Pell Frischmann

Postcombe and Lewknor Solar Farm

Transport Statement & Construction Traffic Management Plan

April 2025

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1 Introduction

Pell Frischmann has been instructed by Postcombe and Lewknor Solar Farm Limited (the Applicant) to produce a combined Transport Statement and Construction Traffic Management Plan (CTMP) in support of a planning application for a solar energy development located on farmland located between the villages of Postcombe and Lewknor, Oxfordshire.

This report provides an overview of the Proposed Development in relation to construction traffic, assesses the anticipated impact of the Proposed Development on the road network within the local area and sets out the proposed mitigation measures for use at the site.

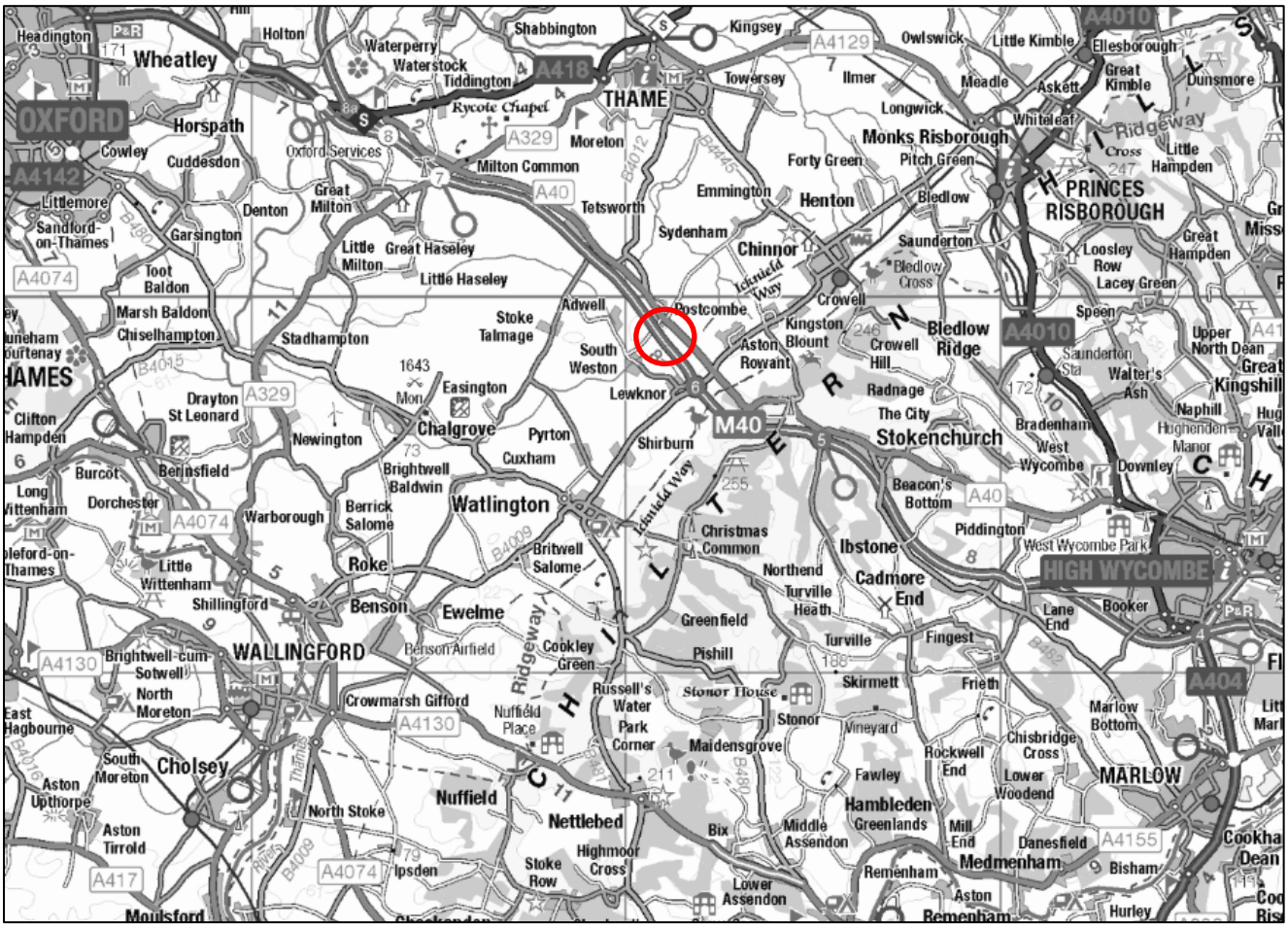
2 Development Description & Planning Condition

2.1 Development Location

The Proposed Development comprises of a solar array located on agricultural fields, located between the villages of Postcombe and Lewknor, Oxfordshire. The site comprises of two parcels of land located on either side of the M40 motorway which will be connected by an electrical connection allowing power export to the wider transmission network.

The Proposed Development location is illustrated in Figure 1.

Figure 1 Development Location



2.2 Site Access Strategy

Access to the site will be taken from two points on the public road network.

An existing access junction is proposed to be widened and constructed on the A40 at the site of a field access gate. The junction is designed to provide access to the eastern land parcel and will allow access for Car, Light Goods Vehicles (LGV) and Heavy Goods Vehicles (HGV) used during the construction and operational phase of the Proposed Development. A layout plan of the proposed junction is provided in Appendix A.

