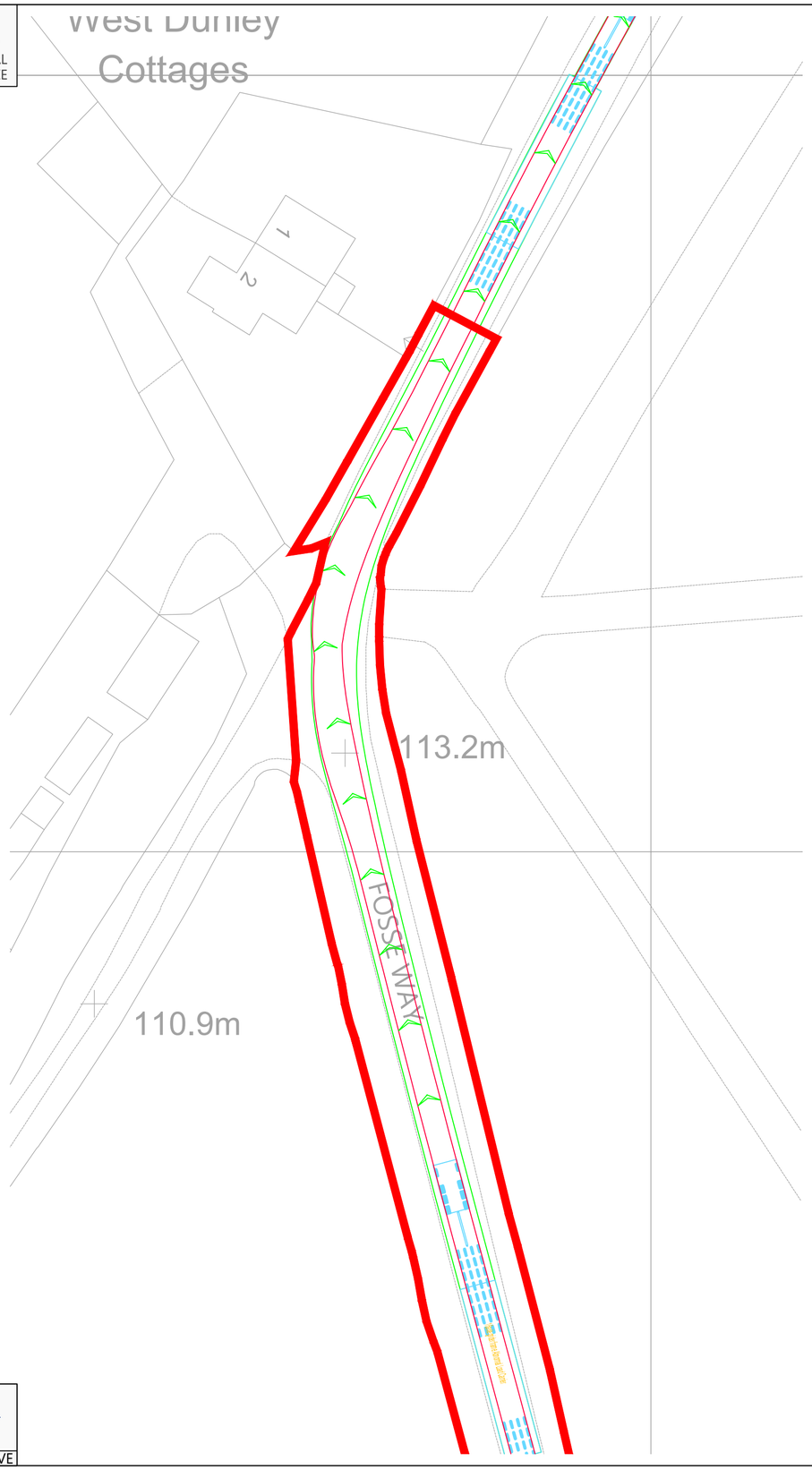
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Fosse Way / Alderton Road North Of Grittleton - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

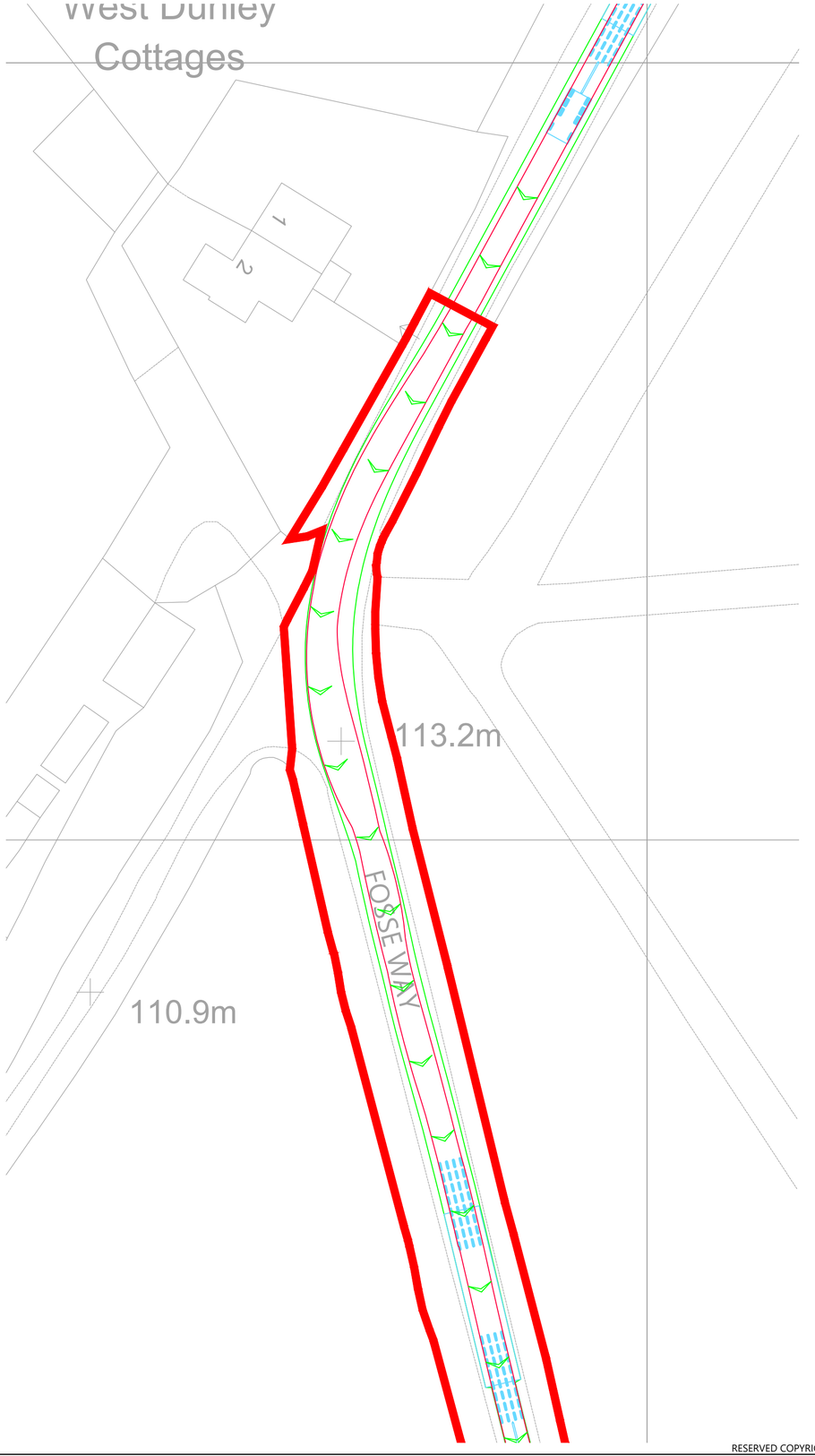
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A2
ORIGINAL
PLOT SIZE



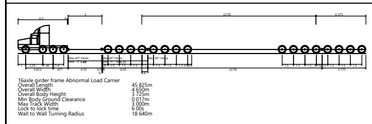


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NOTES:



16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

Not To Scale

Rev	Date	Details	Drawn by	Checked by	Approved by
A	23.05.25	Red line boundary added.	PSW	STM	JD

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0117 925 9400
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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

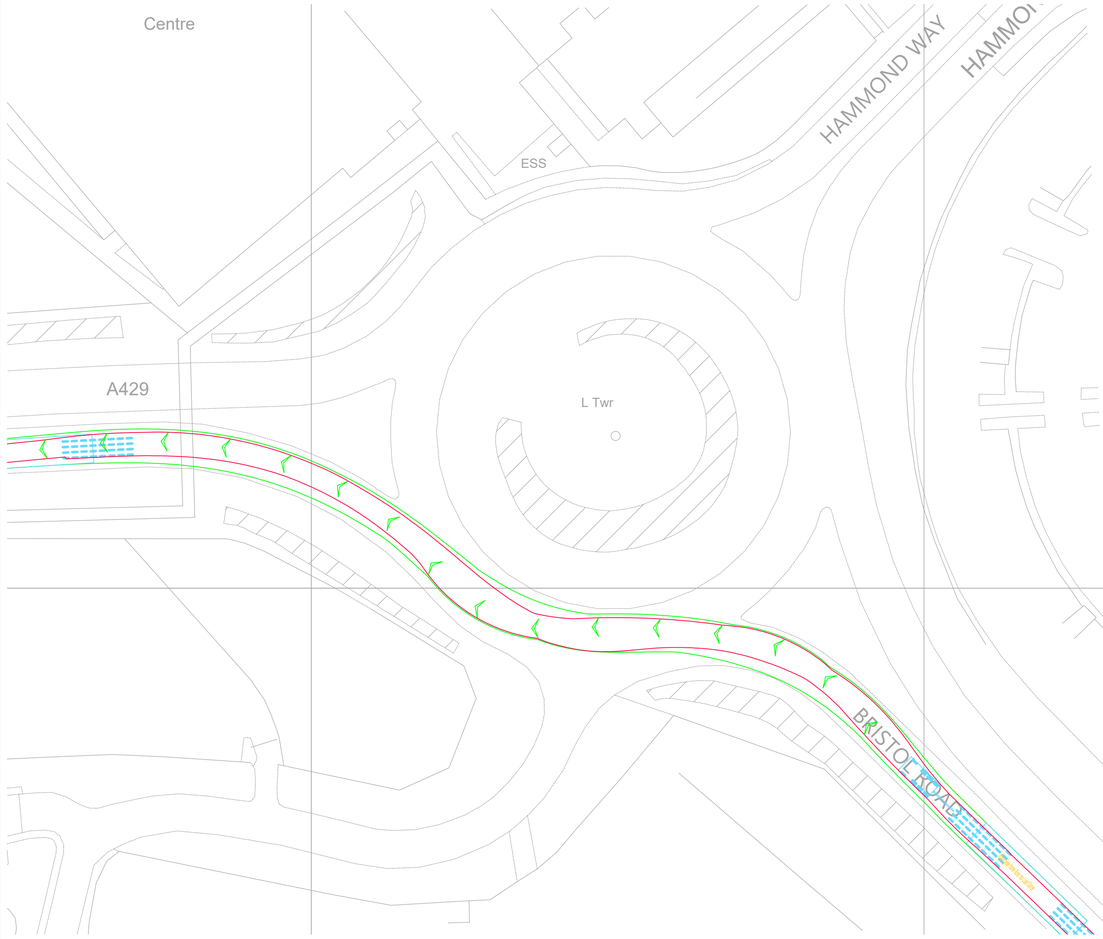
TITLE:
Fosse Way North Of Grittleton - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

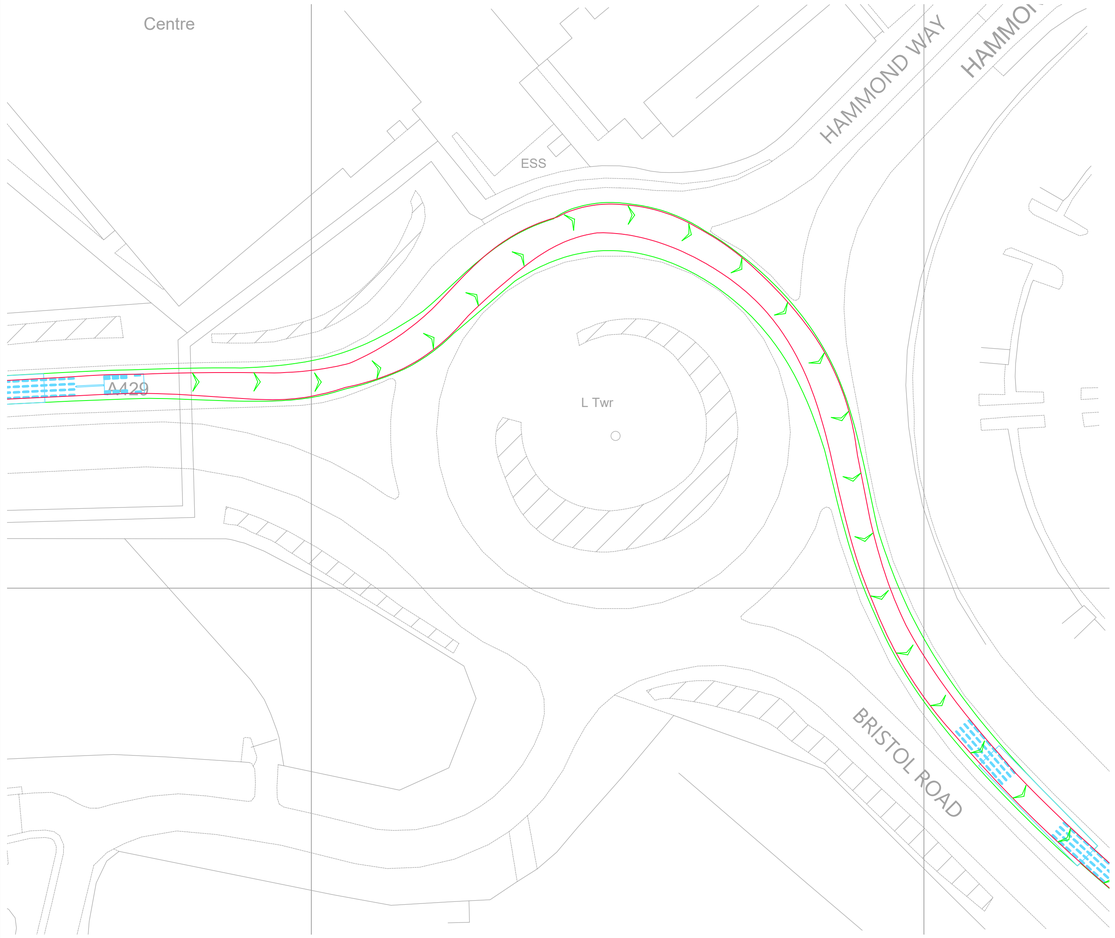
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	20.11.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP24	A

A1
ORIGINAL
PLOT SIZE



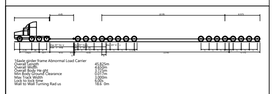


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NOTES:



16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

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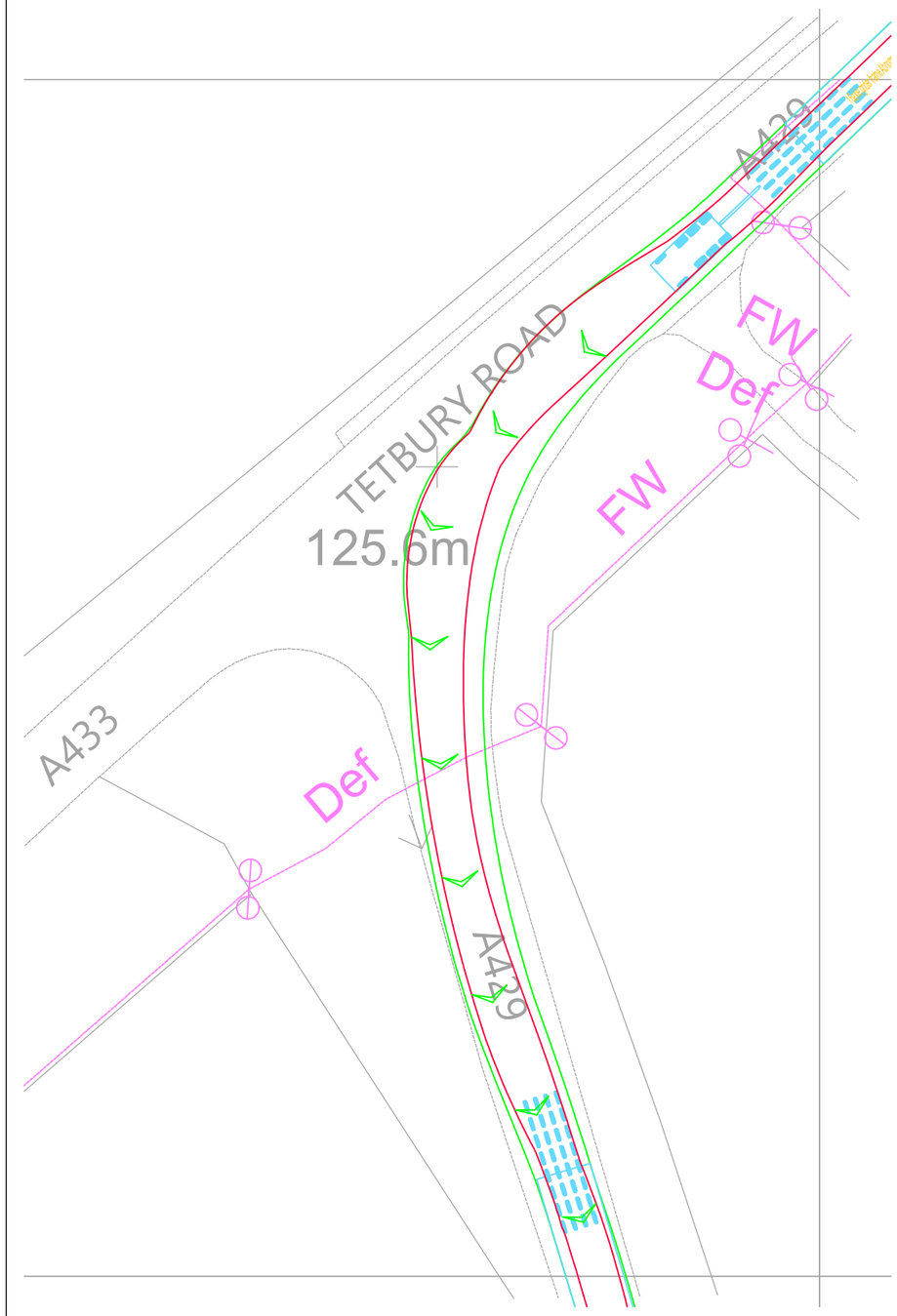
TITLE:
A419 / Hammond Way Roundabout
Cirencester - Swept Paths Of A 16 Axle
Girder Frame Abnormal Load Carrier

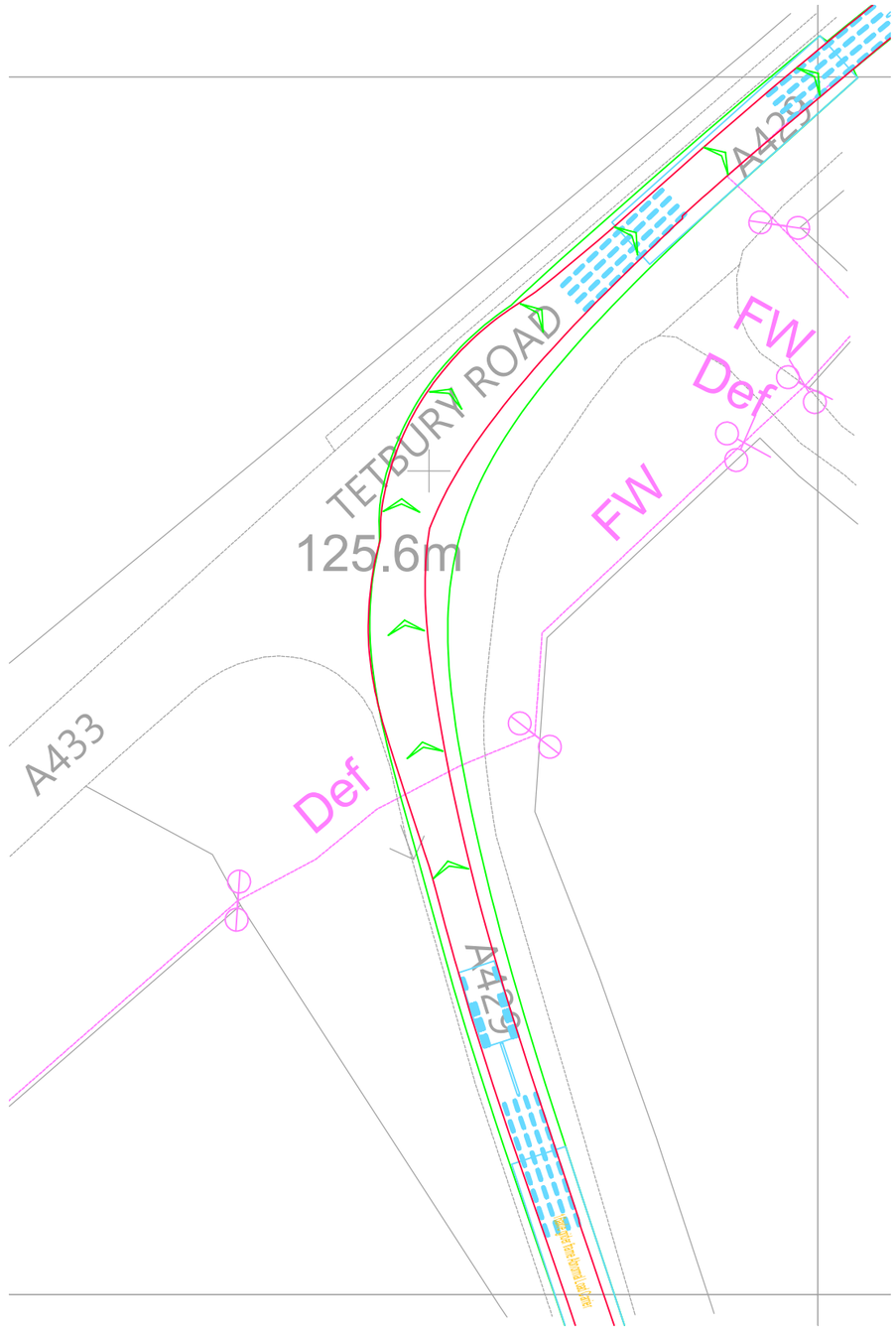
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	21.11.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP26	

A3
ORIGINAL
PLOT SIZE



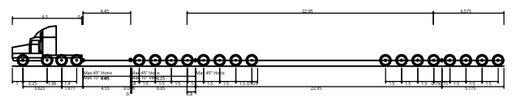


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NOTES:



16axle girder frame Abnormal Load Carrier

Overall Length	45.825m
Overall Width	4.600m
Overall Body Height	5.275m
Min Body Ground Clearance	0.017m
Max Track Width	3.000m
Lock to lock time	6.00s
Wall to Wall Turning Radius	18.640m

16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

Not To Scale

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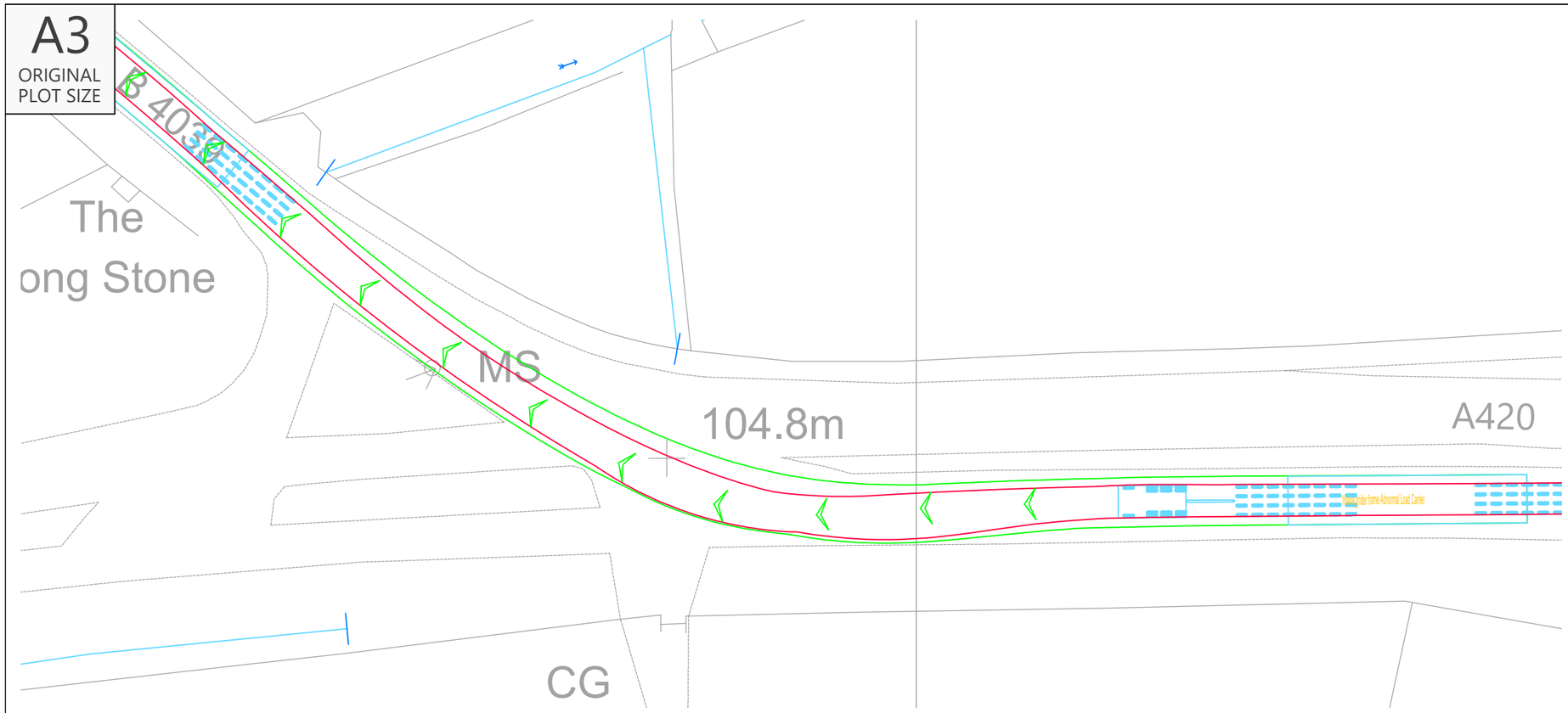
TITLE:
A429 / A433 Tetbury Road Junction - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

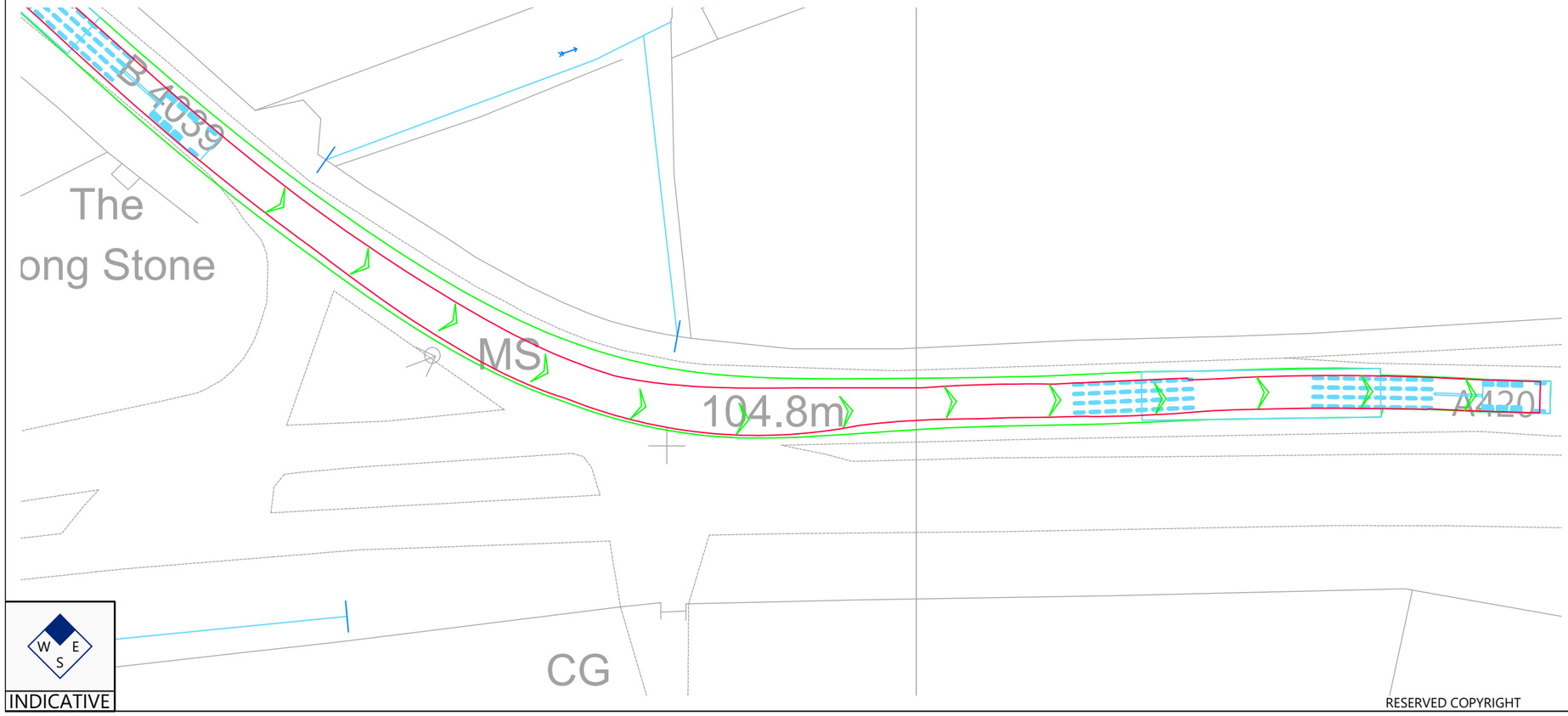
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FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	21.11.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP27	

A3
ORIGINAL
PLOT SIZE



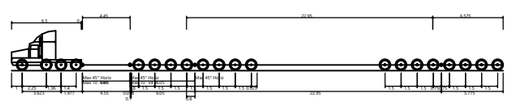


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NOTES:



16axle girder frame Abnormal Load Carrier

Overall Length	45.825m
Overall Width	4.650m
Overall Body Height	4.115m
Min Body Ground Clearance	0.017m
Max Track Width	3.000m
Lock to lock time	6.85s
Wall to Wall Turning Radius	18.640m

