Asland Walks Energy Park

784-B069995-0001

Outline Construction Traffic Management Plan

GA Pet Food Partners

November 2025

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

TETRA TECH Planning

Tetra Tech Limited. Registered in England number: 01959704

Tetra Tech Bristol, 2nd Floor, 90 Victoria Street, Bristol, United Kingdom, BS1 6DF
Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United Kingdom, LS1 4ER

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Acronyms/Abbreviations

Acronyms/Abbreviations	Definition
CTMP	Construction Traffic Management Plan
AIL	Abnormal Indivisible Load
MW	MegaWatt
BESS	Battery Energy Storage System
mph	Miles per Hour
DfT	Department for Transport
m	Metres
LGV	Light Goods Vehicle
LPA	Local Planning Authority

1.0 Introduction

1.1 General

1.1.1 Tetra Tech has been commissioned by GA Pet Food Partners to prepare an Outline Construction Traffic Management Plan (CTMP) to support a planning application for the development of an Energy Park at Asland Walks. 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 purpose of the energy park is to collect energy from renewable energy sources and use it to power the GA Pet Food Partners factory at Plocks Farm and to assist in powering properties within Bretherton.

1.1.3 This document serves as an Outline CTMP and will be revised as details regarding construction, contractors, and management are finalised.

1.2 CTMP Objectives

1.2.1 The overall objectives of the CTMP are:

- Environmental impact: lower vehicle emissions and noise levels;
- Road risk: improving the safety of road users;
- Congestion: reduced vehicle trips, particularly in peak periods; and,
- Cost: efficient working practices and reduced deliveries.

1.2.2 The guidance aims to:

- Establish a standardised approach to assessing the CTMP element of planning applications;
- Inform developers of the technical requirements of CTMPs;
- Describe the planned measures that should be considered or included within a CTMP;
- Provide detail on the implementation and monitoring of CTMPs; and,

- Introduce the concept of Community Considerations and their relevance to the CTMP process.

1.2.3 To support the objectives above, the following sub-objectives are set out:

- Encouraging construction workers to travel to the site by non-car modes and to car share;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CTMP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and; and
- Encouraging the most efficient use of construction freight vehicles.

1.3 Site Context

1.3.1 The site comprises an area of c.39.7ha and is located south of the A59 and west of the River Douglas. The grid reference is SD460192 (Northing 346058, Easting 419274) and the approximate post code is PR4 6FS. Leeds & Liverpool Canal (Rufford Branch) Tow Path borders the site along the western boundary and two farming properties border the south, with Sollom Lane and Eyes Lane beyond these.

1.3.2 These are rural country lanes, which are generally one vehicle wide. These roads typically have a derestricted speed limit, allowing vehicles to travel at a maximum of 60mph. However, given the rural nature of these roads, it is highly unlikely that vehicles would travel at this speed as the reduced width, rural character, high hedging, and limited visibility naturally calm traffic.

1.3.3 Eyes Lane is located along the southern boundary of the development site, while the A59 runs along the northern boundary. Both roads are classified as adopted highway. Eyes Lane provides a connection to the A581 Meadows Lane, via Sollom Lane.

1.3.4 The section of Sollom Lane between Eyes Lane and the A581 Meadow Lane is private, under the control of Goldings Farm and does not form part of the public highway. For clarity, this private section of Sollom Lane is referred to within this report as the “Private Lane”. The applicant has obtained permission from Goldings Farm to use this Private Lane during the construction process.

1.3.5 The section between Eyes Lane and the settlement of Sollom, is adopted highway.

1.4 Document Structure

1.4.1 Following this introductory chapter, the remainder of this report is structured as follows:

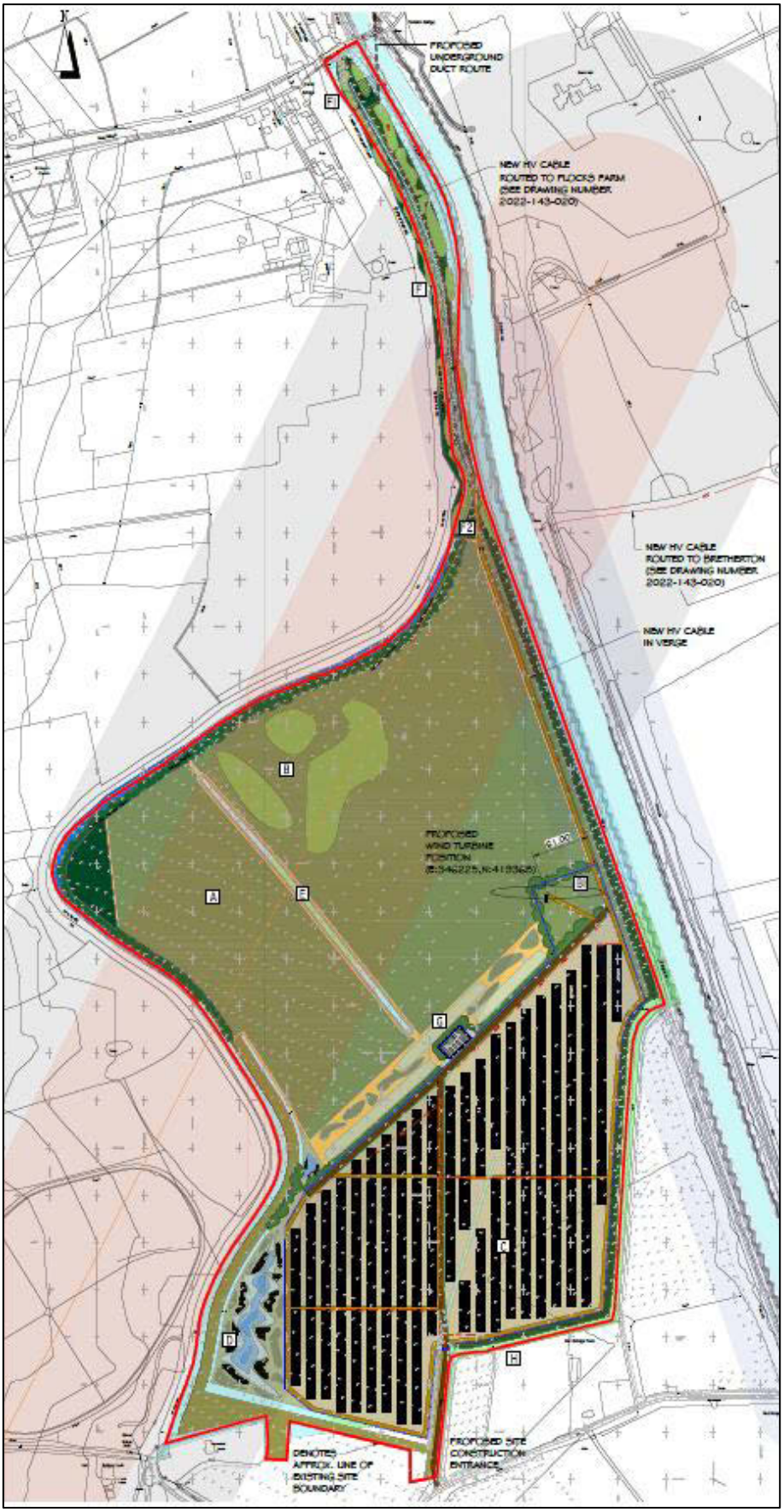
- Chapter 2 – Development Proposals;
- Chapter 3 – Principal Contractor’s Role and Responsibilities;
- Chapter 4 – Construction Programme and Methodology;
- Chapter 5 – Cleanliness of the Public Highway;
- Chapter 6 – Construction Vehicle Routing and Access;
- Chapter 7 – Control of Dust; and,
- Chapter 8 – Summary.