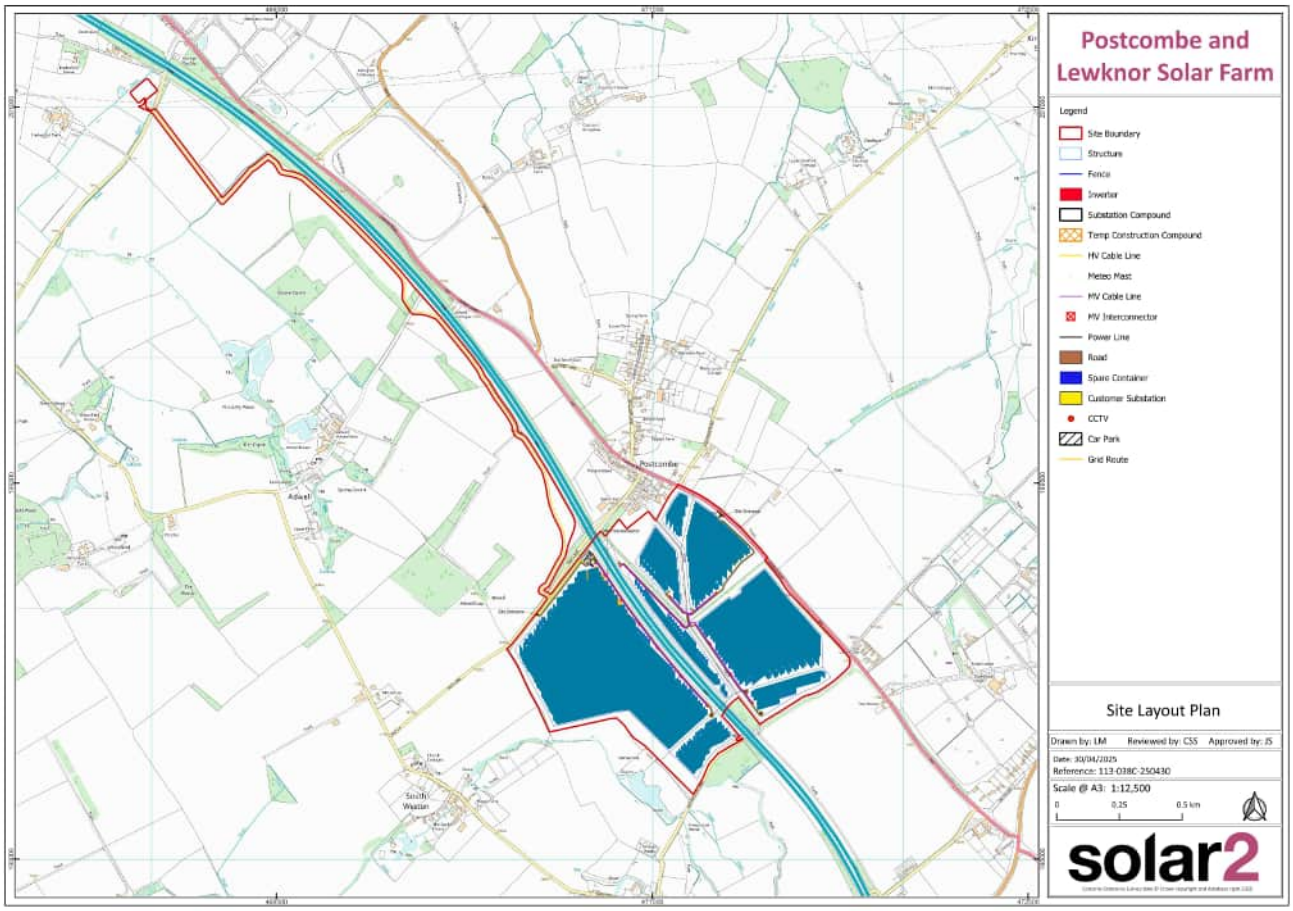
Access to the western development area is provided from Salt Lane to the north of the development site. A layout plan of the proposed junction is provided in Appendix A.

The junctions would be constructed to allow two vehicles to pass when turning in and out of the junctions. The edge vegetation along the existing road will be trimmed back to create compliant visibility splays. Temporary

access gates will be set back by 15m during construction works to ensure that HGV traffic does not back onto the public road when the gate is closed. These would be relocated back by 6m when the site is operational.

The locations of the access junctions is illustrated in Figure 2.

Figure 2 Site Layout



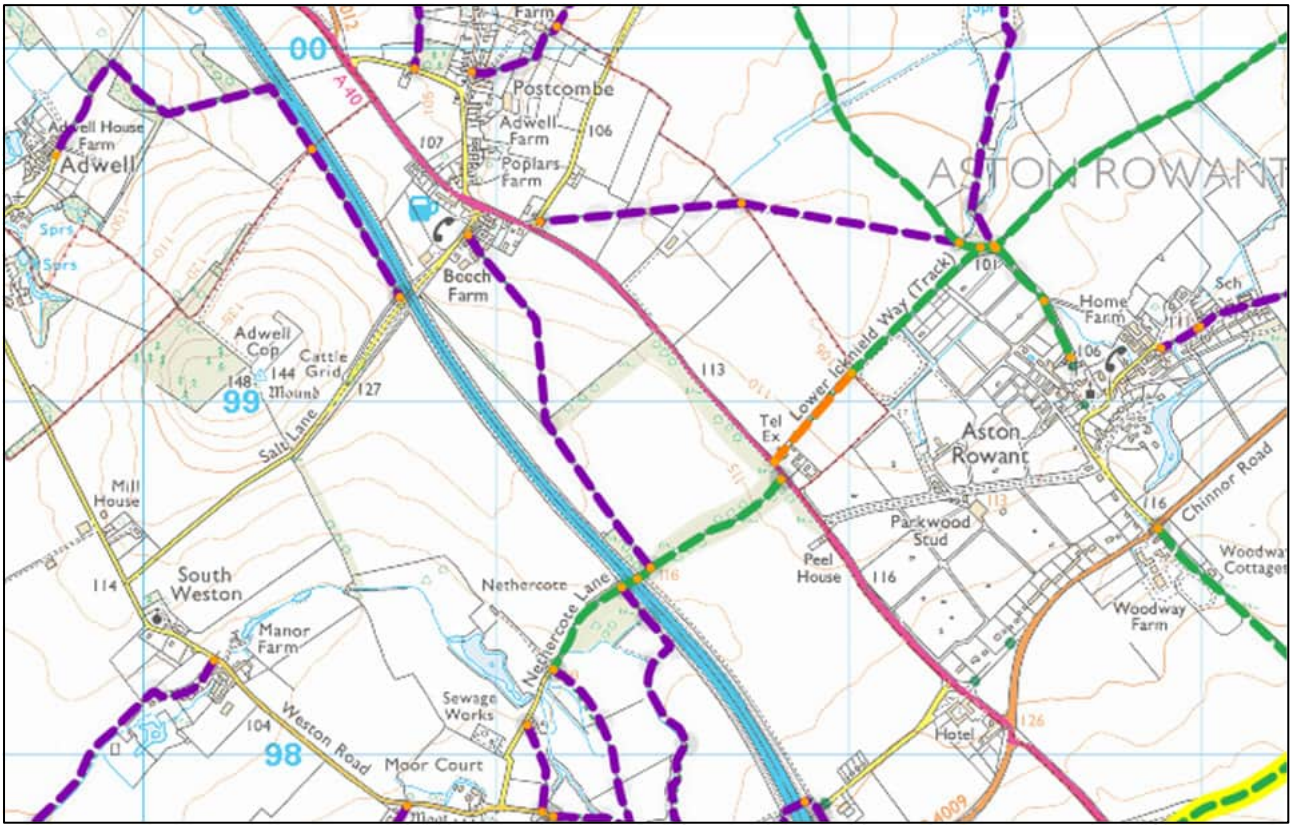
The onsite access tracks would be constructed of compacted engineered fill and can be elevated above existing ground where required. The access track leading from the public road will have a metalled finish over the first 10m to help reduce the likelihood of any mud or dust being transported onto the public road.