16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

Not To Scale

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PROJECT:
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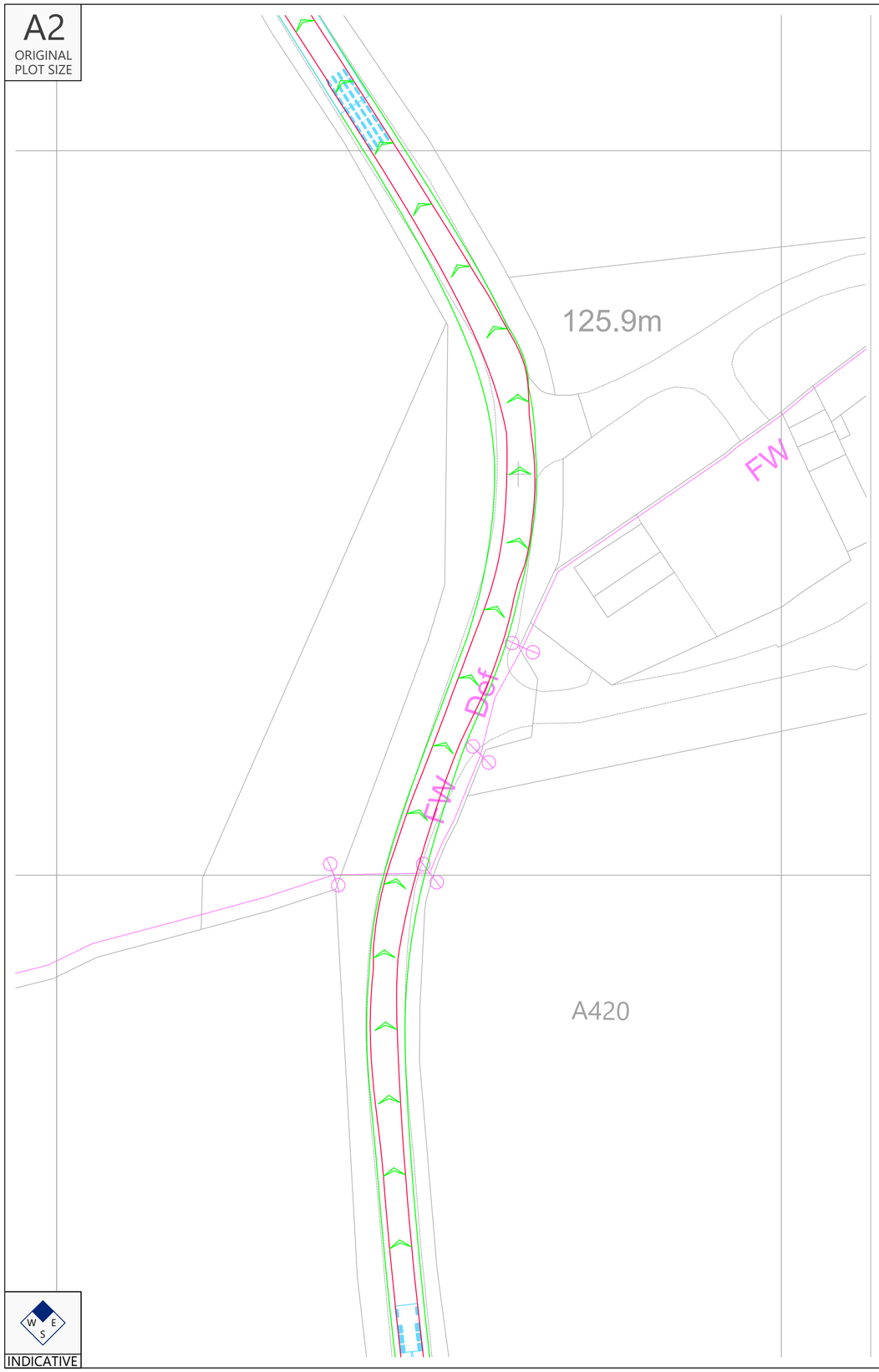
TITLE:
A420 / B4039 Junction, Lanhill - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

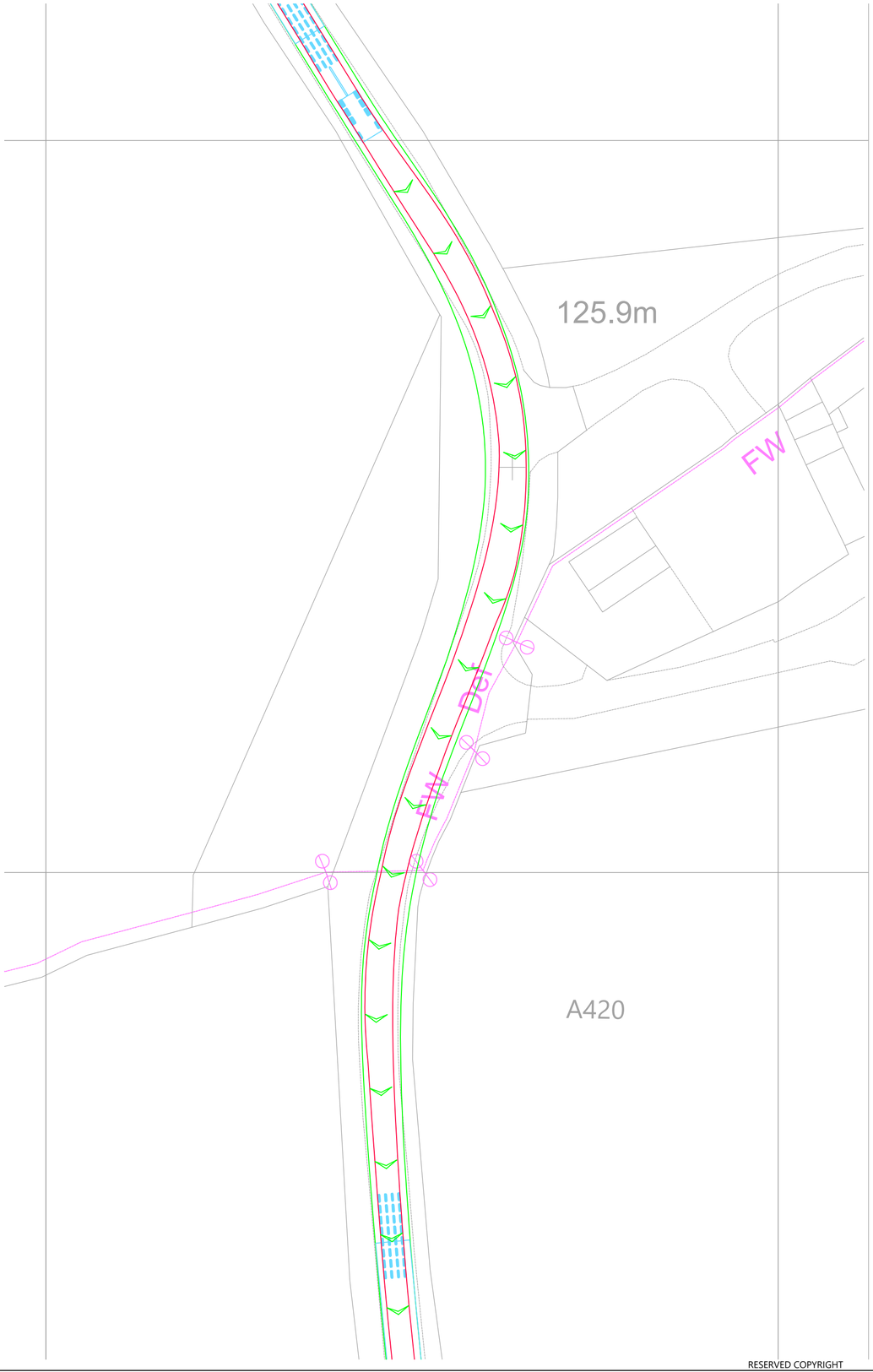
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FOR INFORMATION

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1:500	26.11.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP29	

A2
ORIGINAL
PLOT SIZE

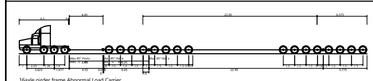




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NOTES:



16Axle girder frame Abnormal Load Carrier
Overall Length 45.925m
Overall Width 2.550m
Overall Body Height 3.725m
Min Ground Clearance 0.250m
Max Track Width 1.000m
Lock to lock time 9.00s
Wall to Wall Turning Radius 18.640m

16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

Not To Scale

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CLIENT:
LIME DOWN SOLAR FARM LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
S-Bend North Of Yatton Keynall - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

STATUS:
FOR INFORMATION

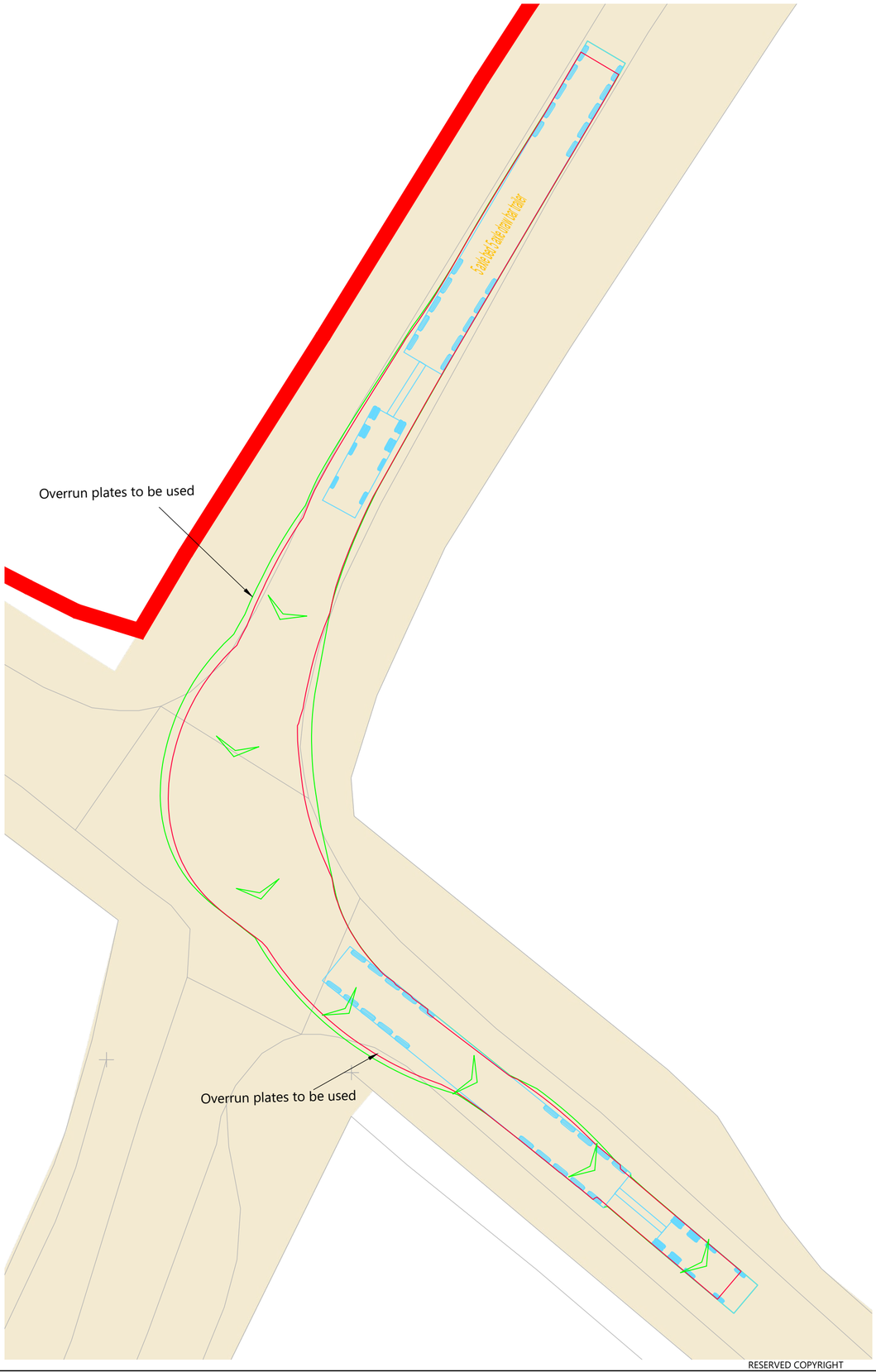
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1:500	26.11.24	PSW	STM	JD

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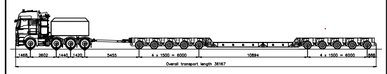
NOTES:

1. The extent of adopted highway shown has been taken from a 1:2,500 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

KEY:

= Order Limits

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Elevation view – 5 axle bed 5 axle draw bar trailer – concept model only

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
B4039/Fowlswick Lane, Swept Paths
Of a 5 axle bed/5axle draw bar Trailer
Abnormal Load Carrier

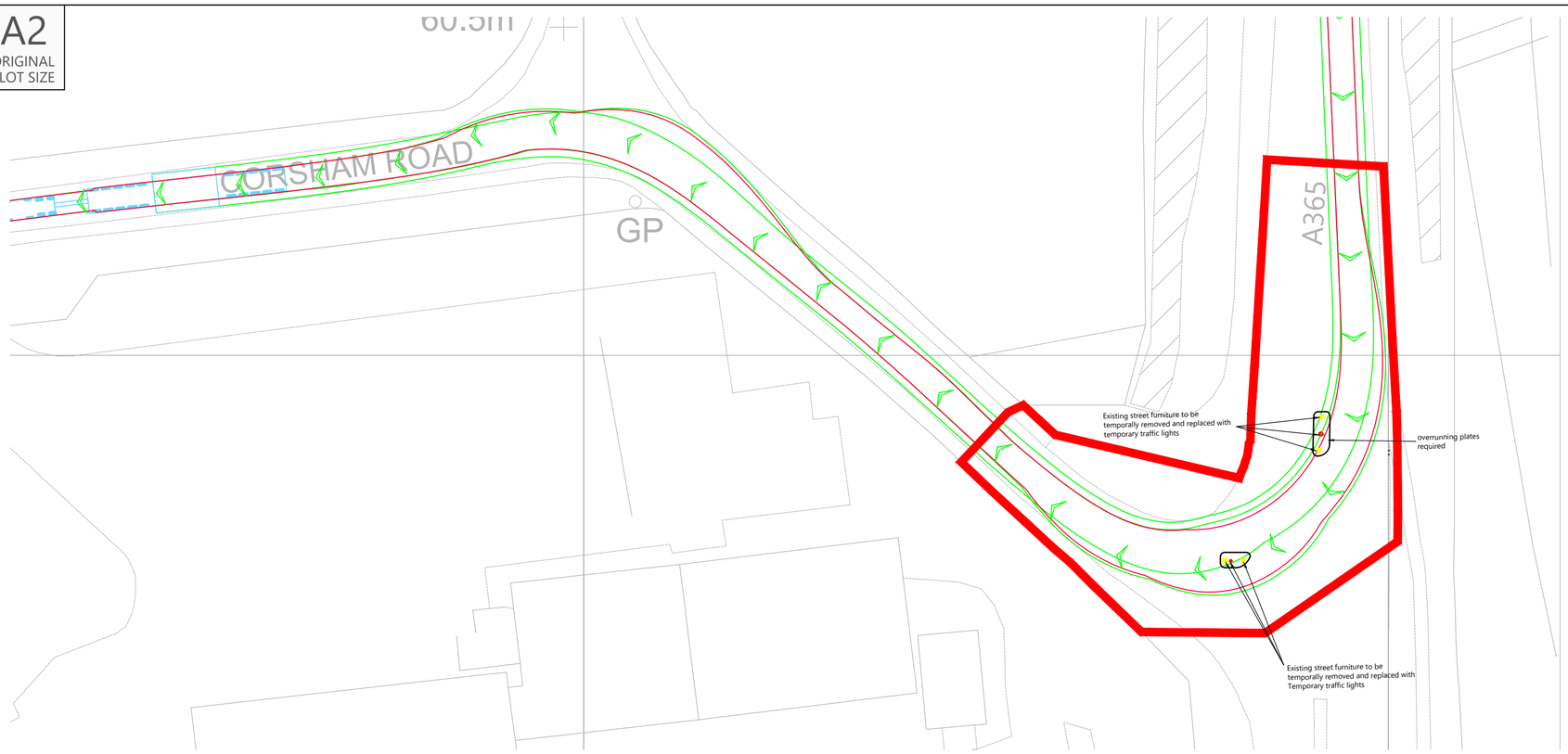
STATUS:
FOR INFORMATION

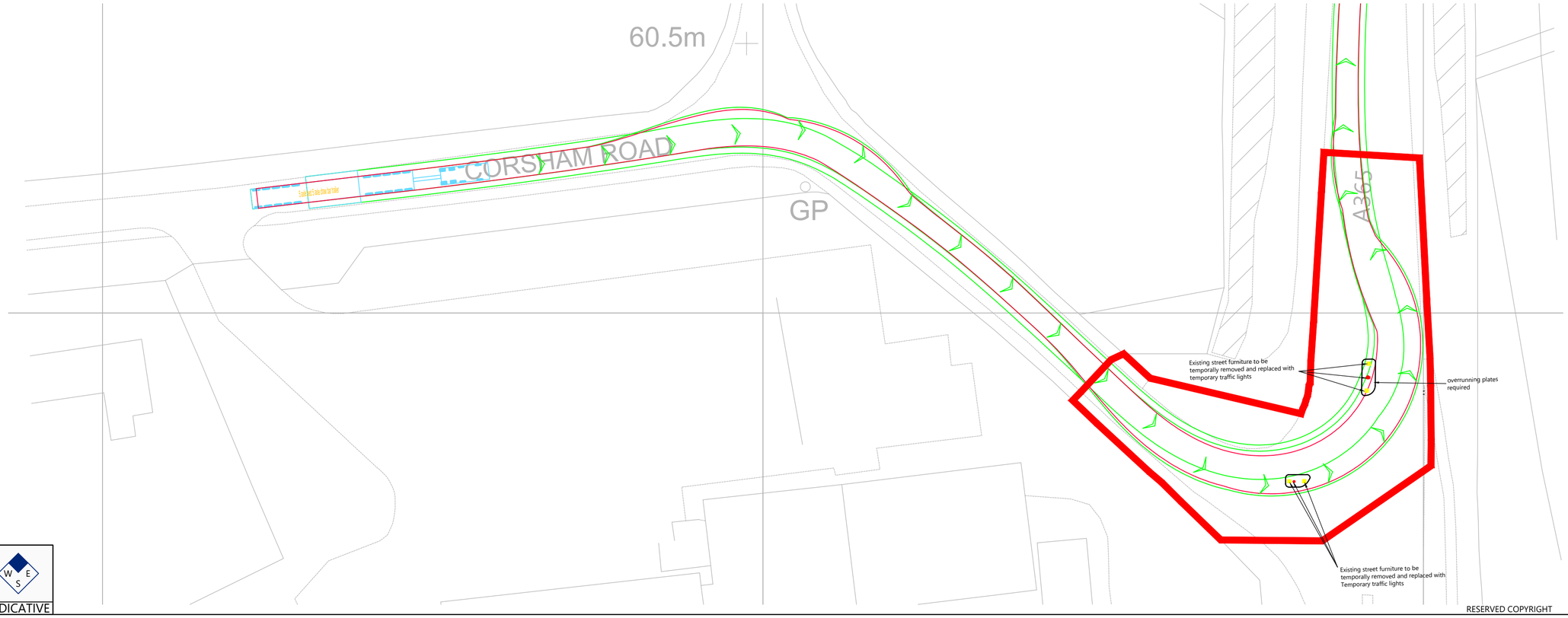
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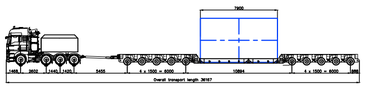


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NOTES:



5 Axle Bed and 5 Axle Draw Bar Trailer - Concept Model Only For Indicative 100te Transformer

Not To Scale

KEY

- Order limits.
- Existing reflective bollards
- Existing Traffic Lights and Poll

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CLIENT:
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PROJECT:
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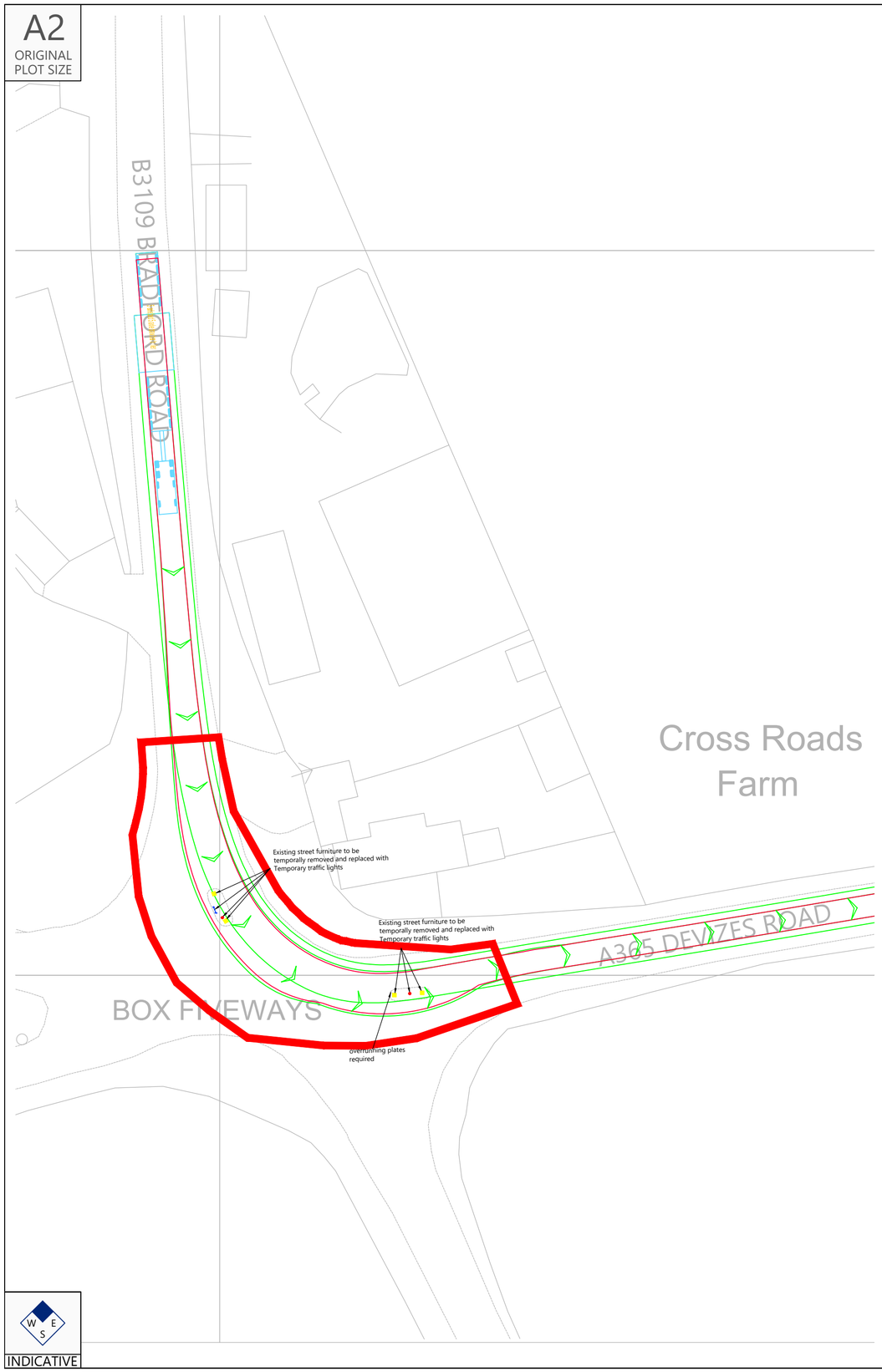
TITLE:
A350 / Corsham Road Junction, Lacock - Temporary AIL Streetwork requirements

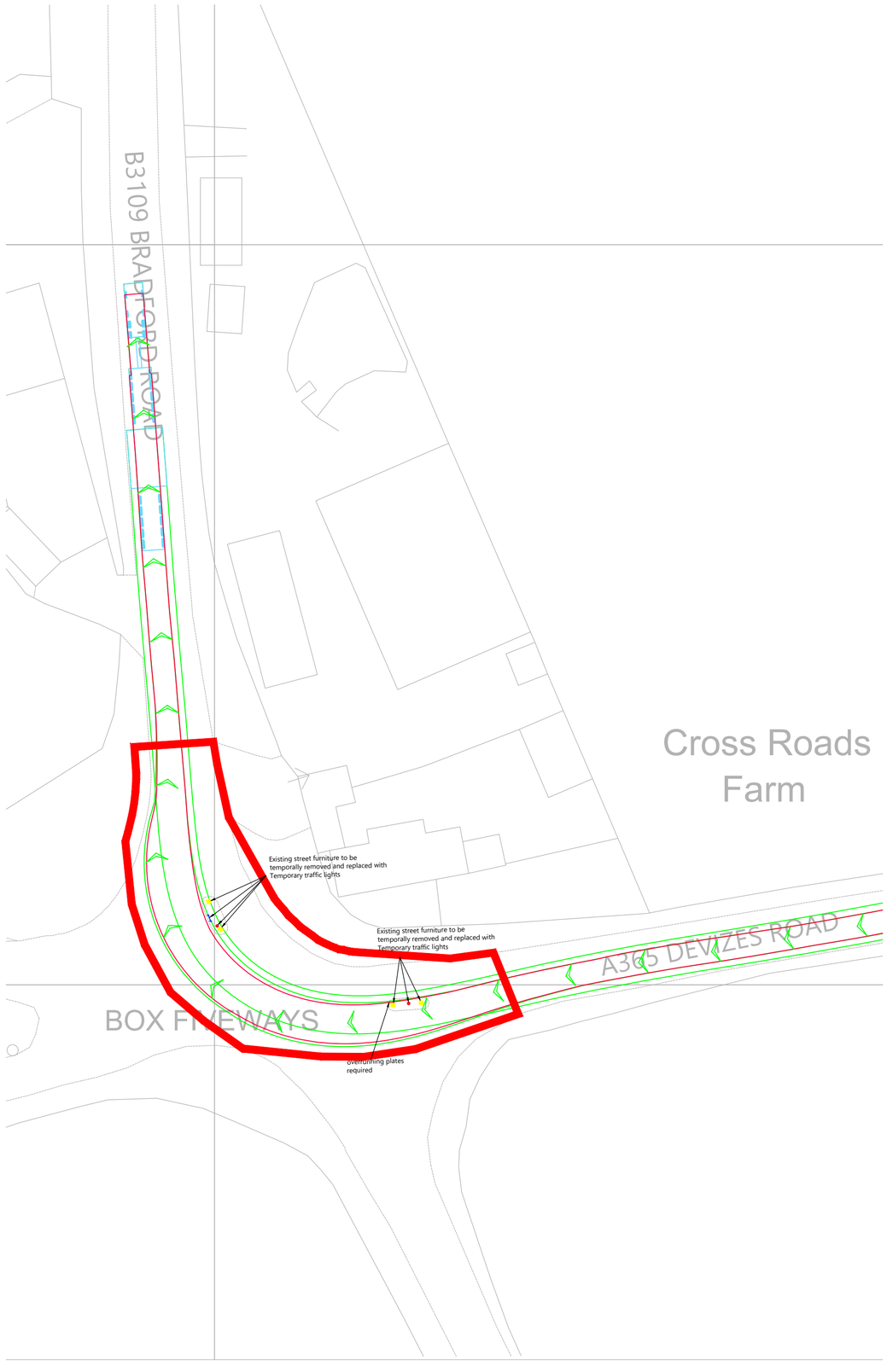
STATUS:
FOR INFORMATION

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JOB NO:	DRAWING NO:	REVISION:
2306-020	PL401	-

A2
ORIGINAL
PLOT SIZE



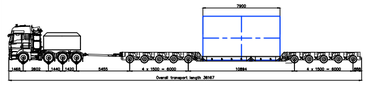


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NOTES:



5 Axle Bed and 5 Axle Draw Bar Trailer - Concept
Model Only For Indicative 100te Transformer

Not To Scale

KEY

- Order limits.
- Existing reflective bollards
- Existing Traffic Signals and Poll
- Existing Traffic Signs

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
A365 Devizes Road / B3109 Bradford Road Junction, Whitley -Temporary AIL Streetworks Requirements

STATUS:
FOR INFORMATION

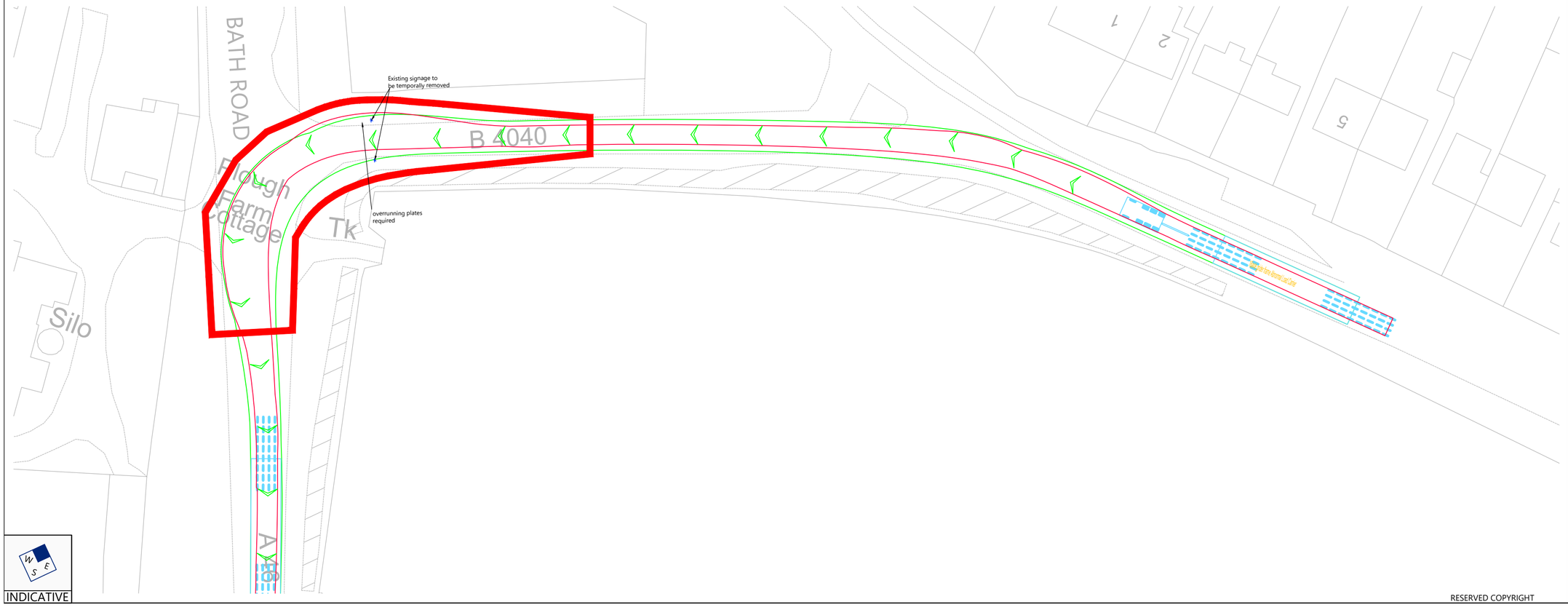
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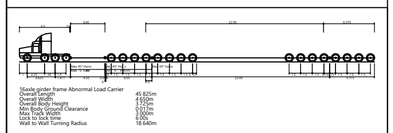


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NOTES:



16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

Not To Scale

KEY

Order limits.