2.0 Development Proposals

2.1 Development Scheme

2.1.1 The development scheme comprises a 4.2 MegaWatt (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 2.1**.

Figure 2.1 – Proposed Site Layout



2.2 Access Arrangement

Eyes Lane Access – During Construction

2.2.1 Access to the site from the public highway will be via Eyes Lane, which will be configured as a priority-controlled T-junction. Eyes Lane via the Private Lane, which the applicant has permission to use. This access will be used by cars, light goods vehicles and heavy goods vehicles (measuring up to 16.5m in length). Construction traffic will not travel to or from Bretherton or the settlement of Sollom via Eyes Lane.

2.2.2 The A581 Meadow Lane is subject to a 50 mile per hour (mph) speed restriction, 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 should be a minimum of 160 metres (m). 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.

2.2.3 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 during construction. 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.

2.2.4 The Private Lane will also be improved to include passing bays and strengthened culverts; these improvements are shown on the drawing provided at **Appendix B**. For the avoidance of doubt, these works will not extend onto the public highway section of Sollom Lane.

2.2.5 Swept Path Analysis has been undertaken, considering the movement of a 16.5m articulated vehicle, and 12m rigid vehicle. These are the largest vehicle types to be used during the construction phase (other than the AILs which are considered separately within the Route Survey Report), and so have been used to provide confidence in the suitability of the road.

2.2.6 The resultant analysis is illustrated in **Appendix B**, demonstrating that the access is safe and suitable to accommodate this type of vehicle.

Eyes Lane Access – During Operation

2.2.7 The temporary traffic lights at the site access will only be required for the construction phase. During operation, the site will typically generate around 1 or 2 vehicles light vehicles (cars, vans, pickup truck style vehicle etc.) per month. Given the access with the A581 already accommodates farm traffic associated with Golding Farm, including by large slow agricultural vehicles, it is concluded that the access is able to safely accommodate the operational traffic without traffic management.

2.2.8 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 and Eyes Lane.

A59 Access

2.2.9 An additional access is proposed from the A59 to the north, which is required as part of the construction process. This will accommodate AIL vehicles associated with the wind turbine components and transformers. The reason an access from the A59 is required is due the Eyes Lane access being unsuitable for AIL vehicle movements.

2.2.10 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.

2.2.11 Vehicles utilising this access will be doing so under escort by both the police, and private contractors, whom will control traffic to allow the safe movement of the abnormally sized vehicles.

2.3 Swept Path Assessment

2.3.1 The suitability of the access arrangements have been assessed through swept path analyses, which consider the manoeuvrability of large delivery vehicles and

AILs. The proposed access / egress arrangement is a priority T-junction configuration off the A581 and Eyes Lane for large delivery vehicles, and access and egress off the A59 for AILs. These arrangements will be managed by the site management team and supported by the proposed infrastructure.

2.3.2 The resultant assessments for construction traffic vehicles are presented in **Appendix C** for AILs, and **Appendix B** for other construction vehicles, which indicate that these types of vehicles can make safe and suitable movements when manoeuvring between the public highway and the site.

2.4 Access Operations

2.4.1 Access arrangements are deliverable within land classified as adopted highway or private land that the applicant has shared use of.

2.4.2 All vehicles associated with the construction phase of development will access / egress the site via Eyes Lane and utilise land which the applicant has shared use of connected to the A581. The Principal Contractor will ensure deliveries are timed as such to avoid more than one vehicle travelling along the public highway sections of Eyes Lane and Sollom, due to their narrowness. This will be done through scheduling and use of passing areas within the site and along the Private Lane which the applicant has shared use of.

2.4.3 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 prebooked, called in and managed by experienced Banksmen, with access enshrined in contracts let to subcontractors, suppliers, etc. The gatehouse will likely be located close to the Eyes Lane access.

2.4.4 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.

2.4.5 AILs will similarly be pre-arranged and move during quieter periods (likely overnight) on the public highway utilising both private personnel, and the police, to safely escort the vehicles from port to site.

3.0 Principal Contractor's Roles and Responsibilities

3.1 Introduction

3.1.1 This section of the report outlines the roles and responsibilities attributed to key parties involved in the construction process.

3.2 Construction Traffic Management Team

3.2.1 The CTMP is a live document, and will be updated as development progresses. This includes the contact details of the Principal Contactor. The details of the Principal Contractor will be provided below prior to the start of construction, and will be updated if it should chance during construction.

3.2.2 The Principal Contractor will ensure that all contracts, including sub-contracts, in connection with the development acknowledge the CTMP and adherence to the requirements set out in the CTMP, including any revisions to the document subsequent to the making of the contract.

Key Contact

3.2.3 The Principal Contractor is not yet known, once known their details will be entered in **Table 3.1**.

Table 3.1 – Principal Contractor Details

Company	Address	Contact	Telephone	Email
ASKAM	TBC*	TBC*	TBC*	TBC*

*Confirmed prior to the start of works

Site Manager

3.2.4 It is expected that the Site Manager, an employee of the Principal Contractor, will be responsible for the day-to-day management of Health and Safety, Environmental and Quality performance during the construction of the proposed development. It will be a requirement that they conform to ISO14001 and will also be responsible for implementing and maintaining the CTMP and monitoring the performance of sub-contractors. This will include participating in communication with the LPA and other third parties as required.

3.2.5 The Site Manager will be responsible for reviewing all task-specific method statements and that an appropriate programme of training is developed and effectively communicated. In addition, the Site Manager will be responsible for ensuring that all staff on site receive the necessary health and safety and environmental induction prior to starting work on-site.

3.2.6 The Site Manager will be responsible for overseeing any environmental monitoring programmes, carrying out site environmental inspections and audits as necessary, and will co-ordinate the environmental monitoring programme. They will also be responsible for ensuring that all relevant legal consents, licences and exemptions are in place in advance of relevant works commencing, and that all relevant licence and legal requirements are adhered to.

3.2.7 All queries and complaints from the public and the local community will be directed to the Site Manager. The Site Manager will be responsible for preparing a response and maintaining a register of complaints, together with following-up on detailing the remedial actions taken.

Subcontractors

3.2.8 Staff and contractors present on site will be contractually responsible for adhering to the requirements of the CTMP. This includes working to agreed methods, plans and procedures to minimise the environmental and traffic impacts of the construction process. A senior member of the site staff will be made the main point of contact regarding the CTMP matters and report all incidents immediately to the Site Manager. This role includes inducting site personnel on the requirements of the CTMP and making staff aware of these prior to commencing any work on site.

Suppliers

3.2.9 For the purposes of this document, suppliers are split into two categories; Materials suppliers and Services suppliers. Materials suppliers delivering building supplies to the site will be made aware of the CTMP and will be obliged, contractually, to adhere to it. Of particular importance are the construction vehicle routes to and from the site. Services suppliers providing temporary site personnel will be required to induct staff on the requirements of the CTMP prior to them starting work on site.

3.3 Public Relations

Communication Strategy

3.3.1 Pertinent information for the public including contact details for the site manager, including an emergency / out of hours telephone number, will be displayed prominently adjacent to gated access to the site during construction.

Complaints Procedure

3.3.2 The complaints procedure is as follows:

- Contact details and site information will be provided adjacent to the gated site entrance so that the general public can report any concerns to the Site Manager via email or by phone. An out-of-hours number will also be provided for emergencies.
- If a site-based comment / complaint is received, then it is the responsibility of the Site Manager to provide an initial response. In case of emergencies, the response by the Site Manager to the emergency will be immediate.
- In other cases, the response to the complainant will be as soon as practical via the appointed public relations consultant; and,
- If the complaint is not resolved to the satisfaction of the complainant, then it will be escalated to an appropriate individual within the energy park management team.

4.0 Construction Programme and Methodology

4.1 Introduction

4.1.1 This section of the CTMP sets out the overall site setup, the construction programme, and key principles of the construction methodology regarding transport, highways, and logistics.

4.2 Compound and Site Setup

4.2.1 The compound and contractor parking are yet to be confirmed, however an appropriate area within the confines of the Site will be made available for the compound which will be made easily accessible to delivery vehicles. The exact location of the compound will be confirmed prior to the start of construction.

