Asland Walks Energy Park

784-B069995-0001

Transport Assessment

GA Pet Food Partners

November 2025

Document prepared on behalf of Tetra Tech Limited. Registered in England number: 01959704

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1.0 Introduction

1.1 Introduction

1.1.1 Tetra Tech has been commissioned by GA Pet Food Partners to prepare a Transport Assessment to support a planning application for the development of an Energy Park at Asland Walks, south of the A59 at Tarleton. The energy park comprises a wind turbine, solar panels, and battery storage units along with associated transformer(s) and switchgear etc. The planning application is a joint submission by Bretherton Energy Co-operative (BEC) and GA Pet Food Partners (GA).

1.1.2 The Transport Assessment considers the accessibility to and from the site by all modes of transport related to the proposed development. This document has been prepared in accordance with National and Local Guidance and will examine the sustainable modes of walking, cycling and public transport and then consider the impact of the residual vehicular traffic on the local highway network.

1.1.3 A Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP) have also been prepared in support of the planning application for the proposed development and should be read in conjunction with this Transport Assessment.

1.2 Report Structure

1.2.1 The structure of this report is summarised below:

- Chapter 2 summarises National and Local Authority Policy with regards to transport and highways;
- Chapter 3 provides a description of the site location and the local transport network;
- Chapter 4 provides an audit of the existing highway network;
- Chapter 5 outlines the development proposal;
- Chapter 6 considers the trip rates, trip generation and traffic assignment on the local highway network;
- Chapter 7 reviews the traffic impact assessment; and
- Chapter 8 summarises and concludes the report.

2.0 Policy Review

2.1 Introduction

2.1.1 This chapter reviews and analyses the relevant current and emerging integrated land use and transport planning policy and policy guidance.

2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) was last updated during February 2025.

2.2.2 This document sets out the Government's planning policies for England and how these should be applied, providing a framework within which locally prepared plans for housing and other developments can be produced.

2.2.3 The NPPF identifies that all developments that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a Transport Statement (TS) or Transport Assessment (TA) so that the likely impacts of the proposal can be assessed.

2.2.4 Paragraph 109 identifies the transport issues that should be considered from the earliest stages of plan making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed, and considered – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.3 Planning Practice Guidance

2.3.1 The Government launched its Planning Practice Guidance (PPG) on the 6th of March 2014. The associated website brings together many areas of English planning guidance into a new format, linked to NPPF. The PPG sets out the requirement for 'Travel Plans, Transport Assessments and Statements in the decision-making section.

- Paragraph 6 sets the importance of a transport report (TAs, TSs and TPs) saying that they can positively contribute to:
  - Encouraging sustainable travel;
  - Lessening traffic generation and its detrimental impacts;
  - Reducing carbon emissions and climate impacts;
  - Creating accessible, connected, inclusive communities;
  - Improving health outcomes and quality of life;
  - Improving road safety; and
  - Reducing the need for new development to increase existing road capacity or provide new roads.

2.4 West Lancashire Local Plan 2012 to 2027 Development Plan Document (Oct 2013)

2.4.1 The West Lancashire Local Plan 2012 to 2027 provides guidelines for new developments and access within the borough. Key points include:

- Accessibility and Transport: Ensuring new developments are accessible by walking, cycling, and public transport to reduce reliance on private cars;
- Infrastructure Requirements: Developers must provide or contribute to necessary infrastructure, including roads, public transport facilities, and pedestrian and cycling paths;
- Safety and Suitability: Access arrangements must be safe and suitable for all users, considering the needs of pedestrians, cyclists, and public transport

users, and ensuring vehicular access does not negatively impact the local highway network; and

- Environmental Considerations: Minimizing the environmental impact of new developments by promoting green infrastructure and ensuring developments do not adversely affect air quality or contribute to congestion.

2.4.2 The Local Plan is supported by several studies that advise on benefits that can be delivered by the proposed development scheme:

Low Carbon and Renewable Energy Study (May 2019)

2.4.3 This study, part of the Local Plan evidence base, identifies opportunities for integrating renewable energy technologies, such as solar, wind, and heat pumps, into new developments across West Lancashire, including Tarleton. It supports policies that promote energy-efficient building design, low-carbon heating systems, and on-site renewable energy generation.

Sustainable Settlement Strategy (2021)

2.4.4 Tarleton is identified as a key settlement with potential for sustainable growth, which includes energy-efficient infrastructure and reduced reliance on fossil fuels.

2.5 Tarleton Masterplan

2.5.1 The Tarleton Masterplan is a strategic vision developed collaboratively by The Lilford Estate and Tarleton Parish Council to guide the future development of Tarleton village and its surrounding areas. While it is not a statutory planning document, it serves as a framework to influence and inform planning decisions within the context of the broader West Lancashire Local Plan.

2.5.2 The Masterplan is intended to reflect the aspirations of the local community and ensure that future development is both sensitive to Tarleton’s heritage and responsive to modern needs. It is currently being used to inform discussions with West Lancashire Borough Council as they develop their new Local Plan.

2.5.3 While the Tarleton Masterplan itself is not a technical energy strategy, it aligns with the council's goals to promote sustainable development, which includes:

- Encouraging green building standards;
- Supporting local energy resilience; and
- Integrating sustainable transport and green infrastructure.

2.6 Bretherton Neighbourhood Plan (Second Draft)

2.6.1 Policy E2 of the Bretherton Neighbourhood Plan (Second Draft) considers the Asland Walks Energy Park site.

2.6.2 The policy sets out that the Parish Council support the development of the Asland Walks Energy Park subject to the planning impacts being satisfactorily addressed.

2.6.3 In particular, the application should consider flood resilience, landscaping and public access fully considered; environment and visual impacts identified and appropriately managed and mitigated; respect residential amenity of those nearby and delivery appropriate biodiversity net gains. This will be assessed on planning balance and weighed against the impact on developing within the Green Belt.

2.7 Summary

2.7.1 A review has been undertaken of the National and Local Policy applicable to the proposed development with regards to transport.

2.7.2 National and Local Policy promotes development that can provide safe and suitable access from the highway road network for all transport users, that is representative of its development scheme.

2.7.3 Local policy and associated studies identify opportunities for integrating renewable energy technologies, into new developments across West Lancashire, including Tarleton. They highlight Tarleton as a key settlement for sustainable growth, emphasizing energy-efficient infrastructure. This is reinforced by Bretherton Parish Council's support for the development proposals.

2.7.4 The strategic vision for Tarleton guides future development to be sensitive to heritage and modern needs, aligning with goals to promote sustainable development. This includes encouraging green building standards, supporting local energy resilience, and integrating sustainable transport and green infrastructure.

2.7.5 These policies and principles informed the design of the proposed development. It is considered that the proposed development generally accords with these policies, with the remainder of this document providing evidence and guidance in this area.

3.0 Site Context

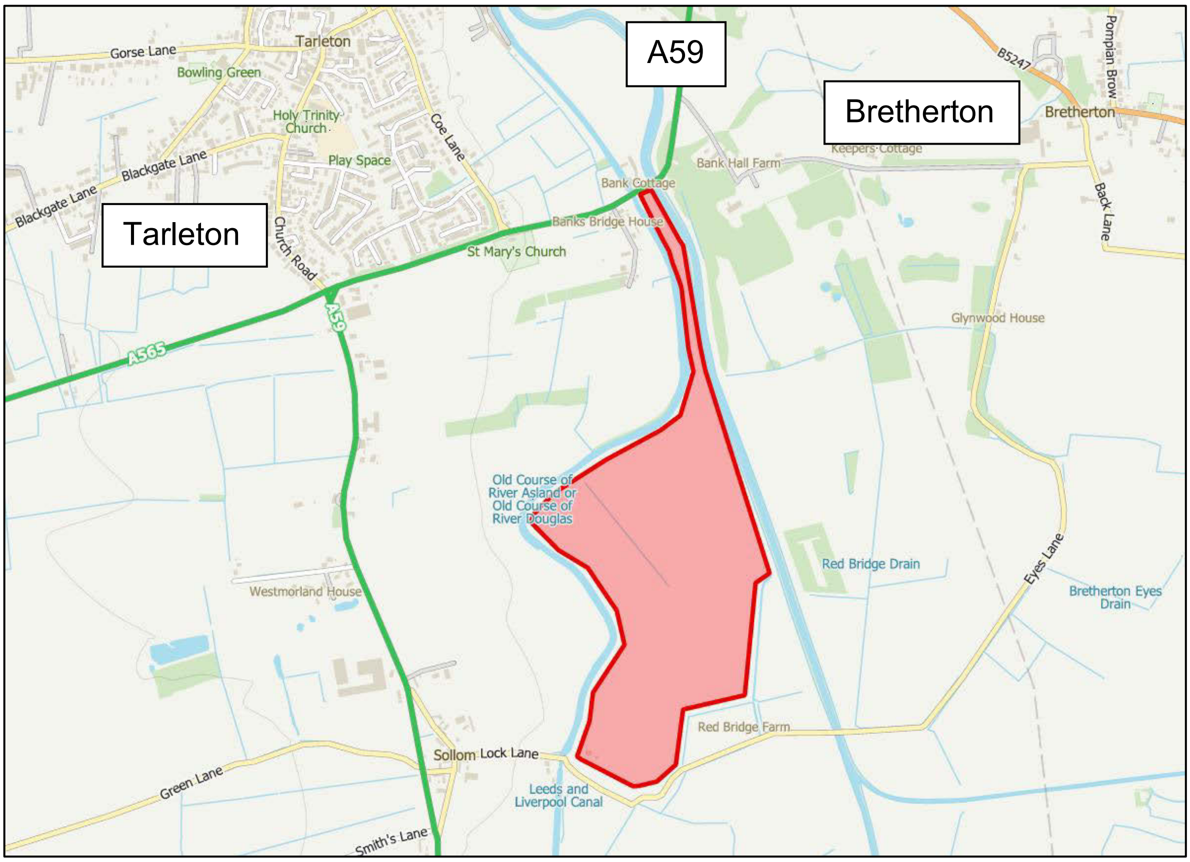
3.1 Introduction

3.1.1 This chapter describes the site location and the existing highway network around the site with regard its location, alongside a highway safety audit.

3.2 Site Location

3.2.1 The development site is located to the south of Tarleton and southwest of Bretherton, Lancashire, south of the A59 and west of the River Douglas. Its location is shown in **Figure 3.1**.

Figure 3.1 – Site Location



4.0 Existing Highway Audit

4.1 Introduction

4.1.1 Tetra Tech have reviewed the nationally available accessibility guidance prepared by the government and professional transport institutions for walking, cycling and public transport.

4.2 Local Highway Network

Road Network

4.2.1 The site location and local highway network is illustrated at **Figure 3.1**.

4.2.2 The site is situated to the south of the A59, a two-way carriageway that connects Tarleton with Preston, Southport, and Liverpool. The road has a speed limit of 40 mph, with a recommended maximum speed of 30 mph in the vicinity of the bridges over the River Douglas and canal due to the horizontal alignment.

4.2.3 Eyes Lane runs along the southern boundary of the site. It is a rural single- tracked lane that provides access to agricultural properties. Eyes Lane forms part of a rural route linking Bretherton to Sollom Village via Sollom Lane. Both Eyes Lane and Sollom Lane are subject to a 30 mph speed limit. Within Sollom, Sollom Lane connects to the A59 via Liverpool Old Road.

4.2.4 Eyes Lane, to the southeast of the site, includes Red Bridge which includes a 3T weight restriction and 6’ 6” width restriction which limits the size of vehicles travelling between Bretherton and Sollom Village.

Active Travel Network

4.2.5 The proposed abnormal loads site access is fronted by a footway located on the southern side of the A59. This footway benefits from street lighting and is part of the local pedestrian network of Tarleton. It offers safe and suitable infrastructure to accommodate pedestrian movements from this part of the A59 towards Tarleton, with a signalised crossing point at the junction of A59 and Coe Lane. Coe Lane provides footways and support safe pedestrian movement to and from Tarleton.

4.2.6 Approximately 100m west of the site frontage with the A59, the footway becomes a shared-use path, allowing use by cyclists. This shared-use path continues to the junction of A59 and Coe Lane, where the signalised crossing allows cyclists to cross the A59 and continue into Tarleton via Coe Lane.

4.2.7 Coe Lane has a 30mph speed limit, with connecting roads subject to 20mph and 30mph limits. This maintains safe and suitable vehicle movement, encouraging safer driving behaviour and making the carriageway more attractive for cycle use.