Existing Traffic Signs

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
A46 Bath Road / B4040 Junction, Old Sodbury - Temporary AIL Streetworks Requiremnts

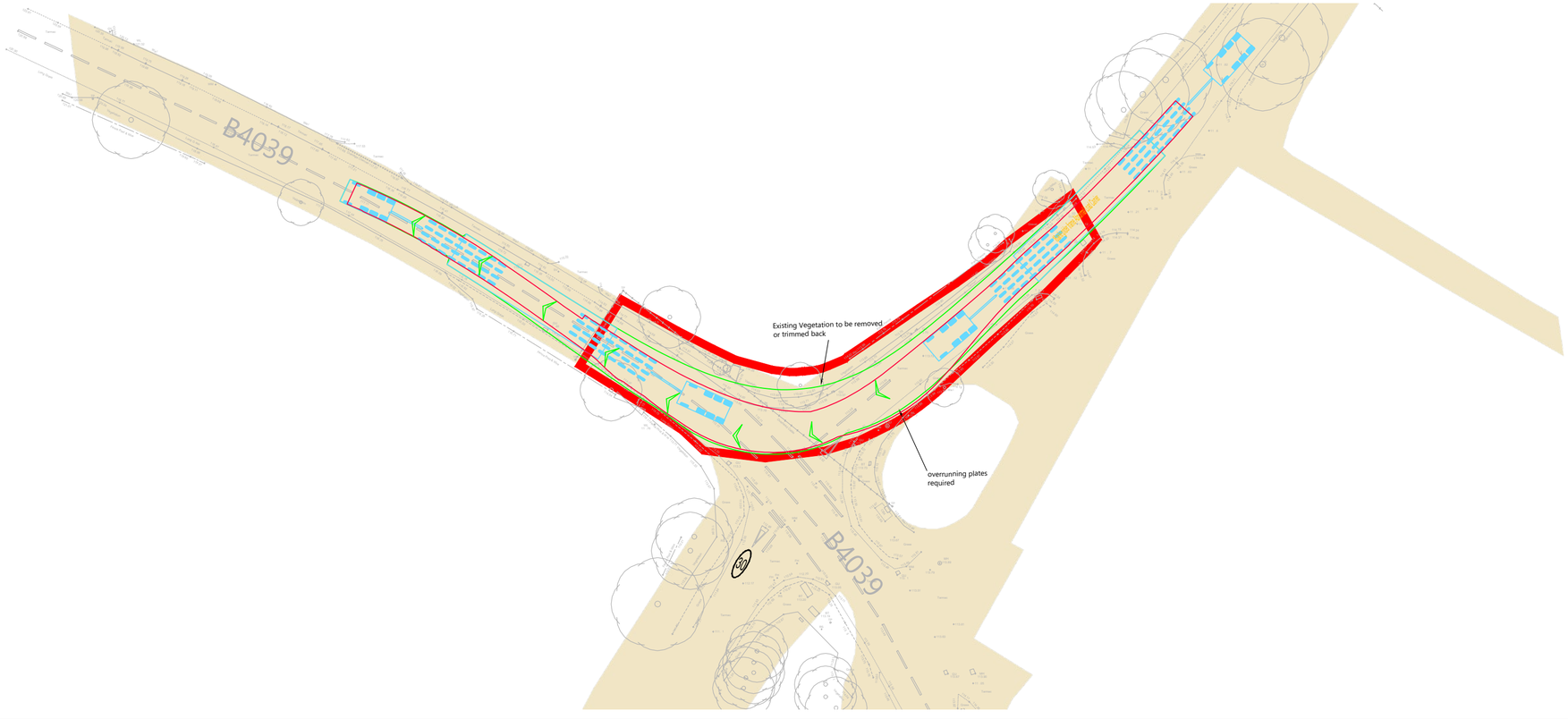
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FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	01.07.26	PSW	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL403	

A2
ORIGINAL
PLOT SIZE





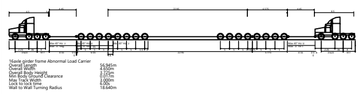
W E S

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NOTES:



16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

Not To Scale

Rev	Date	Details	Drawn by	Checked by	Approved by
B	25.09.26	Updated Tracking	RG	SM	JD
A	17.08.26	Updated with latest topographical data and adjusted tracking.	KVT	SM	JD

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PROJECT:
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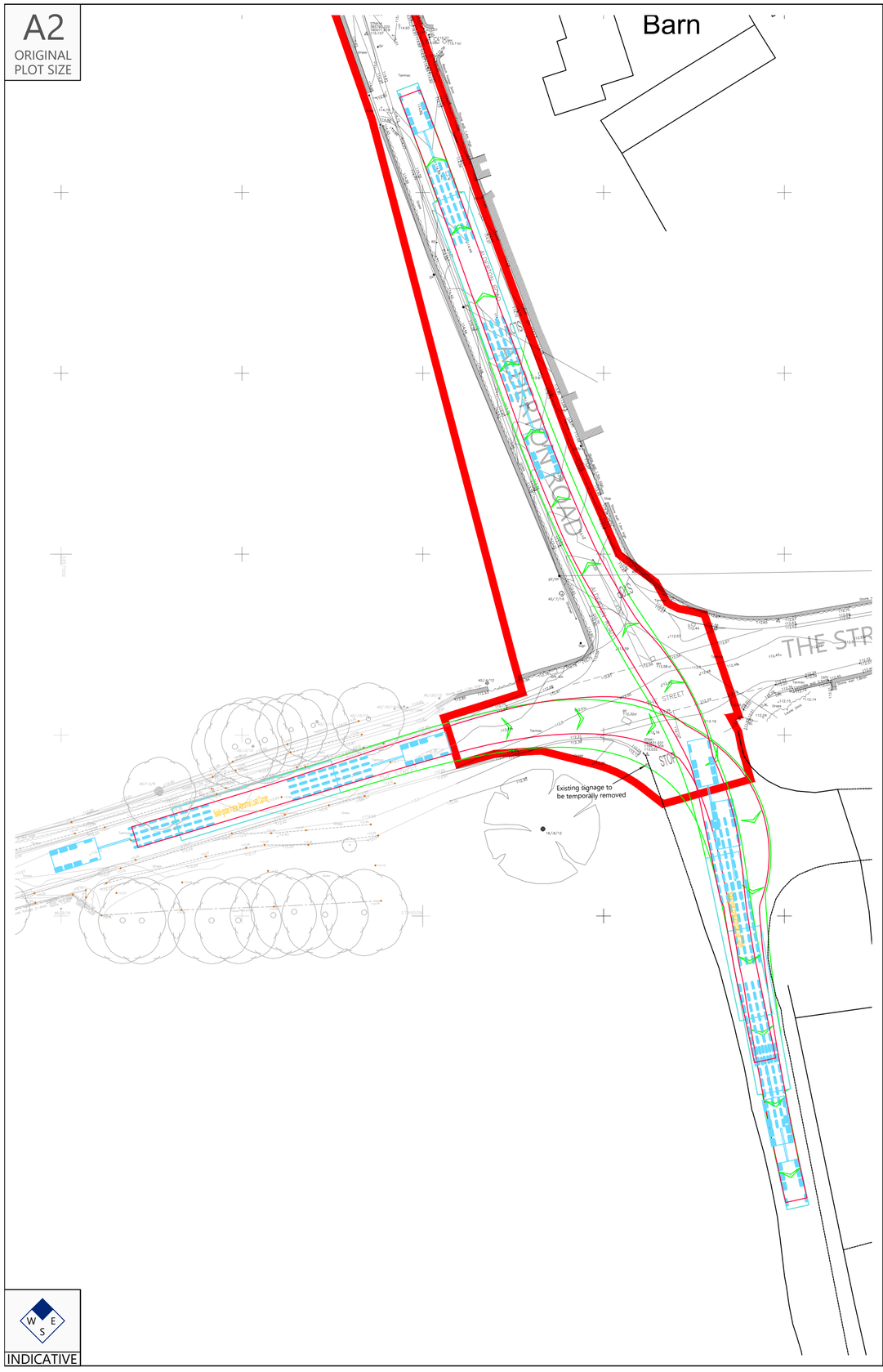
TITLE:
B4039 At The Salutation Inn, Castle Coomb - Temporary AIL Streetworks Requirements

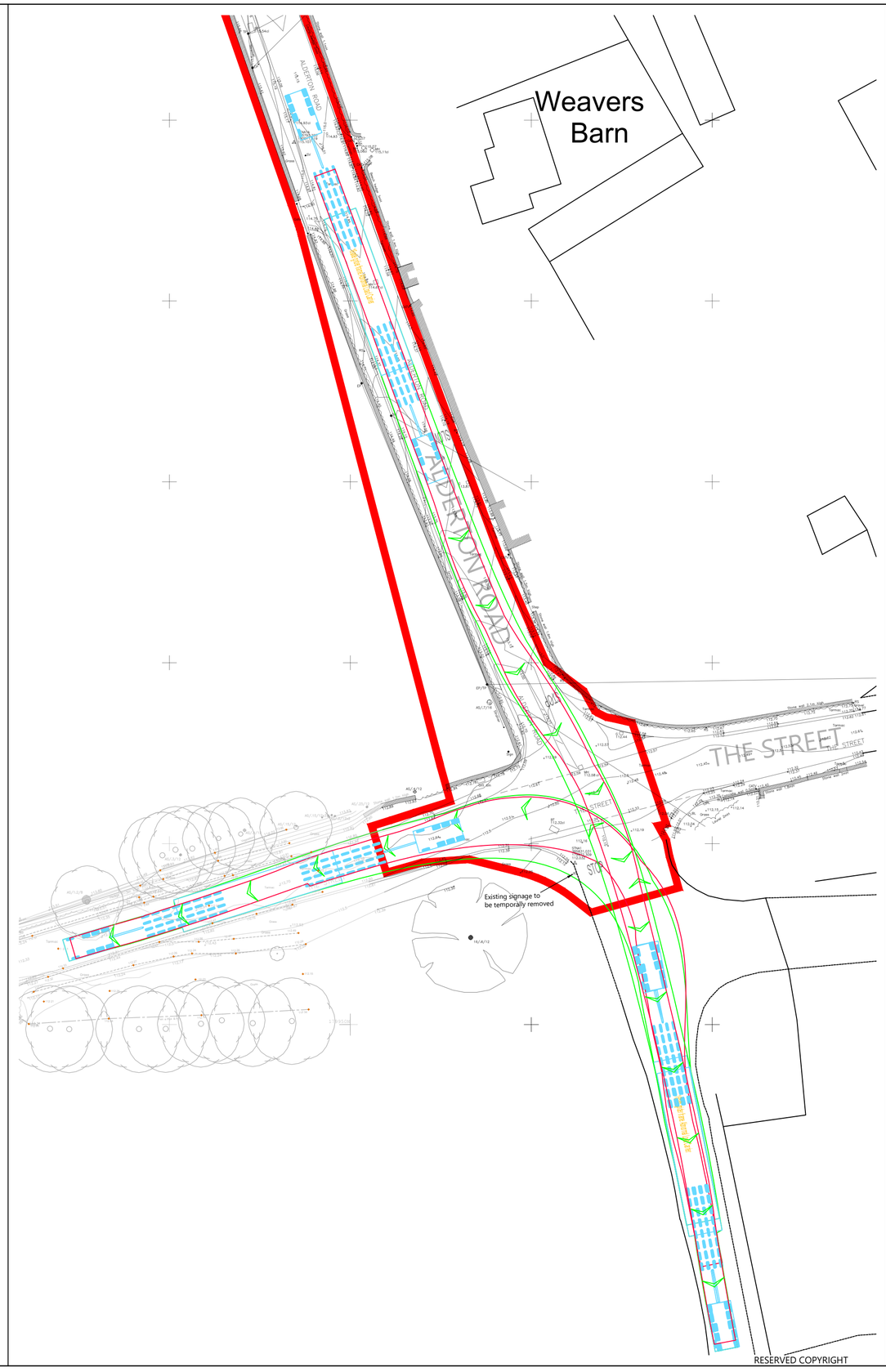
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FOR INFORMATION

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JOB NO:	DRAWING NO:	REVISION:
2306-020	PL404	B

A2
ORIGINAL
PLOT SIZE

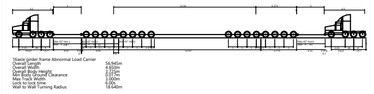




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NOTES:



16 Axle Girder Frame Abnormal Load Carrier
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A	01.10.26	Updated Tracking	RG	SM	JD

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CLIENT:
LIME DOWN SOLAR FARM LIMITED

PROJECT:
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TITLE:
Alderton Road / The Street Junction, Grittleton - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

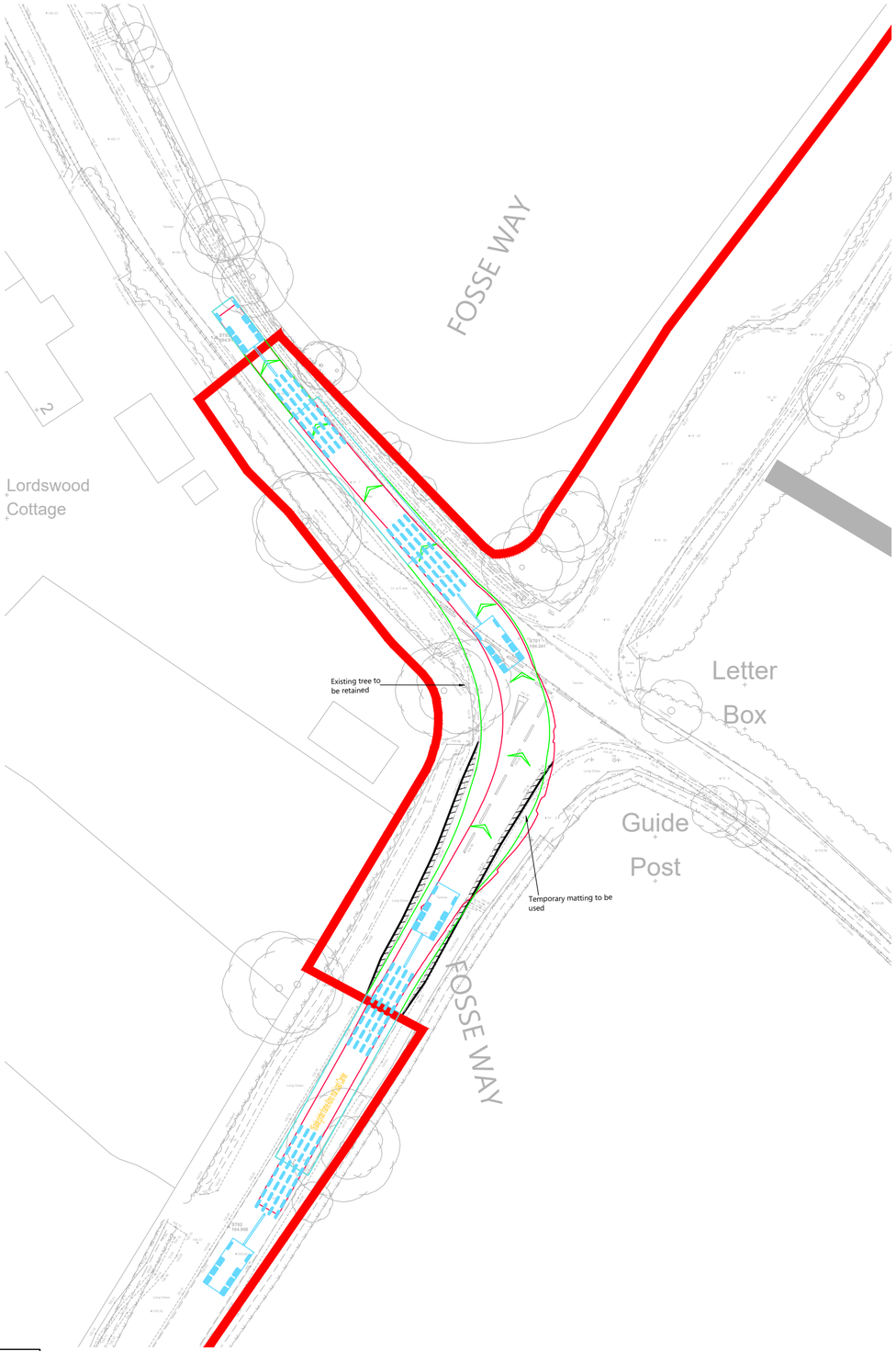
STATUS:
FOR INFORMATION

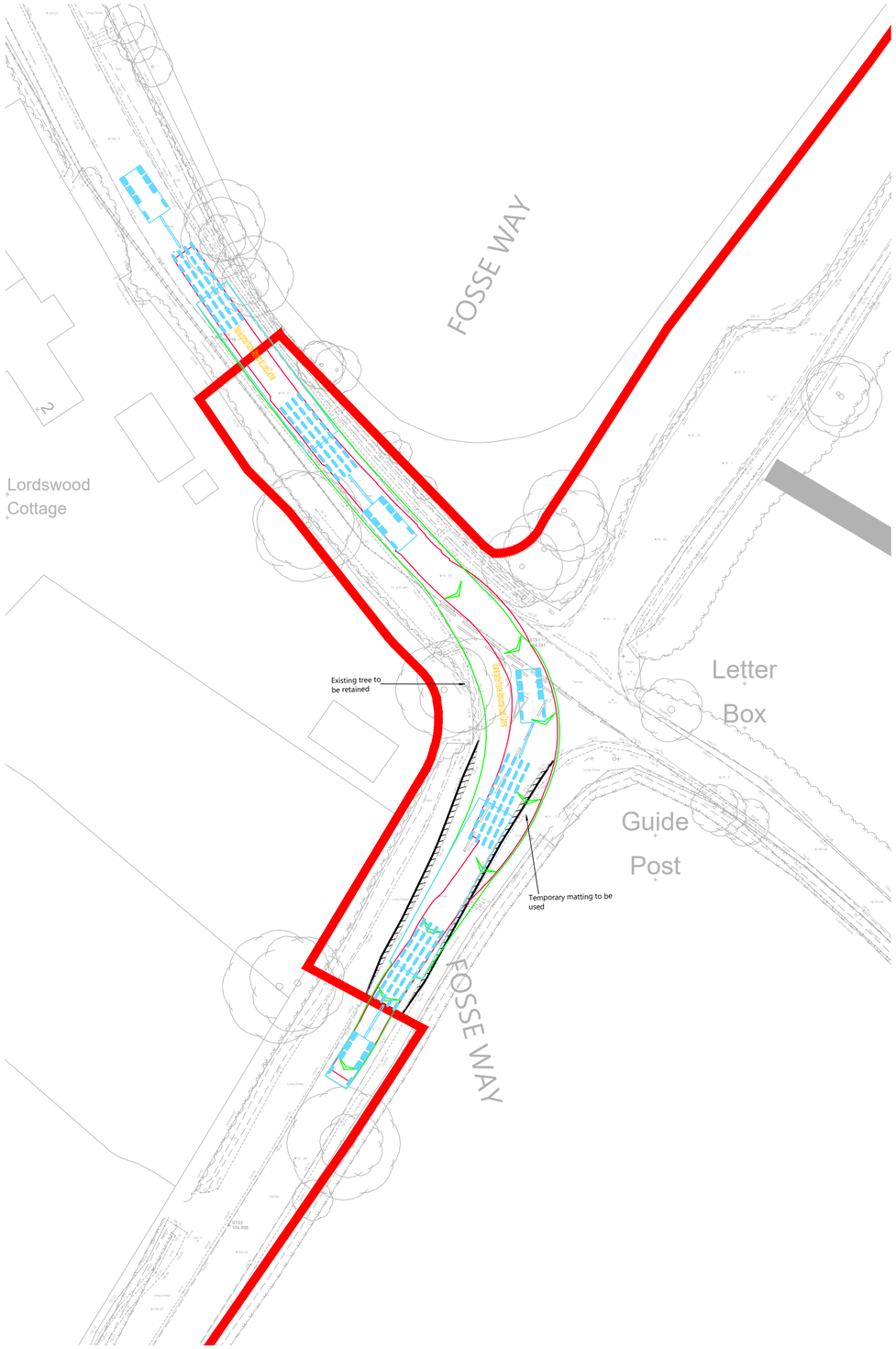
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ORIGINAL
PLOT SIZE



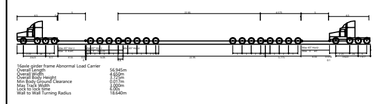


INDICATIVE

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NOTES:



16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer
Not To Scale

Rev	Date	Details	Drawn by	Checked by	Approved by
A	01.10.26	Updated Tracking	RG	SM	JD

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CLIENT:
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PROJECT:
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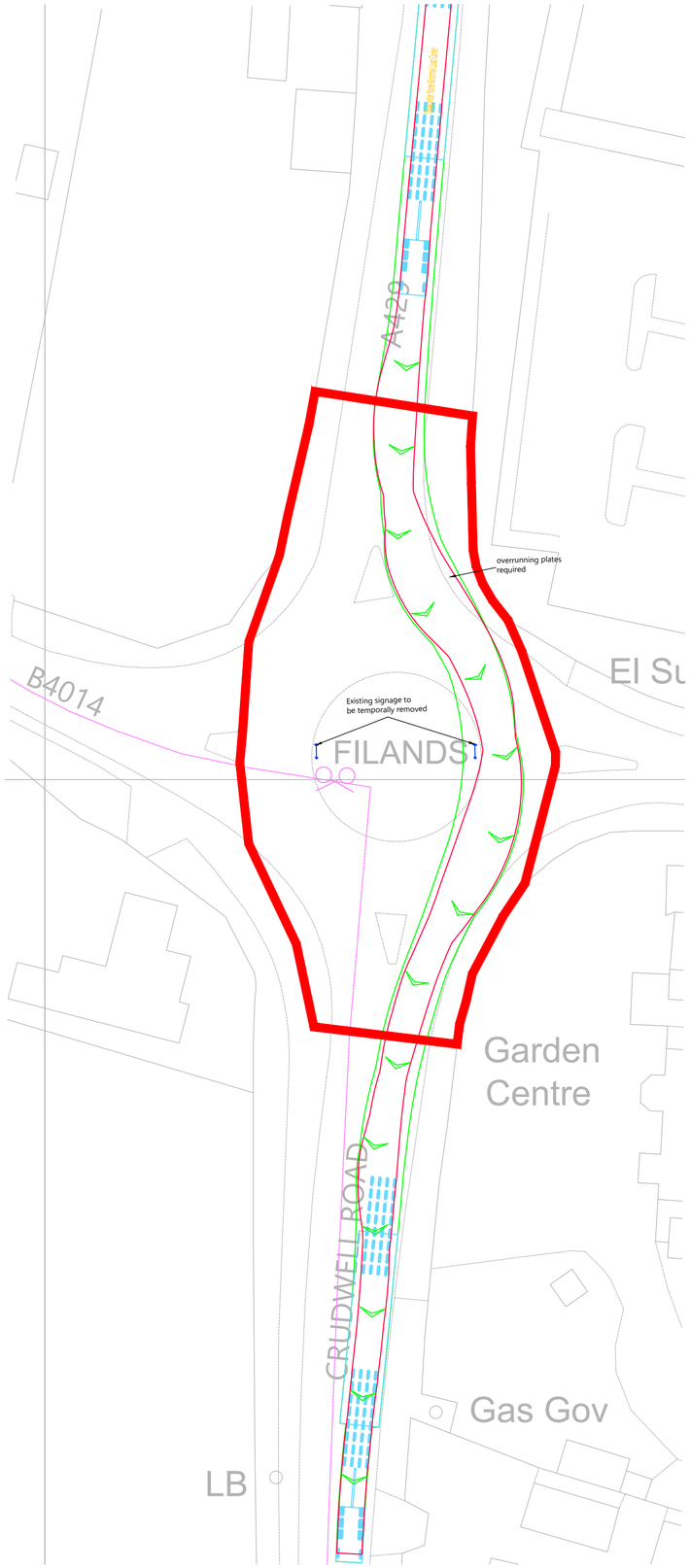
TITLE:
Fosse Way North Of Grittleton - Swept Paths Of A 16 Axle Girder Frame Abnormal Load Carrier

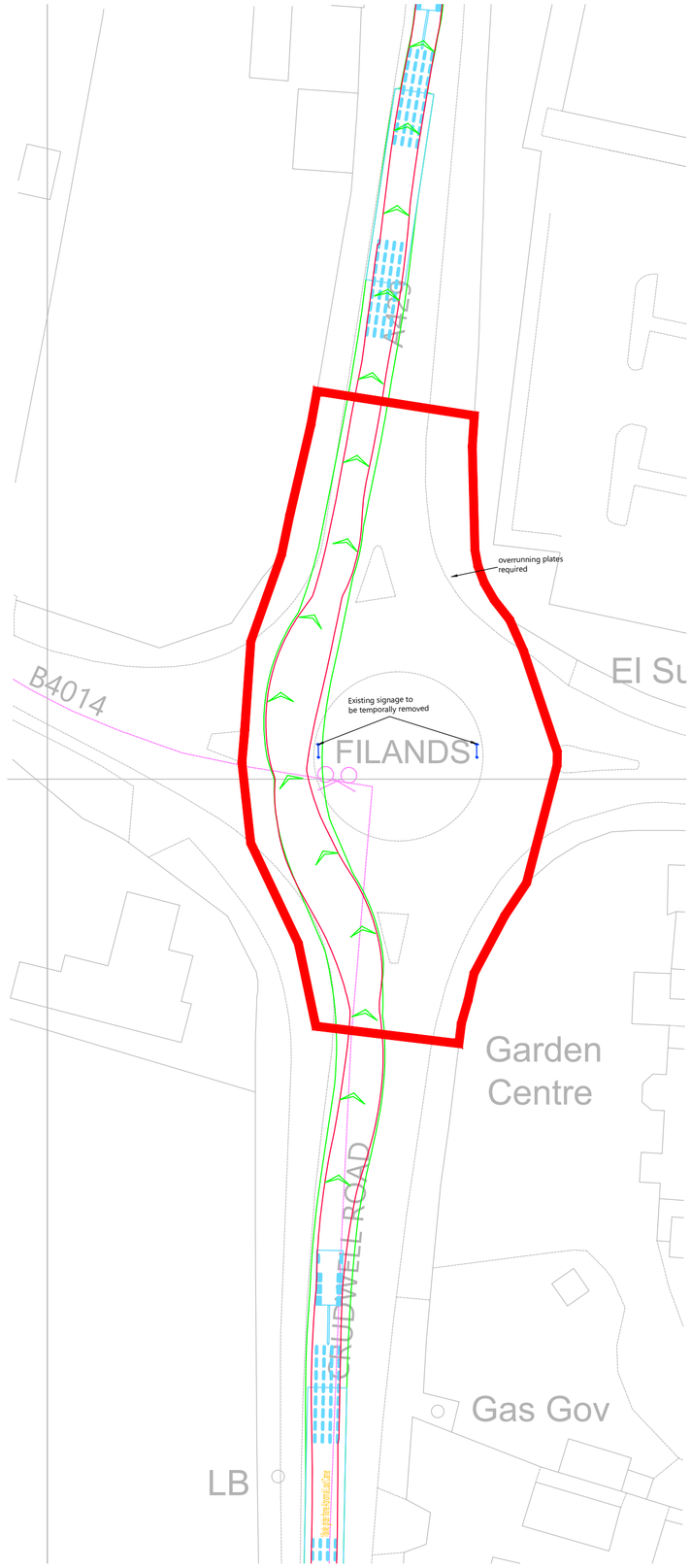
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	01.07.26	RG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL406	A

A2
ORIGINAL
PLOT SIZE



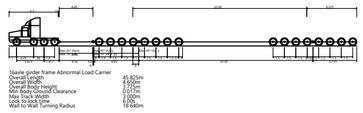


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NOTES:



16 Axle Girder Frame Abnormal Load Carrier
Concept Model Only For 120te Transformer

Not To Scale

KEY

Order limits.

Existing Traffic Signs

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PROJECT:
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TITLE:
A429 Crudwell Road / B4014 Roundabout
Malmesbury - Temporary AIL
Streetworks Requirements

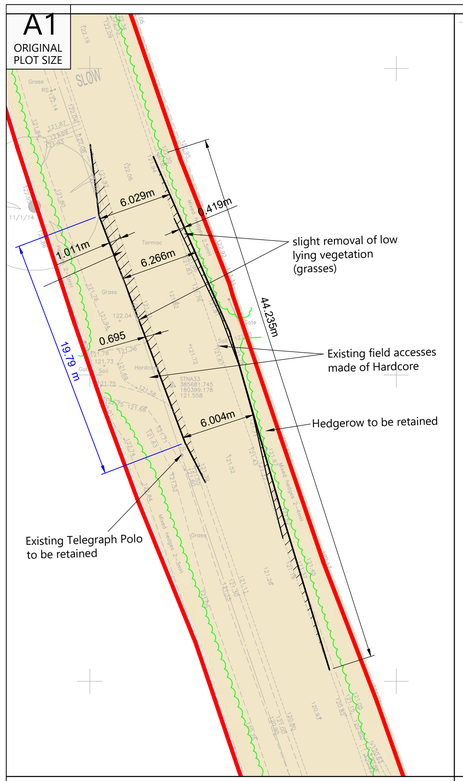
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	01.07.26	RG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL407	-

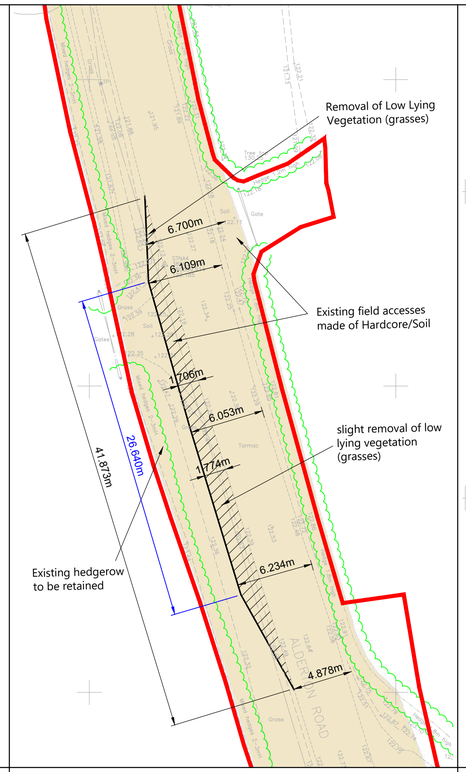
Annex L Proposed Highway Mitigation – Highway Improvement Areas

A1
ORIGINAL
PLOT SIZE



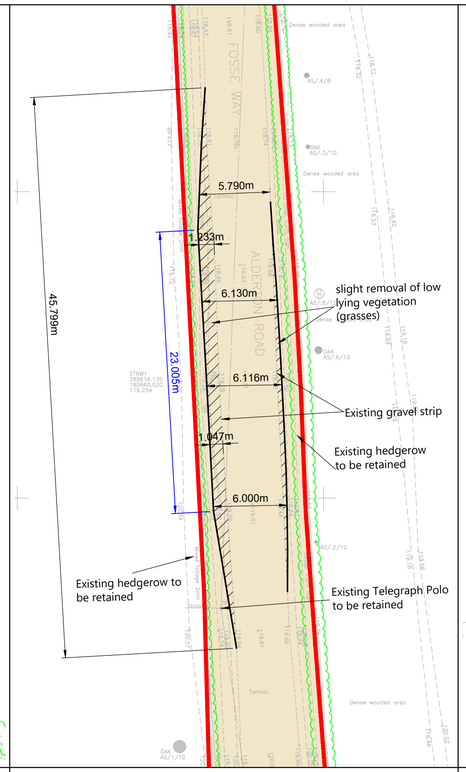
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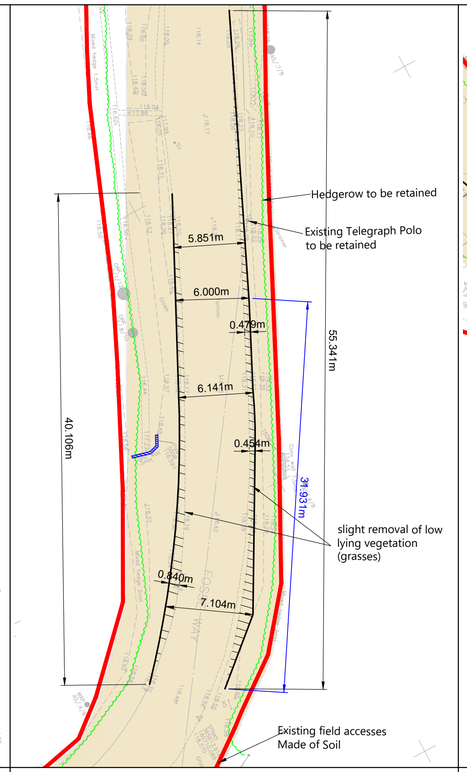
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(Proposed)