4.2.2 Materials will be stored in a dedicated laydown area within the compound.

4.3 Construction Programme

Fencing and Hoardings

4.3.1 Other than two dwellings to the south of the site, the site is not located within the vicinity of any dwellings. It should also be noted that the northern part of the site is not proposed for development which increases the separation to Tarleton and Bretherton, where most of the local dwellings are located. It is therefore concluded that heras style fencing will surround the site and bale acoustic barriers will be utilised the minimise sound generated by the site during construction.

Hours of Operation

4.3.2 Working hours will be agreed with the Local Planning Authority (LPA), and are expected to be:

- 07:00 to 17:00 hours Monday to Friday.
- 08:00 to 13:00 hours Saturday; and,
- No work on Sunday or Bank Holidays.

4.3.3 All deliveries will be scheduled to arrive and depart during the agreed working hours.

4.3.4 Should any work be required outside these hours, it will be subject to the prior written agreement with the LPA. Additionally, the contractor (once appointed) will give notice to the neighbours ahead of these activities occurring or on the day for extenuating circumstances.

4.3.5 Should any emergency work be required outside of the working, such as to repair the site fencing, in the interest of safety and / or security, then this will be undertaken with personnel working as quickly and quietly as possible. The LPA will be notified of the work including reasons for the work by close of business the next working day, and local properties will be notified as soon as practicable within three working days.

Delivery Scheduling and Requirements

4.3.6 Deliveries will be allocated an arrival time during working hours and suitably separated from other deliveries. Swept path analysis of the construction access confirms that large delivery vehicles will be able to enter and exit the Site in a forward gear and movements by large vehicle will be assisted by a banksperson.

4.3.7 Deliveries will be scheduled within the agreed working hours. No out of hours deliveries will be permitted without the prior written agreement of the LPA.

4.3.8 For all deliveries to the Site, the following information will be requested to ensure there are no unnecessary vehicle trips undertaken and all vehicle trips are managed appropriately:

- Postcode of journey start point / single or multi drop;
- Waste removal requests – size of skip / type of waste / carrier / tip location;
- All delivery requests must be submitted on to the system a week in advance;
- All delivery requests will be reviewed, and time slots will be allocated. All parties will be advised, and the booking system will be updated to show the schedule for the forthcoming week; and,
- The schedule will be reviewed daily to allow for any unforeseen problems. The relevant parties will be advised of any changes.

Construction Vehicle Marshalling and Safe Unloading / Loading

4.3.9 Trained and qualified traffic marshals / bankspeople will marshal vehicles in and out of the designated loading area on Site. All traffic marshals will be trained in safe traffic management and control and be identified with specific colour helmets and high-visibility clothing. Any localised manoeuvring which vehicles may require for loading / unloading will also be carried out by trained and qualified traffic marshals.

4.3.10 Traffic marshals / bankspersons required for specific unloading operations will be provided by the contractor receiving the delivery / collection. They will be clearly identifiable via their high-visibility jackets displaying their designation as banksperson / traffic marshal. Each will be equipped with radios so that communication during loading and unloading of vehicles can be clearly controlled and coordinated. When unloading is carried out by crane or hoist, this will be undertaken by a trained/ qualified slingers / signaller.

Diversions or Unusual Material Delivery Times

4.3.11 If it becomes necessary to implement a diversion route or receive deliveries outside of normal scheduling, the contractor will be required to gain approval from the local highways authority in writing in advance. All staff, including delivery personnel, will follow the instructions of the emergency services in all instances unless this would put them in danger.

Transportation of Construction Waste Material

4.3.12 A waste and recycling storage area will be setup close to the material storage compound which will be operational throughout the construction program. Additional secondary waste and recycling storage areas will be set up close to working areas, if located a distance from the main store, as required to minimise carry distance for construction personnel.

4.3.13 The receptacles will cover that which is cable of being recycled locally such as paper, cardboard, plastic and metal will be provided adjacent to the material compound in addition to receptacles for non-recyclable waste and soil etc. as required.

4.3.14 Collection will be conducted bi-weekly (or more frequently if waste receptacles approach capacity) by GA personnel and the waste will be transferred to GA's Plocks Farm facility. All materials will be processed and recycled at this location within a purpose-built Recycling Building, ensuring proper disposal and maximizing material recovery. All waste and recycling then leaving GA’s Plocks Farm facility will be carried by licensed contractors using waste receipts.

4.3.15 Specialist waste storage will be provided as required, for example for low level clinical waste associated with the welfare facilities etc. These collections will be undertaken by the appropriate specialist contractors with valid licenses at a frequency appropriate for the waste.

Temporary Highway Works

4.3.16 Temporary warning signage will be provided within the vicinity of the site accessway during construction. It is expected that the signage will contain wording such as “Construction Site Access Ahead” and “Large Vehicles Turning” and be on red signs. The exact form and wording on the signs will be confirmed prior to construction.

4.3.17 As previously set out, it also proposed that a temporary speed reduction along the A581, in the vicinity of the construction site access, to 40mph and temporary traffic lights will be provided to assist with construction vehicle movements to and from the site.

5.0 Cleanliness of the Public Highway

5.1 Measures

5.1.1 The construction works will involve the regular use of the local highways network by construction related vehicles. Measures will be put in place to minimise the deposition of mud and debris on the local road network generated by vehicular movements. These measures are outlined below:

- Wheel washing equipment will be installed within the site as close as possible to the junction with the Eyes Lane. It should however be noted that the journey from the main site material drop to this access is approximately 1km and vehicles will travel along gravel roads with the site. It is therefore likely that most, if not, all mud will naturally fall from vehicles. The provision of a wheel washing facility is a precaution should prolonged periods of precipitation result of mud clinging to vehicles despite the length of the gravel road;
- The wheel washing facility will be designed to ensure that it does not drain onto the public highway or right of way where it could pose a slip hazard during the winter;
- Road cleaning machinery will also be utilised at the site. This will primarily be used to clean the section of Eyes Lane between the site access and the construction haul road. This route will be checked for mud accumulation at least daily (excluding days when no construction takes place) and cleaned as required. This machinery will also be used to clean the A59 after the abnormal load vehicles leave the site. The condition A581, in the vicinity of the construction access, will be assessed at least twice a day (excluding days when no construction takes place) and cleaned as required; however, given the length of the gravel roads, it is unlikely that roads will regularly require cleaning;
- All waste lorries will be sheeted over to prevent debris from escaping onto the public highway;
- All vehicles leaving the Site will be subject to a visual inspection before accessing the public highways to ensure that the level of dust / mud / debris on the vehicles has been minimised insofar as is practical; and,

- All road surfaces affected shall be swept clean upon completion of the works and periodically, as required, during construction.

6.0 Construction Vehicle Movements

6.1 Access Routes

6.1.1 To minimise impact on local roads, the suggested route to the Site for all traffic is to approach the site using the A59, turn left onto the A581, turn left the private section of Sollom, turn right onto Eyes Lane, and continue to the Site access. Vehicles leaving the site will travel via the reverse of this route.

6.1.2 No vehicles will travel to the site along Eyes Lane or Sollom Lane via the settlement of Sollom to the west or Bank Hall / Bretherton to the northeast.

6.1.3 Should a local supplier within the various settlements to the east of the site but west of the M6, such as within Croston, Mawdesly or Eccleston, be used; then a common sense approach will be used to allow vehicles from these locations to approach the site via the A581 to the east to minimise impact on other road users in the area. This will also apply to any contractors living within this area.

6.2 Construction Vehicle Sizes

6.2.1 The following list provides details of the type of vehicles that will need to gain access to the Site during the construction process (excluding AILS0. The vehicles proposed have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the Site access route, whilst minimising the potential number of traffic movements to and from the Site.