4.2.8 Cyclists prefer carriageways with low vehicle speeds, which are naturally traffic-calmed by urban features. The reason being that roads with speed limits of 30mph or more typically serve as commuter corridors, experiencing higher traffic volumes and higher speeds. This can result in queuing behind cyclists as vehicles attempt to overtake safely, which may discourage less confident cyclists at busier times of day.

4.2.9 To the south, the site is fronted by Eyes Lane, which connects to the village of Sollom via Sollom Lane and Lock Lane. These lanes lack pedestrian and cycle infrastructure and are unlit. They are rural in character, approximately one vehicle wide, and bordered by agricultural land and vegetation.

4.2.10 On-site assessments identified that these lanes are very lightly trafficked and used by the local community for hiking, dog walking, and leisure cycling. The roads have a 30mph limit, and their alignment, character, and features, such as narrow bridges over brooks and the River Douglas, provide further traffic calming. These routes offer an alternative access to the site, with the A59 connection providing a more formalised option.

4.2.11 The development proposals will not result in a permanent change to the alignment etc. of existing Public Rights of Way.

Public Transport

4.2.12 Bus stops are located on Coe Lane, approximately 400m from the site's frontage with the A59. They can be accessed using the footway and shared-use path on the southern side of the A59, connecting to the footway on Coe Lane via the signalised crossing at the junction of A59 and Coe Lane. The stops are identified by a flag and pole arrangement and are served by the 2a, 838, and 883 services.

4.2.13 The 2a service, operated by Stagecoach, provides connections between Ormskirk Bus Station and Preston Bus Station. It operates at an hourly frequency from Monday to Friday between 05:00 and 23:00. A reduced hourly service is available on Saturdays from 06:00 to 23:00 and on Sundays from 09:00 to 18:00.

4.2.14 The 838 and 883 services offer more localised daily routes. The 838 is a school-only service, operated by Redline Travel and Saunders of Preston.

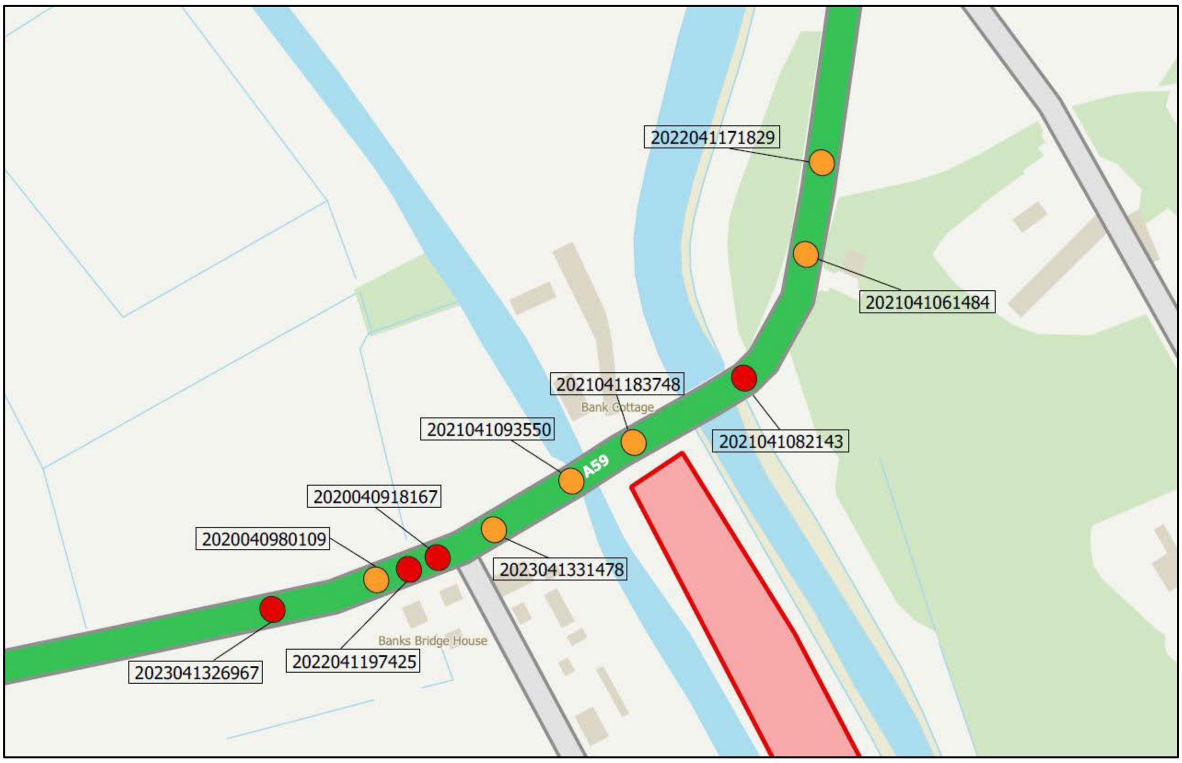
4.3 Highway Safety Audit

4.3.1 Accident Data was purchased from Crashmap for the A59 in the vicinity of the site access including the bridge to the east.

4.3.2 The study has considered Personal Injury Accidents (PIAs) over the most recent five year period (2020-2024) available.

4.3.3 A plot of the accidents is provided at **Figure 4.1**. The amber circles denote accidents that were classified by the local police as ‘slight’ and red circles were classified as ‘serious’. No accidents were classified as ‘fatal’. The site area is also indicatively shown hatched red.

Figure 4.1 – Personal Injury Accidents



4.3.4 There were a total of 10 reported PIAs within the study area of which 4 were classified as 'serious' and 6 classified as 'slight'.

4.3.5 No particular clusters of accidents within the study area appear evident and therefore all accidents have been reviewed in a broadly east to west direction.

- 2022041171829 – This accident was classified as 'slight' and was a nose – tail collision;
- 2021041061484 – This accident was classified as 'slight' and a nose – tail collision between a car and a motorcycle;
- 2021041082143 – This accident was classified as 'serious'. This was a single vehicle accident where a motorcycle hit a kerb whilst navigating the right hand bend over the bridge;
- 2021041183748 – This accident was classified as 'slight'. This was a single vehicle accident where a motorcycle hit a wall or fence close to Bank Cottage whilst proceeding ahead. The report does not state that the vehicle hit the kerb before hitting a 'wall or fence', and therefore this may be the wall on the

northern side of the bridge or fence either side of the access to Bank Cottage where there is no kerb present;

- 2021041093550 – The accident was classified as ‘slight’. This was a single vehicle accident where a car collided with ‘Bridge – side’ while turning right with initial impact being the front of the vehicle. It is not clear from the report what precise movement being undertaken. It is considered most likely that a westbound vehicle was turning right from the A59 into Bank Cottage and collided with the parapet wall. This would require the location to have been inaccurately recorded by the police and the dot would be adjacent to 2021041183748;
- 2023041331478 – This accident was classified as ‘slight’ and was a nose – tail collision. The report states that the vehicles were moving off and impacted by an automatic traffic signal;
- 2020040918167 – This accident was classified as ‘slight’ and was a nose – tail collision between two vehicles that were slowing down or stopping. The report does not state if this was due to a junction;
- 2022041197425 – This accident was classified as ‘serious’ and was a single vehicle collision involving a motorcycle. The report states that the vehicle hit a ‘nearside of offside crash barrier. No ‘crash barrier; is evident in the study area and therefore it is assumed that the motorcycle either hit a temporary crash barrier, such as during road works, or another road side object such as wall or signpost;
- 2020040980109 – This accident was classified as ‘slight’ and was a nose – tail collision between two vehicles that were proceeding normally. The report does not state if this was due to a junction; and
- 2023041326967 – This accident was classified as ‘serious’ and was a nose – tail collision involving a motorcycle turning right. There appears to be no junction or driveway in the vicinity of the accident location, it is considered most likely that the vehicle was entering the right turn lane for the Coe Lane / A59 Bank Bridge signal junction.

4.3.6 From the above it is concluded that there is no specific pattern of PIAs in the vicinity of the bridge or site access. Most of the accidents appear to potentially be related to queuing traffic for the Coe Lane / A59 Bank Bridge signal junction or from vehicles, predominantly motorcycles, colliding with kerbs or walls on the bridge which is likely a primary reason for the recommended 30mph speed restriction over the listed bridges. The development proposals will not generate significant additional traffic on the bridge and therefore it is concluded that the bridge is appropriate to accommodate the development proposals.

5.0 Development Proposals

5.1 Development Scheme

5.1.1 The development scheme comprises a 4.2 megawatts (MW) wind turbine, 12MW solar farm, and 2.5MW Battery Energy Storage System (BESS) along with associated transformer(s) and switchgear etc. to form an energy park. The proposed layout is provided at **Appendix A** with an extract at **Figure 5.1**.

Figure 5.1 – Proposed Site Layout

5.2 Vehicle Access Arrangement

Primary Access – A581 and Eyes Lane

5.2.1 The proposed access/egress arrangement obtain from the A581 includes a priority T-junction configuration off the A581 and Eyes Lane for large delivery vehicles, and access and egress off the A59 for Abnormal Indivisible Load (AIL) delivery vehicles. These arrangements will be managed by the site management team and supported by the proposed infrastructure.

5.2.2 Following the completion of the development, the accesss will be retained for agricultural access to the site, and as an emergency access.

5.2.3 Vehicles which are not AILs, will enter and egress the A581 via a priority T-junction and utilise a Private Lane, which the applicant has shared use of, to allow vehicle movements from Golding Farms to the junction with Sollom Lane and Eyes Lane. Vehicles will then re-enter the public highway and travel along Eyes Lane to access the Site. For the avoidance of doubt, the Private Lane is also known as Sollom Lane, but to avoid any potential confusion with the public highway Sollom Lane, this is referred to as the "Private Lane" within this report.

5.2.4 The A581 Meadow Lane is subject to a 50 miles per hour (mph) speed limit, and so based on the Department for Transport (DfT) guidance (CD 109, Table 2.10) the visibility splay of vehicles entering the A581 – Meadow Lane would typically be required to be a minimum of 160 metres (m). **Drawing B06995-TTE-00-BB-DR-CH-0160-P01** provides the current achievable visibility which is (X) 2.4 x (Y) 61m to the north and (X) 2.4 x (Y) 135m to the south.

5.2.5 In order to achieve this visibility, hedges would require removal. On planning balance it is considered that the removal of the hedge would be overly detrimental for a construction access which will only be in use for a limited period. It is therefore proposed that temporary traffic lights are installed at the site access to allow safe movements at the site access. It is also proposed that this is supplemented by a temporary speed 40mph speed restriction, in the vicinity of the access, during the construction period and advance warning signage of the temporary traffic lights and for turning construction vehicles.

5.2.6 During operation of the site, vehicle movements will predominately be undertaken by vans, cars and pickup type vehicles. As these are much smaller than the construction vehicles, it is evident that these will be suitably accommodated by Sollom Lane (including the Private Lane) and Eyes Lane.

5.2.7 The rural lanes measure approximately 4.5m in width and will be appropriately hard surfaced. During operation, development traffic is forecasted to once or twice a month, generating a two-way vehicle trip each time, likely by a car, pickup truck or van. This type of road is suitable for such movements, and as this section of the route is to be used only for vehicles associated with the Site, no vehicles will encounter each other. In the event that other public roads are required to obtain access, such as via Sollom village, the local road network is confirmed as suitable for the movement of car and vans, subject to meeting the 3T weight restriction on the Strand Bridge (located on Eyes Lane).

5.2.8 Prior to construction, when the Private Lane would be more heavily trafficked, a series of improvements will be implemented. These are shown on the drawings provided at **Appendix B** and comprise:

- Lay-bys capable of accommodating HGVs, these will allow HGVs to pass and for drivers to stop in order to complete any required vehicle checks etc.;
- Improvements to culverts accommodate increased vehicle loading; and
- Fencing / bollards in the vicinity of pylons to provide protection.

Extant Vehicle Access – A59

5.2.9 The site benefits from an existing vehicle access point from the A59 to the north, which is used primarily by agricultural vehicles. This agricultural access will remain in use, for agricultural vehicle movements, following the commencement of site operations.

5.2.10 In the vicinity of the access, the A59 has a speed limit of 40mph, with a maximum 30mph recommendation for navigating the bridge and bend in vicinity of the of the site access.

5.2.11 The access junction has an existing visibility of approximately 2.4 x 27 metres in both directions. This is due to the stone walls of the bridges, measuring approximately 1 metre above carriageway level, obstructing visibility at typical car driver eye level. The access is currently used by agricultural vehicles where the driver typically sits significantly higher than in a car and it is therefore likely that they would see over the walls which increases the effective visibility to up to 2.4 x 92 metres to the right and up to 2.4 x 60 metres to the left. The Highway Safety Audit (**Section 4.3**) has identified that no PIAs were recorded at this location, during the study period, involving traffic entering or exiting the site. Following development, the junction will continue to accommodate the same level and type of traffic as currently which it is considered appropriate to continue.