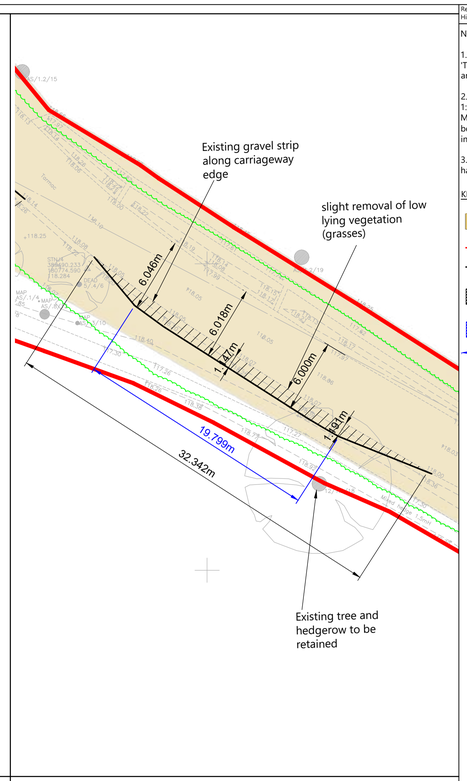
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Inset 3
(Proposed)



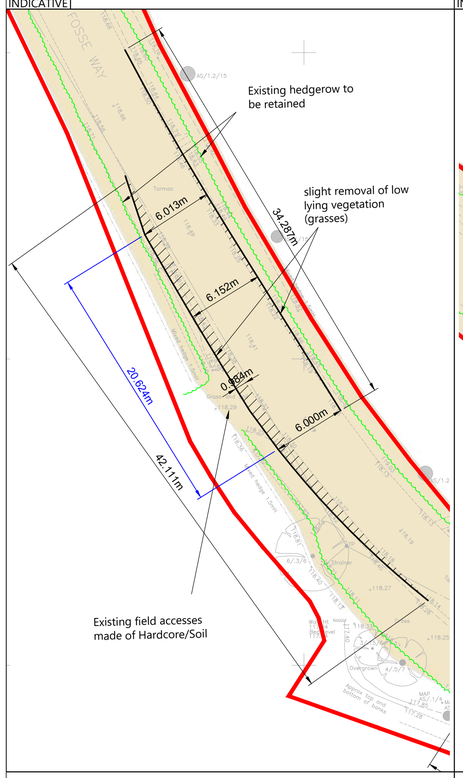
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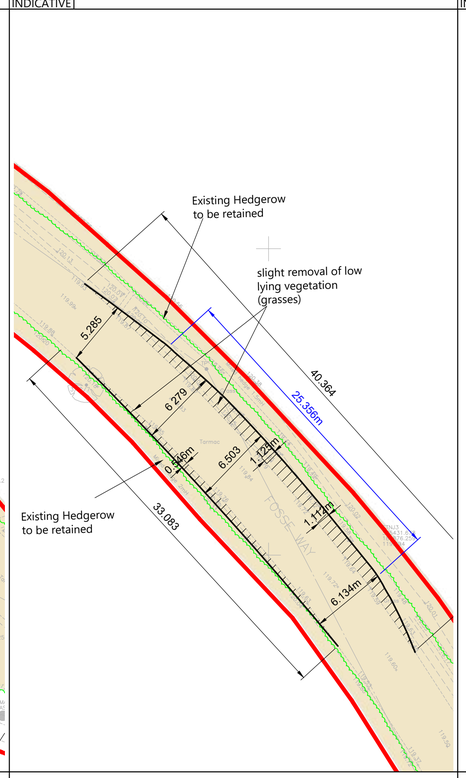
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Inset 5
(Proposed)



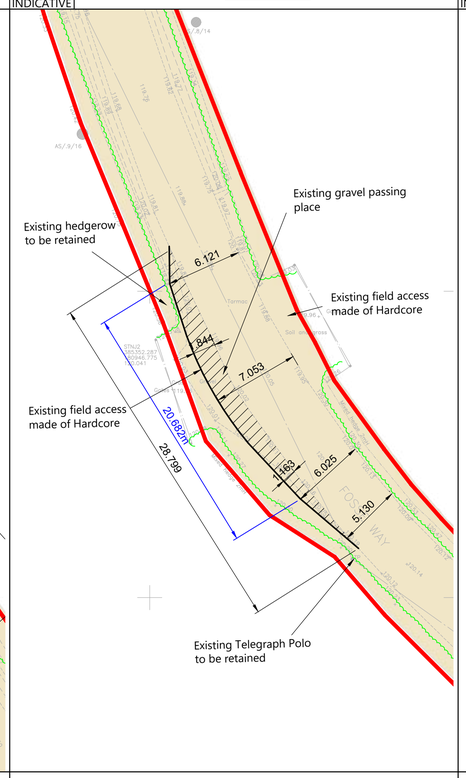
INDICATIVE

Inset 6
(Proposed)



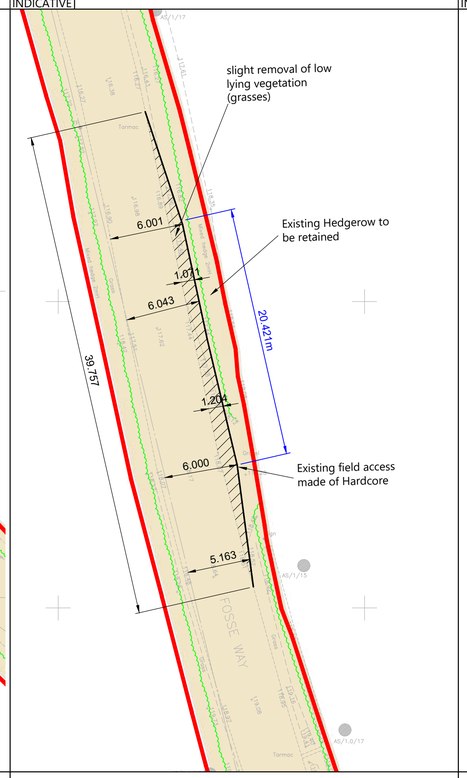
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Inset 7
(Proposed)



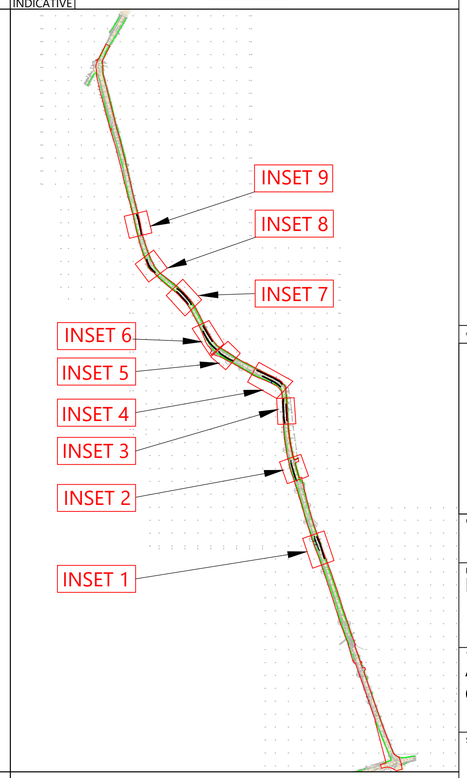
INDICATIVE

Inset 8
(Proposed)



INDICATIVE

Inset 9
(Proposed)



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NOTES:

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2.The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
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- Proposed Kerb Lines
- Areas of widening - To be laid and finished with asphalt to base course, binder course, and surface course to match the adjoining highway.
- Stone wall
- Xm — Area of 6.0m+ of passing

Rev	Date	Details	Drawn By	Checked By	Approved By
A	03.08.26	Updated to mention full depth construction required for areas of widening	RG	SM	JD

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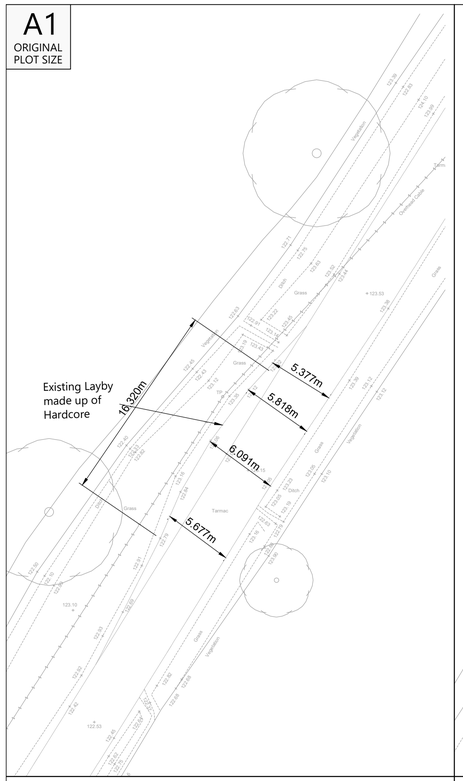
TITLE:
Alderton Road Passing Bay
General Arrangement

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	17.06.26	RG	SM	JD

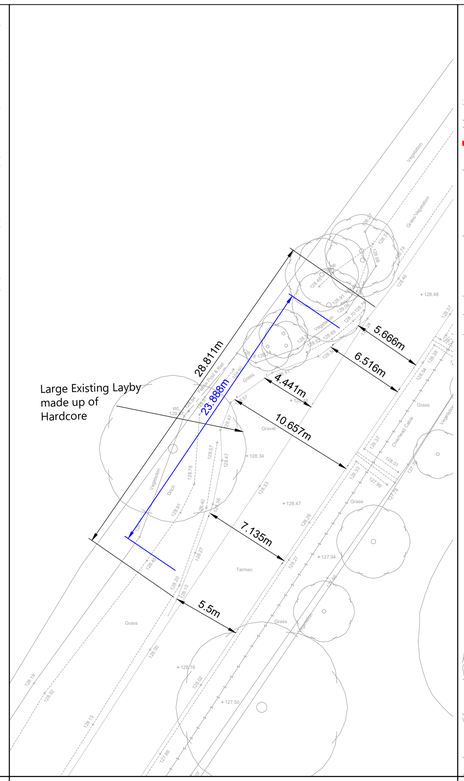
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL302	A

A1
ORIGINAL
PLOT SIZE



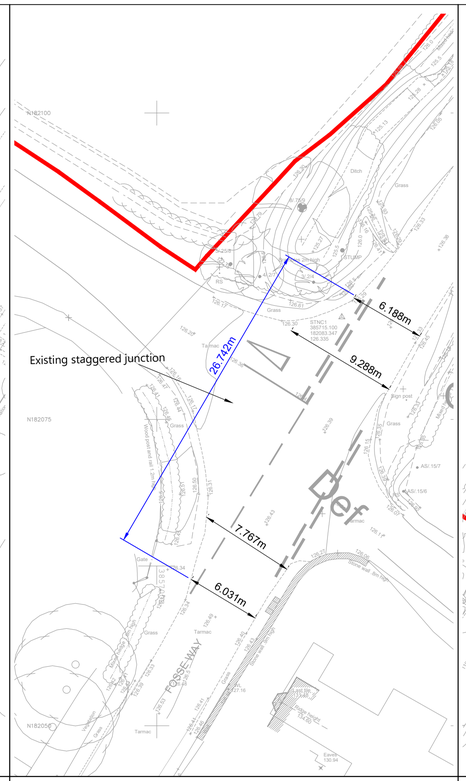
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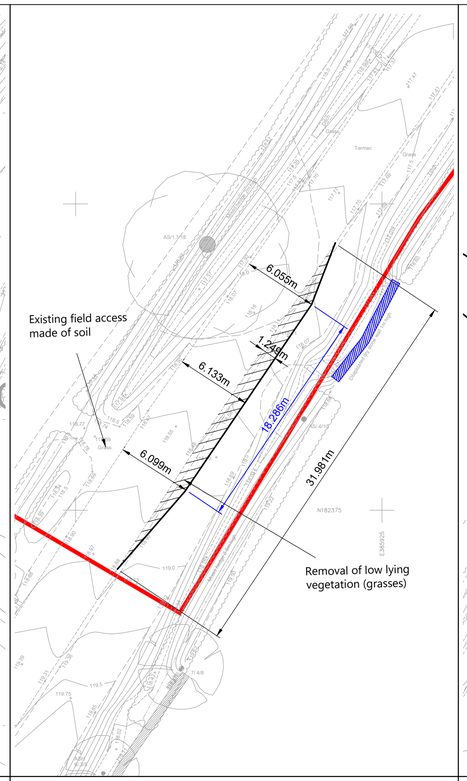
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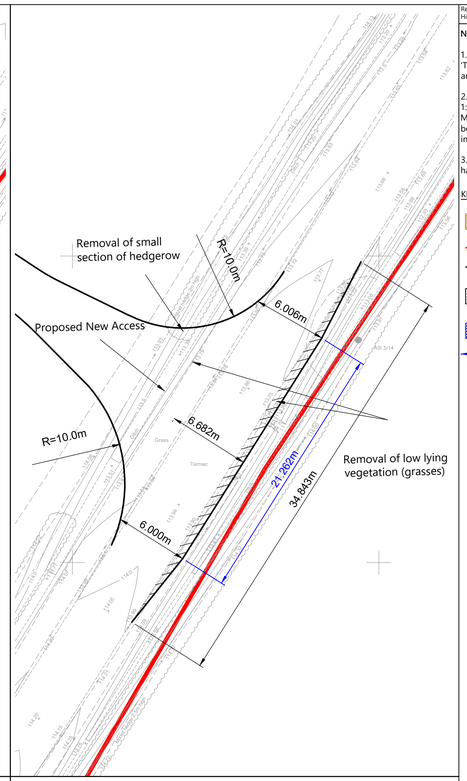
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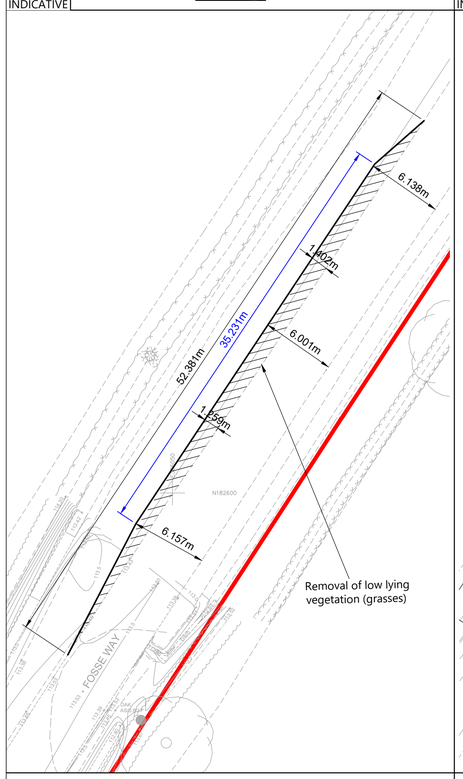
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(Proposed)



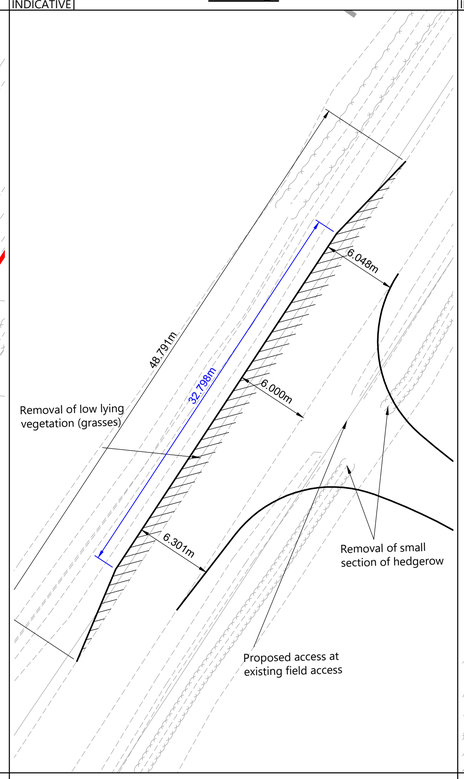
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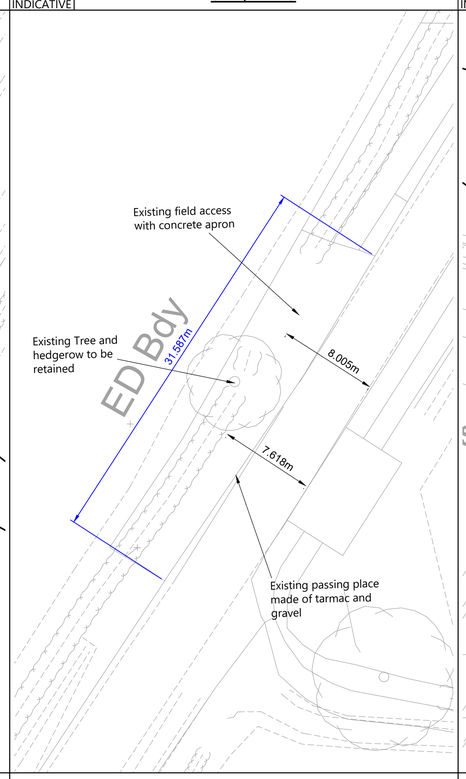
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Inset 6
(Proposed)



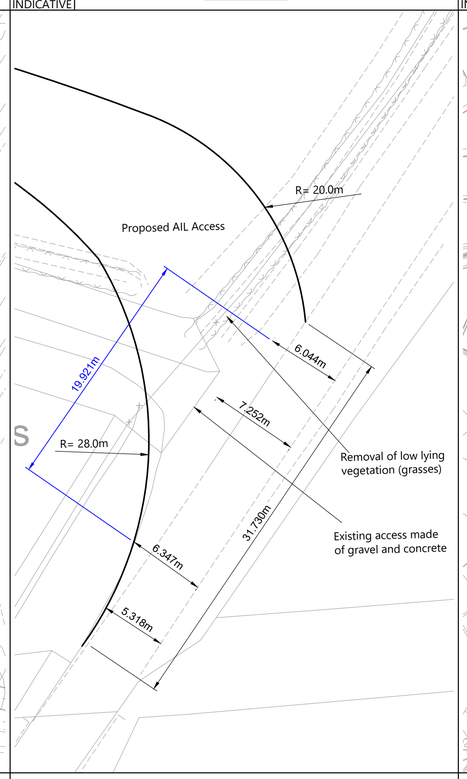
INDICATIVE

Inset 7
(Existing)



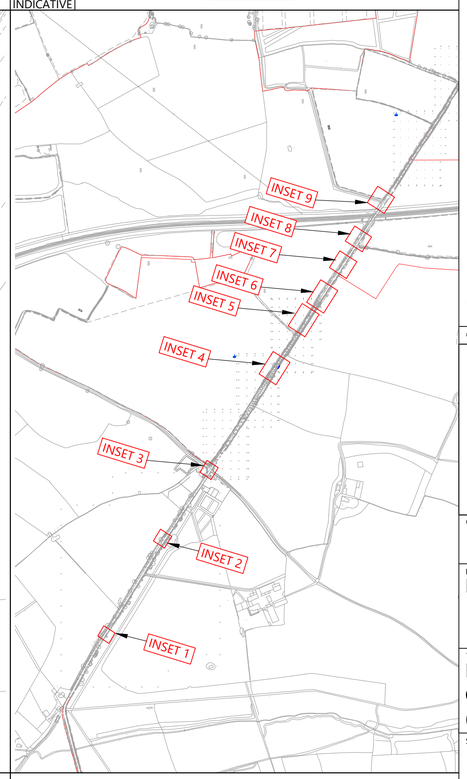
INDICATIVE

Inset 8
(Proposed)



INDICATIVE

Inset 9
(Proposed)



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NOTES:

1.This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2.The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Proposed Kerb Lines
- Areas of widening - To be laid and finished with asphalt to base course, binder course, and surface course to match the adjoining highway.
- Stone wall
- Xm — Area of 6.0m+ of passing

Rev	Date	Details	Drawn by	Checked by	Approved by
B	18.06.26	Additional topo and updated passing places	RG	SM	JD
A	03.06.26	Updated to mention full depth construction required for areas of widening	RG	SM	JD

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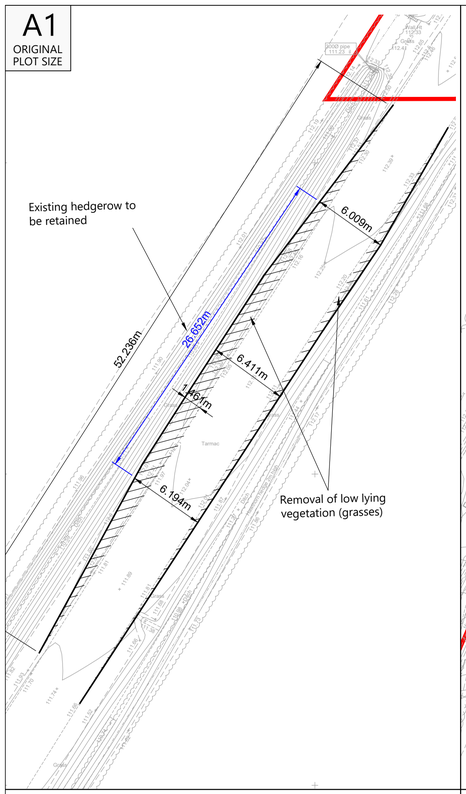
TITLE:
Fosse Way Passing Bays
General Arrangements
(South)

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	17.06.26	RG	SM	JD

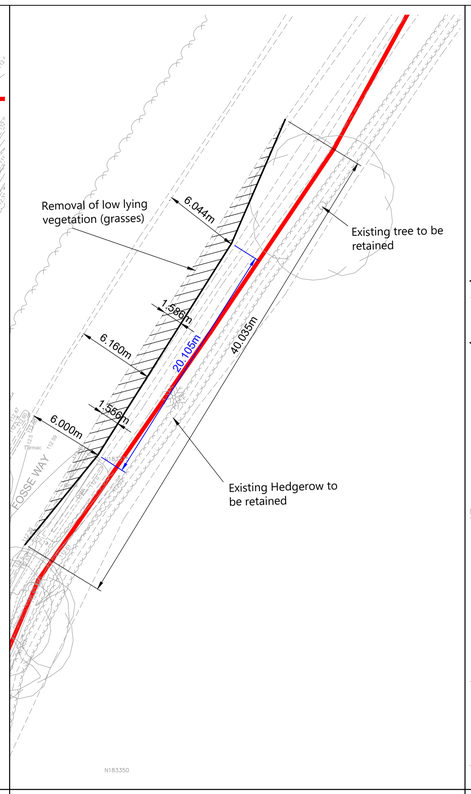
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL303	B

A1
ORIGINAL
PLOT SIZE



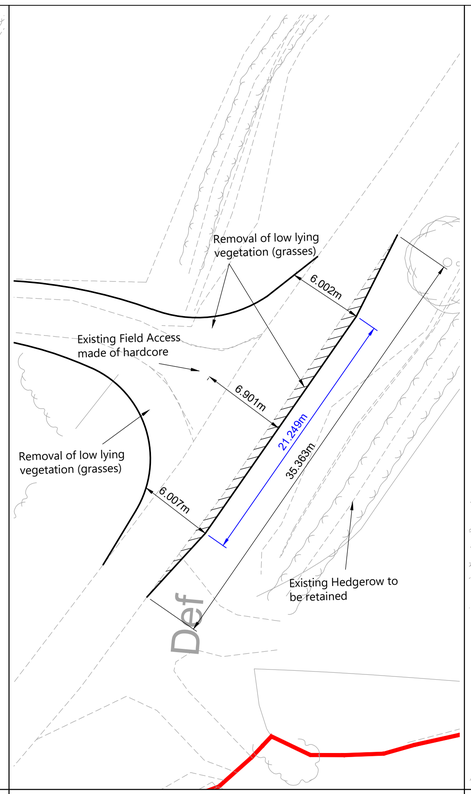
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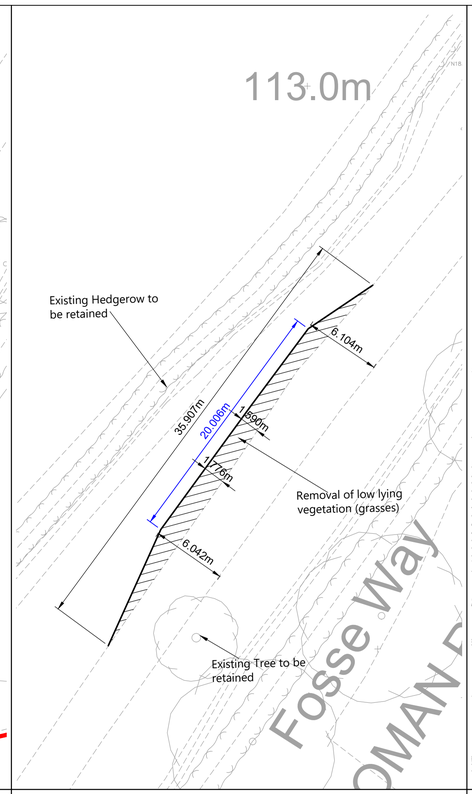
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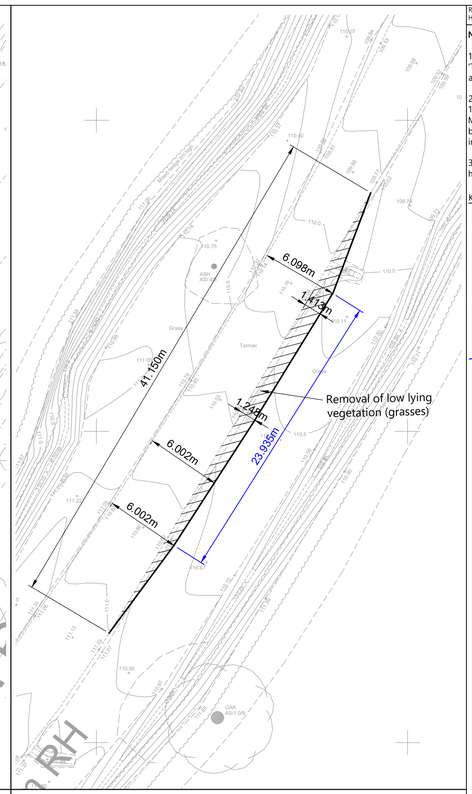
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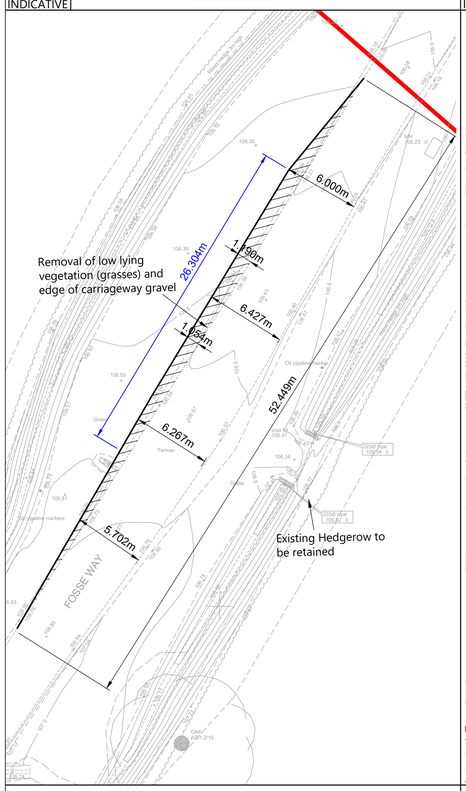
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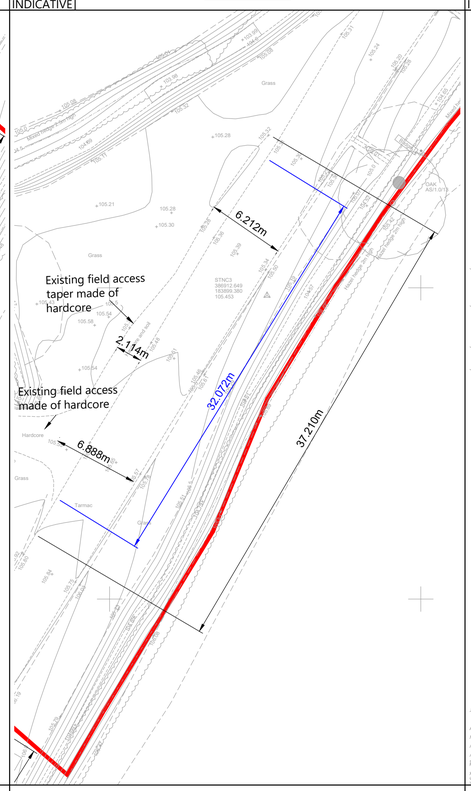
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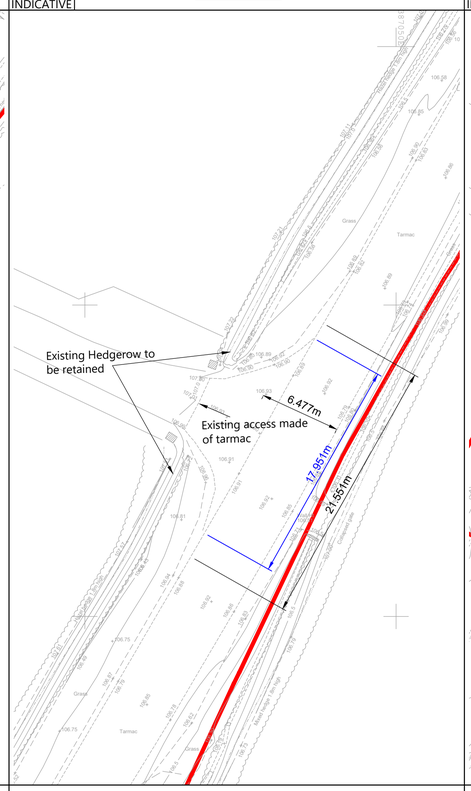
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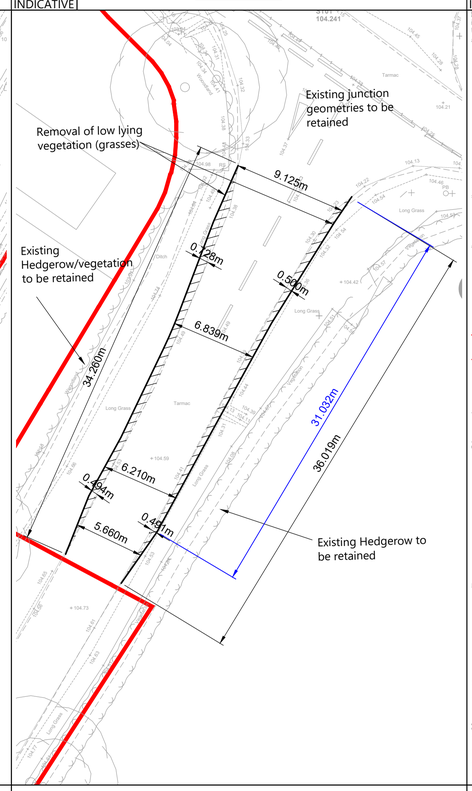
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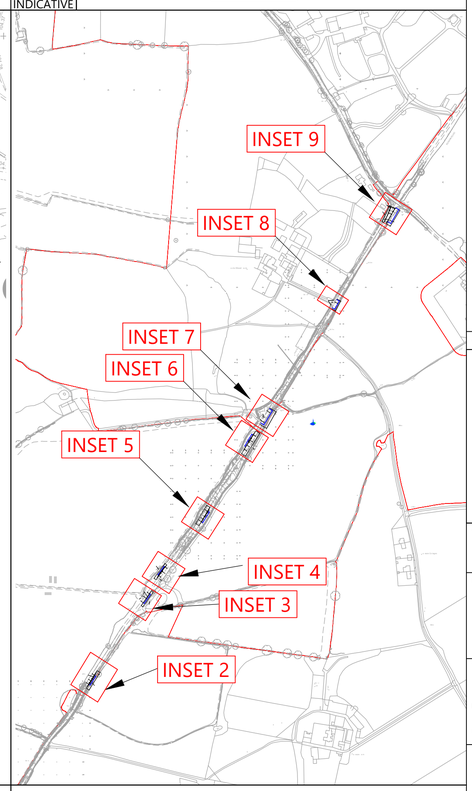
Inset 8 (Existing)

INDICATIVE



Inset 9 (Proposed)

INDICATIVE



Overirew Location Plan

Not To Scale

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NOTES:

1.This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2.The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Proposed Kerb Lines
- Areas of widening - To be laid and finished with asphalt to base course, binder course, and surface course to match the adjoining highway.
- Stone wall
- Xm — Area of 6.0m+ of passing

Rev	Date	Details	Drawn by	Checked by	Approved by
B	19.06.26	Additional Tripographical Survey added and passing places updated	RG	SM	JD
A	03.06.25	Updated to mention full depth construction required for areas of widening	RG	SM	JD

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PROJECT:
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TITLE:
Fosse Way Passing Bays General Arrangements (North)

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	19.06.26	RG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL304	B

A1
ORIGINAL
PLOT SIZE

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NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limits

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

= 5.5m Passing locations

= 6.0m Passing locations

= Carriageway Edge

Wide existing bell mouth junction to acting as a natural passing place

Exsiting field access with gravel and soil makeup slight widening present.