- Skip Lorry 4 Wheel, 17 Tonne G.V.W;
- 18.55m articulated vehicle with twin steered tractor, 44 Tonne G.V.W;
- Concrete Delivery Vehicle 8 Wheel, 30 Tonne G.V.W;
- Rebar delivery Articulated flatbed, 40 Tonne G.V.W;
- Building Deliveries 4 Wheel, 17 Tonne G.V.W Panel body;
- Ballast and Loose Materials 8 Wheel 30 Tonne, G.V.W, Tipper;
- General Building Materials 4 Wheel 17 Tonne, G.V.W, HIAB Flat Bed; and
- Bulk delivery Articulated flatbed with HIAB 40 Tonne, G.V.W.

6.3 Heavy Goods Vehicle Movements

6.3.1 It is forecasted that during construction, the scheme will generate up to around 10 HGV deliveries per day on intensive construction days and around half of this level on quieter days.

6.4 Vehicle Management

6.4.1 Construction traffic speed will be restricted to 10mph on site. Reminder signs will be posted along access and haul roads.

6.4.2 It is not anticipated that any road closures will be required as all the major construction works are carried out within the Site boundary. No motor vehicles involved in construction operations, including deliveries, collections, and services, or Site personnel's or visitors' motor vehicles will be permitted to park on the existing roads surrounding the Site.

6.5 Site Access Control

6.5.1 Any interaction with the public and the public highway is minimised with the use of trained bankspersons, as appropriate. The use of bankspersons will allow for:

- Vehicle manoeuvres into and out of the Site to be monitored and assisted;
- Vehicles, wherever possible, to not stop at inappropriate locations on the highway causing disruption to traffic and local residents; and,
- All loading / unloading to be undertaken within the Site.

6.6 Workforce Traffic

6.6.1 Staff movements will generally be outside of the AM peak period, with a high proportion of staff arriving at Site between 7am and 8am, prior to the start of the school day. Typically, a high proportion of staff will leave Site prior to the PM peak period, but after the end of the school day. Construction contractors will be responsible for encouraging workers to share vehicles. Parking for contractors will be provided in the Site compound area.

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

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

6.6.4 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 and 10 during electrical installation.

7.0 Control of Dust

7.1 Details

7.1.1 Dust generation associated with construction works on this Site can be anticipated from the following activities:

- Construction operations: Movement of vehicles and mobile plant on bare ground, including excavators, dumpers, forklifts, and HGVs entering and leaving the Site; and,
- Construction vehicle movement: Vehicles moving in and around the Site, re-suspending loose material onto the road and passing vehicles.

7.1.2 While no formal dust assessment has been carried out for this Site, the dust-generating potential of construction activities is generally considered to be high risk and it is therefore proposed to implement risk mitigation measures that are recommended for 'high risk' sites.

7.2 Mitigation Measures

7.2.1 Mitigation measures to be implemented to control dust include:

- Site personnel shall be trained in construction vehicle dust mitigation and a manager shall be present for managing dust on Site.
- Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices.
- Construction vehicles to be located away from the closest receptor or house in closed environments wherever possible.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during construction delivery.
- Provision of wheel washing facilities at the Site exit where construction vehicles leave Site onto public roads.
- Provision of an area of hard surfacing where tracked construction vehicles can be cleaned/checked just before leaving Site.

- Impose and signpost maximum speed limits of 10 mph on surfaced haul routes and work areas within the Site.
- Sheeting of all loads entering or leaving Site; and,
- Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission vehicles - currently Euro VI.

8.0 Expected Operation Movements

8.1.1 Energy Parks generate low traffic, with the primary traffic associated with the initial construction phase, which involves the delivery of equipment and materials. Once operational, they typically require minimal maintenance, resulting in infrequent visits by maintenance personnel.

9.0 Summary

9.1.1 This CTMP details the roles and responsibilities of the Construction Management Team, the Site Manager and Site workers and how these controls are to be implemented.

9.1.2 The CTMP will require regular monitoring throughout the construction period to ensure potential risks are adequately managed throughout the construction works. This is a 'live' document, and will be update accordingly throughout the planning and construction process.

Appendix A: Site Masterplan

NOTES

1. READ THIS DRAWING IN CONJUNCTION WITH THE SPECIFICATION, AND ALL RELEVANT ENGINEER'S, 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.

PROPOSED UNDERGROUND DUCT ROUTE

NEW HV CABLE ROUTED TO PLOCKS FARM (SEE DRAWING NUMBER 2022-143-020)

NEW HV CABLE ROUTED TO BRETHERTON (SEE DRAWING NUMBER 2022-143-020)

NEW HV CABLE IN VERGE

PROPOSED WIND TURBINE POSITION (E:346225,N:419368)

61.00

DENOTES APPROX. LINE OF EXISTING SITE BOUNDARY

PROPOSED SITE CONSTRUCTION ENTRANCE

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

GRAHAM SCHOFIELD ASSOCIATES
Consulting Civil and Structural Engineers
Suite 3 Balfour Court,
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
date	JULY 24	date	JULY 24
scale	1:2000	A1	

drawing number 2022 - 143 - 002 D

Appendix B: Proposed Private Lane (Sollom Lane) Improvements and Swept Path Analysis

N

EXISTING BUILDING

CONC

TARMAC

TANK

IC CL4.31

EXISTING BUILDING

STONE WALL

CONC

FL5.28

TARMAC

GRASS

TARMAC

MH CL4.96

MH CL5.51

GRAVEL

PT

PT CB

SP

MEADOW LANE

TARMAC

TARMAC

GRASS

TARMAC

SP

TP

NP

PW

CA2

FARMLAND

FARMLAND

3.25

(6.11)

(6.32)

(6.30)

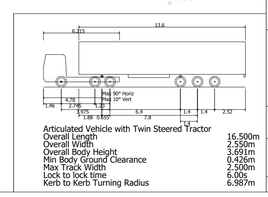
(6.27)

(6.22)

0 2.5 5 7.5 10 12.5 m

SCALE 1:250

POI 1



Articulated Vehicle with Twin Steered Tractor

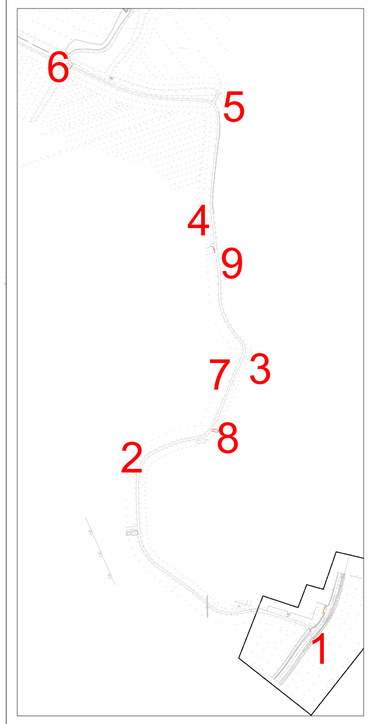
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