5.2.12 During the operational phase, access will be limited to agricultural vehicle movements and abnormal load maintenance vehicles that may occasionally be required for maintenance operations. Such occurrences are expected to be extremely rare, as routine maintenance vehicles will generally be of a suitable size to use the primary access obtained from Eyes Lane.

5.2.13 Movements involving abnormal loads are subject to regulation by the Emergency Services and the Highway Authority. Should such a movement be necessary, for example, to deliver a replacement transformer or turbine component, it will be managed through the planning process.

5.2.14 In addition to the above, the access obtained from the A59 will be made available to the emergency services.

5.2.15 **Appendix C** illustrates the proposed access arrangement, and due to the access being designed to accommodate AIL movements, it is safe and suitable for emergency vehicle use.

5.2.16 Access from the A59 will be controlled by the site operator, with maintenance activities scheduled as part of the site’s operational plan.

5.3 Access by Walking and Cycling

5.3.1 Access for pedestrians and cyclists will be provided via the gatehouse and the A59, connecting to the footway on the southern side.

5.4 Access by Emergency Services

5.4.1 Both access points will be available for use by emergency services. They have been designed to accommodate vehicles larger than those used by emergency services, ensuring efficient access during an emergency.

5.4.2 This provides a choice of routes for emergency services to provide flexibility to, for example, have an access point which is not downwind of a fire and to locate welfare a distance from the emergency.

5.5 Swept Path Assessment

5.5.1 Swept Path Analysis has been conducted, considering the movement of a 16.5m articulated vehicle and a 12m rigid vehicle for the primary site access. These are the largest vehicle types (which are not AILS) expected during the construction phase, providing confidence in the road's suitability. The analysis, illustrated in **Appendix B**, demonstrates that the access is safe and suitable for these vehicles.

5.5.2 Swept Path Analysis has also been conducted, considering the movement of AILs at the A59 access. These are the largest vehicle types expected during the construction phase, providing confidence in the road's suitability to accommodate emergency service vehicles. The analysis, illustrated in **Appendix C**, demonstrates that the proposed access is safe and suitable for these vehicles.

5.6 Parking

5.6.1 There are no specific parking policies for this type of development scheme. Onsite parking will be provided in accordance with the site's health and safety requirements, accommodating staff and visitors as appropriate. This is likely to comprise areas of hardstanding for maintenance vehicles at various locations within the site, and car parking for contractors during construction which will be commensurate with the number of contractors expected during the busiest phases of construction.

5.7 Construction Traffic Management Plan

5.7.1 A comprehensive Outline Construction Traffic Management Plan is provided as part of the application to make sure there is minimal disruption and maintain safety during construction.

5.7.2 It will set out the outline level strategy to manage and mitigate the impact of construction traffic on the local community and infrastructure. It will include strategies for traffic routing and access, specifying preferred routes for construction vehicles to avoid residential areas and peak traffic times.

5.7.3 The document will also detail vehicle types and movements, site access and egress, and advise on the construction site layout. Measures to protect pedestrians and cyclists, such as temporary permissive footpaths and clear signage, will be implemented. Additionally, we will establish communication channels with local authorities and residents to keep them informed and address concerns. Regular monitoring and review of the management plan to prioritise its effectiveness and allow for necessary adjustments. The document will be 'live' and updated as suitable to accord to planning and construction requirements.

5.8 Summary

5.8.1 The suitability of the access arrangements has been assessed through swept path analyses, considering the manoeuvrability of large delivery vehicles and AILs.

5.8.2 The assessments for construction traffic vehicles, presented in **Appendices D** and **E**, indicate that these vehicles can make safe and suitable movements when manoeuvring between the public highway and the site.

5.8.3 Access arrangements are deliverable within land classified as adopted highway, or along private roads which the applicant has shared use of.

5.8.4 All non-AILs associated with the construction and operational phase of development will access and egress the site via Eyes Lane and the Private Lane, which the applicant has shared use of, to connect with the A581. Abnormal load vehicles will access via the A59.

5.8.5 The emergency services will be able to use either the main construction access with Eyes Lane, including via the Private Lane, and via the A59 access if required.

5.8.6 The site management team will enforce this configuration. Given the secure nature of the site, a security gatehouse will regulate vehicle movements, with arrivals and departures scheduled by the site management team. Deliveries will be pre-booked, called in, and managed by experienced Banksperson, with access enshrined in contracts let to subcontractors and engineers complete site maintenance.

5.8.7 The access schemes are safe, suitable, and proportionate to the development scheme. They will not have a material impact on other highway users or adjacent junctions.

6.0 Traffic Impact Assessment

6.1 Introduction

6.1.1 The purpose of this chapter is to set out the methodology and results of a trip generation assessment, which has been undertaken to assess the potential impact of the proposed development, in terms of trips generated on the surrounding highway network.

6.1.2 The Site will operate as an Energy Park, as such it will not be a notable trip attractor or generator. These types of facilities are typically unmanned facilities designed for remote operation and monitoring. Any vehicles generated will likely be service or maintenance vehicles, with their frequency expected to be very low and primarily outside of peak hours. The traffic generation during the construction phase will however by greater, albeit for a limited time.

6.2 Construction Phase – Trip Generation

6.2.1 During operation, there are expected to be up to around 10 deliveries by large vehicles per day.

6.2.2 During the construction of the wind turbine there will be up to 20-25 construction personnel on site at any time.

6.2.3 During the construction of the foundations there will typically be 5 construction personnel on site at any time.

6.2.4 During the installation of the solar units there will typically be 6 construction personnel on site at any time, increasing to 20 per day during framing and moulding Wand 10 during electrical installation.

6.3 Construction Phase – Traffic Assignment

6.3.1 Vehicles which are not classified as abnormal loads will enter and exit the site from the south, via the A581, the Private Lane and Eyes Lane. These vehicles will travel to / from the wider highway network via the network of ‘All-purpose roads including the A59 and A581; and also by the motorway network including the M6.

6.3.2 Abnormal loads will enter and exit the site via the abnormal loads access with the A59. Abnormal loads will travel via the proposed Abnormal Loads Route from Liverpool Docks which is considered in detail within the Route Survey Report.

6.4 Operational Phase – Trip Generation

6.4.1 During operation, maintenance is forecasted to occur once or twice a month, generating one two-way vehicle trip each time, typically by a car, pickup truck or van. Therefore, the development will have a negligible impact on the road network and will not affect other transport users, in terms of congestion or road safety.

6.4.2 Development traffic movements will likely be outside of peak highway periods. This is because employees accessing the Site will typically be based at a distribution office, where they will collect their equipment and receive briefings before attending the Site to complete service and maintenance repairs. However, there may be occasional need for a larger vehicle or HGV if substantial repairs are required. Such HGV movements are expected to be infrequent and rare.

6.5 Operational Phase – Traffic Assignment

6.5.1 Traffic will enter and exit the site from the south, via Eyes Lane. Should any vehicles which do not comply with the 3T weight or 6’ 6” width restriction be required to enter the site, such as to replace failed components, then these vehicles will enter via the A581 in a similar manner to construction traffic. Due to the very infrequent requirement for such vehicles during the operational phase, it is likely that these can be safely accommodated by the access with the assistance of a trained banksperson, rather than temporary traffic lights.

6.6 Traffic Impact Review

6.6.1 Energy Parks providing Wind, Solar and Battery storage generate a significantly low volume of vehicles when compared to residential or commercial type developments. These types of facilities are typically unmanned facilities designed for remote operation and monitoring. The traffic generation during construction is however typically higher and is proposed to be mitigated.

6.6.2 Any vehicles generated by the Site will be service and maintenance vehicles. These vehicles will be utilised for periodic inspections, repairs, or servicing of the equipment within the Site. It is forecast that maintenance of the development could occur once or twice a month, generating one two-way vehicle trip each time. This vehicle will likely be a car, pickup truck or van. The development of the Site will therefore have a negligible impact on local road.

6.6.3 During periods of extensive service or repair, there may be a temporary increase in maintenance vehicle traffic. However, these instances will be infrequent and occur outside of peak highway hours.

6.6.4 A review of the Road Traffic Statistics held by the Department for Transport has been conducted, focusing on Point 27322 located along the A581. This point is adjacent to Croston, and it is considered that the volume of trips generated by the development scheme makes this data suitable for providing guidance on the site's impact on carriageway operation. Surveys recorded that the A581 has a 7-day, 24-hour average of 4,381 vehicles, with 70 (2%) classified as HGVs and 520 (12%) as LGVs (vans).

6.6.5 The addition of one or two vehicle movement on the A581 will not be detrimental to highway operation or road user safety.

6.7 Summary

6.7.1 The proposed development is expected to have a minimal impact on local traffic and road safety. The infrequent visits by service and maintenance vehicles, coupled with the low volume of highway vehicle movements, make sure that the existing road infrastructure can comfortably accommodate development traffic. The thorough audit of access roads further supports this, indicating that the development will not adversely affect highway operations or road user safety.

6.7.2 Overall, the scheme is well-suited to its location and will operate efficiently with negligible disruption to the surrounding area.

7.0 Site Management and Mitigation

7.1 Introduction

7.1.1 This chapter offers guidance on managing the site to minimize its impact on the local highway network.

7.2 Gatehouse

7.2.1 The site at operation will be a secure compound, featuring a gatehouse to control access. The gatehouse will monitor and regulate vehicle and personnel entry and exit, ensuring that only authorized individuals are allowed on site. This security measure will help maintain the safety and integrity of the site, preventing unauthorized access and ensuring that all activities are conducted in a controlled and secure environment. The Site Manager (discussed from **Section 7.3**) will oversee gatehouse operations.

7.3 Site Manager

7.3.1 The Site Manager will be responsible for the day-to-day management of the site, including overseeing onsite maintenance programs, conducting site inspections and audits, and coordinating monitoring programs. They will make sure that all relevant legal consents, licenses, health and safety matters and maintenance instructions are in place before any work begins.

7.3.2 Their role will be a combination of onsite and remote services. Staff and contractors on site will be contractually obligated to adhere to the Site Manager's requirements. This includes working according to agreed methods, plans, and procedures to minimize traffic impacts.

7.3.3 The Site Manager will make sure:

- Vehicle manoeuvres into and out of the site are monitored and assisted where required;
- Vehicles do not stop at inappropriate locations on the highway and park within the site only;
- Vehicles use a pre-determined route with scheduled arrival and departure times; and
- Any loading and unloading is undertaken within the site.

8.0 Summary and Conclusion

8.1 Summary

8.1.1 Tetra Tech has been commissioned by GA Pet Food Partners to prepare a Transport Assessment for an Energy Park development at Asland Walks, south of the A59 in Tarleton.

8.1.2 The Energy Park will include a wind turbine, solar panels, and battery storage. The Transport Assessment evaluates the site's accessibility by all transport modes, in line with national and local guidelines, and examines the impact on the local highway network. Additionally, a Construction Traffic Management Plan and a Construction Environmental Management Plan has been prepared to support the planning application and should be read alongside the Transport Assessment.

8.1.3 Energy Parks with wind, solar, and battery storage generate significantly fewer vehicle trips compared to residential or commercial developments, as they are typically unmanned and designed for remote operation. The site will primarily generate service and maintenance vehicle trips, estimated at one or two trips per month, usually involving a car, pickup truck or van. This minimal traffic will have a negligible impact on local roads.

8.1.4 A review of road traffic statistics for the A581 near Croston shows an average of 4,381 vehicles per day, with a small percentage being heavy goods vehicles (HGVs) and LGVs. The addition of one or two vehicle movements on the A581 will not adversely affect highway operation or road user safety.

8.1.5 The infrequent visits by service and maintenance vehicles, coupled with the low volume of vehicle movements, ensure that the existing road infrastructure can comfortably accommodate the additional traffic. The thorough audit of access roads further supports this, indicating that the development will not adversely affect highway operations or road user safety. Overall, the scheme is well-suited to its location and will operate efficiently with negligible disruption to the surrounding area.

8.2 Conclusion

8.2.1 Evidence presented in this Transport Assessment demonstrates that there are no significant transport impacts associated with the proposed development of the site. The residual cumulative impacts of the development are not severe, with safe and suitable provision provided to accommodate future transport users.

8.2.2 As a result, there is no transport or highways reasons why this application should not be approved in line with the National Planning Policy Framework.