Small section of existing gravel strip used

Existing access point

Existing access made of tarmac

Existing central white markings for the next 1.3km North towards Norton

Existing staggered junction.

Existing drystone wall to be retained

Existing gateway made of tarmac

Existing wide section

Existing access made of hardcore

Existing access with large concrete pad

Existing priority junction made of tarmac.

Central White Marking finishes

Carriageway with central white marking

Existing widening on outside of bend present

Small section of existing gravel strip used

wide existing access made of tarmac.

Existing field access made of hardcore

Pond

Sewage Works

Tanks

Allotment Gardens

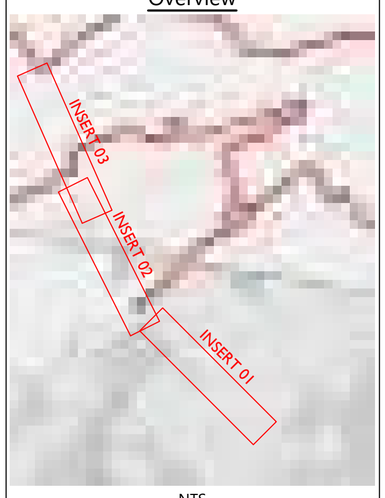
Tank

BROOKSIDE

Def

Line of

Overview



NTS

Rev	Date	Details	Drawn by	Checked by	Approved by
B	20.08.26	Adjusted passing place boxes and dimensions	RG	SM	JD
A	18.08.26	Adjusted passing place boxes and dimensions	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Dyson Roundabout To Bradfield Cottages Existing 5.5m + 6.0m Passing Locations For Two HGVs

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	03.07.26	RG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL305	B

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INSERT 01

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NOTES:

1.This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2.The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- 5.5m Passing locations
- 6.0m Passing locations
- Carriageway Edge

Grittleton

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Rev	Date	Details	Drawn by	Checked by	Approved by
A	19.08.25	additional Topo survey added	RG	SM	JD

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www.tpa.uk.com

CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Alderton Road and Fosse Way 5.5m + 6.0m Passing Locations For Two HGVs

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:4000	03.07.26	RG	JD	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL306	A

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NOTES:

1.This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2.The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- 5.5m Passing locations
- Carriageway Edge

Rev	Date	Details	Drawn by	Checked by	Approved by
A	19.08.26	Add tonal Topo Added	RG	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Alderton Road and Fosse Way 5.5m Passing Locations For Two HGVs

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:4000	03.07.26	RG	JD	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL307	A

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NOTES:

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2.The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Greater than 6.0m passing locations
- Carriageway Edge

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Rev.	Date	Details	Drawn By	Checked By	Approved By
A	15.08.26	Additional Topo Added	RG	SM	JD

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CLIENT:
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PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Alderton Road and Fosse Way 6.0m only Passing Locations For Two HGVs

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:4000	03.07.26	RG	JD	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL308	A

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NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

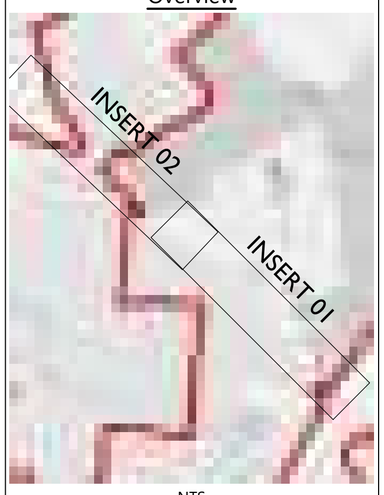
= Order limits

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

= 5.5m Passing locations

= 6.0m Passing locations

Overview



NTS

Existing access made of tarmac

Existing access made of tarmac

Existing Road widening

Exisitng access made of tarmac

Exisitng passing bay made of tarmac.

Existing access made of tarmac

Proposed access at location of existing field access

Junction to be used as passing location

Existing access made of hardcore

Proposed Access

Existing access made of tarmac

Pond

Pond

Ponds

Spring

Letter Box

INSERT 01

INDICATIVE

INSERT 02

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Rev	Date	Details	Drawn by	Checked by	Approved by
A	17.08.28	Updated with latest topographical data. Adjusted tracking and passing places.	KVT	JD	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Construction Route Between Fosse Way and Lime Down A - Exisitng 5.5m and 6.0m Passing Locations For Two HGVs

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	10.07.26	RG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL309	A

Annex M Construction Route Swept-Path Analysis - 16.5m HGV and Car Passing

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NOTES:

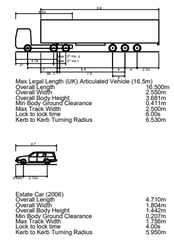
1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limits

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

= Intervisibility



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

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.550m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Estate Car (2006)

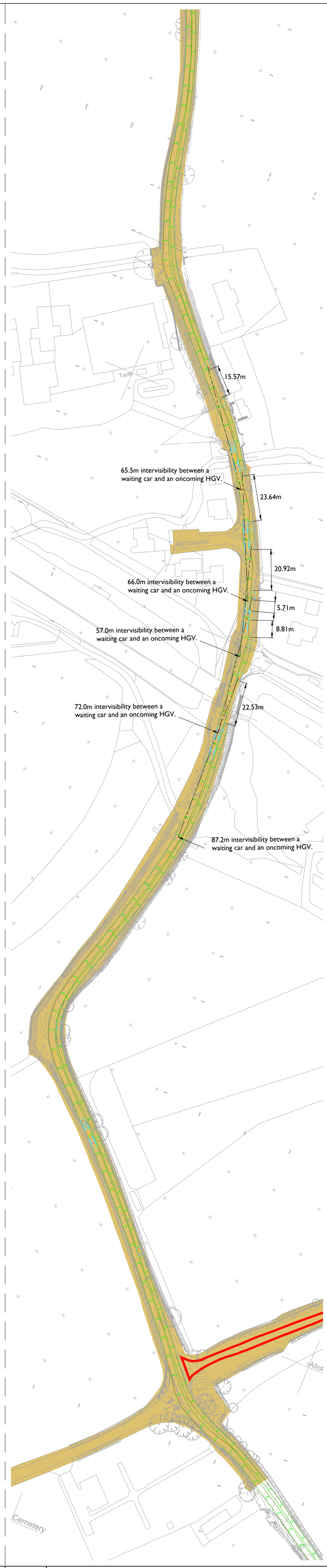
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.150m
Max Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

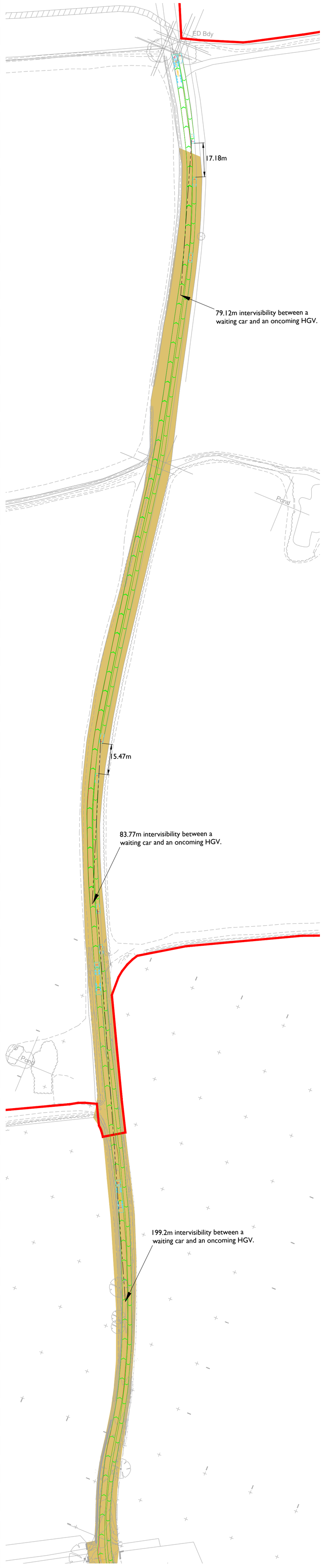
Overview



NTS







Rev	Date	Details	Drawn by	Checked by	Approved by
B	24.03.26	Adjusted tracking & visibility splay.	KVT	SM	JD
A	12.02.26	Updated region with topographical data. Adjusted tracking & visibility splay.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Swept Path Analysis of Northbound HGV & Southbound Car Between Dyson Roundabout & Bradfield Cottages

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	28.08.25	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP34	B

INDICATIVE

INSERT 01 HGV Northbound & Car Southbound
Scale 1:1000

INDICATIVE

INSERT 02 HGV North Bound & Car Southbound
Scale 1:1000

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INSERT 03 HGV Northbound & Car Southbound
Scale 1:1000

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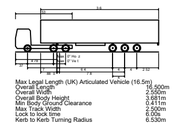
NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limit.

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



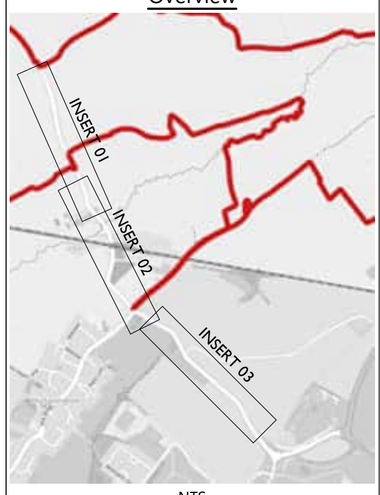
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.431m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

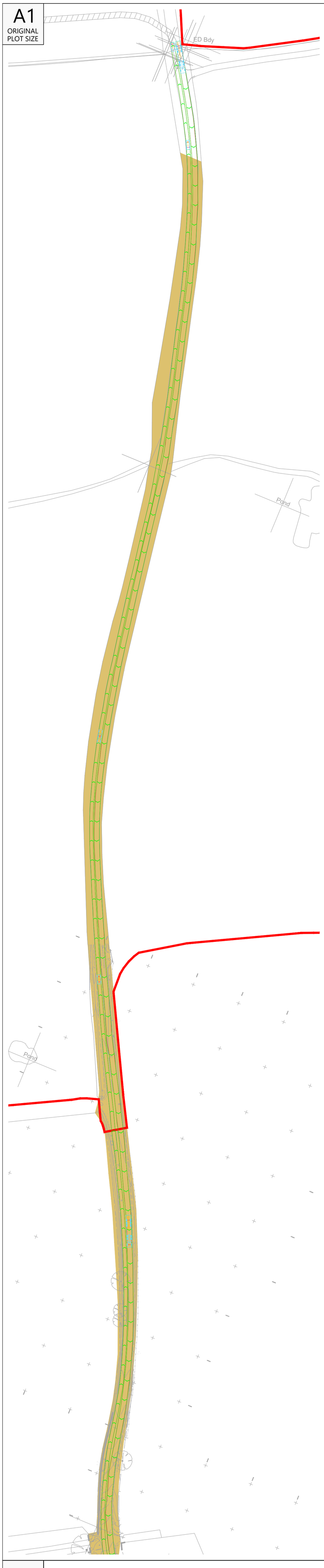
Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.202m
Max Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Overview



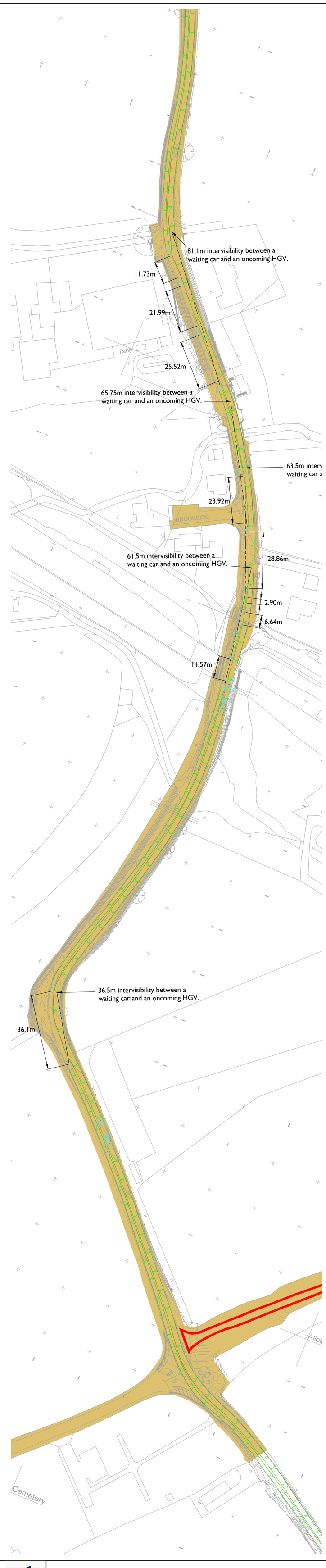
NTS



INSERT 01 HGV Southbound & Car Northbound

Scale 1:1000

INDICATIVE



INSERT 02 HGV Southbound & Car Northbound

Scale 1:1000

INDICATIVE



INSERT 03 HGV Southbound & Car Northbound

Scale 1:1000

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Rev	Date	Details	Drawn by	Checked by	Approved by
B	24.03.26	Added topographical data & adjusted tracking and visibility splay.	KVT	SM	JD
A	18.02.26	Added topographical data & adjusted tracking and visibility splay.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Swept Path Analysis of Southbound HGV & Northbound Car Between Dyson Roundabout & Bradfield Cottages

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	28.08.25	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP36	B

A1
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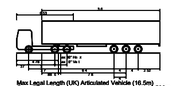
NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limit

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



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

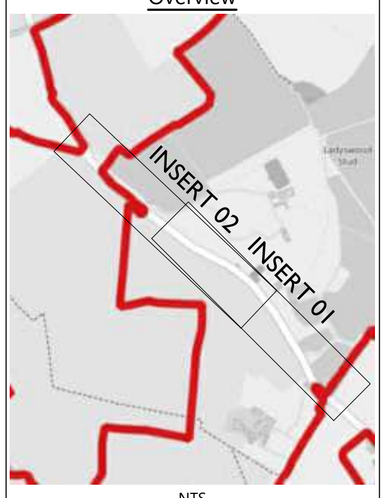
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	4.000m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.267m
Max Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Overview



NTS

Further detail shown as location B in 2306-040.

7.75m

120m intervisibility between a waiting car and an oncoming HGV.

113.6m intervisibility between a waiting car and an oncoming HGV.

93.7m intervisibility between a waiting car and an oncoming HGV.

59.86m intervisibility between a waiting car and an oncoming HGV.

Further detail shown as location A in 2306-040.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	14.08.26	Updated with latest topographical data and updated tracking to match	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Swept Path Analysis of Northbound HGV & Southbound Car Along Route Between Fosse Way & Lime Down A

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	04.09.25	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP38	A

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INSERT 01 HGV Northbound & Car Southbound

INDICATIVE

INSERT 02 HGV Northbound & Car Southbound

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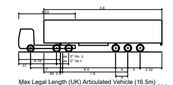
NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limit

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



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

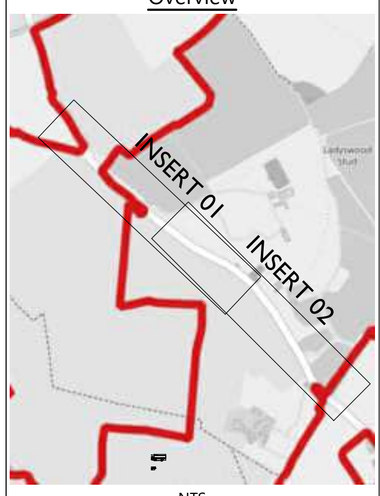
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	4.000m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



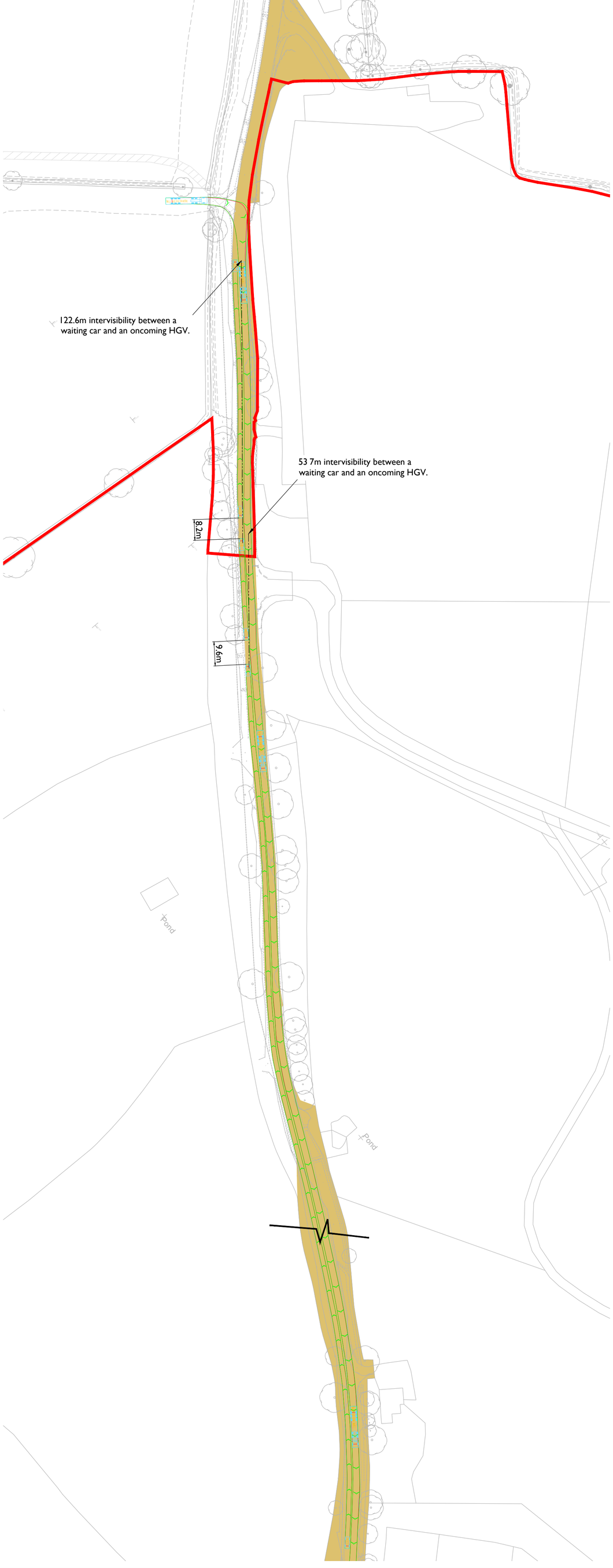
Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.700m
Lock to lock time	4.10s
Kerb to Kerb Turning Radius	5.950m

Overview



NTS



INSERT 01 HGV Southbound & Car Northbound

INDICATIVE



INSERT 02 HGV Southbound & Car Northbound

INDICATIVE

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Rev	Date	Details	Drawn by	Checked by	Approved by
B	14.08.26	Updated with latest topographical data and updated tracking to match	KVT	SM	JD
A	26.03.26	Removed note.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
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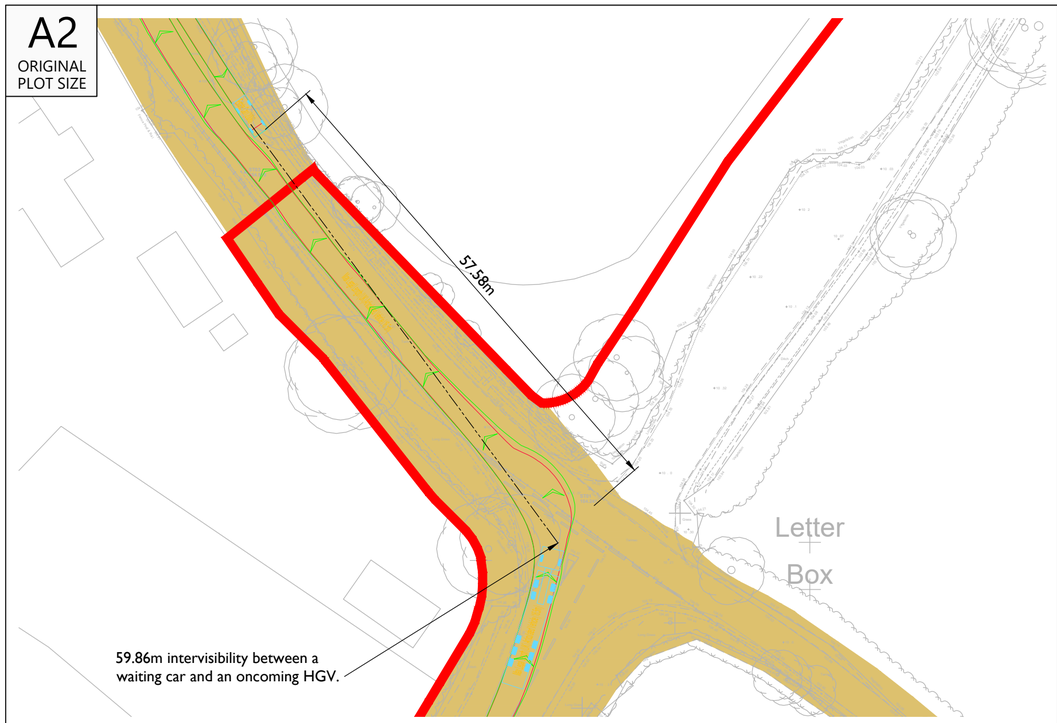
TITLE:
Swept Path Analysis of Southbound HGV & Northbound Car Along Route between Fosse Way & Lime Down A

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	04.09.25	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP39	B

A2
ORIGINAL
PLOT SIZE



LOCATION A: HGV Northbound & Car Southbound

Scale 1:500



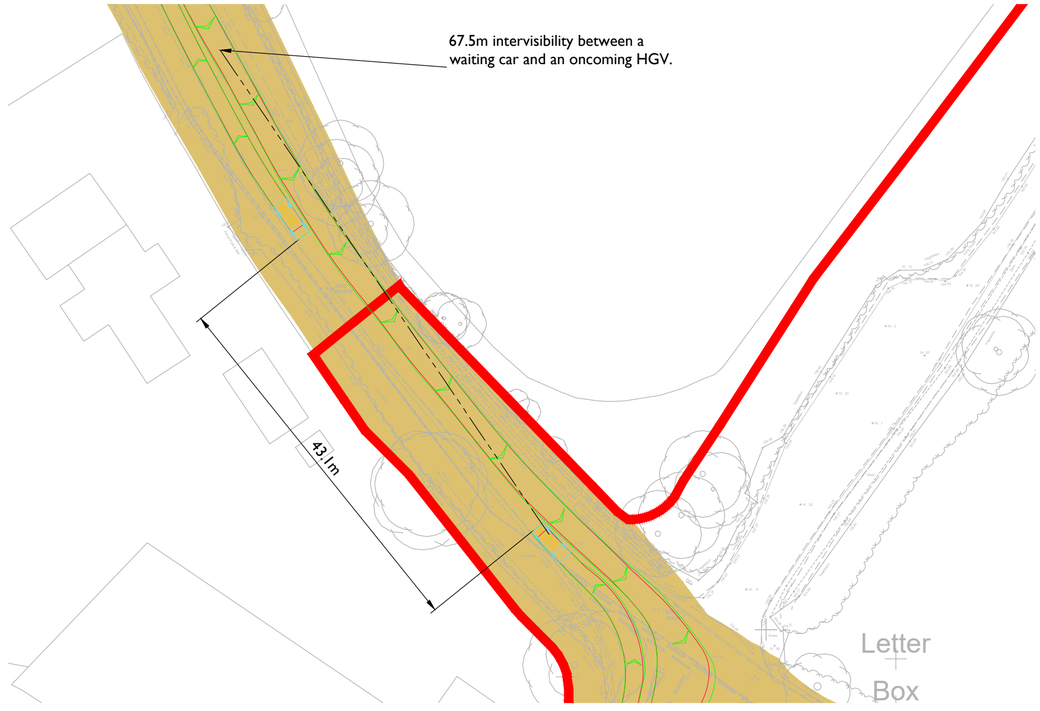
LOCATION B: HGV Northbound & Car Southbound

Scale 1:500



LOCATION C: HGV Southbound & Car Northbound

Scale 1:500



LOCATION D: HGV Southbound & Car Northbound

Scale 1:250

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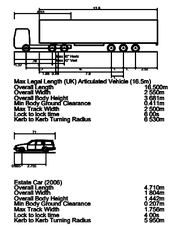
NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limit.

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).



Rev	Date	Details	Drawn by	Checked by	Approved by
A	14.08.26	Updated with latest topographical data and adjusted tracking.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
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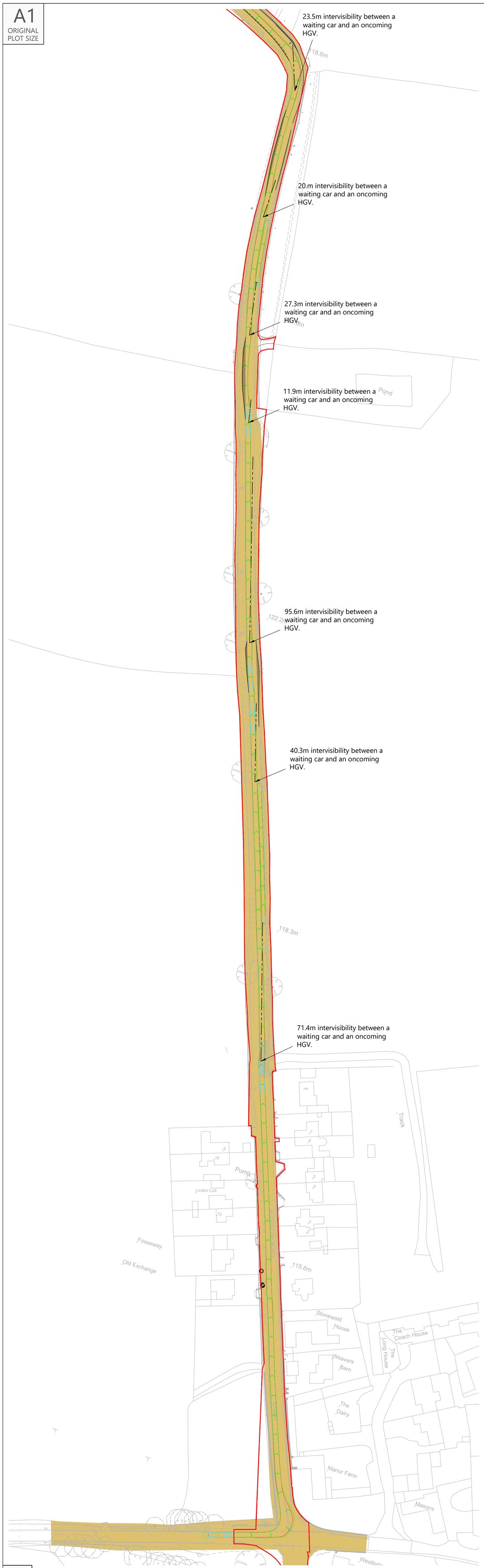
TITLE:
Swept Path Analysis of a 16.5m Articaulted HGV & Car Along Sherston Route

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.09.25	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP40	A

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PLOT SIZE



Inset 1

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Inset 2

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NOTES:

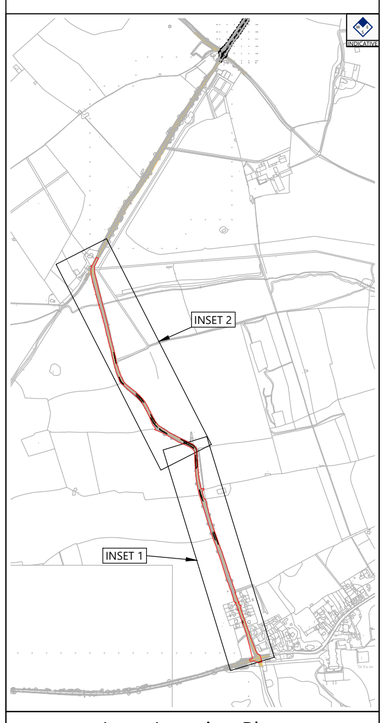
1. This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2. The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3. The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

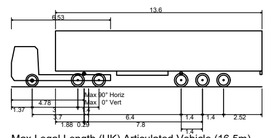
KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Areas of widening.



Inset Location Plan

Not To Scale



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



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev	Date	Details	Drawn by	Checked by	Approved by
B	12.08.26	Added additional topographical data and adjusted tracking to match.	KVT	SM	JD
A	24.03.26	Updated topographical data amended tracking and visibility splays.	KVT	SM	JD

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PROJECT:
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TITLE:
Alderton Road Swept Path Analysis Of A 16.5m HGV Northbound and Car Southbound

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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JOB NO:	DRAWING NO:	REVISION:
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A1
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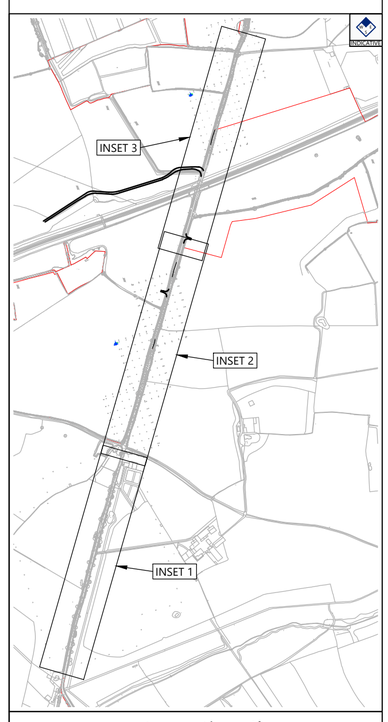
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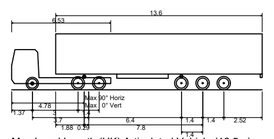
KEY

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- Widening areas.