Notes

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

Key

Area to be resurfaced



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

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Project Name

ASLAND WALKS ADVICE

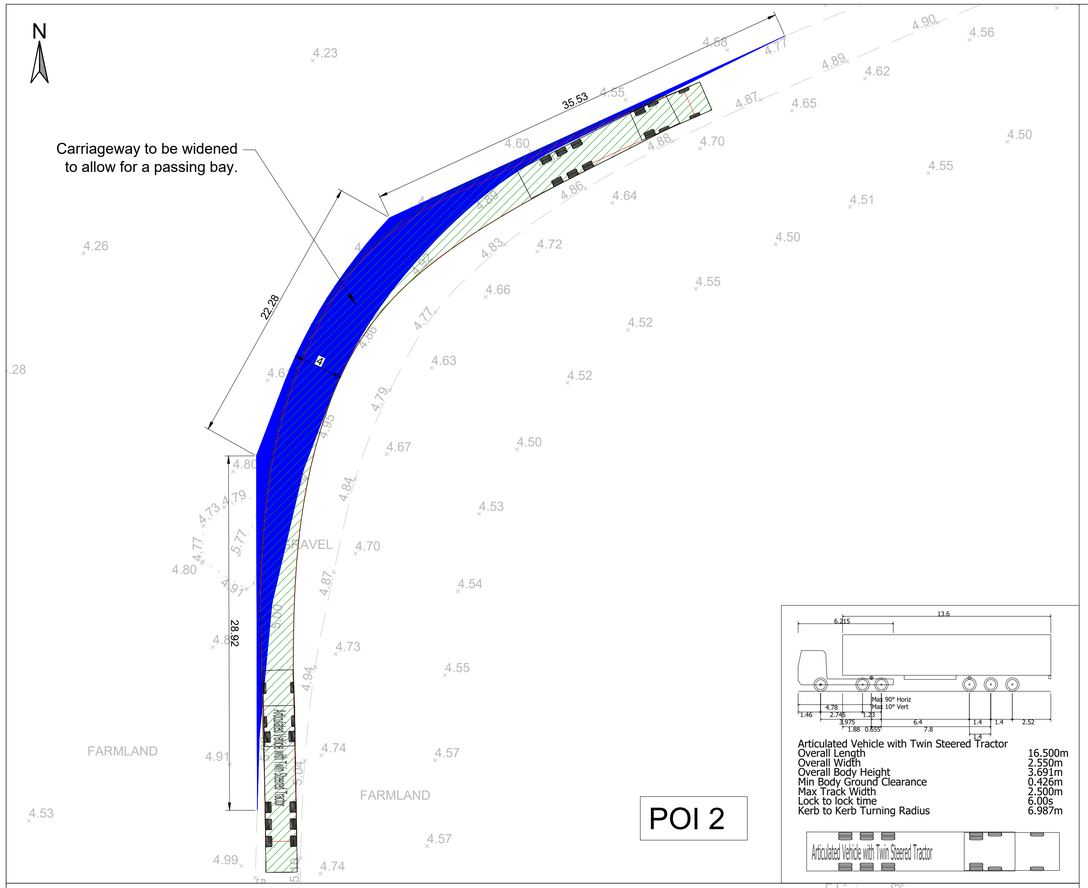
Sheet Title

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

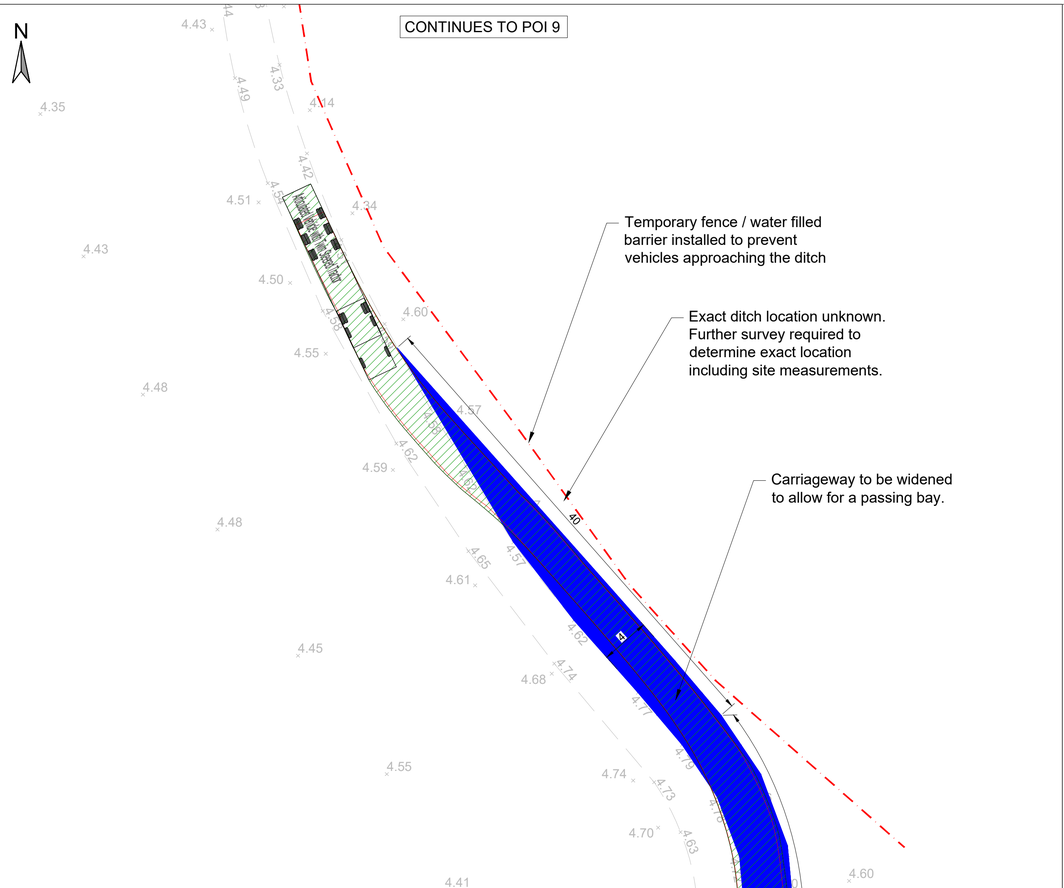
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B069995 - TTE - 00 - BB - DR - CH - 0170							P01

TTE_MT_v1

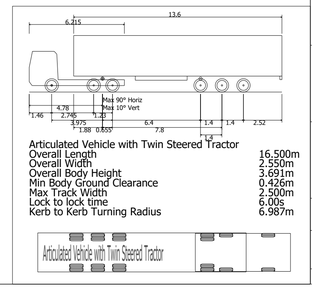


POI 2

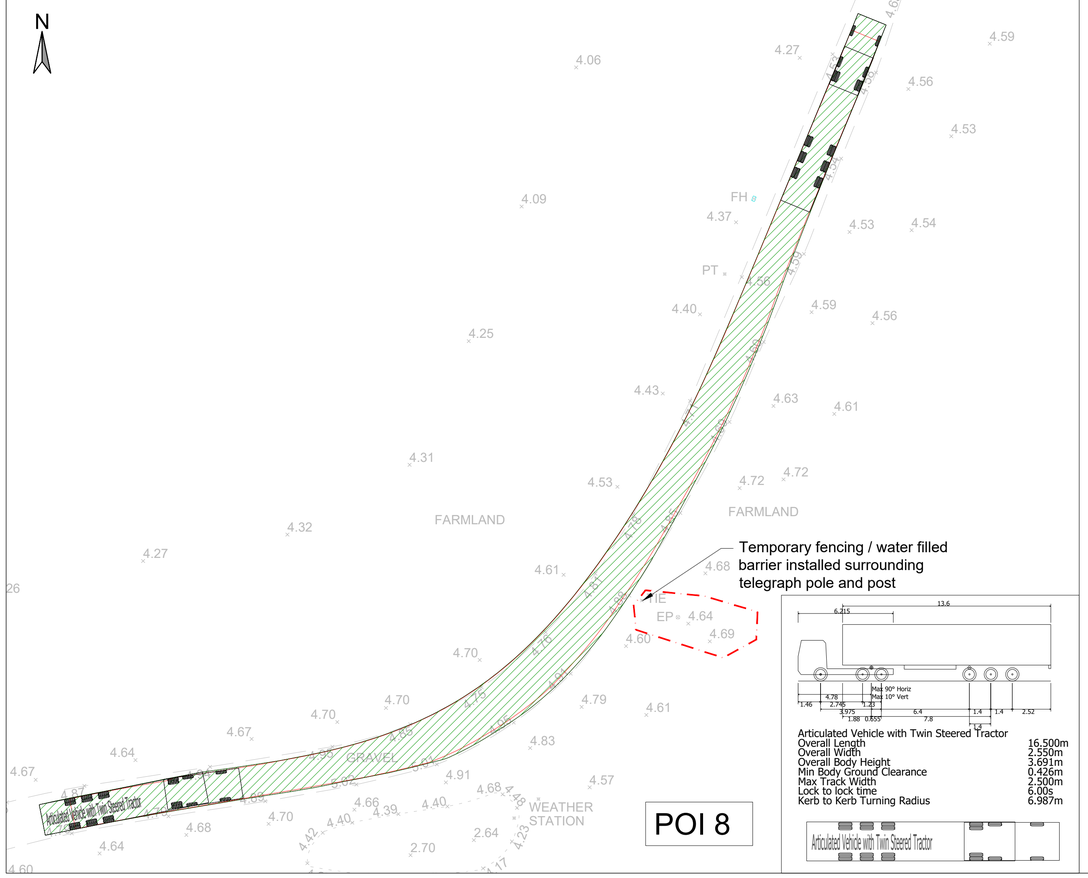
Articulated Vehicle with Twin Steered Tractor	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m