3 Existing Network

3.1 Active Travel Network

A review of the Oxfordshire County Council (OCC) Public Rights of Way (PRoW) plan[1] has been undertaken. Figure 3. PRoW are illustrated in purple, Bridleways in green and Restricted Byways in orange.

Figure 3 PRoW Plan Extract



PRoW 277/7/10 runs from Postcombe to the south of the eastern development area. Bridleways 277/33/30 and 277/33/10 (Nethercote Lane) are located on the southern boundary of both development parcels.

The grid connection cable intersects footpath 102/1/10 to the north of the main development area.

The nearest National Cycle Network route (NCN) is NCR 57 Wiltshire - Hertfordshire. The route is located to the northeast of the development site and no significant interaction between construction traffic and NCR users is predicted.

3.2 Existing Road Links

Access to the nearest trunk road is available at Junction 6 of the M40. The M40 provides strategic road connections from London to Oxford and Birmingham and is operated by National Highways via a management agent.

The B4009 provides connections from Chinnor to Watlington. The road is local distributor road and is operated by OCC. The road is approximately 8m in width near Junction 6 and is capable for regular HGV use. The road is mainly subject to a 40mph speed limit around the M40 junction.

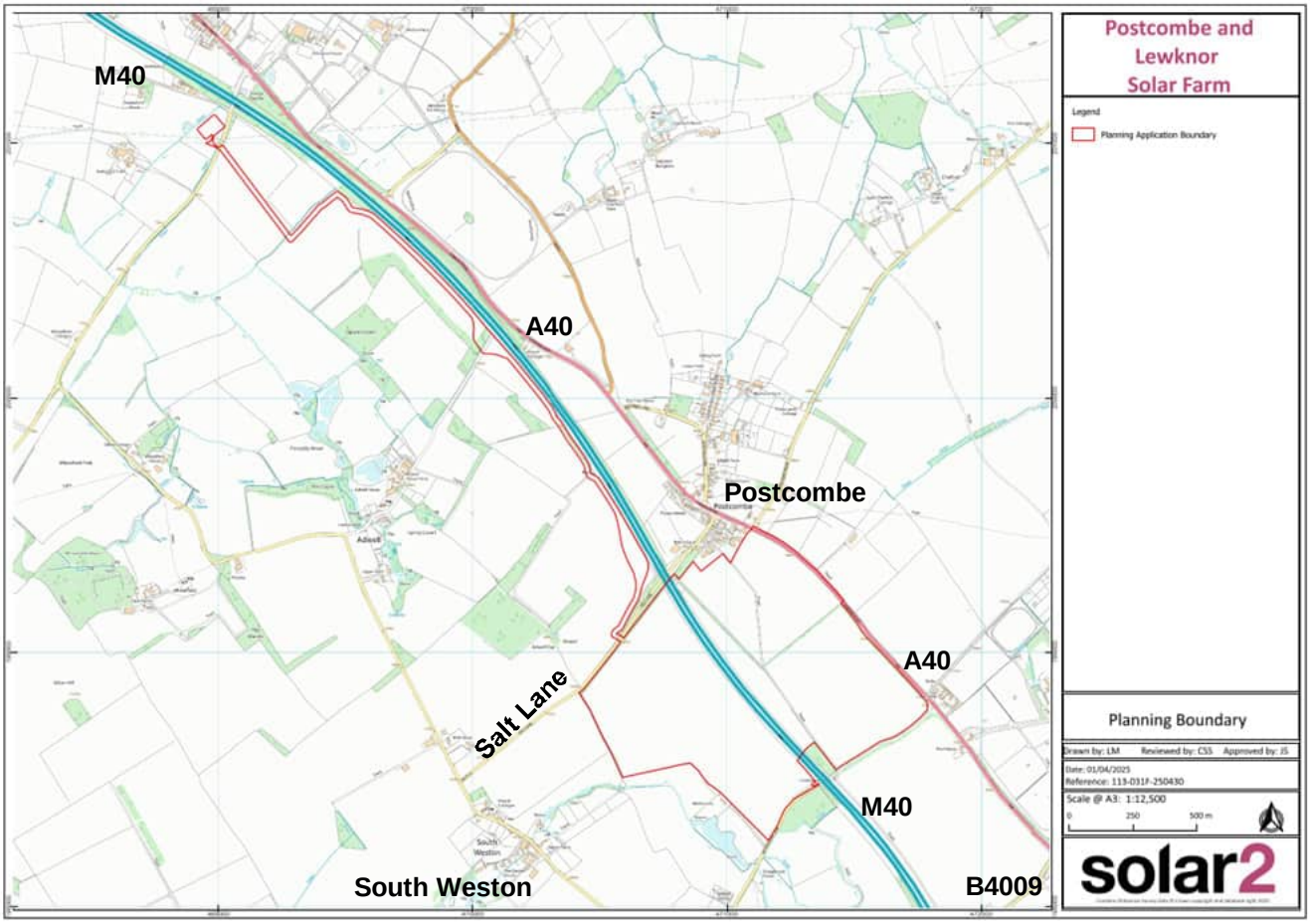
[1] https://publicrightsofway.oxfordshire.gov.uk/standardmap.aspx

The A40 provides district distributor connections in parallel to the M40. The road is maintained by OCC and is 7m in width and capable for regular HGV use.

Salt Lane is a local access road connecting Postcombe and South Weston. The road is subject to a 7.5tonne environmental weight limit and has a 20mph speed limit within Postcombe. The road is maintained by OCC, who have advised that a temporary removal of the weight limit could be temporarily adjusted to enable construction access.

The study area roads are illustrated in Figure 4.

Figure 4 Study Area



3.3 Road Safety Review

Road traffic accident data for the five-year period commencing 01 January 2019 through to the 31 December 2023 was obtained from the online resource CrashMap[2] which uses data collected by the police about road traffic crashes occurring on British roads.

The statistics are categorised into three categories, namely “Slight” for damage only incidents, “Serious” for injury accidents and “Fatal” for accidents that result in a death.

The review indicates that there have been eight accidents on the B4009 and A40 (between the M40 slip roads and Postcombe) within the last five years. Of these, all are categorised as “slight” accidents (damage only).

The seven accidents on the B4009 have all occurred at junctions (slip road junctions for the M40 and the two A40 junctions). Of these, one accident involved a cyclist, whilst two involved an HGV. Young Drivers (aged 25

[2] https://www.crashmap.co.uk [Accessed January 2025]

and under), were involved in five of these accidents. All of the accidents involved two or more vehicles and non were recorded in winter periods.

The accident on the A40 occurred to the north of Postcombe and involved a motorcycle in collision with two cars at the junction of the A40 and Box Tree Lane (southern junction).

The types of accident noted tend to suggest that the temporary increase in traffic caused by construction traffic is unlikely to have a significant effect on accidents in the area.