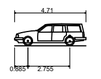
Inset Location Plan

Not To Scale



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Inset 1



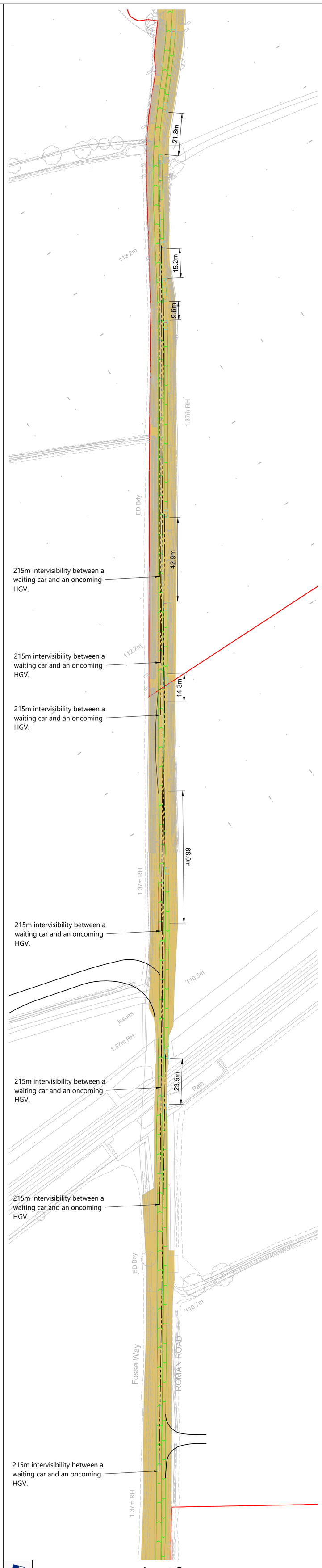
INDICATIVE

Inset 2



INDICATIVE

Inset 3



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Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.08.26	Add additonal topographical data and updated tracking where required	KVT	SM	JD
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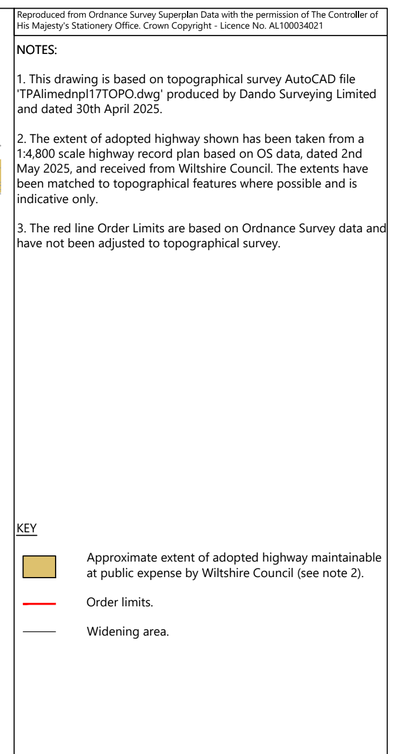
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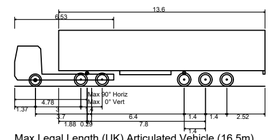
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KEY

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- Order limits.
- Widening area.



Inset Location Plan
Not To Scale



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

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

215m intervisibility between a waiting car and an oncoming HGV.

215m intervisibility between a waiting car and an oncoming HGV.

163.3m intervisibility between a waiting car and an oncoming HGV.

215m intervisibility between a waiting car and an oncoming HGV.

144m intervisibility between a waiting car and an oncoming HGV.

140.5m intervisibility between a waiting car and an oncoming HGV.

43.6m intervisibility between a waiting car and an oncoming HGV.

116m intervisibility between a waiting car and an oncoming HGV.

215m intervisibility between a waiting car and an oncoming HGV.

101.1m intervisibility between a waiting car and an oncoming HGV.

70.6m intervisibility between a waiting car and an oncoming HGV.

215m intervisibility between a waiting car and an oncoming HGV.

215m intervisibility between a waiting car and an oncoming HGV.

Inset 1

Inset 2

INDICATIVE

INDICATIVE

Rev	Date	Details	Drawn by	Checked by	Approved by
A	12.06.26	Updated with passing places and amended tracking and visibility.	RG & KVT	SM	JD

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PROJECT:
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TITLE:
Fosse Way Swept Path Analysis Of A 16.5m HGV Northbound and Car Southbound

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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JOB NO:	DRAWING NO:	REVISION:
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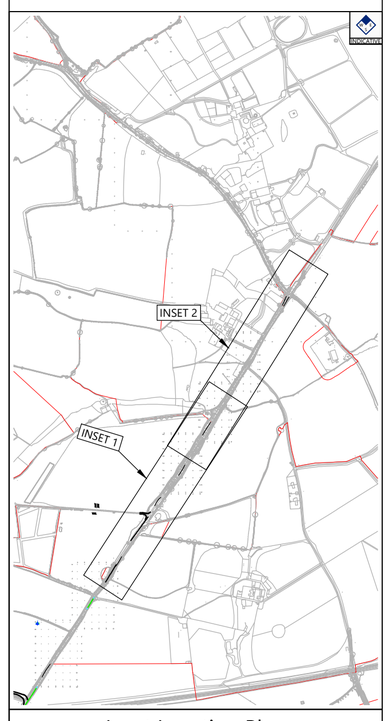
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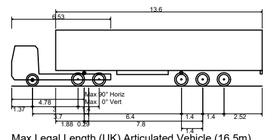
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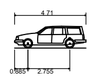


Inset Location Plan
Not To Scale



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

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Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

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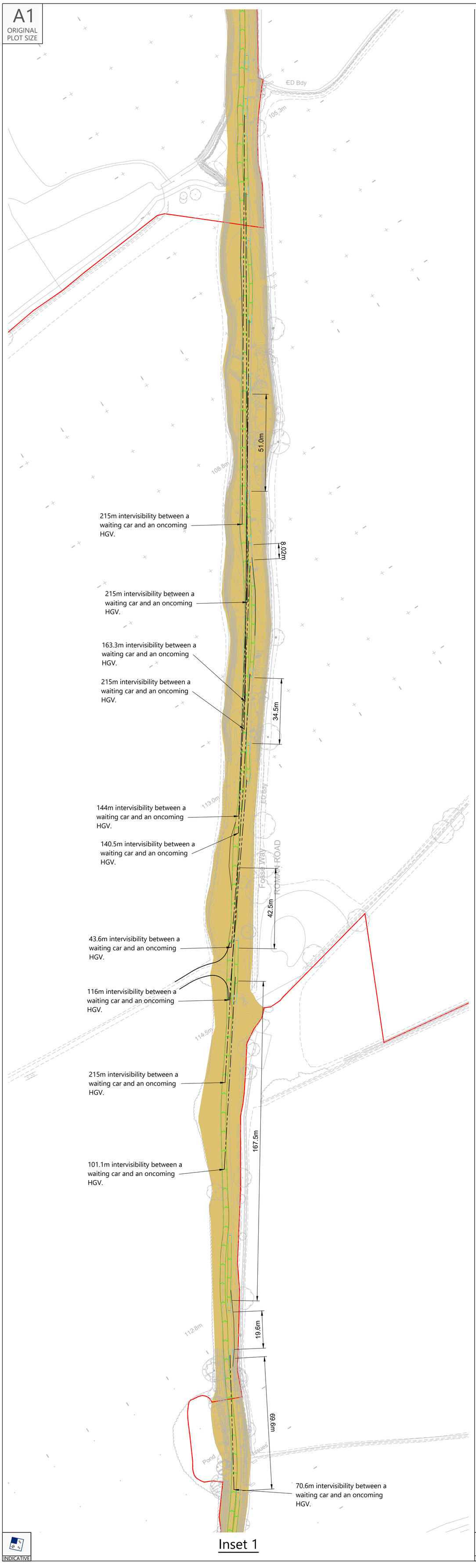
PROJECT:
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TITLE:
Fosse Way Swept Path Analysis Of A 16.5m HGV Northbound and Car Southbound

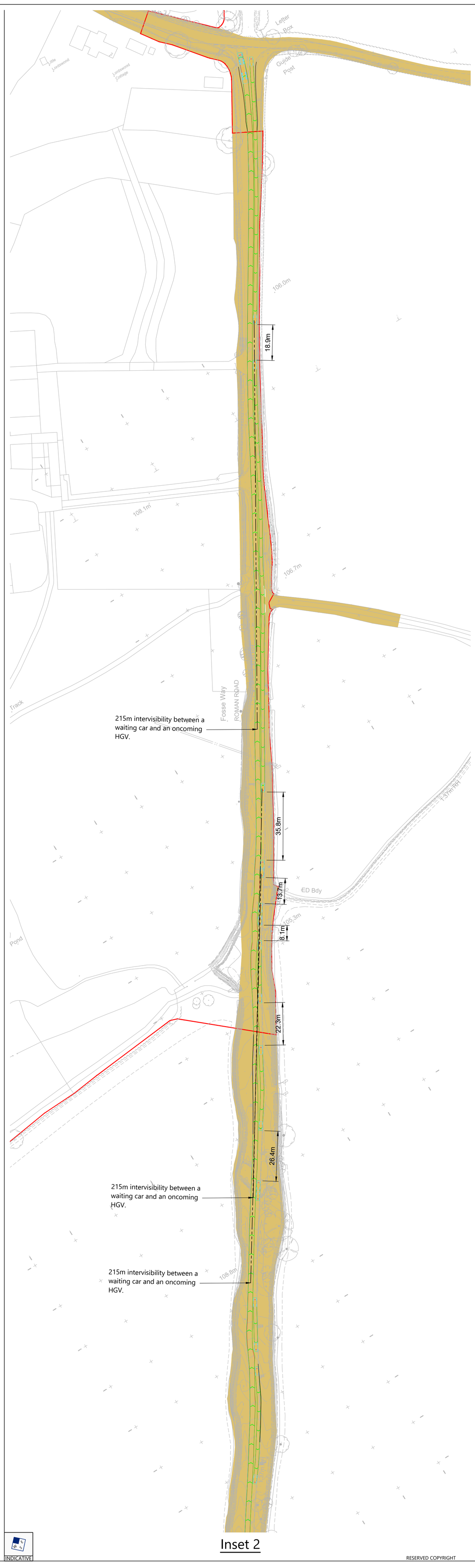
STATUS:
FOR INFORMATION

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JOB NO:	DRAWING NO:	REVISION:
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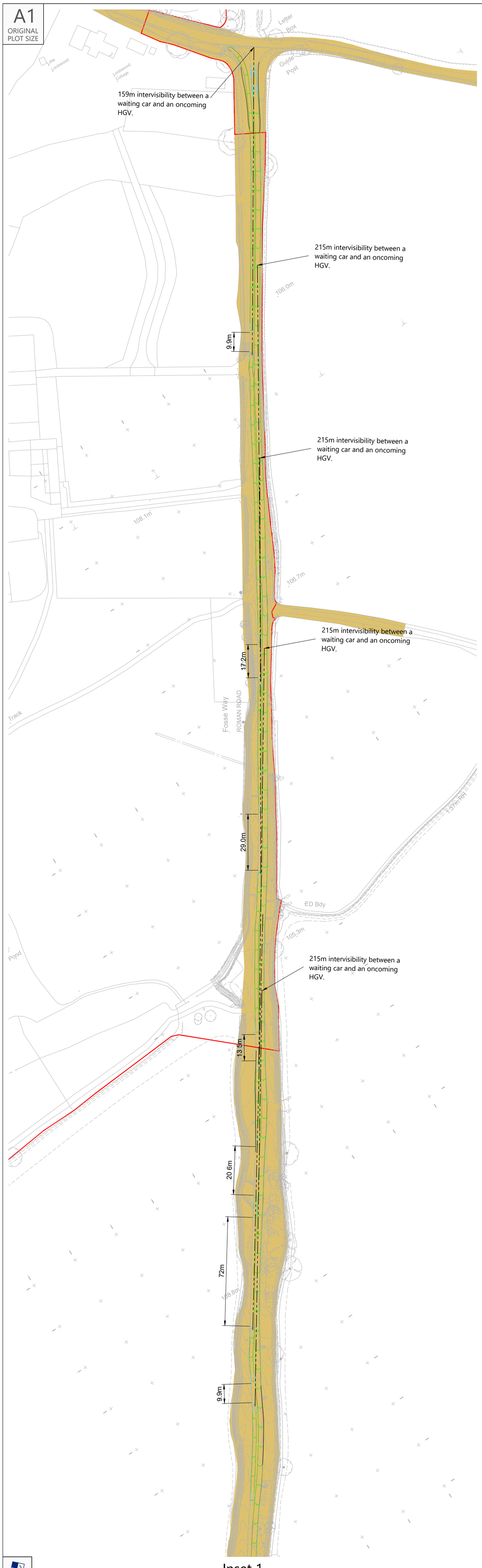
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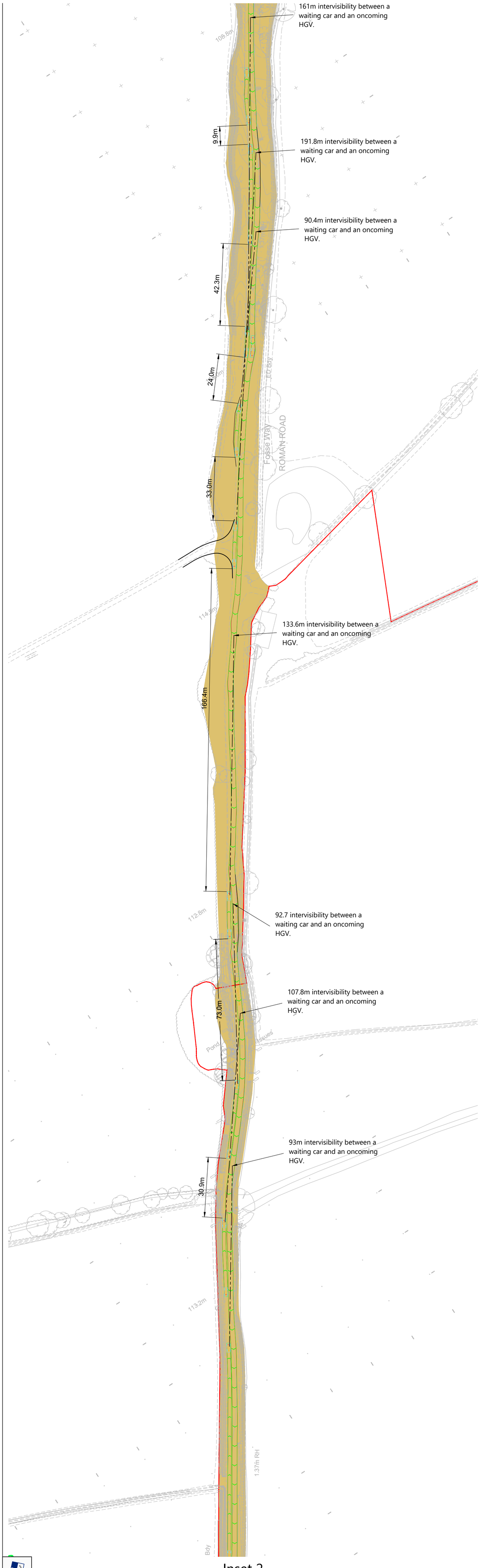
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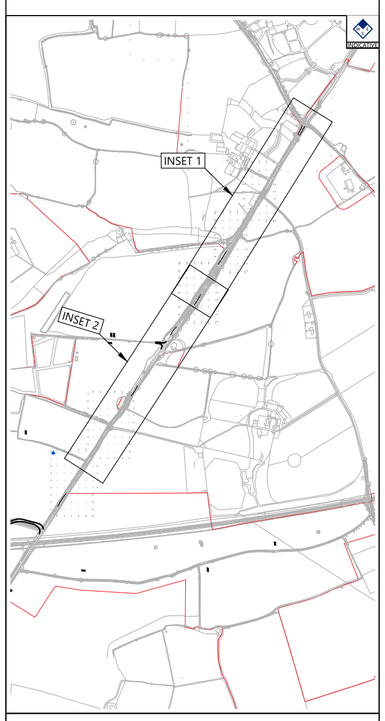
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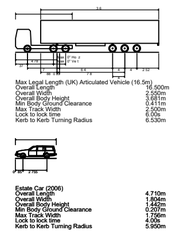
KEY

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Inset Location Plan

Not To Scale



Max Legal Length (UK) Articulated Vehicle (16.5m) 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 4.000
Kerb to Kerb Turning Radius 6.330m

Estate Car (2006)
Overall Length 4.210m
Overall Width 1.770m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.000
Kerb to Kerb Turning Radius 5.950m

Rev	Date	Details	Drawn by	Checked by	Approved by
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STATUS:
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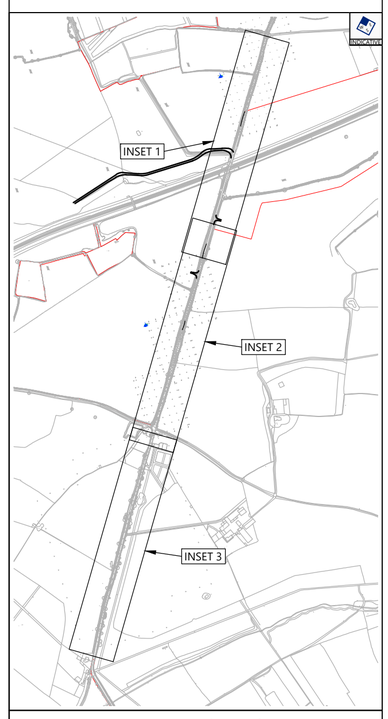
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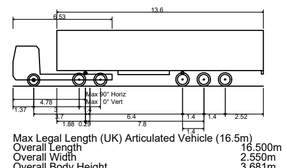
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Estate Car (2006)

Overall Length	4.710m
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Overall Body Height	1.442m
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Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

215m intervisibility between a waiting car and an oncoming HGV.

23.3m

13.2m

215m intervisibility between a waiting car and an oncoming HGV.

52.8m

215m intervisibility between a waiting car and an oncoming HGV.

13.0m

215m intervisibility between a waiting car and an oncoming HGV.

16.2m

37.7m

Inset 1

215m intervisibility between a waiting car and an oncoming HGV.

10.2m

169.7m intervisibility between a waiting car and an oncoming HGV.

15.3m

Inset 2

215m intervisibility between a waiting car and an oncoming HGV.

73.2m

215m intervisibility between a waiting car and an oncoming HGV.

Inset 3

Rev	Date	Details	Drawn by	Checked by	Approved by
B	13.08.26	Added additional topographical data and adjusted tracking and vis to match.	KVT	SM	JD
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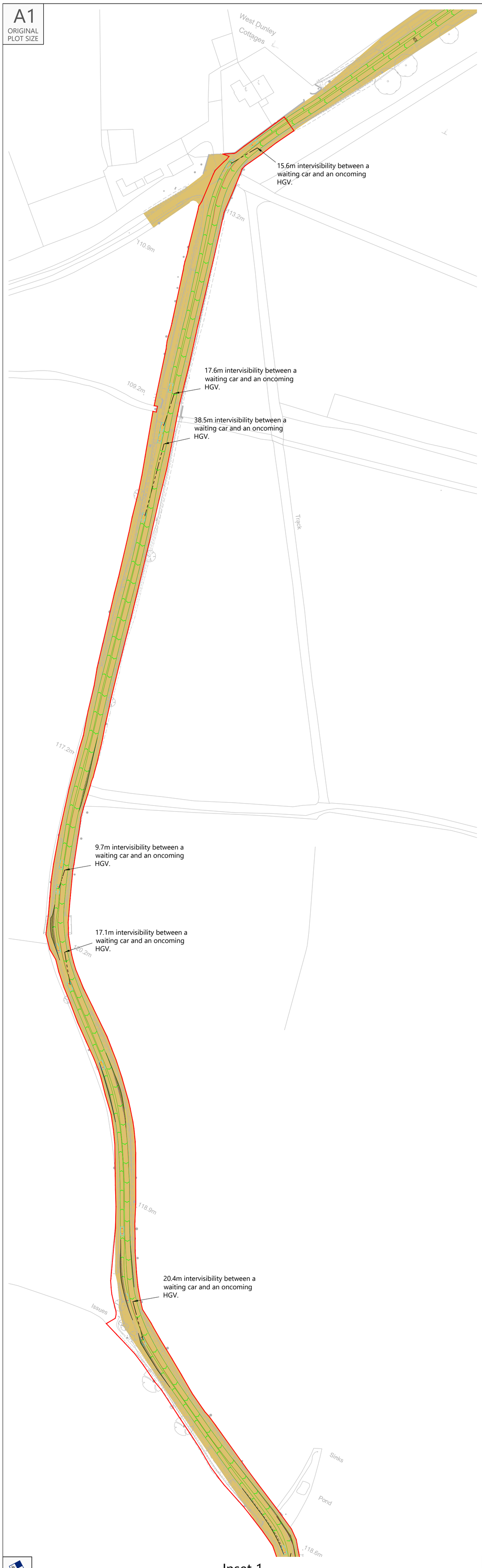
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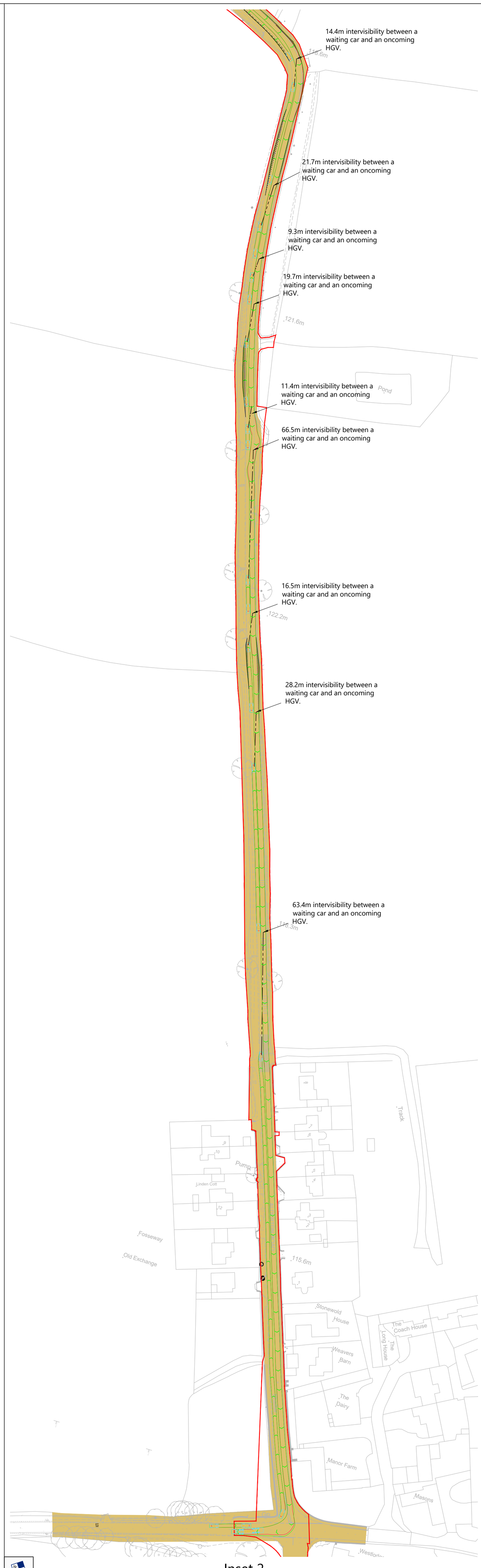
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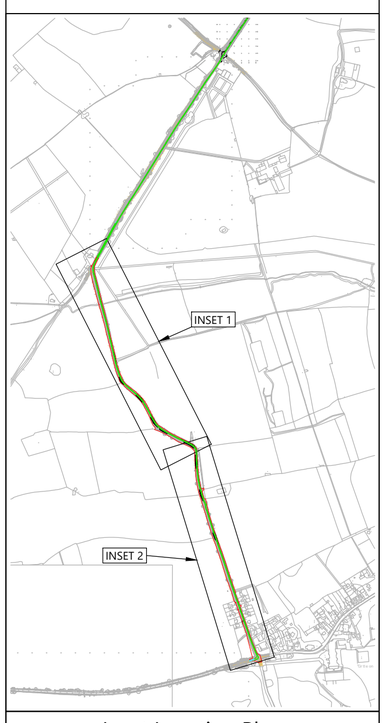
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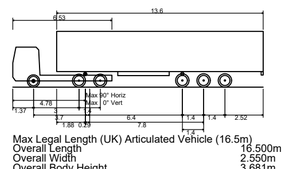
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Inset Location Plan

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Annex N Construction Route Swept-Path Analysis - Two 16.5 Metre HGVs Passing

A1
ORIGINAL
PLOT SIZE

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NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

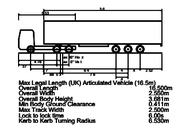
KEY

= Order limit

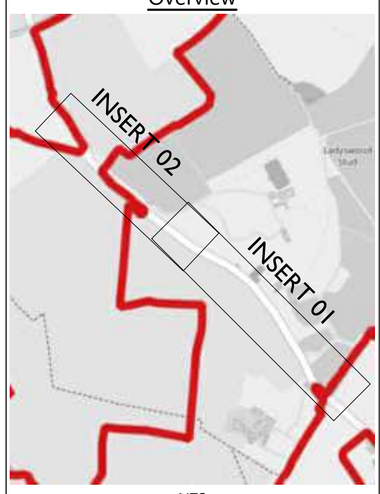
= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

= 5.5m passing locations

= Intervisibility splay.



Overview



NTS

115.6m intervisibility between a waiting HGV and an oncoming HGV.

110.8m

Pond

76.8m intervisibility between a waiting HGV and an oncoming HGV.

108.3m

Ladyswood Cottage

88.8m intervisibility between a waiting HGV and an oncoming HGV.

105.5m

79.0m intervisibility between a waiting HGV and an oncoming HGV.

105.2m

Spring

Lords Wood Farm Cottages

63.9m intervisibility between a waiting HGV and an oncoming HGV.

46.4m intervisibility between a waiting HGV and an oncoming HGV.

Little Ladyswood

Ladyswood Cottage

63.7m intervisibility between a waiting HGV and an oncoming HGV.

Letter Box

Guide Post

106.0m

INSERT 01

INDICATIVE

115.7m

114.5m

92.3m intervisibility between a waiting HGV and an oncoming HGV.

112.6m

110.8m

Pond

108.3m

INSERT 02

INDICATIVE

Rev	Date	Details	Drawn by	Checked by	Approved by
C	13.08.26	Updated with latest topographical data and adjusted tracking.	KVT & PSW	SM	JD
B	10.06.26	Updated to show dimensions at passing locations	RG	AS	JD
A	23.03.26	Updated intervisibilities and removed dimensions.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Swept Path Analysis of Two 16.5m Articulated HGVs Passing Along Fosse Way & Lime Down A

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	29.01.26	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP50	C

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A1
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NOTES:

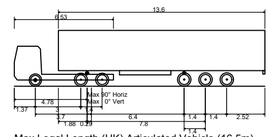
1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limits

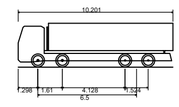
= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

= Intervisibility



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

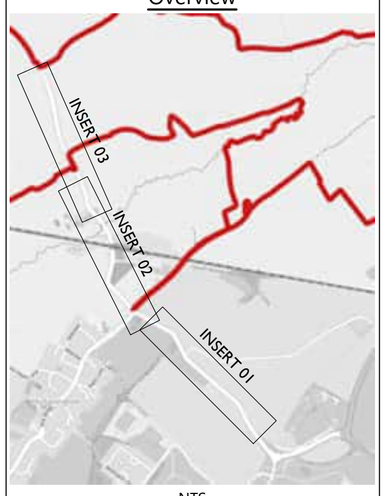
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Tipper

Overall Length	10 201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11 550m

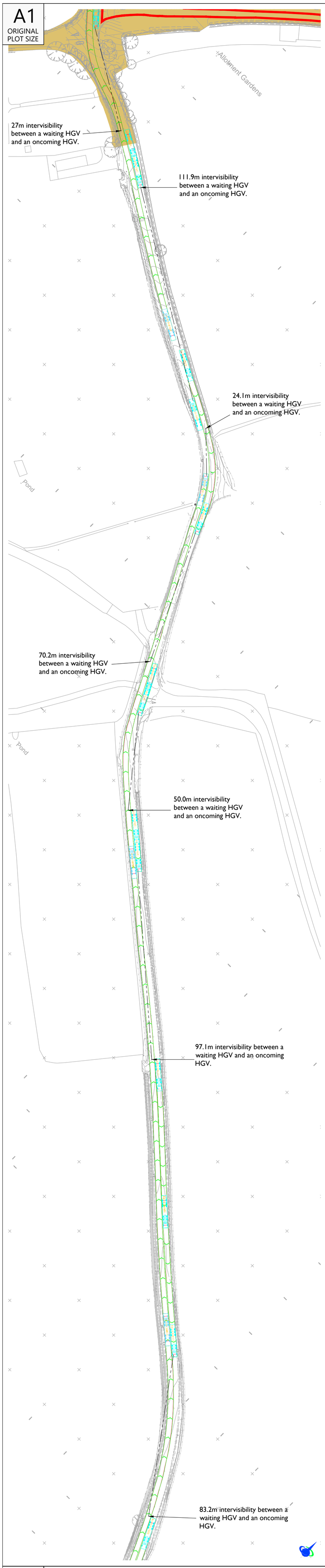
Overview



NTS

INSERT 04 - Artic Passing A Large Tipper

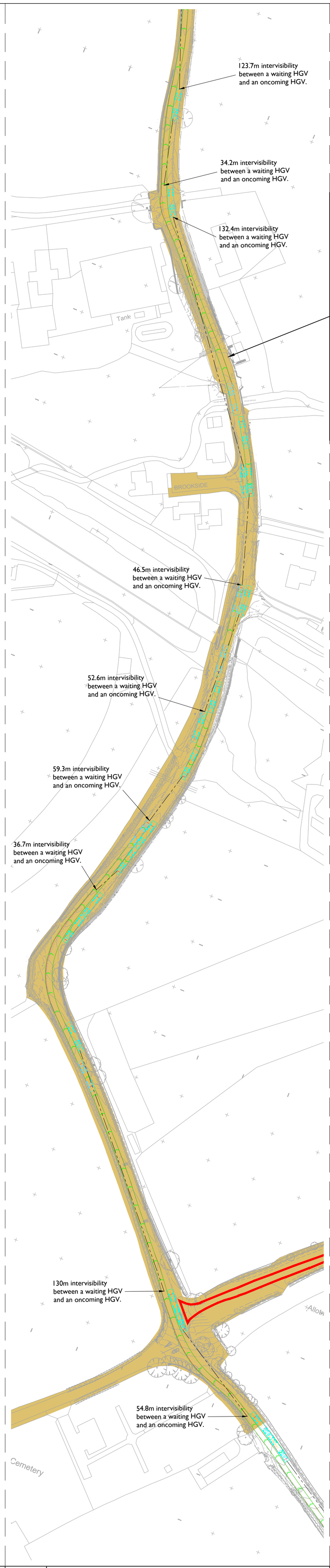
Scale 1:1000



INDICATIVE

INSERT 01

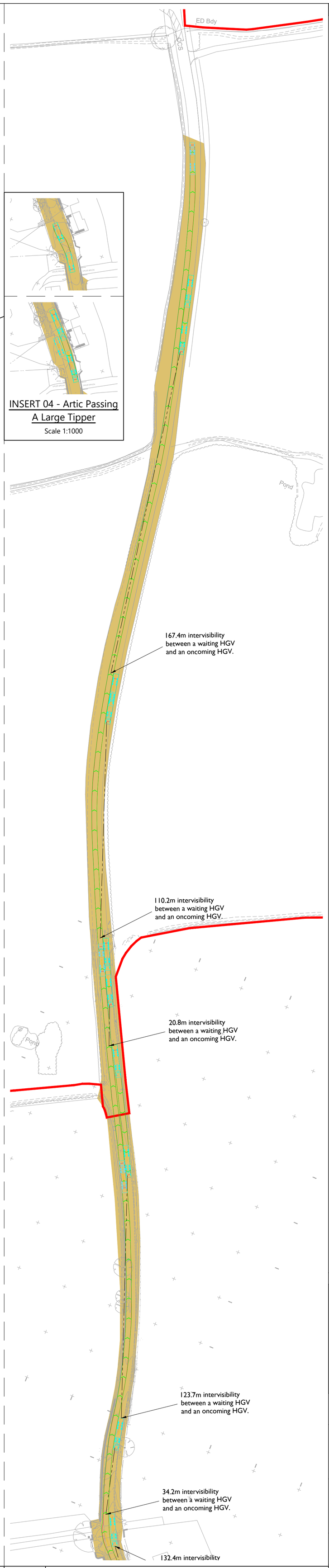
Scale 1:1000



INDICATIVE

INSERT 02

Scale 1:1000



INDICATIVE

INSERT 03

Scale 1:1000

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Rev	Date	Details	Drawn by	Checked by	Approved by
A	04.06.26	INSERT 04 added showing southbound artic passing a waiting large tipper.	PSW	STM	JD

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Dyson Roundabout To Bradfield Cottages - Swept Path Analysis Of Two Articulated 16.5m HGV At Passing Points

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	11.02.26	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP51	A

A1
ORIGINAL
PLOT SIZE

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NOTES:

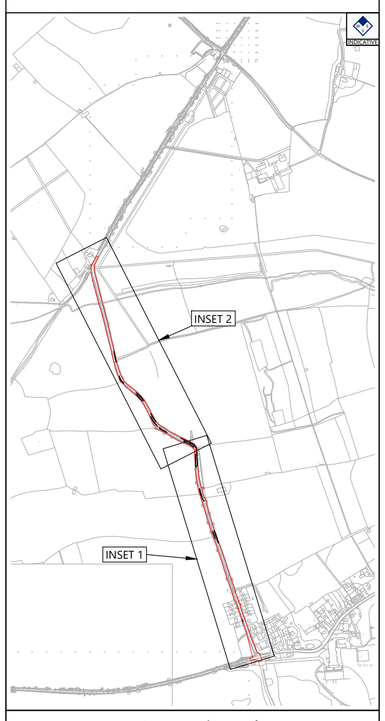
1. This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2. The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3. The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

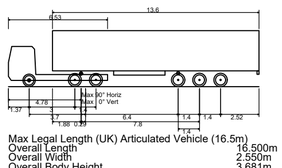
KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- 5.5m passing locations.
- Areas of widening.
- Intervisibility splay.