POI 3 & 7



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



POI 8

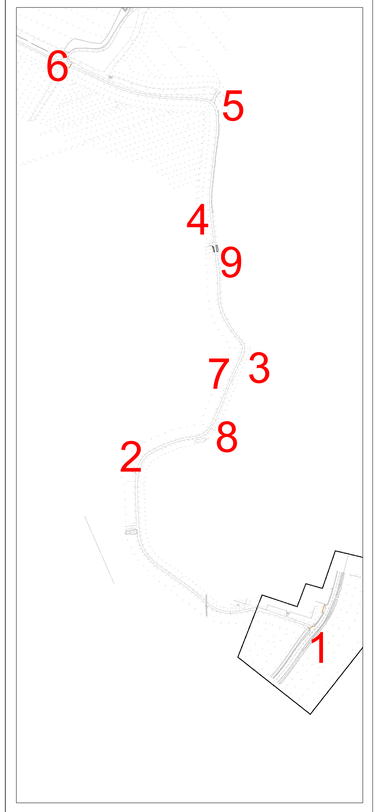
Articulated Vehicle with Twin Steered Tractor	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

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



0 2.5 5 7.5 10 12.5 m

SCALE 1:250

PRELIMINARY ISSUE

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

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ASLAND WALKS ADVICE

Sheet Title

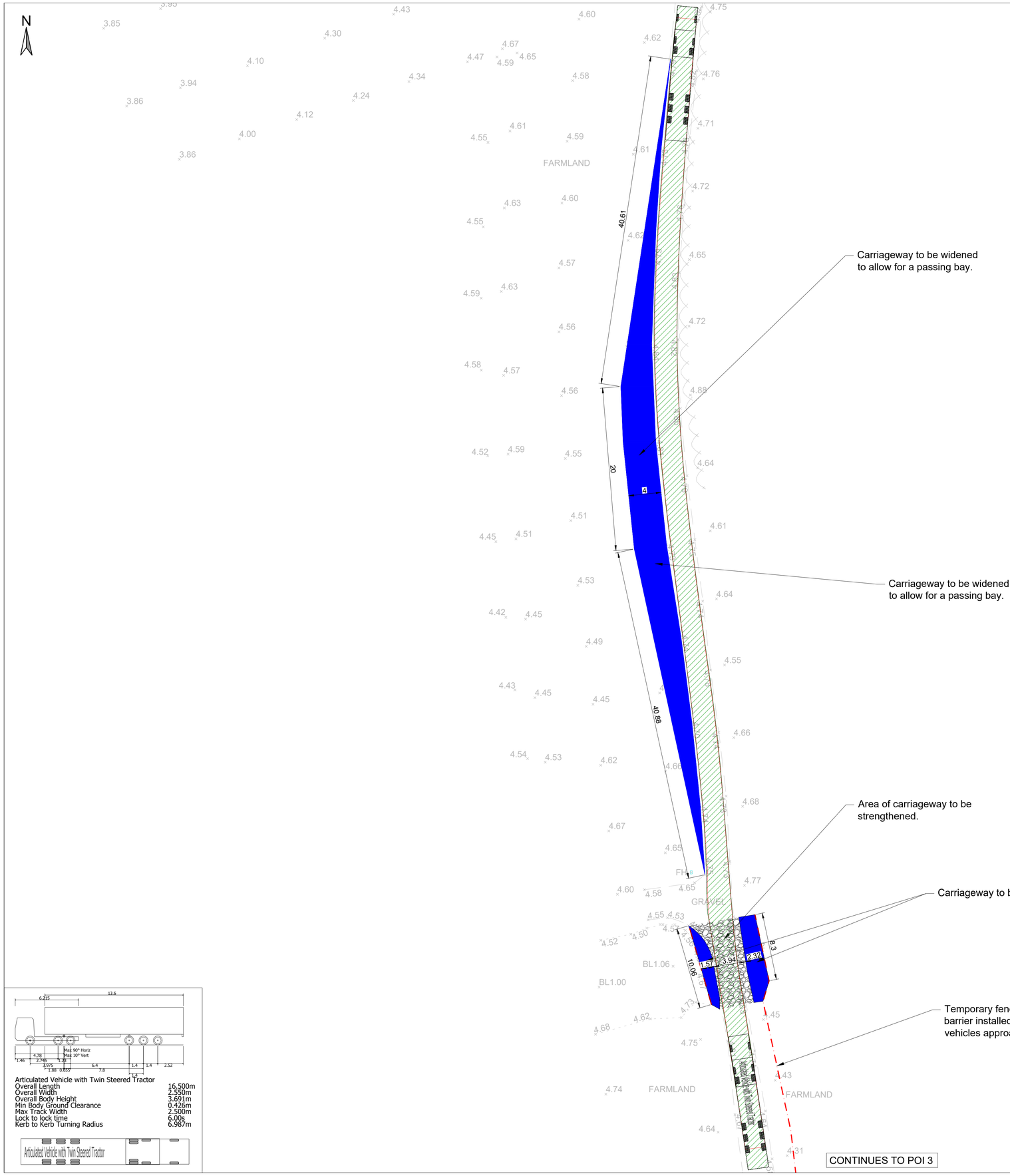
SOUTH TRACK IMPROVEMENT WORKS
SHEET 2

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

N



Articulated Vehicle with Twin Steered Tractor

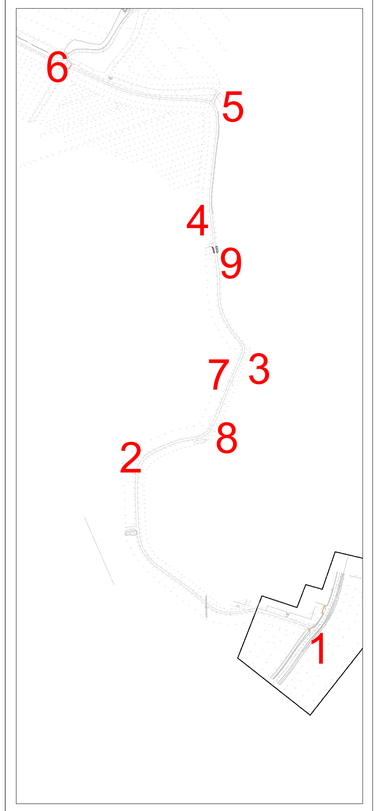
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

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



0 2.5 5 7.5 10 12.5 m

SCALE 1:250

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Rev	Description	Date	Drn / Chk / App
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ASLAND WALKS ADVICE

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
B069995	TTE	00	BB	DR	CH	0172	P01

POI 9 & 4

TTE_MT_v1

N

Articulated Vehicle with Twin Steered Tractor

75.47

Carriageway to be widened to allow for a passing bay.

Vegetation to be trimmed back.

Carriageway to be widened to allow for vehicular overrun.