3.4 Existing Traffic Conditions

In order to assess the impact of development traffic on the study area, a series of Automatic Traffic Count (ATC) sites were established between the 8th and 14th of May 2024. The count sites were located as follows:

1. A40, at the location of the proposed eastern access junction; and

2. Salt Lane, at the location of the western access junction.

The traffic counters allowed the traffic flows to be split into vehicle classes and the data has been summarised into cars / light good vehicles (LGVs) and heavy goods vehicles (HGVs) (all goods vehicles >3.5 tonnes gross maximum weight and buses).

The 24-hour two-way average traffic flows for each of the traffic count locations are presented in Table 1.

Table 1 24-hour Two-way Average Traffic Data (2024)

No.	Survey Location	Cars & LGV	HGV	Total	Average Speed (MPH)	85 Percentile Speed (MPH)
1	A40	4,101	1,164	5,264	36.5	43.3
2	Salt Lane	244	50	294	38.4	45.7

The traffic speed data has been used to inform the junction designs presented in Appendix A.

3.5 Committed Development

A review of committed development sites in the surrounding area has been undertaken. The following schemes have been identified.

- Haresford Solar (Operational) – 3.1km North Northwest of the solar area;
- Dodwells Solar (Consented, Awaiting Construction) – 3.2km North of the solar area;
- Cornwell Solar Farm (Operational) – 4km Northwest of the solar area; and
- Chalgrove Solar (Operational) – 4.7km West of the solar area.

The Haresford and Chalgrove schemes are operational and as such do not attract significant traffic flows. These schemes have been excluded from a cumulative assessment.

The Dodwells scheme was granted consent in 2021 and requires development to commence within three years. As such it is expected that this site will be operational by 2028 when construction of the Proposed Development commences.

The Cornwell scheme is currently under construction and will be complete prior to 2028 when construction of the Proposed Development commences.

There are no current cumulative schemes that will have a significant impact on the study area network to consider.

4 Potential Traffic Impact

4.1 Operational Phase Traffic

No assessment of the operational phase of the development has been undertaken, as traffic flows associated with this phase will be circa four LGV trips every month to monitor and review the operation of the solar panels.

The largest impact would be associated with the construction phase and this has been considered and assessed in the following sections.

4.2 Trip Generation

The proposed construction works are estimated to take between up to 14 months in total and would commence in 2028 if planning permission is granted. To provide a robust assessment, the construction programme is estimated to be 12 months.

The programme has been divided into its component sections and estimates of the likely traffic generation have been made from the material quantities, staff requirements and component deliveries required. The main areas of construction traffic can be subdivided into:

- Site establishment and creation of the site compound;
- Creation of the site access tracks;
- Installation of the solar panels frames and panels;
- Installation of the proposed high voltage (HV) equipment;
- Cabling between the two development areas;
- Cabling to the grid connection substation;
- Site restoration, security and fencing works;
- General material deliveries;
- Commissioning of the equipment and testing; and
- Arrival and departure of construction and commissioning staff at the site.

The traffic generation during the construction phase has used first principles to establish the volume and tonnage of construction materials. This has then been converted to two way vehicle movements to create the construction programme illustrated in Table 2.

It is proposed that 30% of the construction staff working at the site would arrive in single occupancy cars and that the remainder will arrive in LGV or minibuses. A Travel Plan for staff reducing the need for single car access to the site will be developed to help reduce staff traffic numbers.

Table 2: Construction Traffic

		Month					
Description	**Vehicle Class**	**1**	**2**	**3**	**4**	**5**	**6**
Site Establishment	HGV	60					
Ground Works	HGV	203	203	203	203		
Compound	HGV	76	76				
Site Tracks	HGV	305	305	305	305		
Geotextiles	HGV	3	3				
Solar Array Works	HGV		37	37	37	37	46
Cabling & Cabling Sand	HGV			87	87	87	87
Concrete Deliveries	HGV			18			
Internal HV Works & Buildings	HGV					29	29
Grid Connection	HGV						
Site Restoration & Fencing	HGV						
General Deliveries	HGV	44	44	44	44	44	44
Commissioning	LGV						
Staff Movements	LGV	748	1276	1276	1276	1276	1188
Total LGV per Day		34	58	58	58	58	54
Total HGV per Day		31	30	32	31	9	9
Total Vehicles per Day		65	88	90	89	67	63
		Month					
Description	**Vehicle Class**	**7**	**8**	**9**	**10**	**11**	**12**
Site Establishment	HGV						60
Ground Works	HGV						
Compound	HGV						
Site Tracks	HGV						
Geotextiles	HGV						
Solar Array Works	HGV	46	46	46			
Cabling & Cabling Sand	HGV	87	87				
Concrete Deliveries	HGV						
Internal HV Works & Buildings	HGV						
Grid Connection	HGV		15	64	64	15	
Site Restoration & Fencing	HGV					88	88
General Deliveries	HGV	44	44	44	44	44	44
Commissioning	LGV					88	88
Staff Movements	LGV	1188	1144	1100	1056	616	572
Total LGV per Day		54	52	50	48	32	30
Total HGV per Day		8	9	7	5	7	9
Total Vehicles per Day		62	61	57	53	39	39

Please note that rounding errors may occur.

The peak of construction activity occurs in Month 3 of the construction programme, with a total of 90 construction movements (45 inbound and 45 outbound trips per day).

4.3 Distribution of Construction Trips

Exact material suppliers will be determined through a Balance of Plant (BoP) contract. The supplies anticipated for use in this study have been assumed to originate from the M40 corridor with access taken from Junction 6. Traffic would then approach the site from the A40. Traffic for the western development area would pass the A40 access and would access the site via Salt Lane.

A Temporary Traffic Regulation order (TTRO) would be promoted to move the existing 7.5 tonne weight limit from the junction of the A40 and Salt Lane to the west of the proposed Salt Lane junction. This will be promoted with OCC.

These general distributions have been applied to the peak of construction activities to estimate the likely peak traffic associated with construction activities. The peak construction traffic flows are summarised in Table 3.

Table 3: Peak Construction Traffic Flows

No.	Survey Location	Cars & LGV	HGV	Total
1	A40	58	32	90
2	Salt Lane	30	16	46

4.4 Abnormal Load Access

There are no Abnormal Indivisible Loads (AIL) associated with the Proposed Development and as a result, all loads will comply with the Construction & Use Regulations.

4.5 Electrical Grid Road Crossing

The proposed grid connection will be made by Horizontal Directional Drilling (HDD). This will be under the M40 and all public roads. There will not be a need to close roads to undertake the connections works.

4.6 Potential Traffic Impact

To assess the likely effects during the construction phase, base year traffic flows were determined by applying a National Road Traffic Forecast (NRTF) low growth factor to the 2024 traffic flows.