Appendix A: Site Masterplan

NOTES

1. READ THIS DRAWING IN CONJUNCTION WITH THE SPECIFICATION, AND ALL RELEVANT ENGINEERS, ARCHITECT'S & SUB-CONTRACTOR'S DRAWINGS
2. DO NOT SCALE OFF THIS DRAWING. USE ONLY FIGURED DIMENSIONS AND IF IN DOUBT ASK. ALL DIMENSIONS ARE IN MILLIMETRES & LEVELS IN METRES, UNLESS OTHERWISE INDICATED.

LEGEND

- DENOTES EXTENTS OF SITE BOUNDARY
- DENOTES SECONDARY TRACKS
- DENOTES PRIMARY MAIN ACCESS TRACKS
- DENOTES PRIMARY MAIN ACCESS TRACKS WITH VERGES
- HV — DENOTES PROPOSED HV CABLES
- AC — DENOTES PROPOSED AC CABLES
- JRC LINK CENTRE LINE
- JRC EXCLUSION ZONE MINIMUM
- JRC EXCLUSION ZONE
- RIVER DOUGLAS
- RIVER DOUGLAS BUFFER
- PLANTED AREA
- 1.8m HIGH SECURITY FENCE
- A — AREA IDENTIFICATION REFER TO "BCAL AVIAN ECOLOGY" DRAWING REF 22.522 ASLAND WALKS MASTERPLAN GA

RESIDUAL RISKS

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
D	ELECTRICAL COMPOUND UPDATED	AG	M.O'S	13.10.25
C	LAND SCAPE LAYOUT UPDATED	AG	M.O'S	11.09.25
B	HV CABLE ROUTE UPDATED	AG	M.O'S	11.08.25
A	HV CABLE TO PLOCKS FARM INDICATED, TRACK TO NORTH EAST EXTENED UP TO MEET EXISTING TRACK PANELS TO SOUTH REVISED, LINEAR WALKWAY INDICATED	AG	M.O'S	08.08.25

STATUS

INFORMATION

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Leyland
PR25 2TF
tel: (01772) 459383
email: reception@gsa72.co.uk
GSA

client

Pet Food Partners
Our Expertise. Your Success

project

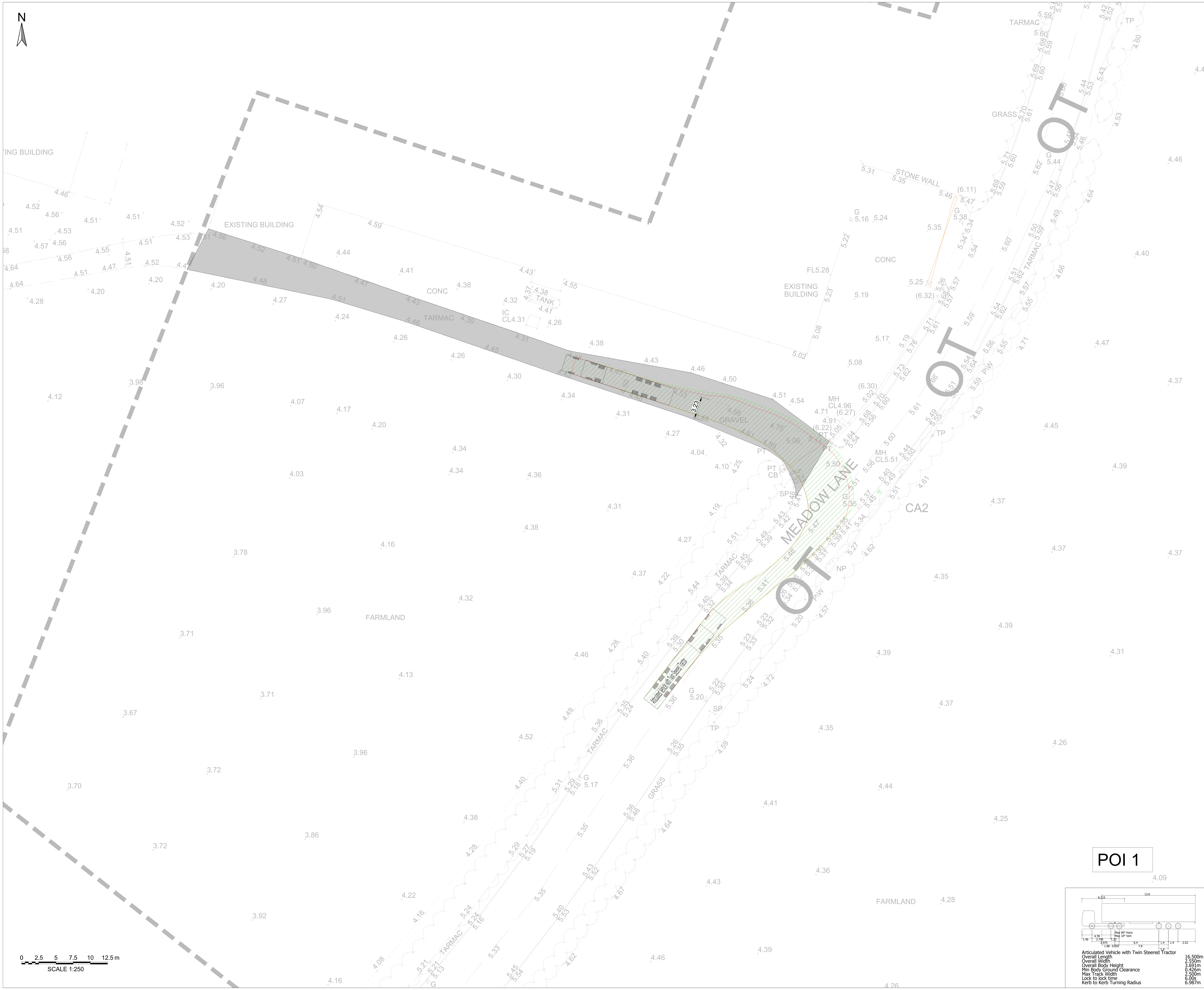
SOLAR FARM & WIND TURBINE
ASLAND WALKS
SOLLOM

title

FULL PROPOSED SITE LAYOUT

drawn AG	checked M.O'S	drawing number	
date JULY 24	date JULY 24	2022 - 143 - 002	D
scale 1:2000	A1		

Appendix B: Proposed Private Lane (Sollom Lane) Improvements

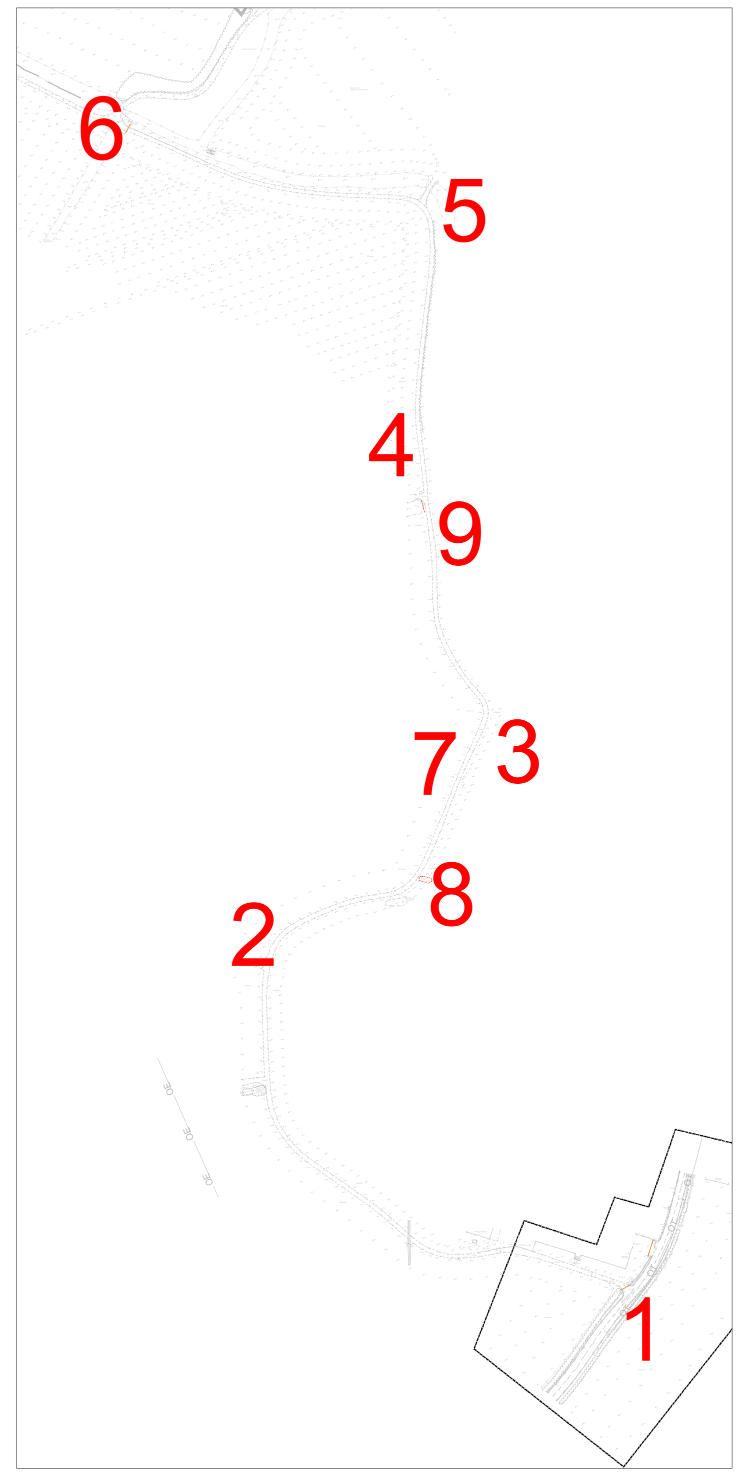


Notes

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.

Key

Area to be resurfaced



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

PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App		
P01	PRELIMINARY FIRST ISSUE	30.06.2025	RN	MB	LB

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Client

GA PET FOOD PARTNERS

Project Name

ASLAND WALKS ADVICE

Sheet Title

SOUTH TRACK IMPROVEMENT WORKS
SHEET 1

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	RN	Jun '25	MB	Jun '25	LB	Jun '25	1:250	S4