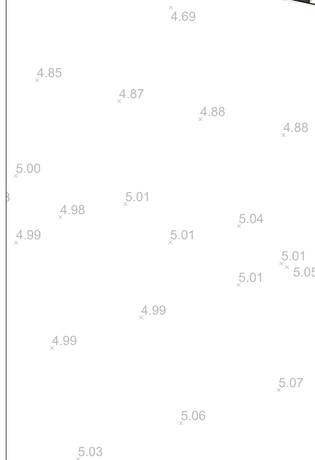
51.01

40

GRAVEL

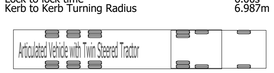
FARMLAND

BL1.56 BL1.55 BL1.48 BL1.82 BL1.52 BL1.44 BL1.49 BL1.63 BL1.56 BL1.65



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



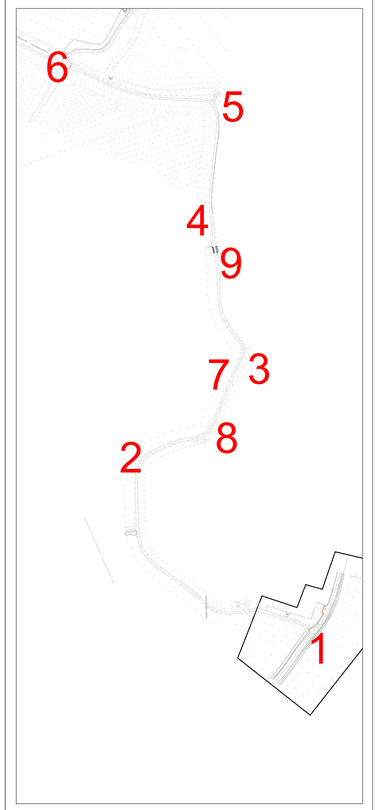
POI 5

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

PRELIMINARY ISSUE

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

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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
B069995	TTE	00	BB	DR	CH	0173	P01

TTE_MT_v1

N

Carriageway to be widened to 4.5m to allow for vehicular overrun.

Further investigations to be conducted by the structural/environmental and ecological teams to decipher the best outcome with regards to the culvert. Loadings to be assessed and LLFA to be contacted.

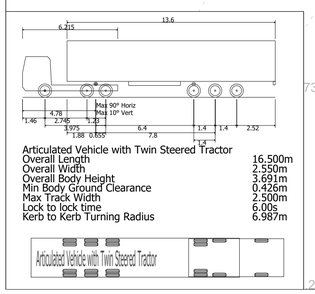
Gate to be assessed to ensure that it doesn't impede vehicle when fully open.