The construction period is estimated to commence in 2028. The NRTF low growth factor for 2024 to 2028 is 1.021. This factor was applied to the 2024 survey data to estimate the 2028 Baseline traffic flows shown in Table 4.

Table 4 24-hour Two-way Average Traffic Data (2024)

No.	Survey Location	Cars & LGV	HGV	Total
1	A40	4,187	1,188	5,375
2	Salt Lane	249	51	300

The peak of development traffic was compared against the 2028 data to review the potential traffic impact. This is summarised in Table 5.

Table 5 Percentage Traffic Impact

No.	Survey Location	Cars & LGV	HGV	Total
1	A40	1.4%	2.7%	1.7%
2	Salt Lane	12.0%	31.1%	15.3%

The traffic impact on the A40 is not considered significant.

The potential total traffic impact associated with the construction phase is 15.3% on Salt Lane. Whilst this increase is statistically high, the average number of construction vehicles is approximately six per hour (three inbound and three outbound) and is insufficient to have a significant impact on the operation of the road during the short-lived construction period.

To address potential issues during the construction phase, it is proposed that a Construction Traffic Management Plan (CTMP) is developed.

5 Construction Traffic Management Proposals

The traffic management proposals in this report will be provided to the principal contractor and they will be required to abide by these regulations as part of their commercial contracts with the Applicant. Failure to follow the traffic management measures proposed would be a contractual matter and could result in contractors being dismissed from the site.

Pages with information about the construction of the solar farm will be available on a project website. These will be updated throughout the construction period. A telephone number for the contractor would be published during operational hours to resolve any traffic management problems that occur and these calls would be logged and reported to the Applicant on a weekly basis to monitor the situation.

The site access junction will be kept clear at all times during construction and will be monitored by on-site staff to ensure vehicles do not attempt to use the area for parking.

Use of a visible vehicle identification system should be employed for bulk delivery HGV to ensure compliance with the agreed route and driver behaviour standards. This will allow the public to identify any rogue vehicles to the site office for easy recognition and review.

The following measures would be provided to assist in managing traffic across the study area road network.

5.1 General Measures

Wherever reasonably possible, local suppliers such as quarries and concrete works are proposed to help minimise traffic levels of the network. Upon selection of the contractor, wider area routing information will be made available and final numbers of traffic movements confirmed.

The following measures would be implemented through a Construction Traffic Management Plan (CTMP) during the construction phase:

- Contractual requirement that contractors will only use the agreed access routes;
- Direction signage signposting traffic on the agreed access route;
- Identification numbers of HGV and vans to allow easy recognition;
- Providing the public with details of how to report use of unapproved routes or driving issues of concern;
- Using GPS trackers to allow the monitoring of bulk delivery vehicle movements;
- Setting out site staff disciplinary measures for those who ignore the agreed access route and enforcing these throughout the construction period;
- All site vehicles will feature “white noise” reversing warning devices to reduce noise disruption when on site;
- All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway; and
- Site induction for all staff instructing them on what route to site they can use to enter and exit the site and obtaining their acknowledgement that there is only one approved access route. The induction would include:
    - A tool box talk safety briefing;
    - The need for appropriate care and speed control;
    - A briefing on driver speed reduction agreements (to slow site traffic at sensitive on the route); and
    - Identification of the required access routes and access junction operation and the controls to ensure no departure from these routes.

5.2 Road Signage

A junction signage strategy will be prepared and agreed with OCC prior to works commencing. The strategy will include the following:

- Direction signage to ensure vehicles keep to the approved access route;
- Site access signage to advise other road users of increased movements in the vicinity of the access junction. This may include a temporary speed limit during the access junction upgrade works; and
- Chapter 8 (Traffic Signs Manual) compliant “Slow Down” and construction warning signage along the vicinity of the junction.

Regular maintenance will be undertaken at the sign locations to keep the plates clean and to ensure that verge vegetation does not obscure them.

5.3 Wheel Cleaning Facilities

Wheel cleaning facilities will be established at the site entrance during the initial upgrade works. This will take the form of a dry wheel wash and wheel and axle hand cleaning tools will be kept at this location.

A road sweeper would also be provided at site during the construction phase to ensure that the public highway is kept clean in the vicinity of the site access junction.

To ensure that the site traffic does not deposit mud or other debris onto the public road, the first 5m of the access track leading into the site will be in a metalled finish. This will be maintained through into the operational phase.

5.4 Turning Facilities & Banksmen

For safety reasons, both onsite and for other road users, the site has been designed so all vehicles can enter and exit the site in a forward gear. No vehicle shall reverse onto unmanaged public roads and shall only enter / exit the site using forward gear only.

A banksman will be provided at the site access to help guide traffic within the site and to ensure health and safety access for the site. The banksman will be in radio contact with the wider site compound to advise of movements to and from the site.

Upon completion of construction works, a gate will be provided on the on the new access track. The gate will be set back from the road to ensure that any future HGV vehicles can stop at the gate without blocking back onto the road.

5.5 Public Rights of Way

The route of the PRoW 277/7/10 is being maintained in the proposed site layout. Bridleways 277/33/30 and 277/33/10 (Nethercote Lane) are outwith the Proposed Development area. Footpath 102/1/10 will be diverted during the cable grid connection works.

During the construction phase, construction traffic has the potential to interact with walkers, cyclists and equestrians using the existing footpath network. Various measures are proposed to assist with the safety of all path users.

The Applicant will ensure that the Principal Contractor will ensure the following during the construction phase:

- That any footpath which has had its surface disturbed will be remediated upon completion of the relevant construction activity (i.e. at a crossing point);
- People will not be asked to avoid using a route or area when there is no safety related reason to do so;

- Warning signs will be removed promptly when the relevant hazard has ceased;
- Vehicular access gates may be locked for management reasons including the control of unauthorised vehicles for example but would only be locked where a side pedestrian side gate is provided. Where construction activities present a potential danger to pedestrians / other users a temporary diversion or re-routing would be advised in the interests of health & safety;
- All pedestrian gates to be provided on Site will meet BS 5709 and shall have a minimum width of 1.525 m to ensure equine access; and
- Electric wires or barbed wire will not be used on the Site.

During construction activities, the construction contractor operatives will act and behave in a responsible manner when asking people to avoid construction activity risks. They will:

- Display signs notifying path users of any upcoming diversion option, prior to any diversion taking place;
- Notifying path users that a diversion option is in place by displaying signage at the Site of the diversion itself;
- Take precautions, such as asking people to avoid using a particular route or area, or to avoid doing a particular activity where there are more serious or less obvious hazards to their safety;
- Keep any precautions to the minimum area and duration required to safeguard people's safety;
- Notify the public about any precautions at all access points;
- Not deliberately obstruct a footpath; and
- Not obstruct or hinder people from exercising access rights, either by physically obstructing access or by otherwise discouraging or intimidating them.