Inset Location Plan

Not To Scale



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

39.7m intervisibility between a waiting HGV and an oncoming HGV.

93.2m intervisibility between a waiting HGV and an oncoming HGV.

16.7m intervisibility between a waiting HGV and an oncoming HGV.

99.6m intervisibility between a waiting HGV and an oncoming HGV.

192.9m intervisibility between a waiting HGV and an oncoming HGV.

77.6m intervisibility between a waiting HGV and an oncoming HGV.

Traffic management to be provided in the form of temporary traffic signals at the Alderton Road/The Street junction.

22.6m intervisibility between a waiting HGV and an oncoming HGV.

Inset 3

Inset 1

57.3m intervisibility between a waiting HGV and an oncoming HGV.

220.6m intervisibility between a waiting HGV and an oncoming HGV.

60.2m intervisibility between a waiting HGV and an oncoming HGV.

72.8m intervisibility between a waiting HGV and an oncom ng HGV.

76.3m intervisibility between a waiting HGV and an oncoming HGV.

29.9m intervisibility between a waiting HGV and an oncoming HGV.

63.3m intervisibility between a waiting HGV and an oncoming HGV.

Inset 2

INDICATIVE

INDICATIVE

Rev	Date	Details	Drawn by	Checked by	Approved by
B	14.08.26	Updated with additional topographical data. Added additional tracking and viewport.	KVT & PSW	SM	JD
A	04.06.26	Added additional tracking and amended visibility splay.	KVT	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Alderton Road Swept Path Analysis of Two Articulated 16.5m HGV Passing Points

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	11.03.26	KVT	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP52	B

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NOTES:

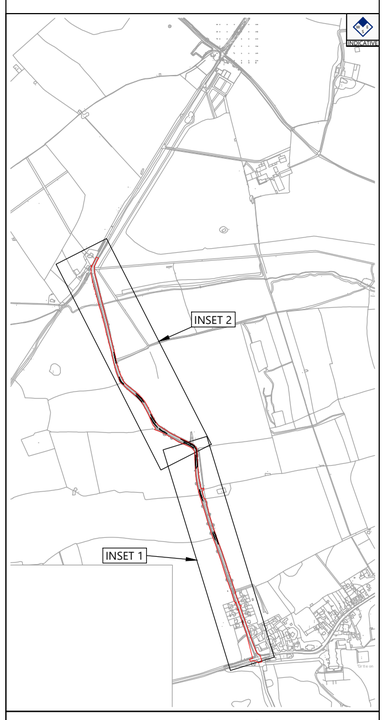
1. This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2. The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3. The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Areas of widening.



Inset Location Plan

Not To Scale



Inset 1

INDICATIVE



Inset 2

INDICATIVE

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Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Alderton Road Widening Areas for Two Passing Articulated 16.5m HGV

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	18.03.26	KVT	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP53	-

A1
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PLOT SIZE

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NOTES:

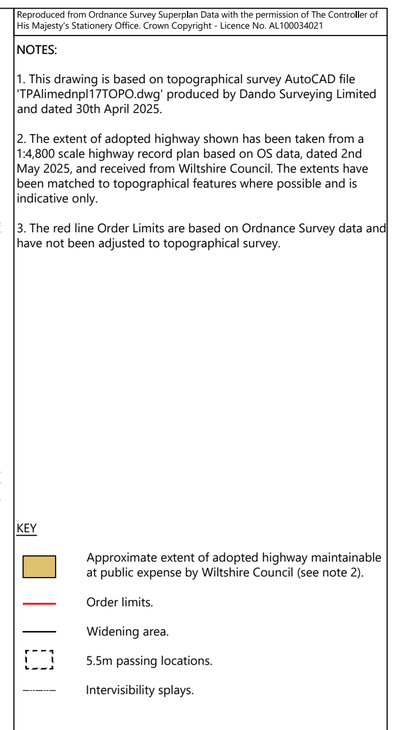
1. This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2. The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3. The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

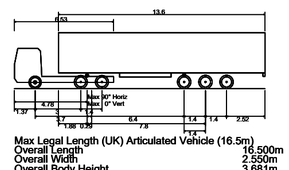
KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Widening area.
- 5.5m passing locations.
- Intervisibility splays.



Inset Location Plan

Not To Scale



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

Inset 1

INDICATIVE

89.4m intervisibility between a waiting HGV and an oncoming HGV.

203.8m intervisibility between a waiting HGV and an oncoming HGV.

134.6m intervisibility between a waiting HGV and an oncoming HGV.

Inset 2

INDICATIVE

100.3m intervisibility between a waiting HGV and an oncoming HGV.

67.9m intervisibility between a waiting HGV and an oncoming HGV.

171.7m intervisibility between a waiting HGV and an oncoming HGV.

360.5m intervisibility between a waiting HGV and an oncoming HGV.

219.8m intervisibility between a waiting HGV and an oncoming HGV.

Inset 3

INDICATIVE

424.1m intervisibility between a waiting HGV and an oncoming HGV.

111.3m intervisibility between a waiting HGV and an oncoming HGV.

113.7m intervisibility between a waiting HGV and an oncoming HGV.

77.0m intervisibility between a waiting HGV and an oncoming HGV.

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Rev	Date	Details	Drawn by	Checked by	Approved by
B	19.08.26	5.5m wide passing areas shown and tracking/visibility adjusted to suit.	PSW	JD	JD
RG	12.06.26	Updated passing bay locations	RG	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Fosse Way Swept Path Analysis of Two Articulated 16.5m HGV Passing Points

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	11.03.26	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP54	B

A1
ORIGINAL
PLOT SIZE

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NOTES:

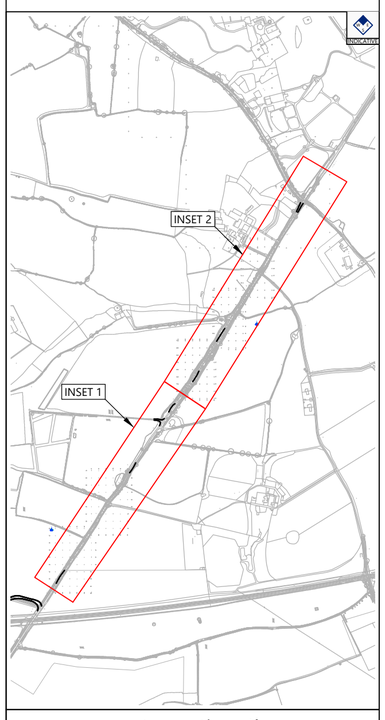
1. This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2. The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

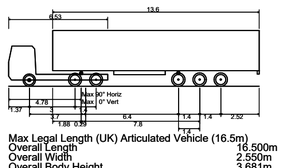
3. The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Widening area.
- 5.5m passing locations.
- Intervisibility splays.

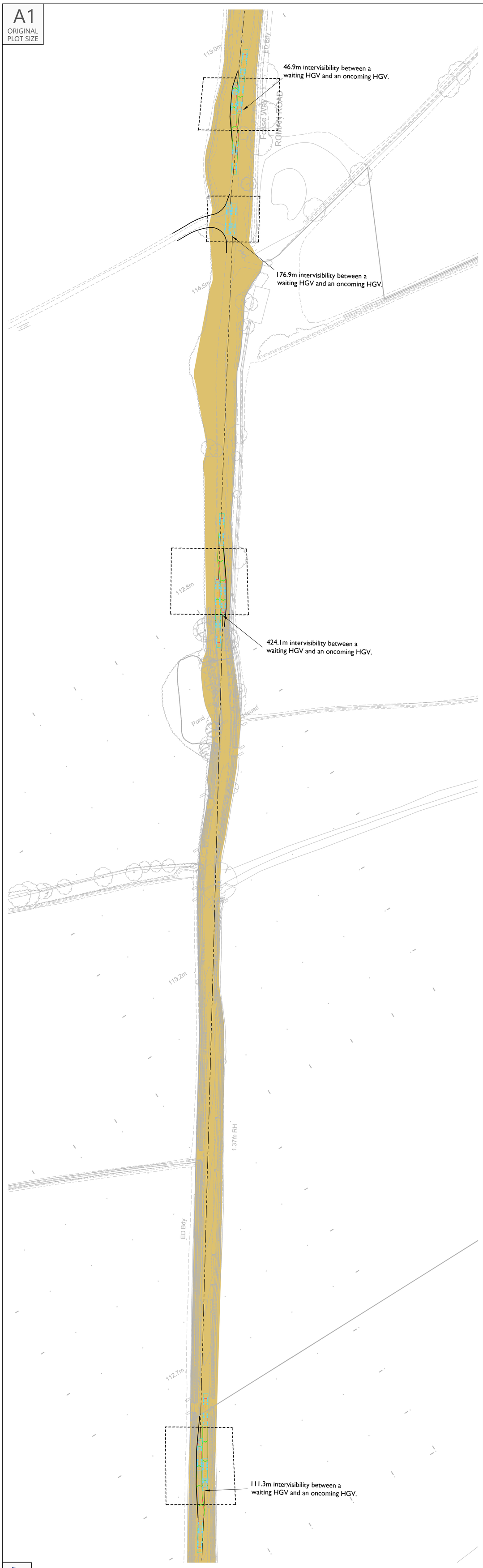


Inset Location Plan
Not To Scale

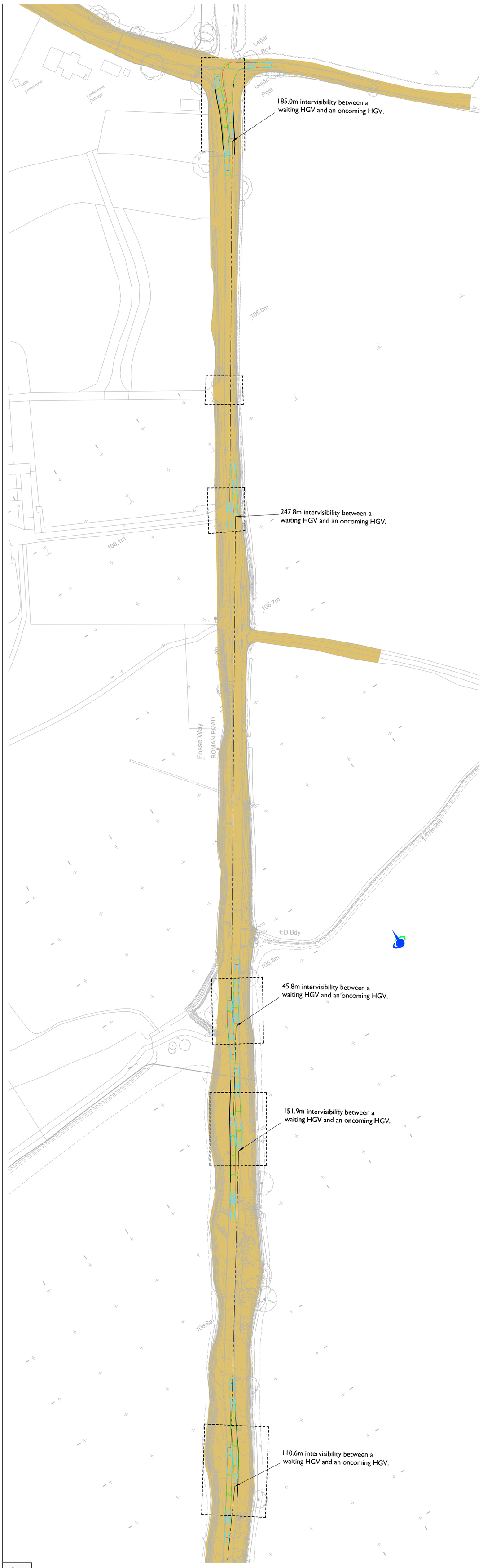


Max Legal Length (UK) Articulated Vehicle (16.5m)

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



Inset 1



Inset 2

INDICATIVE

INDICATIVE

Rev	Date	Details	Drawn by	Checked by	Approved by
B	17.08.26	Added additional topographical data and adjusted tracking.	KVT & PSW	SM	JD
A	12.06.26	Additional layby areas and added tracking and visibility.	RG	SM	JD

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Fosse Way Swept Path Analysis of Two Articulated 16.5m HGV Passing Points

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	11.03.26	KVT	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	SP55	B

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A2
ORIGINAL
PLOT SIZE



132.4m Intervisibility Splay

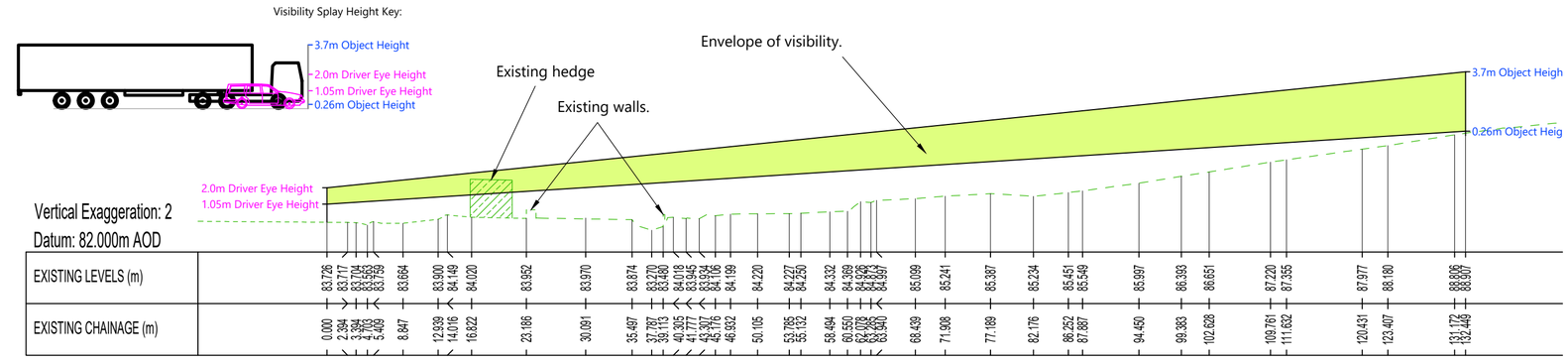
Scale 1:500

INDICATIVE



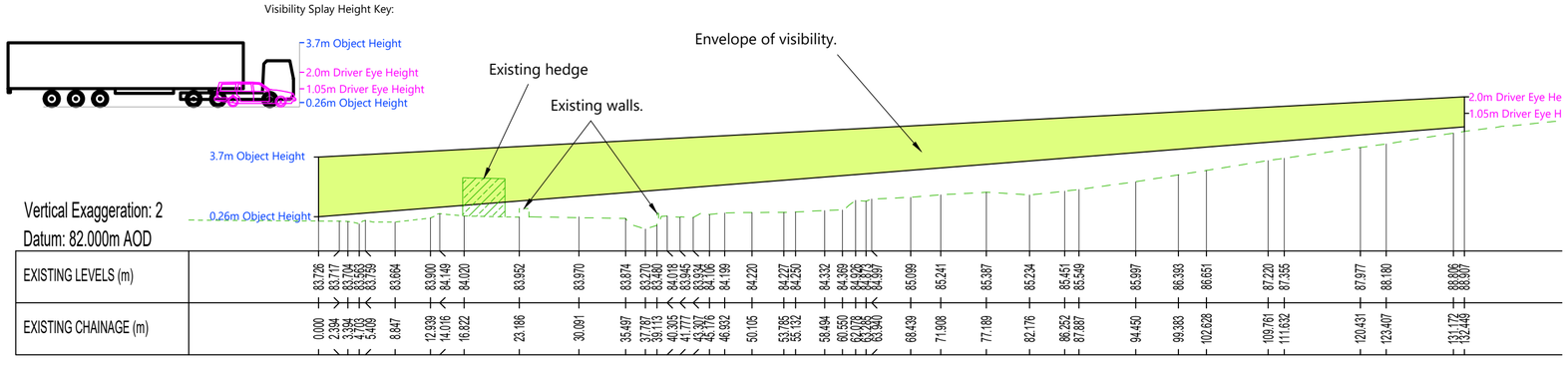
Location Plan

Not To Scale



Longitudinal Section Along 132.4m Intervisibility Splay Looking North

Scale 1:500 Horizontal, 1:250 Vertical



Longitudinal Section Along 132.4m Intervisibility Splay Looking South

Scale 1:500 Horizontal, 1:250 Vertical

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NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limits

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Brookside To Bradfield Cottages - Intervisibility Longitudinal Section

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.06.26	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL300	

A0
ORIGINAL
PLOT SIZE



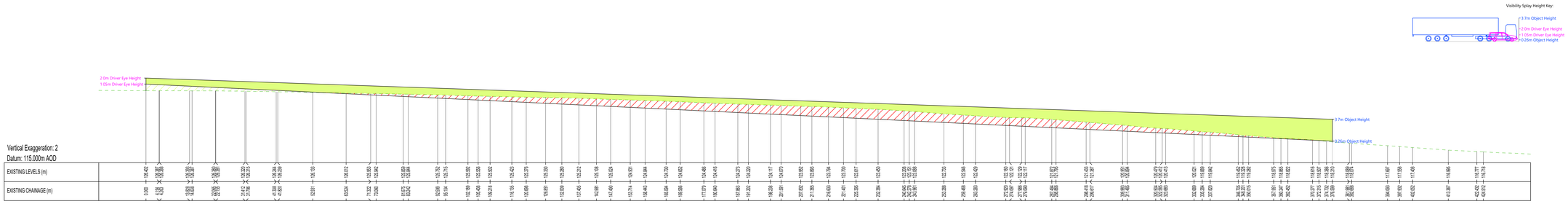
376.6m Intervisibility Splay

Scale 1:500



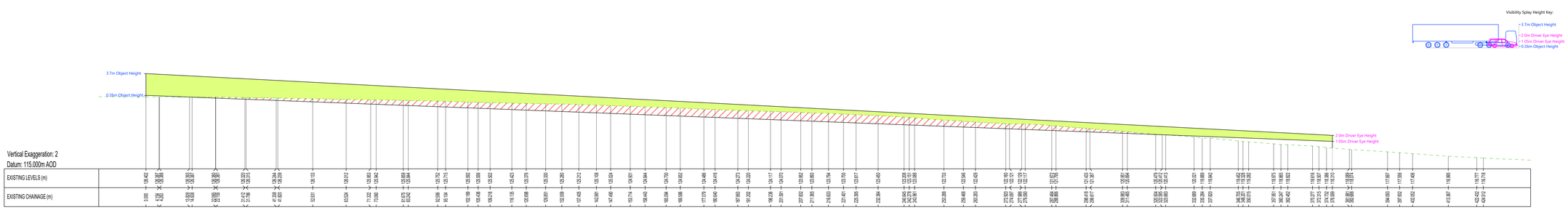
Location Plan

Not To Scale



Longitudinal Section Along 376.6m Intervisibility Splay Looking North

Scale 1:500 Horizontal, 1:250 Vertical



Longitudinal Section Along 376.6m Intervisibility Splay Looking South

Scale 1:500 Horizontal, 1:250 Vertical

INDICATIVE

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NOTES:

1. The extent of adopted highway shown has been taken from a 1:5,000 scale highway record plan based on OS data, dated 8th May 2025, and received from Wiltshire Council and is indicative only.

KEY

= Order limits

= Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 1).

Longitudinal Section:

= Envelope of visibility.

= Part of envelope affected by road vertical alignment.

Rev	Date	Details	Drawn By	Checked By	Approved By

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www.tpa.uk.com

CLIENT:
LIME DOWN SOLAR PARK LIMITED

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Fosse Way South Of South Wales Main Line - Intervisibility Longitudinal Section

STATUS:
FOR INFORMATION

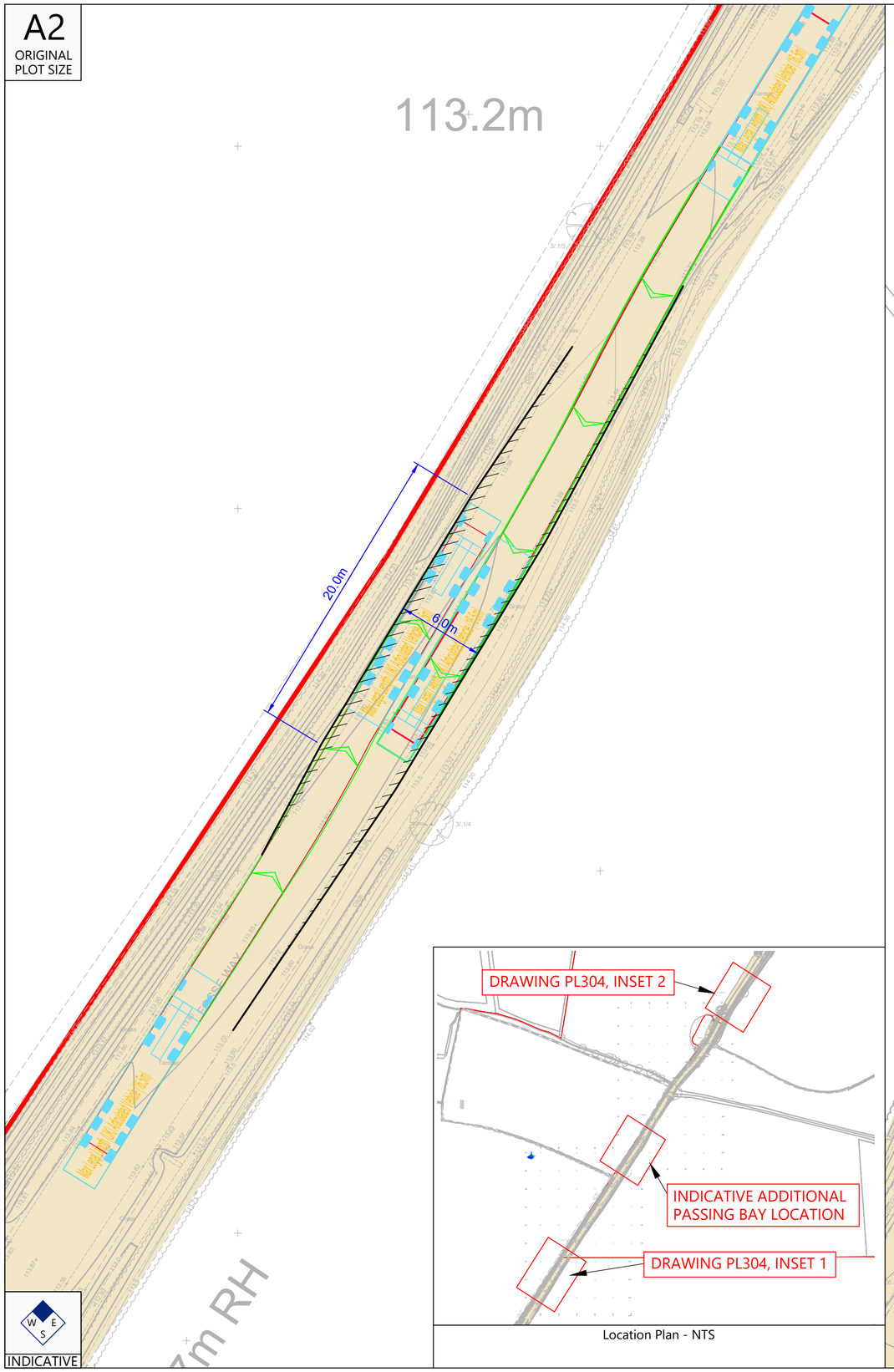
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	05.06.26	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL301	

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Annex O Indicative Highway Widening Works

A2
ORIGINAL
PLOT SIZE



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NOTES:

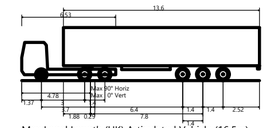
1.This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

2.The extent of adopted highway shown has been taken from a 1:4,800 scale highway record plan based on OS data, dated 2nd May 2025, and received from Wiltshire Council. The extents have been matched to topographical features where possible and is indicative only.

3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Proposed Kerb Lines
- Areas of widening - To be laid and finished with asphalt to base course, binder course, and surface course to match the adjoining highway.
- Xm — Area of 6.0m+ of passing



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

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Indicative Additional Passing Bays on Fosse Way (North)

STATUS:
INDICATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	24.09.26	AS	SM	JD

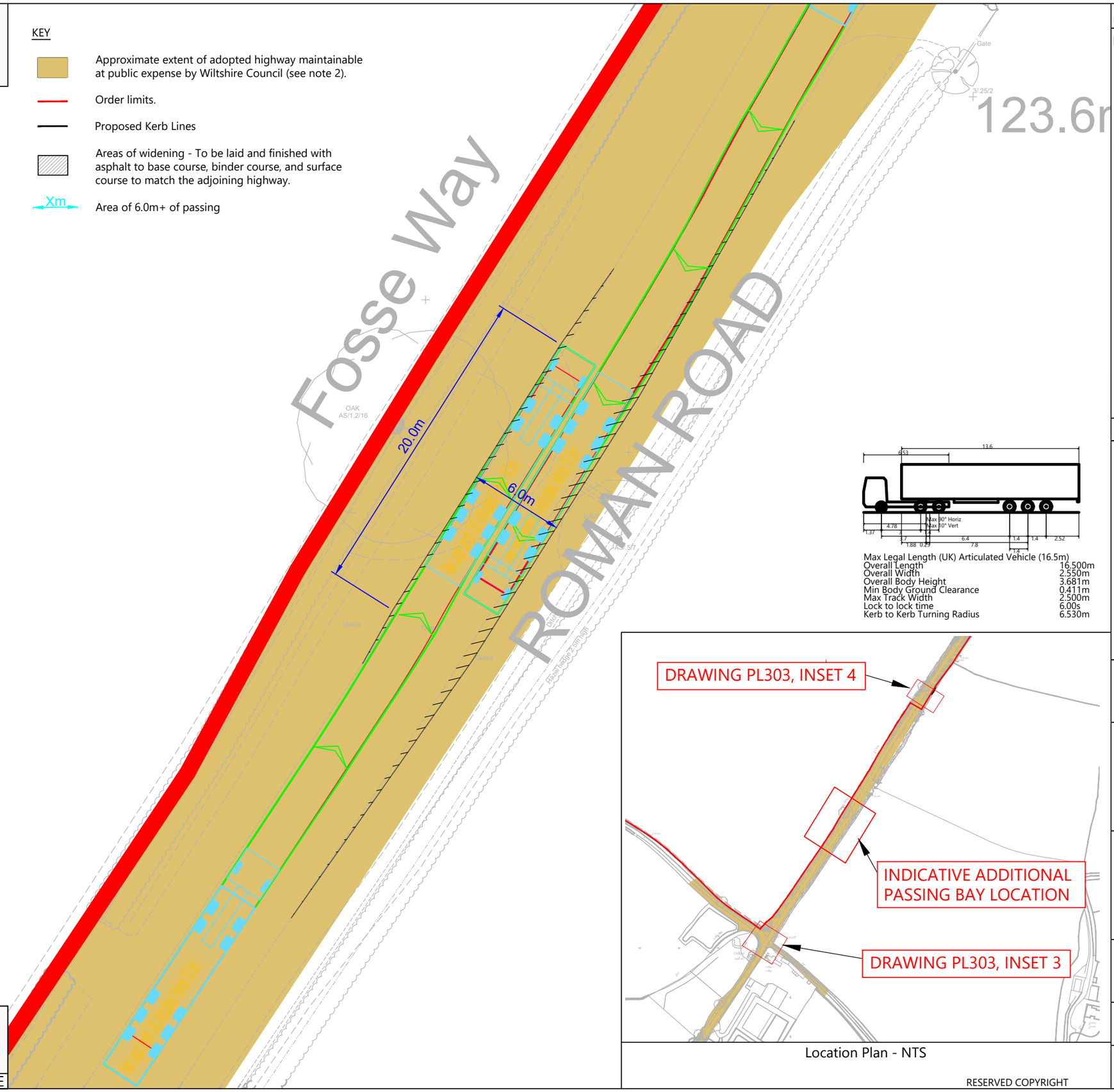
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL310	-

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A3
ORIGINAL PLOT SIZE

KEY

- Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
- Order limits.
- Proposed Kerb Lines
- Areas of widening - To be laid and finished with asphalt to base course, binder course, and surface course to match the adjoining highway.
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Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Location Plan - NTS

INDICATIVE

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NOTES:

1.This drawing is based on topographical survey AutoCAD file 'TPAlimednpl17TOPO.dwg' produced by Dando Surveying Limited and dated 30th April 2025.

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3.The red line Order Limits are based on Ordnance Survey data and have not been adjusted to topographical survey.