DENSE VEGETATION

CA5

GRAVEL

Articulated Vehicle with Twin Steered Tractor



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

0 2.5 5 7.5 10 12.5 m

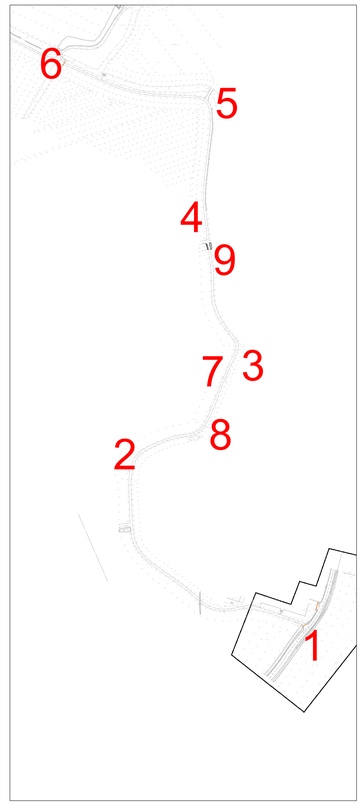
SCALE 1:250

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



PRELIMINARY ISSUE

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

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Sheet Title

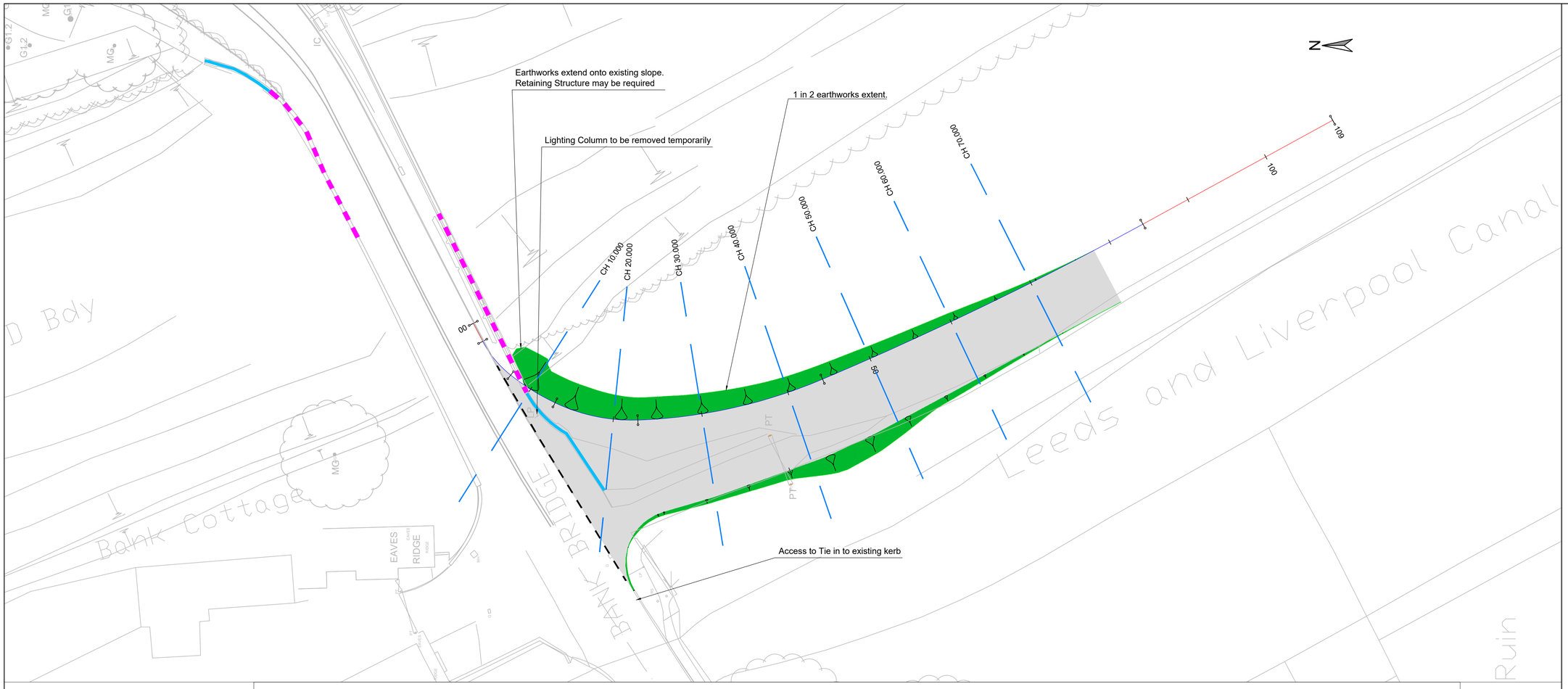
SOUTH TRACK IMPROVEMENT WORKS
SHEET 5

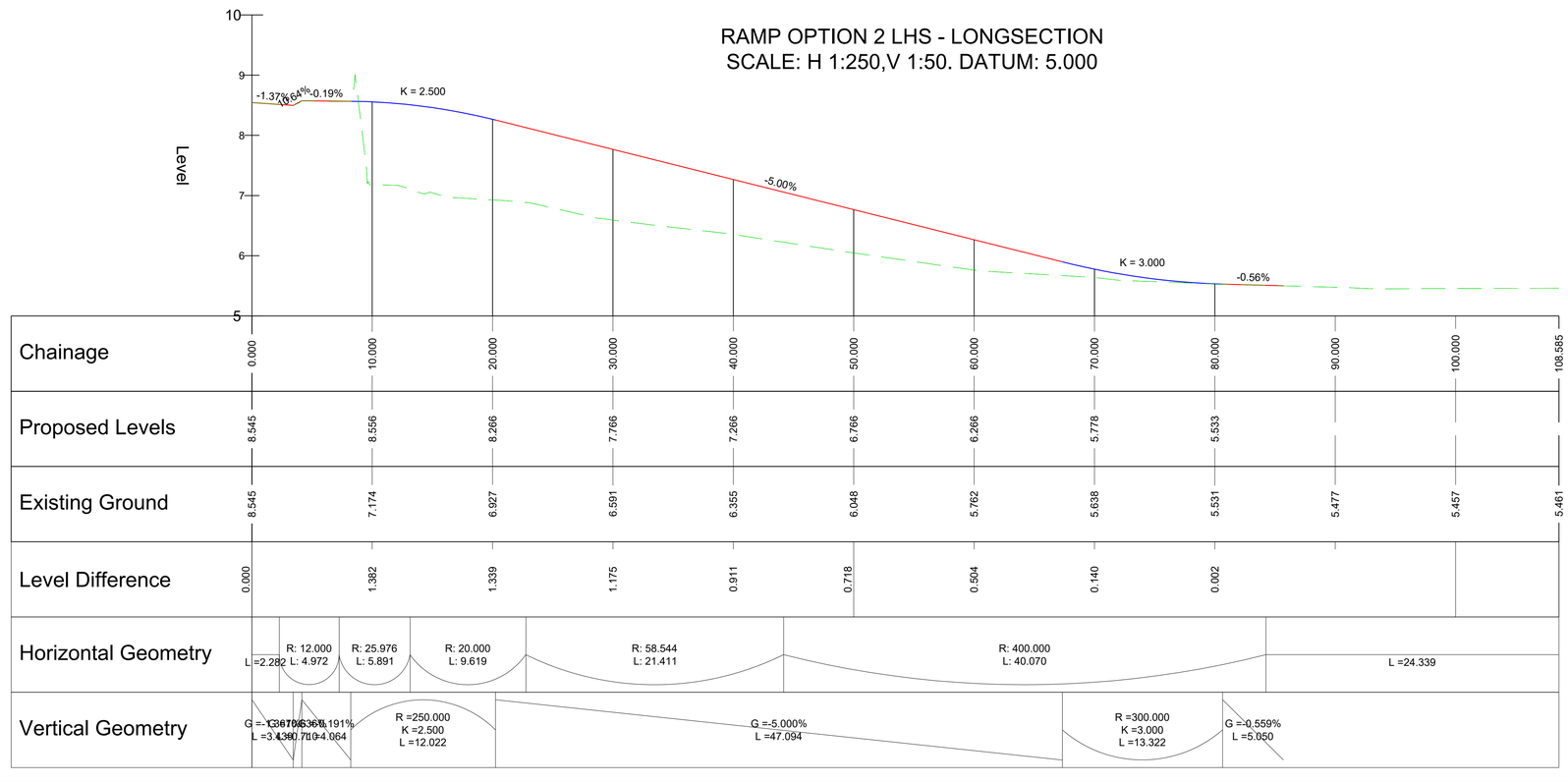
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B069995	RN	Jun '25	MB	Jun '25	LB	Jun '25	1:250	S4

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





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-0102 FOR CROSS SECTIONS.

KEY

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

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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ASLAND WALKS

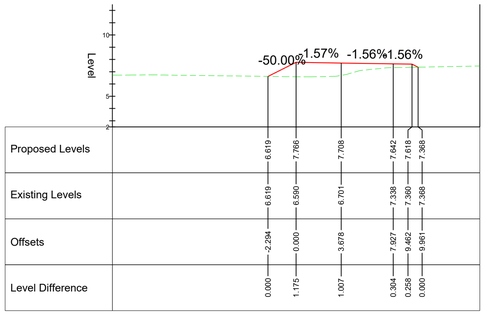
Sheet Title

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

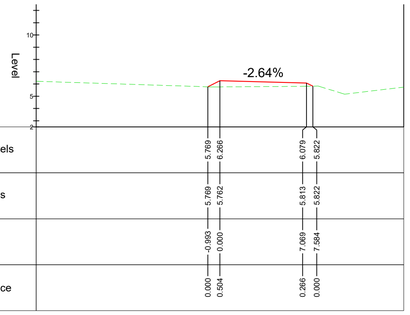
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B069996	TTE	00	BB	DR	CH	0101	P02

TTE_MT_v1



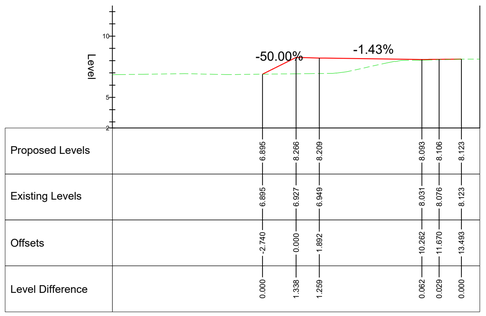
Proposed Levels	6.619	7.766	7.708	7.642	7.618	7.368	
Existing Levels	6.619	6.590	6.701	7.338	7.360	7.368	
Offsets	-2.294	0.000	3.678	7.927	9.462	9.951	
Level Difference	0.000	1.175	1.007	0.304	0.258	0.000	

Ramp Option 2 LHS - CH 30.000



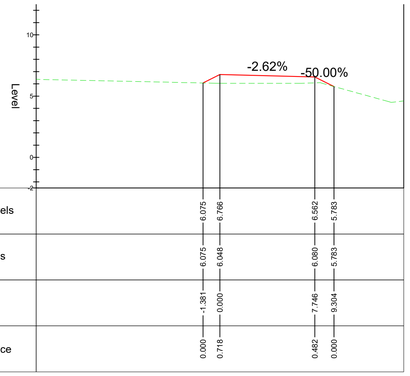
Proposed Levels	5.769	6.255		6.079	5.822		
Existing Levels	5.769	5.762		5.813	5.822		
Offsets	-0.993	0.000		7.069	7.584		
Level Difference	0.000	0.504		0.266	0.000		

Ramp Option 2 LHS - CH 60.000



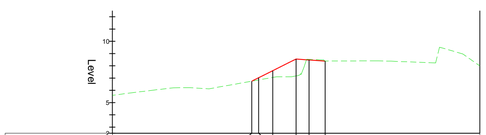
Proposed Levels	6.895	8.266	8.209	8.093	8.106	8.123	
Existing Levels	6.895	6.927	6.949	8.031	8.076	8.123	
Offsets	-2.740	0.000	1.892	10.262	11.670	13.493	
Level Difference	0.000	1.338	1.259	0.062	0.029	0.000	

Ramp Option 2 LHS - CH 20.000



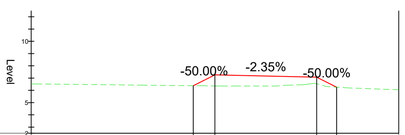
Proposed Levels	6.075	6.766		6.562	5.783		
Existing Levels	6.075	6.048		6.080	5.783		
Offsets	-1.381	0.000		7.746	9.304		
Level Difference	0.000	0.718		0.482	0.000		

Ramp Option 2 LHS - CH 50.000



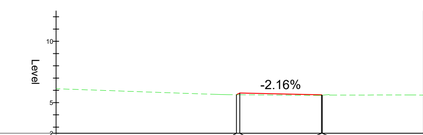
Proposed Levels	6.747	7.027	7.602	8.556	8.479	8.389	
Existing Levels	6.747	6.846	7.052	7.175	8.526	8.389	
Offsets	-3.619	-3.002	-1.908	0.000	1.059	2.367	
Level Difference	0.000	0.181	0.550	1.381	-0.047	0.000	

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		6.863	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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Tetra Tech Leicester

Executive Park, Avalon Way, Anstey, Leicester, United Kingdom, LE7 7GR

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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

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
P01	PRELIMINARY FIRST ISSUE	05.02.2025	SJR	MB	LB

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Tetra Tech London
11th Floor, 1 Angel Court, London, United Kingdom, EC2R 7HJ
Tel: +44 (0)20 7250 7500
www.tetratecheurope.com

TETRA TECH

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
784-B069995	SJR	FEB 25	MB	FEB 25	LB	FEB 25	As Shown	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
PRJ01	TTE	00	XX	SK	O	0005	P02

TTE_MT_v1