In addition, all construction operatives will be required to understand the requirements of onsite access rights at their induction. Failure to observe these may result in their removal from Site.

5.5.1 Areas of Proposed Exclusion

Construction operations such as track construction, cabling and fencing works will require exclusion areas being set out in the areas surrounding these works.

Should there be a need to provide a short-term closure of a footway, the Applicant will advise the Council's Access Officer and will request the closure. Such closures would be signposted entrances to the affected footpath(s).

5.5.2 Proposed Temporary Diversions

Diversions to footpaths will only be required during track construction and cabling activities. Details of diversions can be found in Figure 4.12 of the ES.

During construction, it will be necessary to form the access track across existing footpath alignments. During these operations, the footpath will be subject to a minor diversion around the advancing head of the access track works. This will ensure access for footpath users in safety and diversion signs will be provided.

The diversion works will be 2m in width and will provide a 10m approximate diversion to allow the access track works to slightly pass the crossing point. Ducting will be provided to allow cabling works at a later stage that will not disrupt footpath access.

Upon completion of the track works, a footpath crossing point would be installed.

5.5.3 Path Signage

Signage to inform footpath users will be provided on stakes at strategic locations on the footpath network. This will include at the entry points to the Site, at any crossing points and at strategic points as a reminder.

All direction signs will be green in colour and will have text height of at least 75mm to allow easy viewing.

In addition, the Contractor will post a plan of the Site at the entrance points to the Site each week highlighting areas where works are ongoing to help advise path users.

5.5.4 Crossing Point Details

Where a footpath crosses the access tracks, a crossing point would be formed. This will include the following:

- "Access Track Crossing Ahead" signage for the footpath, on either side of the crossing, located at least 20m in advance of the crossing;
- "Crossing Point" and "Please look in both directions" signage for the footpath on either side of the crossing;
- A 2m wide chicane to ensure that cyclists slow down for the crossing to ensure the safety of all users;
- "Crossing Ahead" and "Slow Down, 10mph" signs on access tracks, located 100m and 50m in advance of the crossing on both directions; and
- "Give Priority to Footpath Users" on the Site access track.

Reflective pole markers will be provided in advance of the crossing point to aid identification for access track users.

A visibility splay in the access track verge will be created so that footpath users have good visibility in either direction at each crossing point. This will be maintained throughout the construction phase.

All signage would be kept and maintained during the operational phase of the Proposed Development.

5.6 Offsite Non-Motorised Road Users

5.6.1 Cyclists

The contractor will ensure that speed limits are always adhered to by their drivers and associated subcontractors.

Signage will be installed on the site exit that makes drivers aware of local speed limits. Drivers will also be reminded of the potential presence of cyclists on the road network. This will also be emphasised in the weekly tool box talks.

5.6.2 Equestrians

The British Horse Society has made recommendations on the interactions between HGV traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flight animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

The main factors causing fear in horses in this situation are:

- Something approaching them, which is unfamiliar and intimidating;
- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes; and
- Anxiety on the part of the rider.

The British Horse Society recommends the following actions. These will be included in the site training for all HGV staff and regular reminders via Tool Box talks will be undertaken:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;

- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
- The vehicle should not move off until the riders are well clear of the back of the HGV;
- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and
- All drivers delivering to the site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

6 Summary

This report has considered the likely impact of traffic generated by the Proposed Development on the local roads network.

The Proposed Development complies with the relevant transport and access policies in the study area

A review of the type and volume of vehicles associated with the construction programme has been provided and the peak of construction activities identified. This peak in traffic has been used to review the likely impact that construction activities would have.

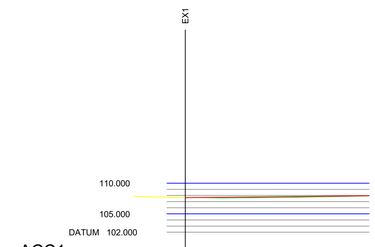
Construction of the Proposed Development will generate approximately 90 vehicle movements per day at the peak of construction. It is expected that during the peak month of construction (Month 3), 32 two-way HGV movements per day will occur per day. A further 58 car / LGV trips would be created by construction staff and lighter deliveries travelling to and from the site. The traffic impact associated with the peak of construction is temporary and would not result in any long term adverse effects.

Traffic management procedures have been proposed within this report which would ensure the safe operation of the approach route to the Proposed Development during construction. Determination of the final details of these traffic management measures will occur once the contractor has been appointed and can be secured via an appropriately worded planning condition.

As the Proposed Development will not be manned, operational traffic is expected to be minimal and would be conducted by smaller vehicles. The impact of this on the wider road network will be negligible.

Appendix A Site Access Junction Drawings

PROPOSED ACCESS JUNCTION GENERAL ARRANGEMENT
SCALE 1:200



ACC1

CHAINAGE	0.000	10.000	20.000	29.996
EXISTING GROUND LEVEL	107.652	107.631	107.745	107.929
ALIGNMENT LEVEL	107.650	107.750	107.850	107.950
VERTICAL ALIGNMENT		G= 1.000% 1: 100.0		
HORIZONTAL ALIGNMENT				

PROPOSED ACCESS JUNCTION LONGITUDINAL SECTION
SCALE 1:500

NOTES:

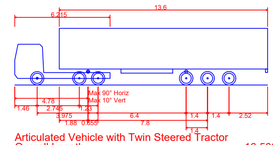
1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE DMRB, THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, AND TRAFFIC SIGNS MANUAL.
3. ALL WORKS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENT OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN MANAGEMENT REGULATIONS.
4. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES AND DRAINAGE CONNECTIONS PRIOR TO COMMENCING WORKS.

LEGEND:

PROPOSED ROAD CONSTRUCTION

JUNCTION VISIBILITY 4.5m x 160m

JUNCTION VISIBILITY 4.5m x 120m



Articulated Vehicle with Twin Steered Tractor

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

PROPOSED ACCESS JUNCTION
SWEPT PATH ASSESSMENT
SCALE 1:200

PROPOSED ACCESS JUNCTION VISIBILITY SPLAY
SCALE 1:1000

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client

Postcombe and Lewknor Solar Farm Limited

Project

POSTCOMBE & LEWKNOR SOLAR FARM

Drawing Title

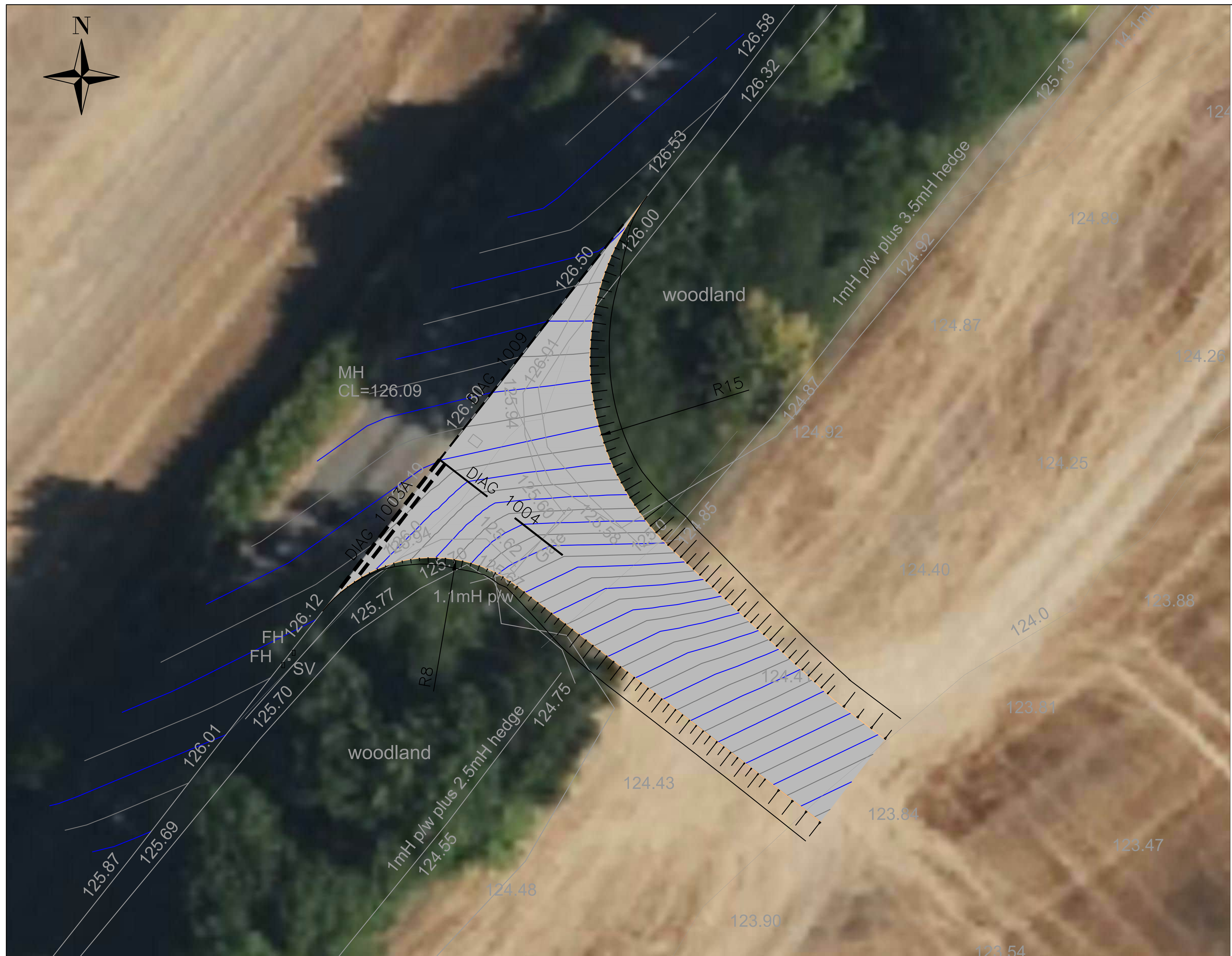
PROPOSED SITE ACCESS JUNCTION 1

	Name	Date		
Designed	SDM	05/06/24	Scale	AS SHOWN
Checked	GB	05/06/24	File	107055_SK_0001
			Drawing Status	DRAFT

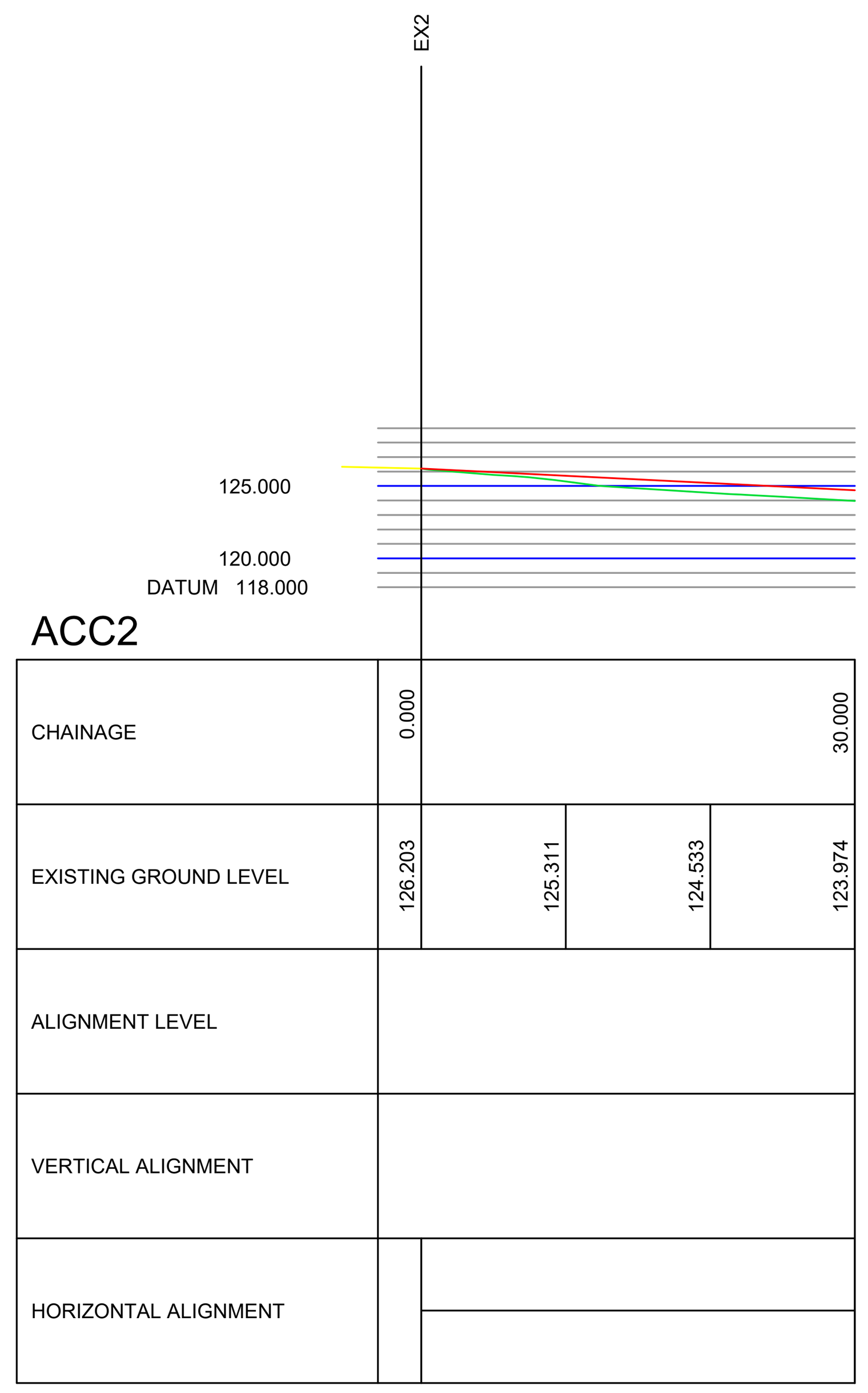
Drawing No. 107055_SK_0001

Revision C

C:\Data\Work\Pell Frischmann Consultants\Edinburgh Office Team - General\Projects\107055 - EN\Energised Lewknor Solar\01 - WIP\Drawings