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
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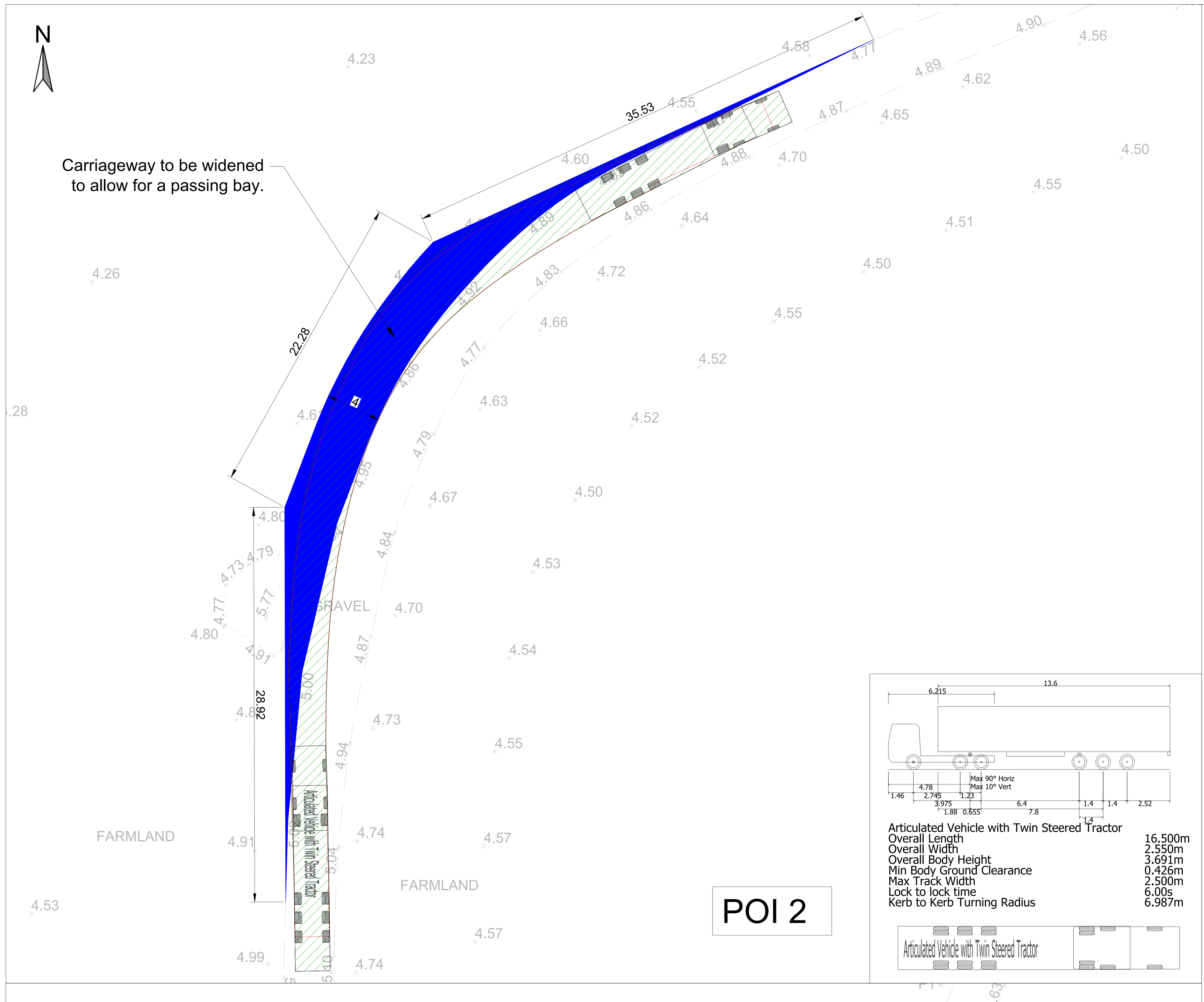
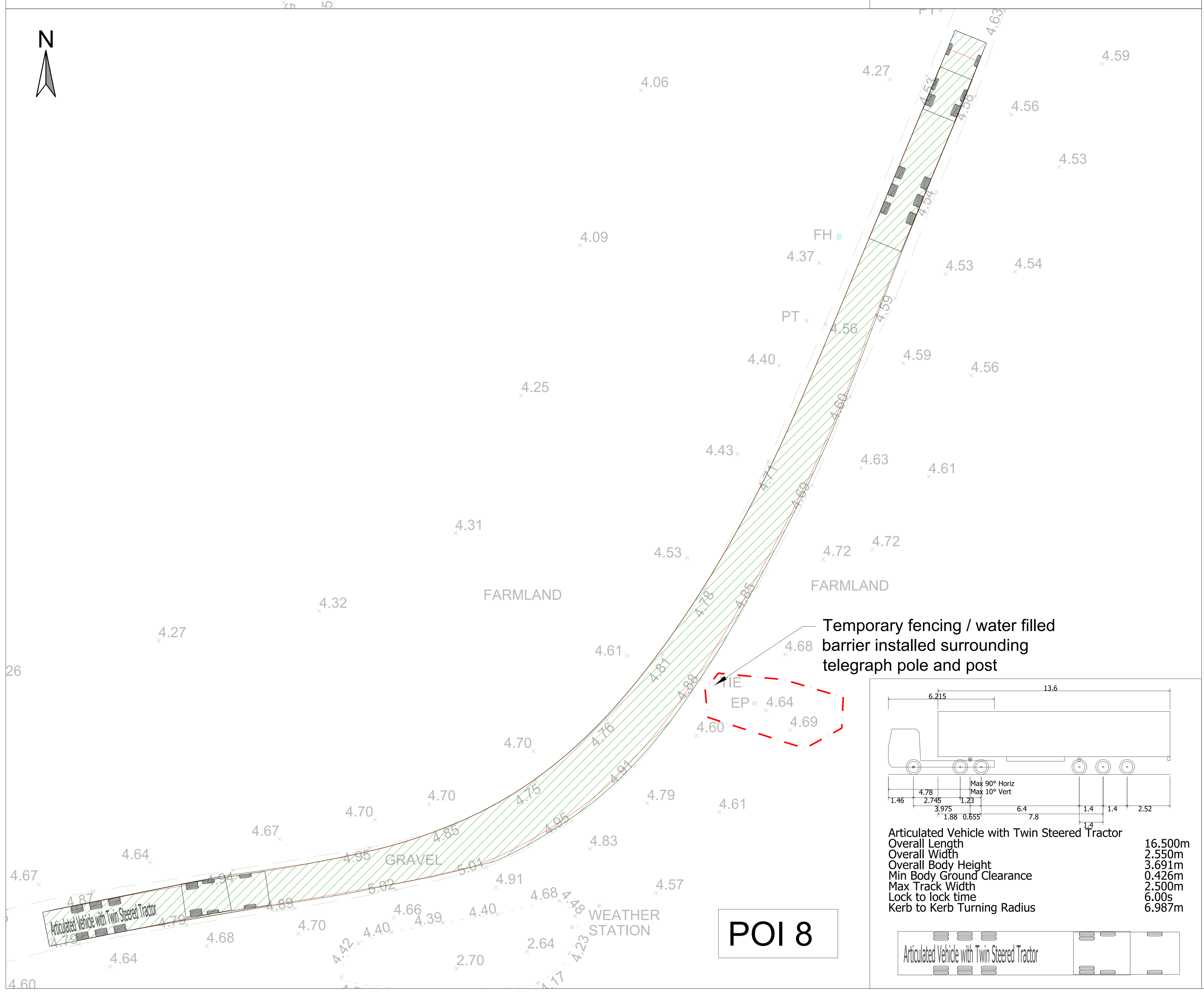
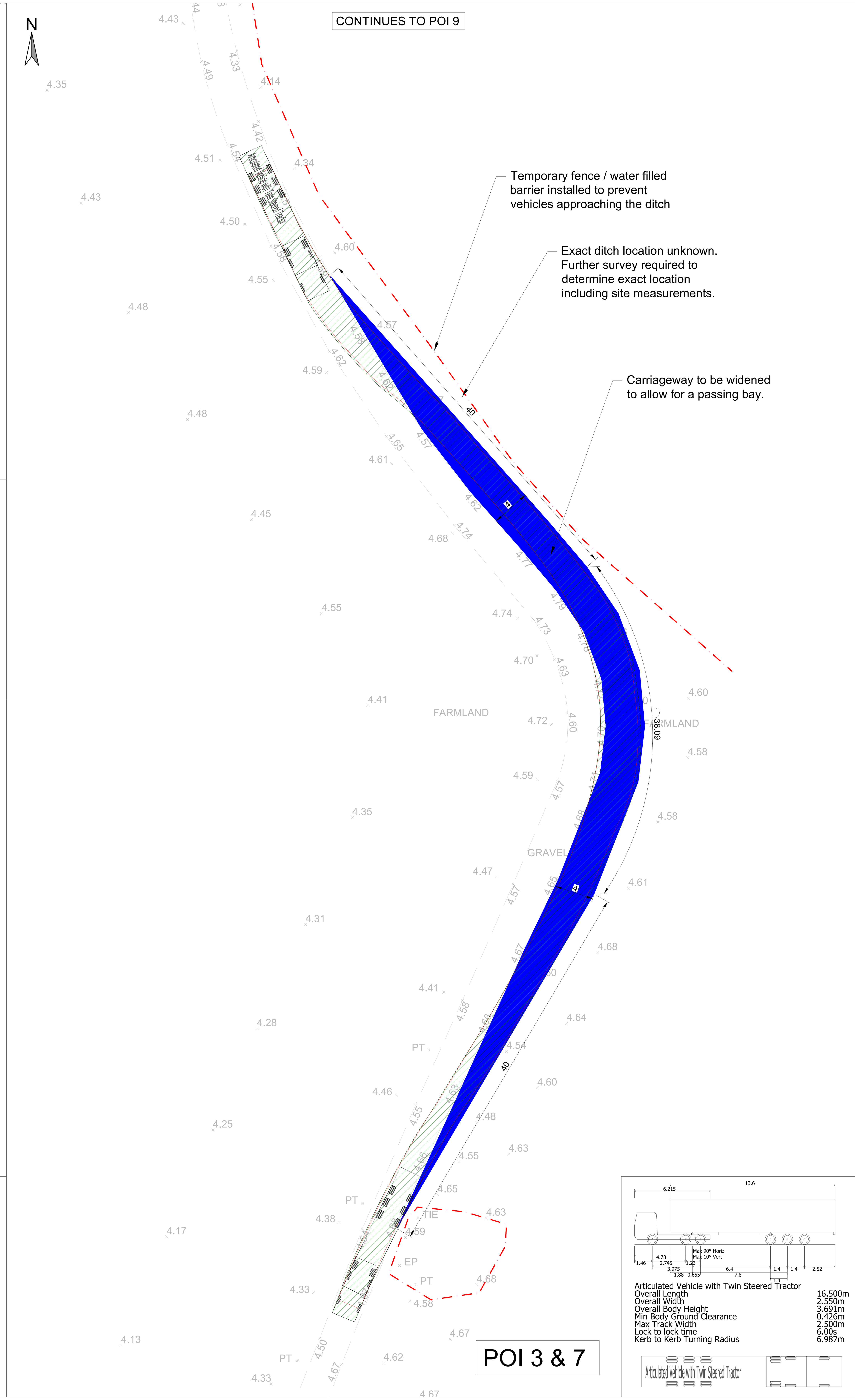
TTE_MT_v1





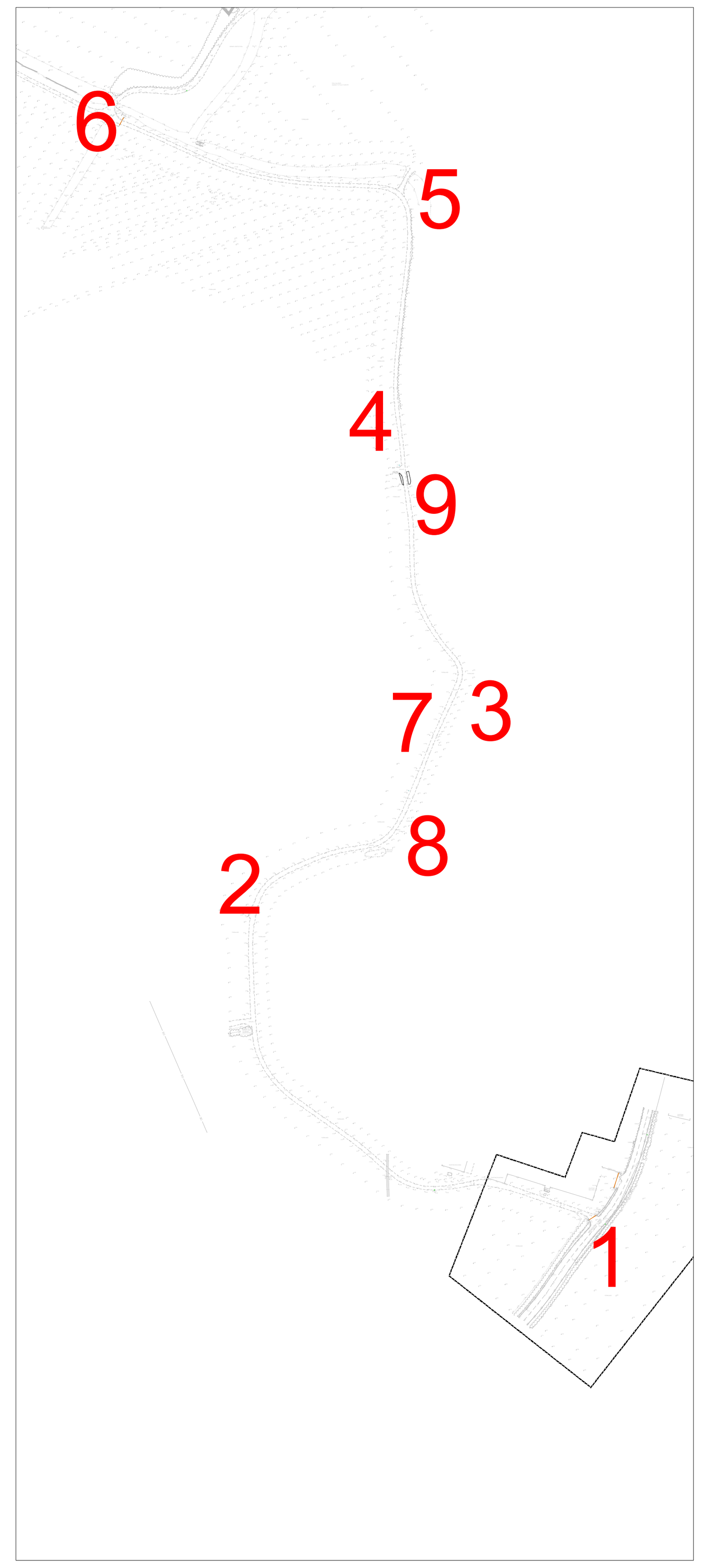


Notes

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.