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Indicative Additional Passing Bay on Fosse Way (South)

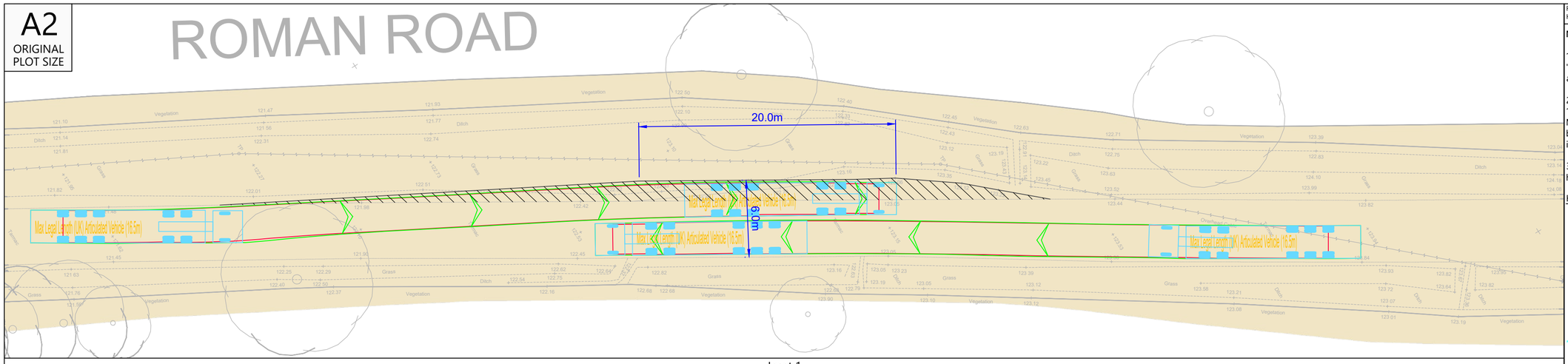
STATUS:
INDICATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	24.09.26	AS	SM	JD

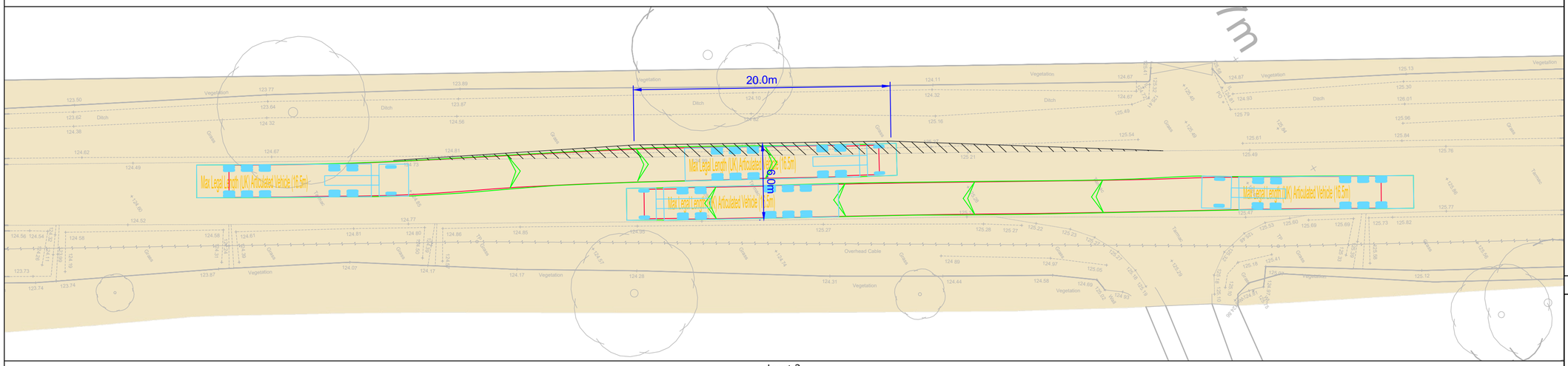
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL311	-

A2
ORIGINAL
PLOT SIZE

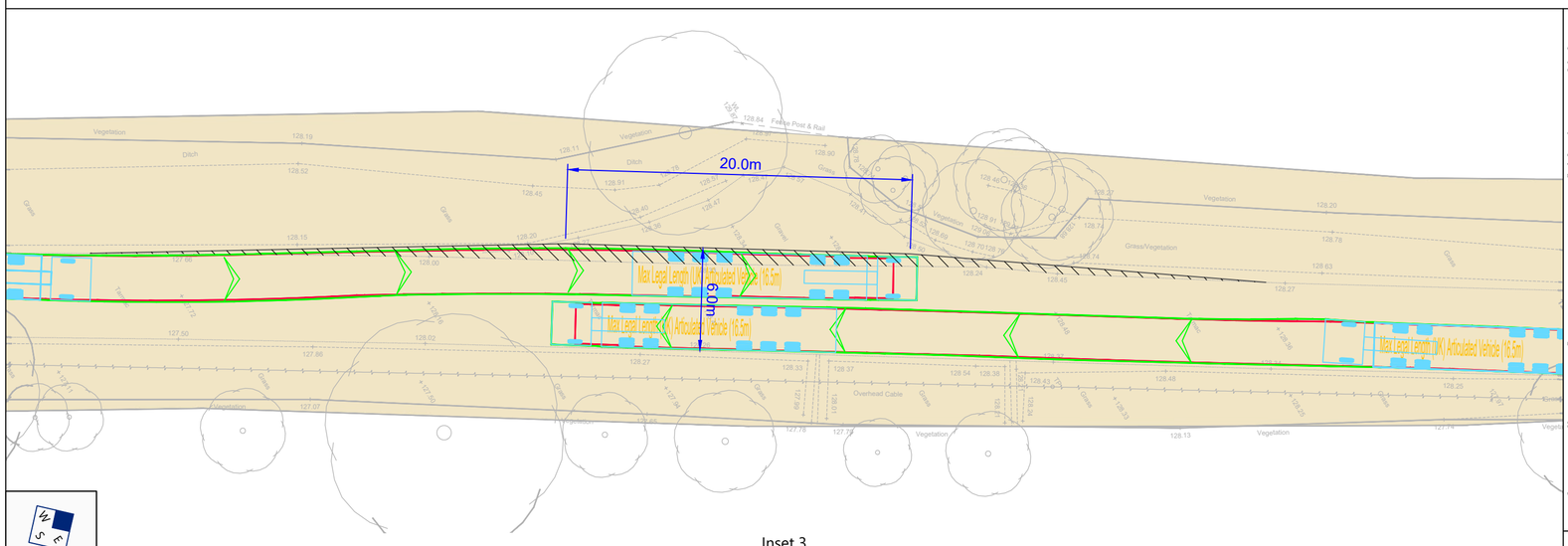
ROMAN ROAD



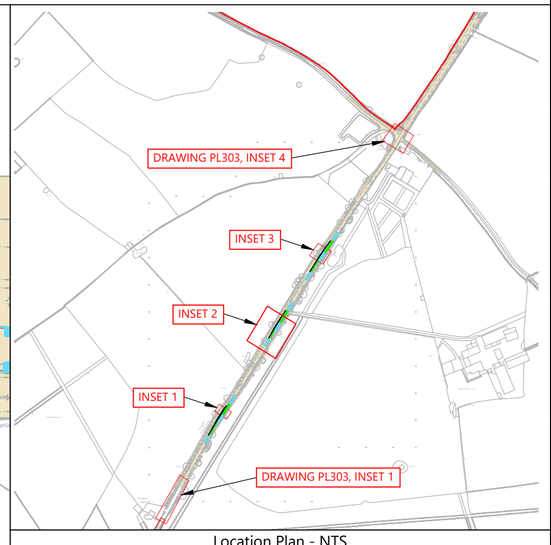
Inset 1



Inset 2



Inset 3



Location Plan - NTS

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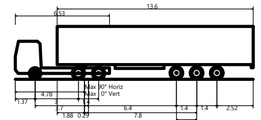
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KEY

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

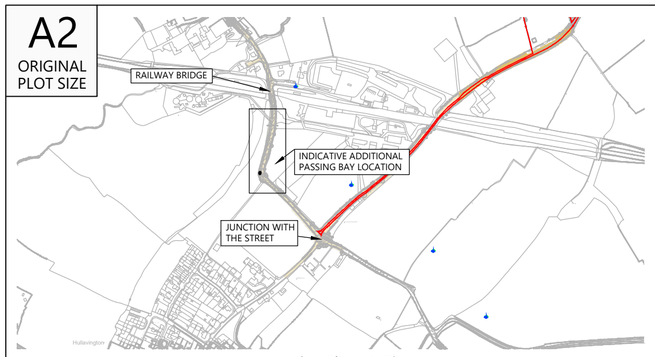
TITLE:
Indicative Additional Passing Bays on Fosse Way (South)

STATUS:
INDICATIVE

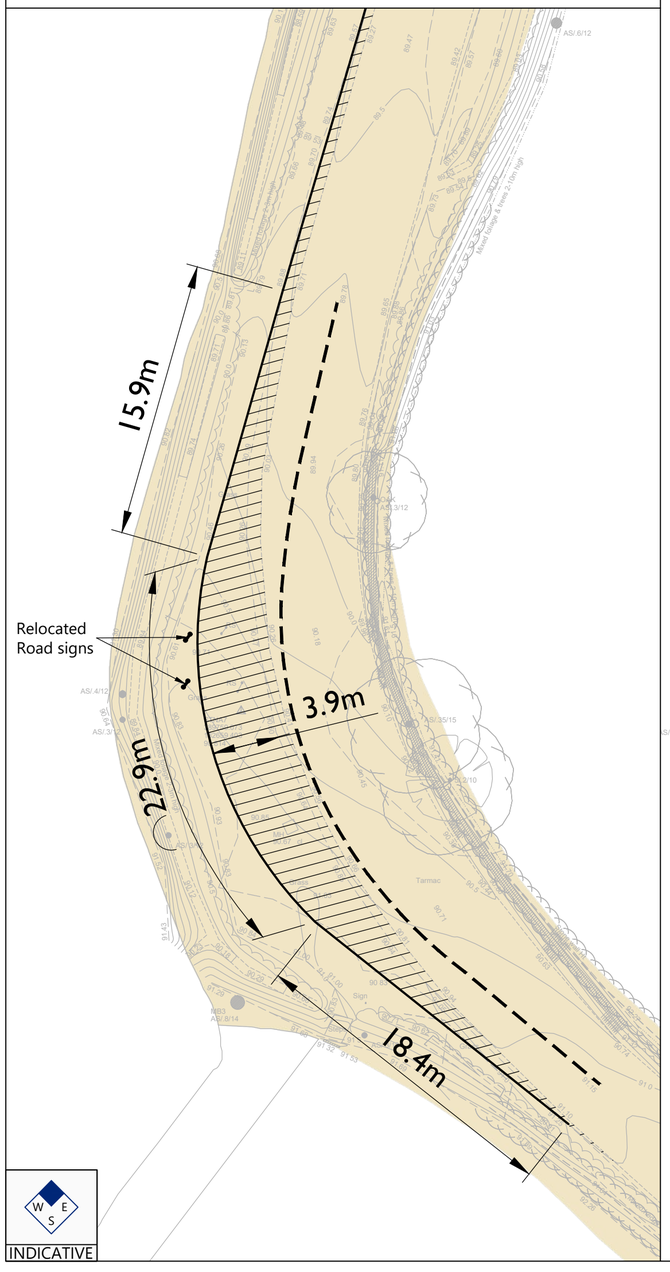
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	24.09.26	AS	SM	JD

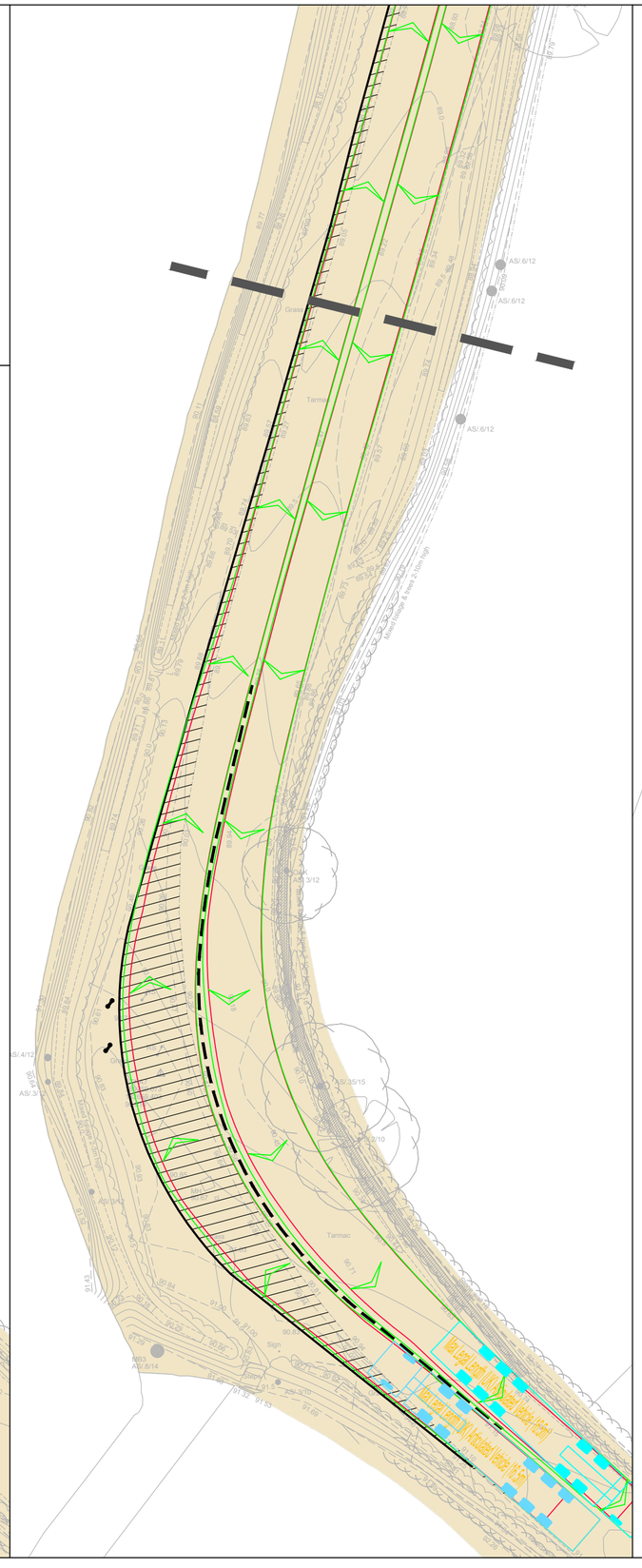
JOB NO:	DRAWING NO:	REVISION:
2306-020	PL312	-

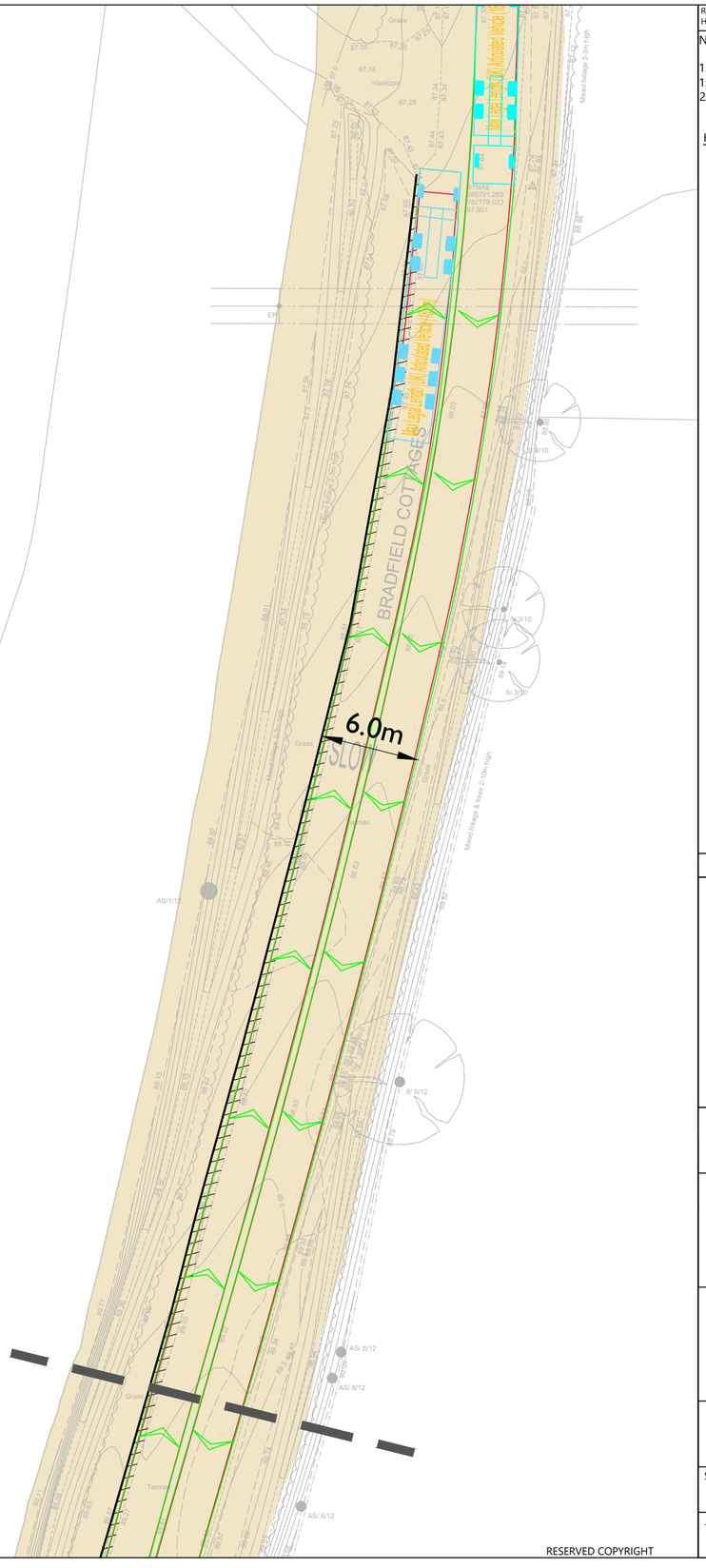
A2
ORIGINAL
PLOT SIZE



Location Plan - NTS







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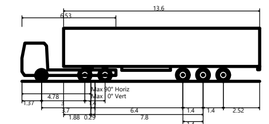
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NOTES:

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KEY

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Kerb to Kerb Turning Radius	6.530m

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Indicative Additional Passing Bay on Bradfield Cottages At Bend

STATUS:
INDICATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	24.09.26	RG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL313	-

A3
ORIGINAL
PLOT SIZE

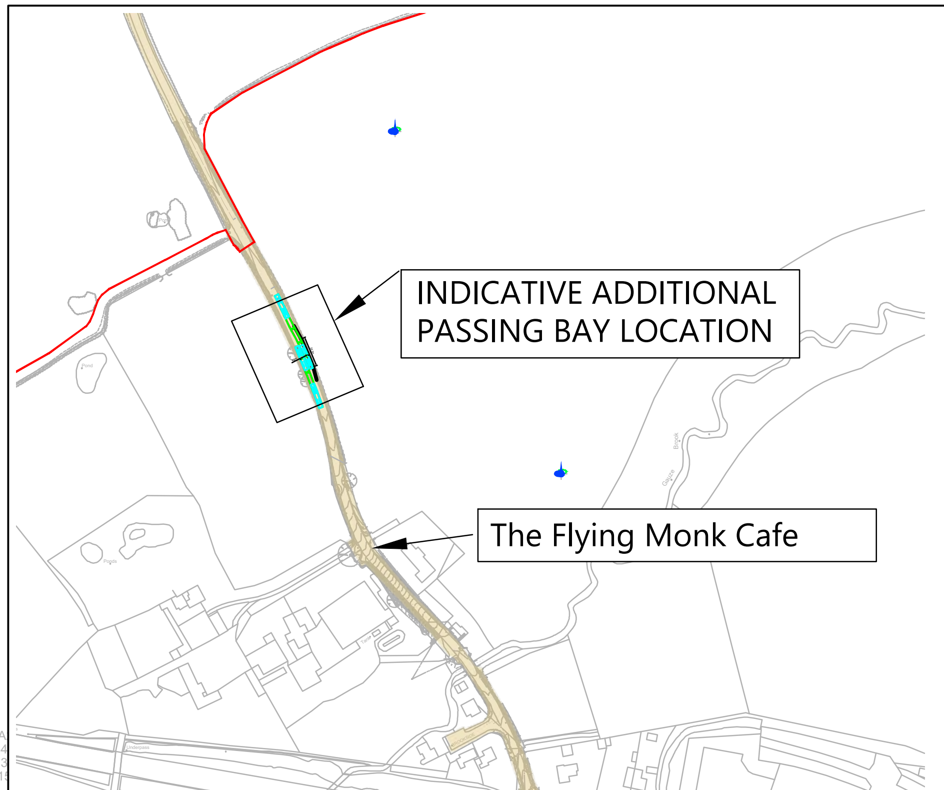


W E S

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KEY

(shaded)	Approximate extent of adopted highway maintainable at public expense by Wiltshire Council (see note 2).
(red line)	Order limits.
(black line)	Proposed Kerb Lines
(hatched)	Areas of widening - To be laid and finished with asphalt to base course, binder course, and surface course to match the adjoining highway.



Location Plan - NTS

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CLIENT:
LIME DOWN SOLAR PARK LTD

PROJECT:
LIME DOWN SOLAR PARK

TITLE:
Indicative Additional Passing Bay on Bradfield Cottages North of The Flying Monk

STATUS:
INDICATIVE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	24.09.26	RG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-020	PL314	-

Annex P 2028 Baseline + Construction Traffic AADT Calculations

HGVs

HGVs

	Vehicle Size (Max)	Land Parcel						Total
		A	B	C	D (West)	D (East)	E	
Daily HGV Deliveries (50% Uplift)		9	6	12	28	17	12	85
Daily HGV Movements (50% Uplift)		19	13	24	56	35	24	171

Construction Workers

Peak Day on Route

Route	Workers	Workers by Shuttle Bus	Shuttle Bus Trips	Workers by Car	Car Trips	Total Trips (Arrivals)	Total Trip Movements
Unnamed Road to Sherston (Route to Solar PV Site A)	129	64	3	64	43	46	92
Fosse Way (Route to Solar PV Site A, B and C)	271	135	7	135	90	97	194
Bradfield Cottages (Route to Solar PV Site D (West))	221	111	6	111	74	79	159
A429 South of roundabout to Hullavington (Route to Solar PV Site D and E)	331	166	8	166	110	119	237
A429 North of roundabout to Hullavington (Route to Solar PV Site D (East) and E)	160	80	4	80	53	57	114

Full trip generational spreadsheet -

Cable Route Corridor

Cable Route Corridor

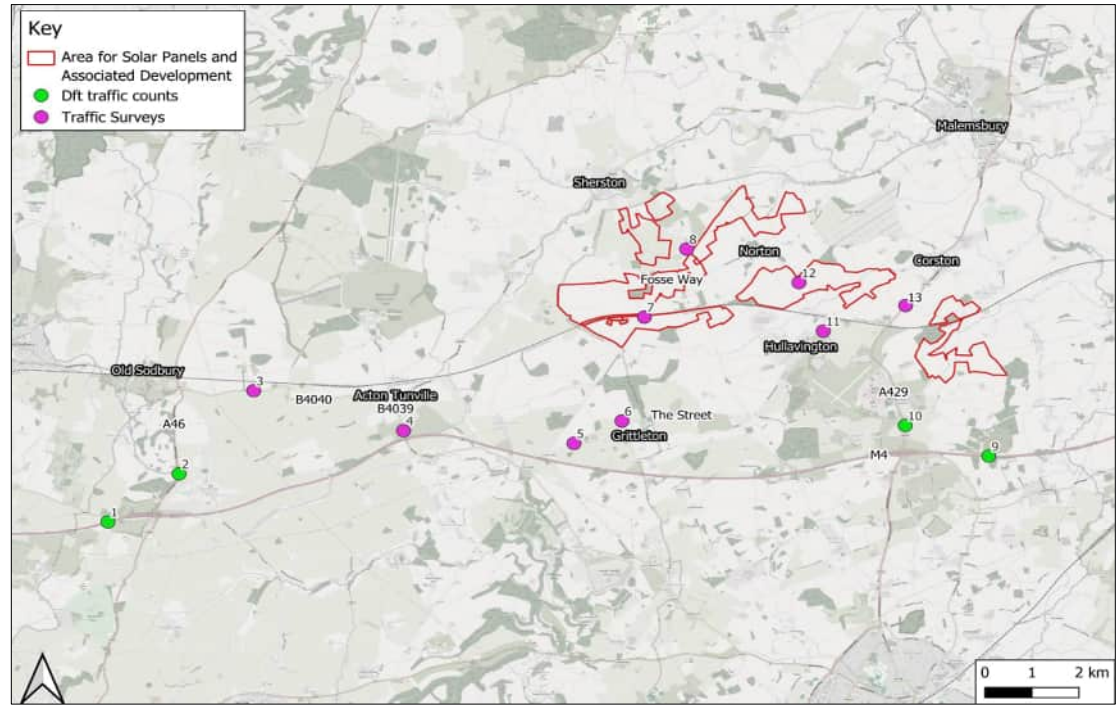
Total Access Points
28

	Peak Flows			Average Flows		
	HGV AADT Movements	LV AADT Movements	Total AADT Movements	HGV AADT Movements	LV AADT Movements	Total AADT Movements
Total Per Day	48	168	216	32	112	144
Average Per Access	1.7	6.0	7.7	1.1	4.0	5.1

Links	Number of Cable Route Corridor Access Points Served	HGV AADT Movements	LV AADT Movements	Total AADT Movements	HGV AADT Movements	LV AADT Movements	Total AADT Movements
M4 J18	8	14	48	62	9	32	41
A46	8	14	48	62	9	32	41
B4040	8	14	48	62	9	32	41
B4039	8	14	48	62	9	32	41
Unnamed Road West of Grittleton	8	14	48	62	9	32	41
The Street, Grittleton	2	3	12	15	2	8	10
Neeld Court, South of Grittleton	2	3	12	15	2	8	10
Road North of Yatton Keynell	4	7	24	31	5	16	21
Road to Sevington	2	3	12	15	2	8	10
Cromhall Lane	2	3	12	15	2	8	10
Fowlswick Lane	1	2	6	8	1	4	5
B4039	1	2	6	8	1	4	5
A420	2	3	12	15	2	8	10
Sheldon Corner	3	5	18	23	3	12	15
Chippenham Lane	2	3	12	15	2	8	10
Stowell Lane	1	2	6	8	1	4	5
A4 Bath Road	6	10	36	46	7	24	31
Road East of Easton	2	3	12	15	2	8	10
Road South of Easton	2	3	12	15	2	8	10
Corsham Road	1	2	6	8	1	4	5
Coppershell	3	5	18	23	3	12	15
Silver Street, Gastard	2	3	12	15	2	8	10
B3353	3	5	18	23	3	12	15
Westlands Lane (East)	1	2	6	8	1	4	5
Westlands Lane (West)	2	3	12	15	2	8	10
A365 Bath Road, Shaw	5	9	30	39	6	20	26

*Rounded to nearest whole number

Ref	Link	Direction	Development Trips	
			HGV (Daily)	LGV
Lime Down A, B & C				
1	M4 J18	EB	35	121
		WB	35	121
		Total	69	242
2	A46	NB	35	121
		SB	35	121
		Total	69	242
3	B4040	EB	35	121
		WB	35	121
		Total	69	242
4	B4039	NB	35	121
		SB	35	121
		Total	69	242
5	Unnamed Road west of Grittleton	NB	35	121
		SB	35	121
		Total	69	242
6	Alderton Road	NB	28	97
		SB	28	97
		Total	56	194
7	Fosse Way	NB	28	97
		SB	28	97
		Total	56	194
8	Unnamed Road between Fosse Way and Sherston	NB	9	46
		SB	9	46
		Total	19	92
Lime Down D & E				
9	M4 J17	EB	58	119
		WB	58	119
		Total	115	237
10	A429	NB	58	119
		SB	58	119
		Total	115	237
Lime Down D (West)				
11	Unnamed Road east of Hullavington	NB	28	79
		SB	28	79
		Total	56	159
12	Bradfield Cottages	NB	28	79
		SB	28	79
		Total	56	159
Lime Down D (East) & E				
13	A429 south of Corston	NB	29	57
		SB	29	57
		Total	59	114



Ref	Link	Direction	Observed 2024 (24hr AADT)			Baseline 2028 (24hr AADT)			Construction Traffic			Baseline 2028 plus Construction			% Change (Total Vehicles)	% Change (HGVs)
			Total Vehicles	HGV	HGV%	Total Vehicles	HGV	HGV%	Total Vehicles	HGV	HGV%	Total Vehicles	HGV	HGV%		
Lime Down A, B & C																
1	M4 J18	EB	39,069	4,610	12%	40,643	4,796	12%	156	35	22%	40,799	4,830	11.8%	0.4%	0.7%
		WB	39,371	4,550	12%	40,958	4,733	12%	156	35	22%	41,113	4,768	11.6%	0.4%	0.7%
		Total	78,440	9,160	12%	81,601	9,529	12%	311	69	22%	81,912	9,598	11.7%	0.4%	0.7%
2	A46	NB	6,536	408	6%	6,799	424	6%	156	35	22%	6,955	459	6.6%	2.3%	8.2%
		SB	6,596	414	6%	6,862	431	6%	156	35	22%	7,017	465	6.6%	2.3%	8.0%
		Total	13,132	822	6%	13,661	855	6%	311	69	22%	13,973	924	6.6%	2.3%	8.1%
3	B4040	EB	1,169	33	3%	1,216	35	3%	156	35	22%	1,371	69	5.1%	12.8%	99.7%
		WB	1,177	36	3%	1,225	38	3%	156	35	22%	1,380	72	5.2%	12.7%	91.8%
		Total	2,346	70	3%	2,440	73	3%	311	69	22%	2,752	142	5.2%	12.8%	95.6%
4	B4039	NB	1,363	30	2%	1,417	31	2%	156	35	22%	1,573	66	4.2%	11.0%	110.6%
		SB	1,395	33	2%	1,451	34	2%	156	35	22%	1,607	69	4.3%	10.7%	100.5%
		Total	2,757	63	2%	2,868	66	2%	311	69	22%	3,180	135	4.3%	10.9%	105.3%
5	Unnamed Road west of Grittleton	NB	474	24	5%	493	25	5%	156	35	22%	649	60	9.2%	31.6%	138.0%
		SB	451	23	5%	469	23	5%	156	35	22%	625	58	9.3%	33.2%	147.6%
		Total	925	47	5%	962	49	5%	311	69	22%	1,274	118	9.3%	32.4%	142.7%
6	Alderton Road	NB	678	11	2%	706	11	2%	125	28	22%	831	39	4.7%	17.7%	249.5%
		SB	630	9	1%	655	9	1%	125	28	22%	780	37	4.7%	19.1%	311.9%
		Total	1,308	19	1%	1,361	20	1%	250	56	22%	1,610	76	4.7%	18.3%	277.2%
7	Fosse Way	NB	456	12	3%	475	12	3%	125	28	22%	599	40	6.6%	26.3%	231.0%
		SB	430	8	2%	447	8	2%	125	28	22%	572	36	6.3%	27.9%	328.3%
		Total	886	20	2%	921	21	2%	250	56	22%	1,171	76	6.5%	27.1%	271.2%
8	Unnamed Road between Fosse Way and Sherston	NB	754	21	3%	784	22	3%	55	9	17%	840	31	3.7%	7.1%	43.0%
		SB	735	19	3%	765	20	3%	55	9	17%	821	30	3.6%	7.2%	46.5%
		Total	1,489	40	3%	1,549	42	3%	111	19	17%	1,660	61	3.7%	7.2%	44.7%
Lime Down D & E																
9	M4 J17	EB	39,977	4,248	11%	41,588	4,419	11%	176	58	33%	41,764	4,477	10.7%	0.4%	1.3%
		WB	39,526	3,803	10%	41,119	3,956	10%	176	58	33%	41,295	4,014	9.7%	0.4%	1.5%
		Total	79,503	8,051	10%	82,707	8,375	10%	353	115	33%	83,060	8,491	10.2%	0.4%	1.4%
10	A429	NB	7,069	300	4%	7,354	312	4%	176	58	33%	7,530	370	4.9%	2.4%	18.4%
		SB	7,516	354	5%	7,819	368	5%	176	58	33%	7,995	426	5.3%	2.3%	15.6%
		Total	14,585	654	4%	15,173	680	4%	353	115	33%	15,525	795	5.1%	2.3%	16.9%
Lime Down D (West)						**Lime Down D (West)**										
11	Unnamed Road east of Hullavington	NB	1,444	68	5%	1,502	71	5%	107	28	26%	1,609	99	6.2%	7%	40%
		SB	1,481	62	4%	1,541	64	4%	107	28	26%	1,648	92	5.6%	7%	44%
		Total	2,925	130	4%	3,043	135	4%	215	56	26%	3,258	191	5.9%	7.1%	41.7%
12	Bradfield Cottages	NB	697	22	3%	725	23	3%	107	28	26%	833	51	6.2%	14.8%	121.5%
		SB	699	24	3%	727	25	3%	107	28	26%	834	53	6.3%	14.8%	114.2%
		Total	1,396	46	3%	1,452	48	3%	215	56	26%	1,667	104	6.3%	14.8%	117.7%
Lime Down D (East) & E																
13	A429 south of Corston	NB	6,081	252	4%	6,326	262	4%	87	29	34%	6,413	291	4.5%	1.4%	11%
		SB	5,533	203	4%	5,756	211	4%	87	29	34%	5,843	240	4.1%	1.5%	14%
		Total	11,615	454	4%	12,083	473	4%	173	59	34%	12,256	531	4.3%	1.4%	12.4%