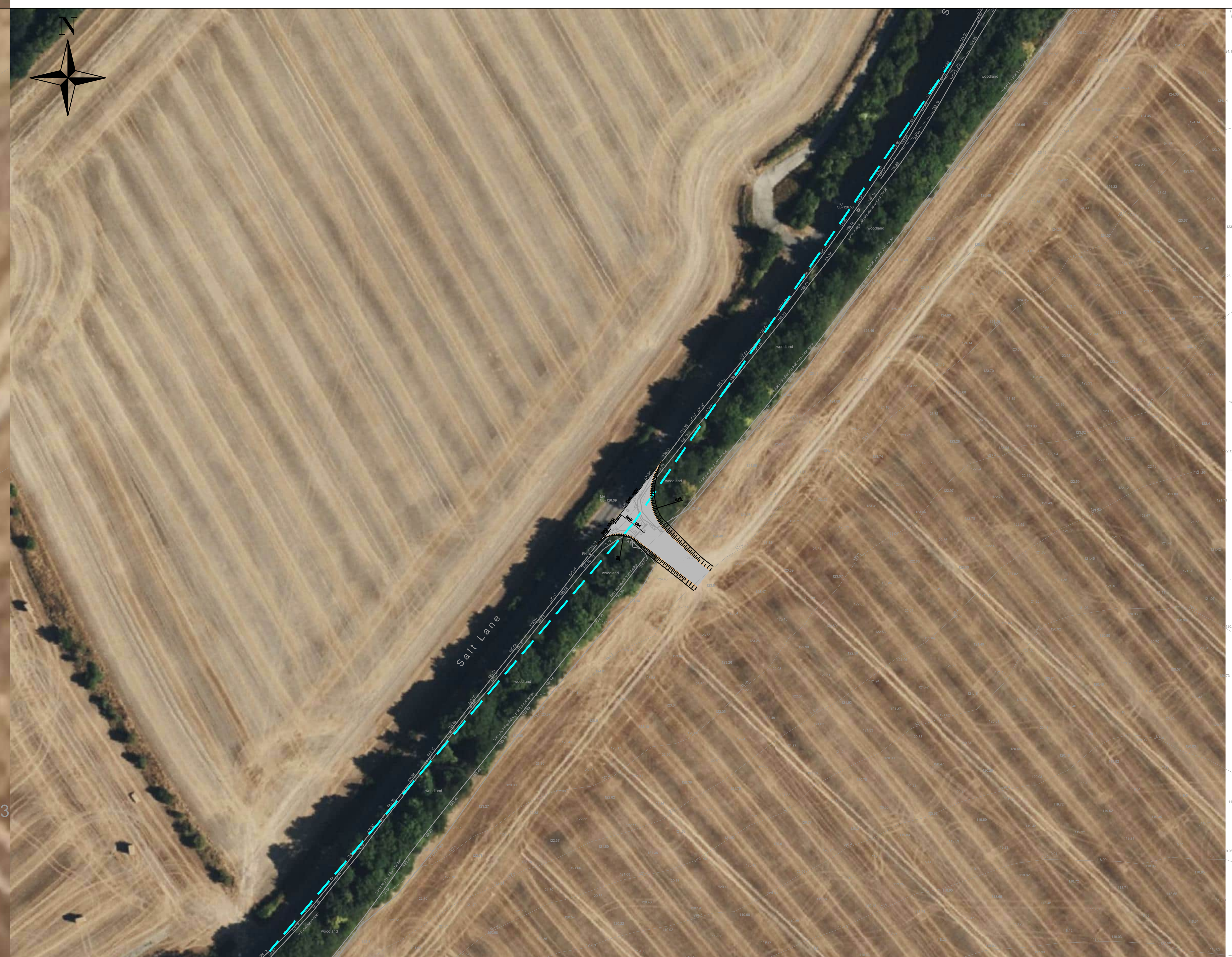


PROPOSED ACCESS JUNCTION GENERAL ARRANGEMENT
SCALE 1:200



PROPOSED ACCESS JUNCTION LONGITUDINAL SECTION
SCALE 1:500

PROPOSED ACCESS JUNCTION
SWEPT PATH ASSESSMENT
SCALE 1:200



PROPOSED ACCESS JUNCTION VISIBILITY SPLAY
SCALE 1:1000

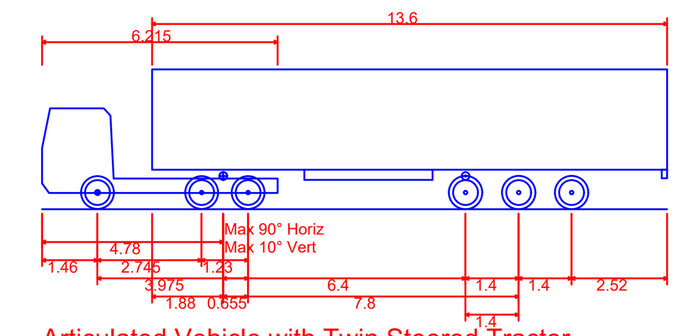
NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE DMRB, THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, AND TRAFFIC SIGNS MANUAL.
3. ALL WORKS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENT OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN MANAGEMENT REGULATIONS.
4. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES AND DRAINAGE CONNECTIONS PRIOR TO COMMENCING WORKS.

LEGEND:

PROPOSED ROAD CONSTRUCTION

JUNCTION VISIBILITY 4.5m x 160m



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Client

Postcombe and Lewknor Solar Farm Limited

Project

POSTCOMBE & LEWKNOR SOLAR FARM

Drawing Title

PROPOSED SITE ACCESS JUNCTION 2

	Name	Date	
			Scale: AS SHOWN
Designed	SDM	05/06/24	File: 107055_SK_0002
Checked	GB	05/06/24	Drawing Status: DRAFT

Drawing No. 107055_SK_0002

Revision C