Key

- Wheel Swept Path
- Vehicle Swept Path
- Area to be widened



0 2.5 5 7.5 10 12.5 m
SCALE 1:250

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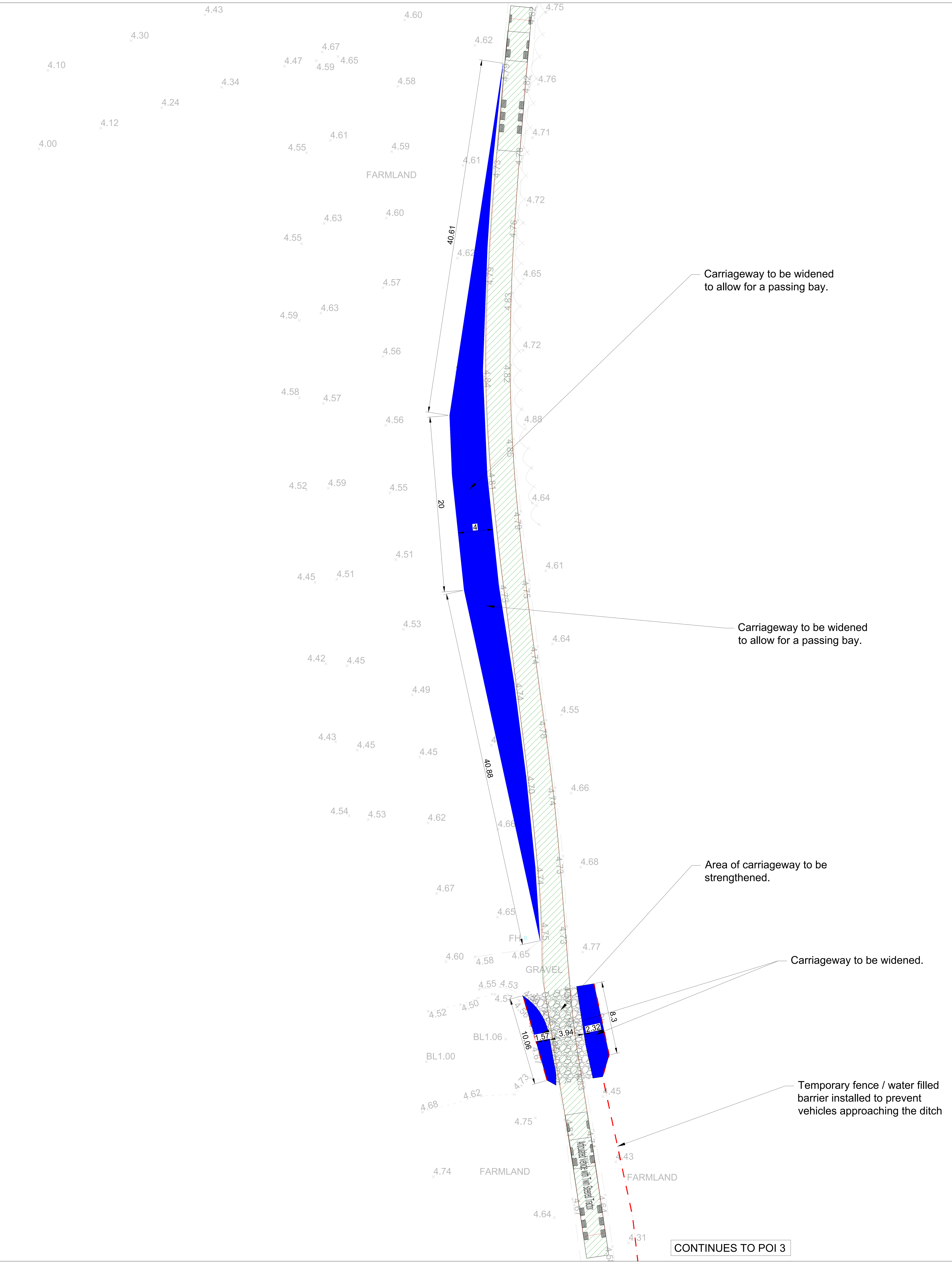
Project Name
ASLAND WALKS ADVICE

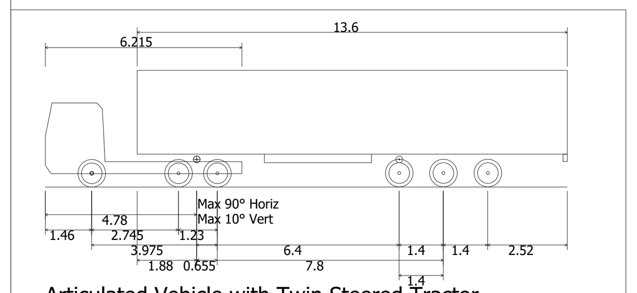
Sheet Title
SOUTH TRACK IMPROVEMENT WORKS
SHEET 2

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	RN	Jun '25	MB	Jun '25	LB	Jun '25	1:250	S4

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B069995	TTE	00	BB	DR	CH	0171	P01

TTE_MT_v1





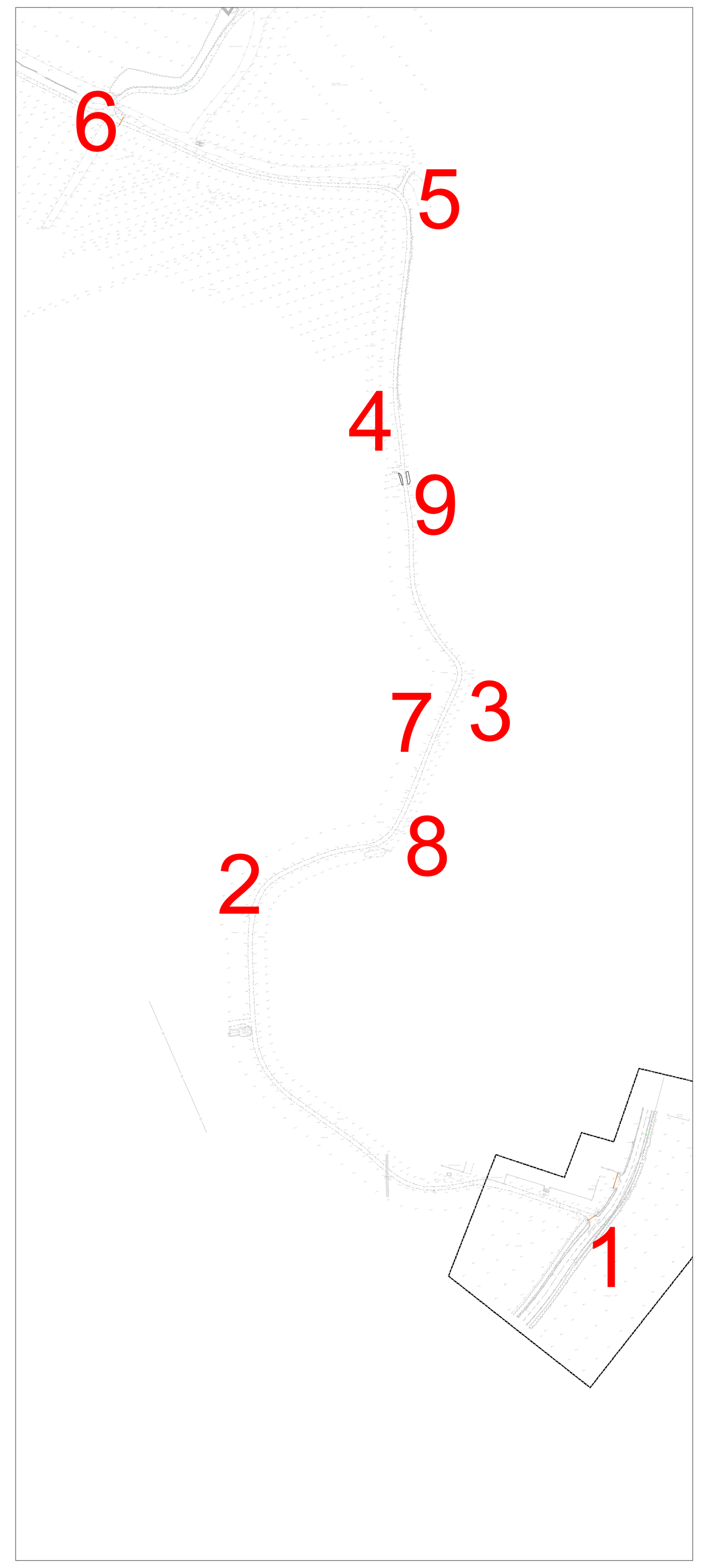
Articulated Vehicle with Twin Steered Tractor	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

Notes

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.

Key

- Wheel Swept Path
- Vehicle Swept Path
- Area to be widened
- Area of road to be strengthened



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SCALE 1:250

POI 9 & 4

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Sheet Title
SOUTH TRACK IMPROVEMENT WORKS
SHEET 3

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	RN	Jun '25	MB	Jun '25	LB	Jun '25	1:250	S4

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
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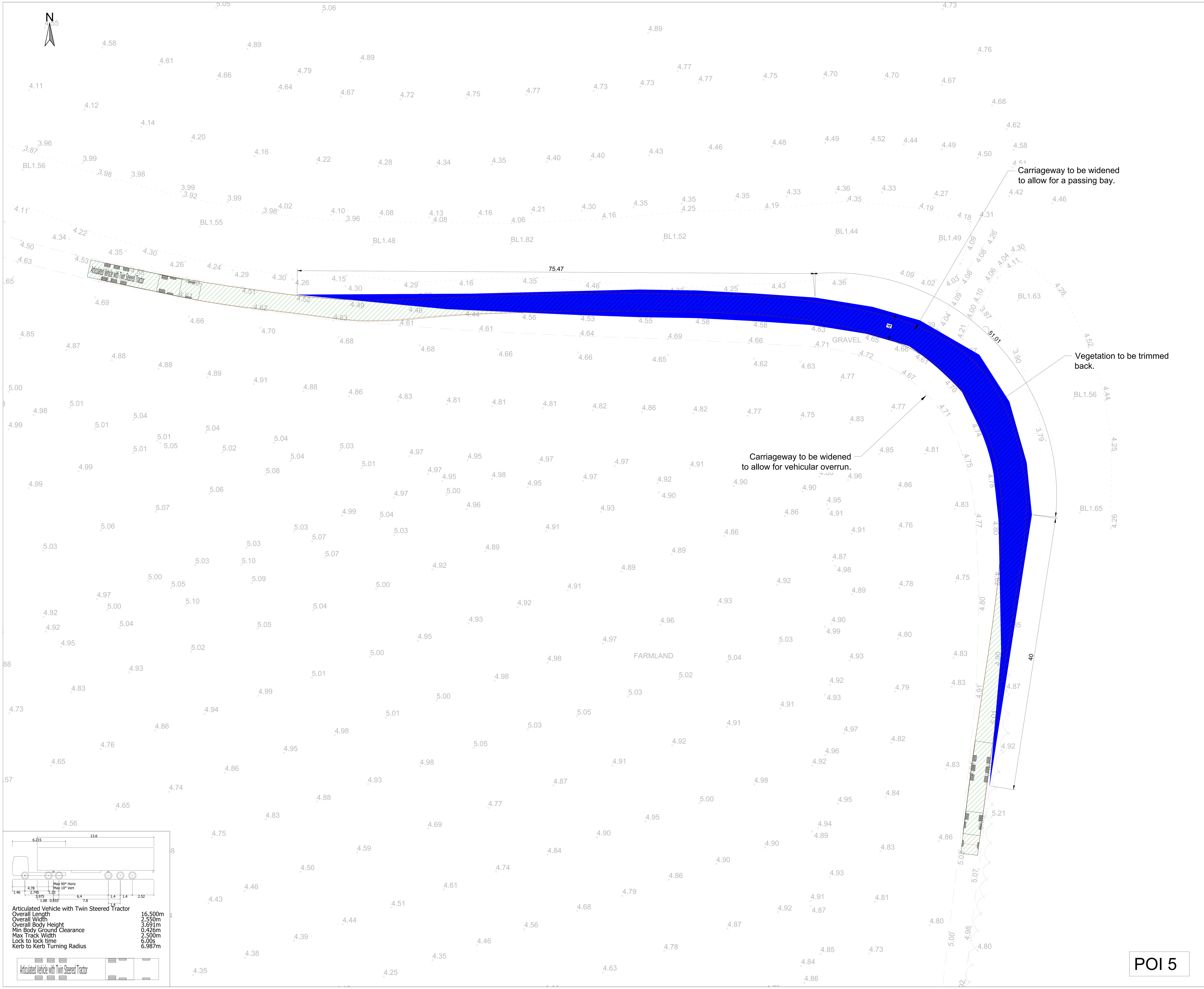
TTE_MT_v1



Notes

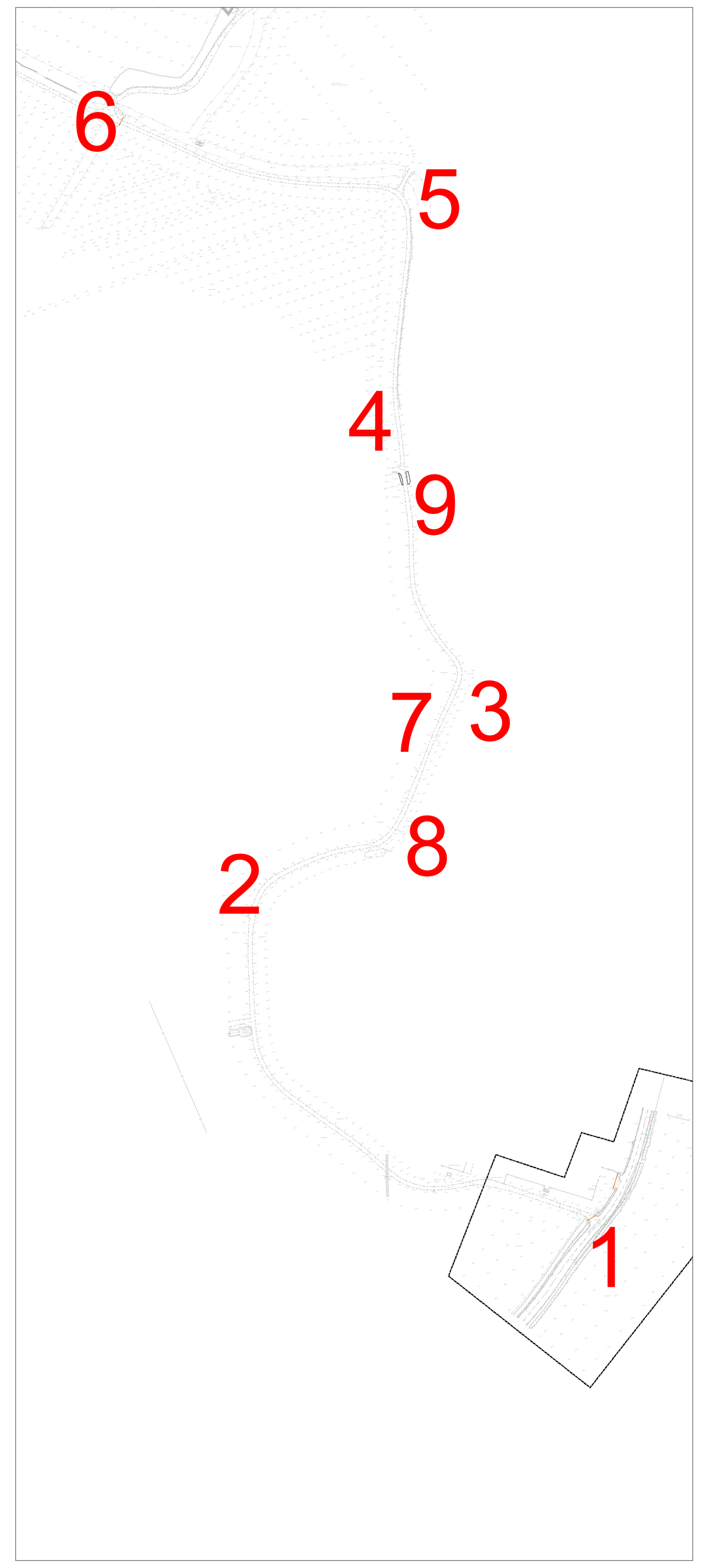
1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.

Key

Wheel Swept Path

Vehicle Swept Path

Area to be widened



0 2.5 5 7.5 10 12.5 m
SCALE 1:250

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Sheet Title

SOUTH TRACK IMPROVEMENT WORKS
SHEET 4

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	RN	Jun '25	MB	Jun '25	LB	Jun '25	1:250	S4

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
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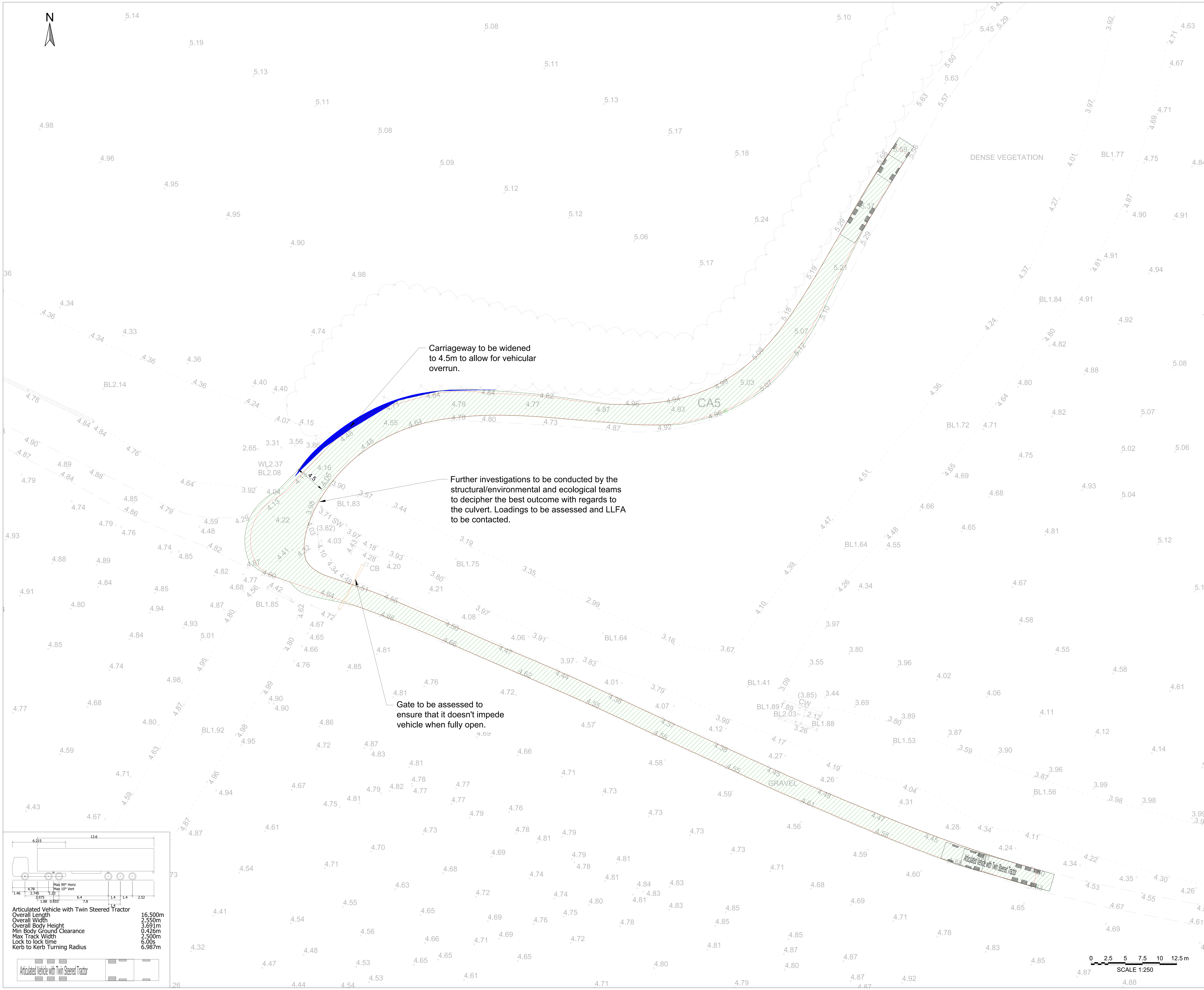
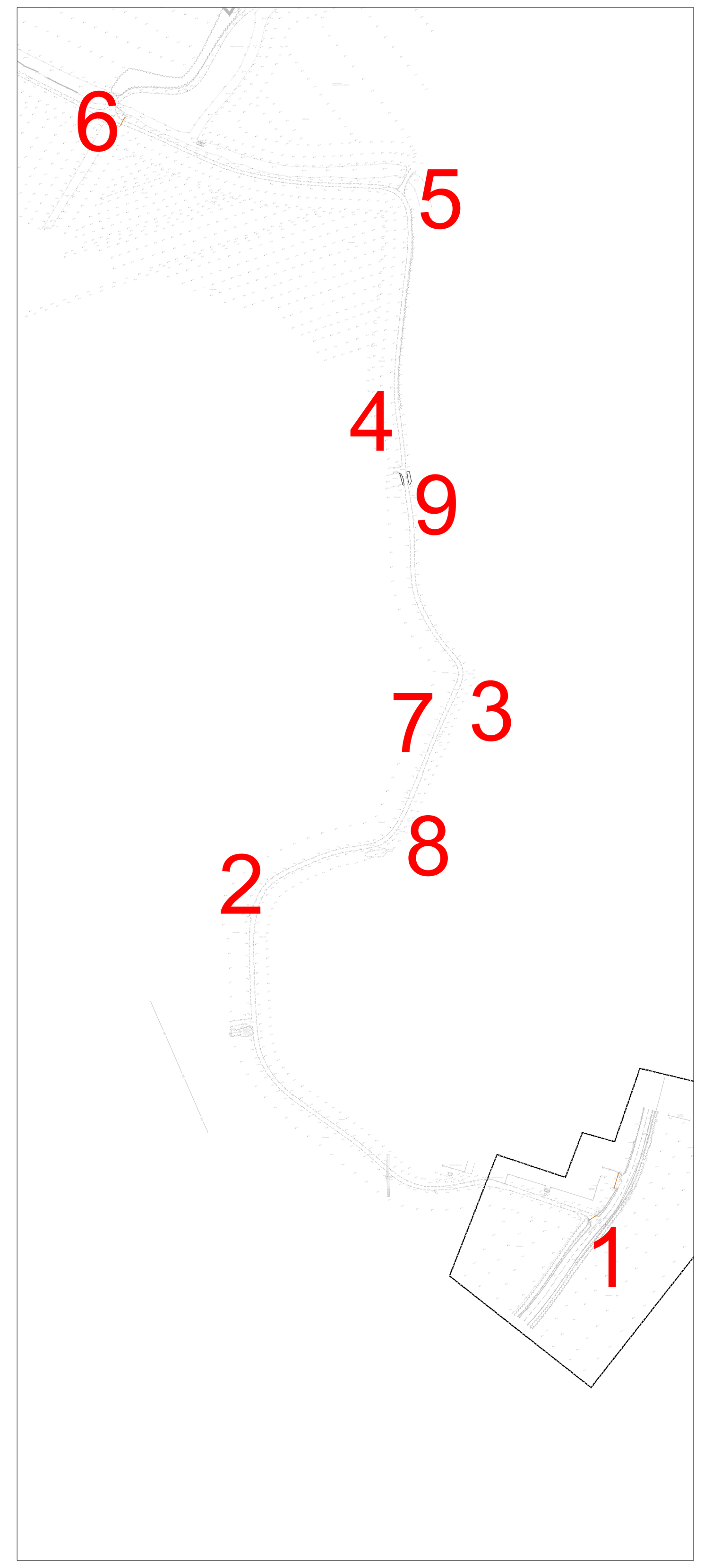


Notes

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.

Key

- Wheel Swept Path
- Vehicle Swept Path
- Area to be widened



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Project Name
ASLAND WALKS ADVICE

Sheet Title
SOUTH TRACK IMPROVEMENT WORKS
SHEET 5

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	RN	Jun '25	MB	Jun '25	LB	Jun '25	1:250	S4

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B069995	TTE	00	BB	DR	CH	0174	P01

TTE_MT_v1

Appendix C: Site Access Arrangements and Swept Path Analysis

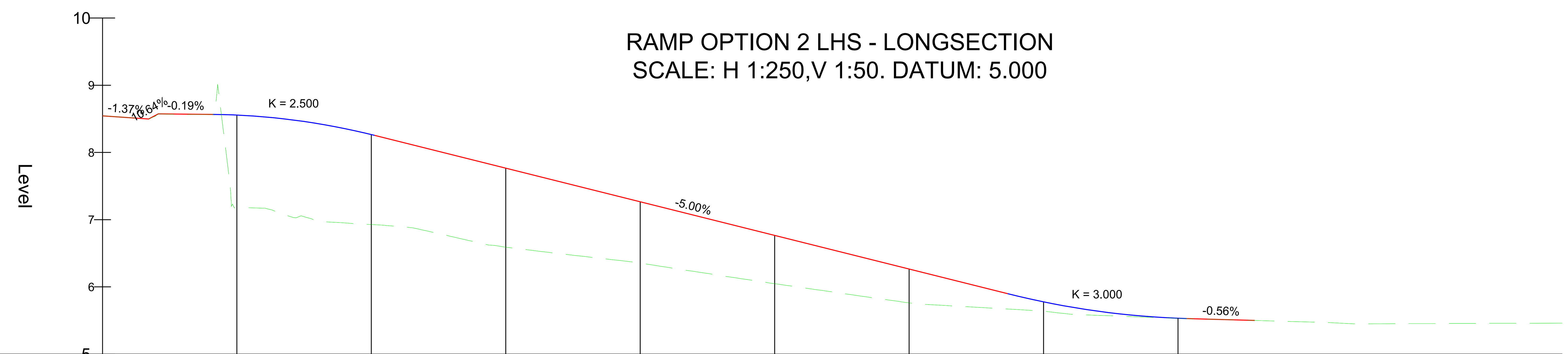
NOTES

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE
2. REFER TO DRAWING B069995-TTE-00-BB-DR-CH-0102 FOR CROSS SECTIONS.

KEY

- CH XX.000 — CROSS SECTION LOCATION REFER TO DRAWING ...0102
- PARAPET TO BE REMOVED
- WALL TO BE REMOVED

RAMP OPTION 2 LHS - LONGSECTION
SCALE: H 1:250,V 1:50. DATUM: 5.000



Chainage	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	108.585
Proposed Levels	8.545	8.556	8.266	7.766	7.266	6.766	6.266	5.778	5.533			
Existing Ground	8.545	7.174	6.927	6.591	6.355	6.048	5.762	5.638	5.531	5.477	5.457	5.461
Level Difference	0.000	1.382	1.339	1.175	0.911	0.718	0.504	0.140	0.002			

Horizontal Geometry: L =2.282 | R: 12.000 L: 4.972 | R: 25.976 L: 5.891 | R: 20.000 L: 9.619 | R: 58.544 L: 21.411 | R: 400.000 L: 40.070 | L =24.339

Vertical Geometry: G =-1.367%/0.636%/-0.191% L =3.430/0.710/4.064 | R =250.000 K =2.500 L =12.022 | G =-5.000% L =47.094 | R =300.000 K =3.000 L =13.322 | G =-0.559% L =5.050

0 2.5 5 7.5 10 12.5 m
SCALE 1:250

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P02	WORKS AMENDED TO SUIT NEW TOPO & SUPERWING TRANSPORTER	14.11.2025	MB	MB	LB
P01	PRELIMINARY FIRST ISSUE	03.04.2025	MB	MB	LB

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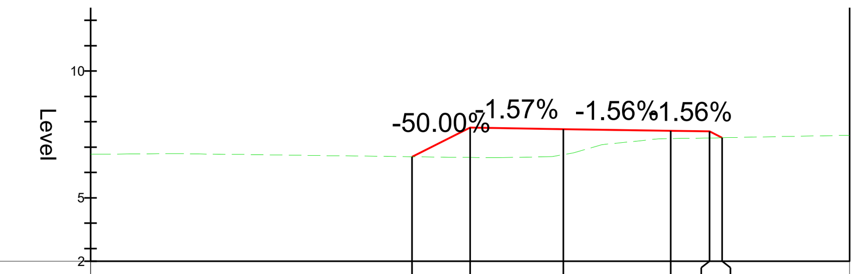
Project Name
ASLAND WALKS

Sheet Title
BANK BRIDGE SITE ACCESS
GENERAL ARRANGEMENT

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	MB	Feb '25	LB	Feb '25	LB	Feb '25	As Shown	S0

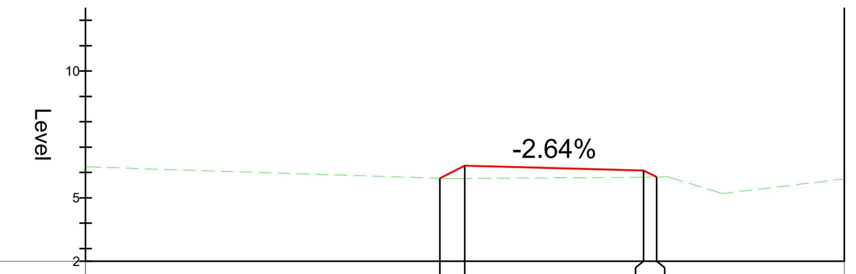
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B069996	TTE	00	BB	DR	CH	0101	P02

 TTE_MT_v1



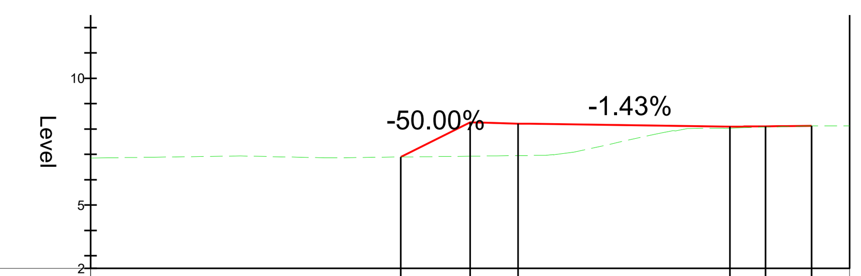
Proposed Levels	6.619	7.766	7.708	7.642	7.618	7.368
Existing Levels	6.619	6.590	6.701	7.338	7.360	7.368
Offsets	-2.294	0.000	3.678	7.927	9.462	9.961
Level Difference	0.000	1.175	1.007	0.304	0.258	0.000

Ramp Option 2 LHS - CH 30.000



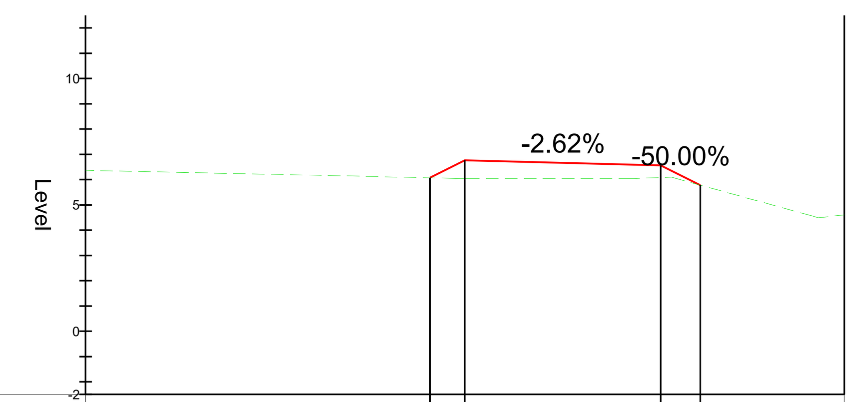
Proposed Levels	5.769	6.266	6.079	5.822
Existing Levels	5.769	5.762	5.813	5.822
Offsets	-0.993	0.000	7.069	7.584
Level Difference	0.000	0.504	0.266	0.000

Ramp Option 2 LHS - CH 60.000



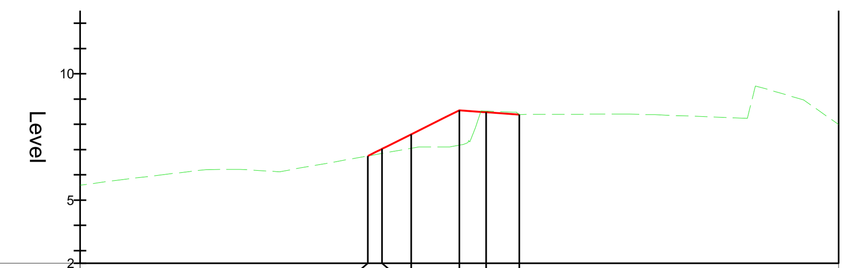
Proposed Levels	6.895	8.266	8.209	8.093	8.106	8.123
Existing Levels	6.895	6.927	6.949	8.031	8.076	8.123
Offsets	-2.740	0.000	1.892	10.262	11.670	13.493
Level Difference	0.000	1.338	1.259	0.062	0.029	0.000

Ramp Option 2 LHS - CH 20.000



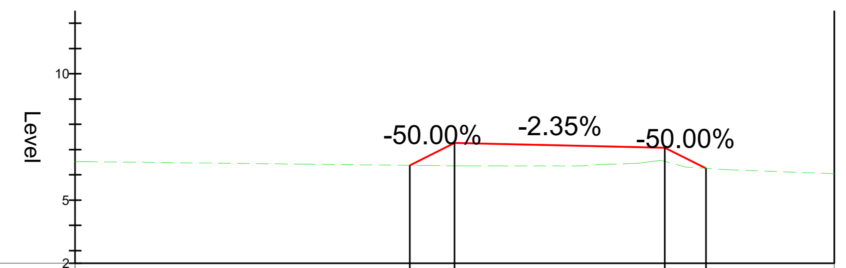
Proposed Levels	6.075	6.766	6.562	5.783
Existing Levels	6.075	6.048	6.080	5.783
Offsets	-1.381	0.000	7.746	9.304
Level Difference	0.000	0.718	0.482	0.000

Ramp Option 2 LHS - CH 50.000



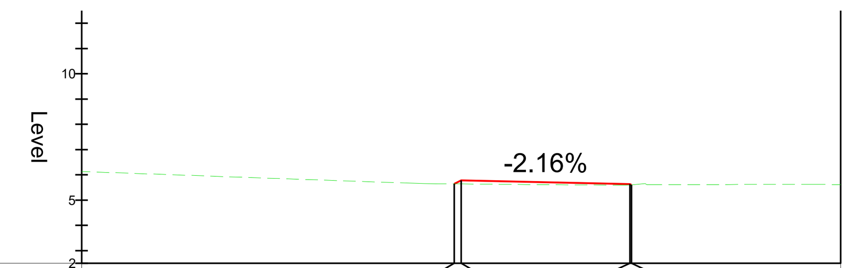
Proposed Levels	6.747	7.027	7.602	8.556	8.479	8.389
Existing Levels	6.747	6.846	7.052	7.175	8.526	8.389
Offsets	-3.619	-3.062	-1.908	0.000	1.059	2.367
Level Difference	0.000	0.181	0.550	1.381	-0.047	0.000

Ramp Option 2 LHS - CH 10.000



Proposed Levels	6.377	7.266	7.070	6.257
Existing Levels	6.377	6.355	6.533	6.257
Offsets	-1.777	0.000	8.300	9.928
Level Difference	0.000	0.911	0.537	0.000

Ramp Option 2 LHS - CH 40.000



Proposed Levels	5.640	5.778	5.634	5.598
Existing Levels	5.640	5.638	5.594	5.598
Offsets	-0.275	0.000	6.663	6.734
Level Difference	0.000	0.140	0.040	0.000

Ramp Option 2 LHS - CH 70.000

0 2.5 5 7.5 10 12.5 m
SCALE 1:250

NOTES

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE
2. REFER TO DRAWING B069995-TTE-00-BB-DR-CH-0101 FOR CROSS SECTION LOCATIONS.

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P02	WORKS AMENDED FOR NEW SURVEY AND SUPERWING TRANSPORTER	14.11.2025	MB	MB	LB
P01	PRELIMINARY FIRST ISSUE	03.04.2025	MB	MB	LB

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Client
GA PET FOOD PARTNERS

Project Name
ASLAND WALKS

Sheet Title
BANK BRIDGE SITE ACCESS
CROSS SECTIONS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	MB	Feb '25	LB	Feb '25	LB	Feb '25	1:250	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B069996	TTE	00	BB	DR	CH	0102	P02

TTE_MT_v1

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Notes:

General
1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer
1. The information contained in this drawing is based on a combination of OS and data provided by others and Tetra Tech shall not be liable for any inaccuracies or deficiencies.

Load Swept Path
Vehicle Swept Path
Wheel Swept Path

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P02	TOPOGRAPHICAL SURVEY ADDED TO WESTERN SIDE	31.10.2025	RN	MB	LB
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Client
GA PET FOOD PARTNERS

Project Name
ASLAND WALKS

Sheet Title
SWEPT PATH ASSESSMENT
E138 - SUPER WING BLADE

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
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