Technical Note 02

Project:	Asland Walks Energy Park	**Office:**	Bristol
Project №:	784-B069995	**Status:**	For Information
Client:	GA Pet Food Partners	**Date:**	11.12.2025
Subject:	Primary Access Appraisal		

1 INTRODUCTION

1.1 Tetra Tech has been appointed by GA Pet Food Partners to prepare highways material in support of a planning application for the proposed Energy Park at Asland Walks, Eyes Lane, PR26 9AS.

2 DEVELOPMENT PROPOSAL

2.1 The development is for an Energy Park that will comprise a wind turbine, solar panels, and battery storage units, together with associated transformers, switchgear, and related infrastructure. The planning application is being jointly submitted by Bretherton Energy Co-operative (BEC) and GA Pet Food Partners (GA). The masterplan is provided at **Appendix A**.

3 SITE LOCATION

3.1 The development site is located at Asland Walks Energy Park, Eyes Lane, PR26 9AS which is to the south of Tarleton and southwest of Bretherton, Lancashire, south of the A59 and west of the River Douglas. Its location is shown at **Appendix B**.

4 HIGHWAYS REVIEW

4.1 A detailed transport study has been carried out to show that the new site can be developed safely without causing problems for other road users. The study confirms that suitable access can be provided from the main roads in a forward gear, making sure vehicles can enter and leave the site safely.

4.2 This assessment also looked closely at the local road network and found that the plans meet safety standards and follow transport policies. The document, known as a Transport Assessment, has been submitted with the planning application and will be reviewed by Lancashire County Council, who are responsible for highways in the area.

At Construction

4.3 A Construction Traffic Management Plan (CTMP) is being submitted to show how vehicle movements during construction will be carefully managed. It explains how deliveries, access routes, and timings will be controlled to keep disruption to local roads and communities to a minimum, while ensuring safety at all times.

Eyes Lane Access

4.4 The site will be reached using Eyes Lane, which connects to a private lane the applicant has shared use of, accessing the A581 through Goldings Farm. This route will carry cars, vans, and large lorries, making sure that construction traffic will not go through the nearby villages of Bretherton or Sollom. At the construction access with the A581, temporary traffic lights, warning signs, and a temporarily reduced speed limit of 40mph will be put in place during construction to keep things safe. The private lane itself will be improved with passing places and stronger culverts, though these works won't affect the public road.

4.5 To check that large vehicles can get in and out safely, swept path analysis was carried out. This is a way of mapping how much space a vehicle takes up when turning, to make sure that safe manoeuvres can be achieved by drivers. The study showed that even the largest lorries planned for construction can use the access safely. Once the site is up and running, traffic will be very light, only one or two small vehicles (such as cars, pickup trucks or vans) a month, meaning that no special traffic controls will be needed.

A59 Access

4.6 An extra entrance to the site will be created from the A59 on the north side of the site, which currently operates as an access for agricultural vehicles. This is needed during construction to bring in very large loads, such as wind turbine parts and transformers, because the Eyes Lane entrance is too small for these oversized vehicles.

4.7 A detailed survey of the delivery route has been completed, that included site visits, measuring road features, and checking how well large vehicles can move along the route. The study confirmed that turbine components can be brought from Liverpool's Royal Seaforth Docks to the Energy Park using the A565, A5036, motorway network, A6, A582, and finally the A59, with entry to the site next to Bank Bridge. Please see **Appendix B** for an approximate location of the access.

4.8 Only a small number of deliveries will be needed, mostly at night to reduce disruption and avoid clashing with normal daytime traffic. These movements will be coordinated with the police and the local highway authority, with specialist escorts in place to manage traffic and ensure everything runs safely and smoothly.

At Operation

4.9 Vehicles that are not oversized will use the A581 junction and a private lane, which connects Golding Farms to Sollom Lane and Eyes Lane, before re-joining the public highway to reach the site. To avoid confusion, this private lane is referred to separately from the public highway of the same name.

4.10 The site already has an access point from the A59 to the north, which is mainly used by agricultural vehicles and will continue to serve that purpose. Once the development is complete, the access points will remain available for agricultural use and as emergency routes.

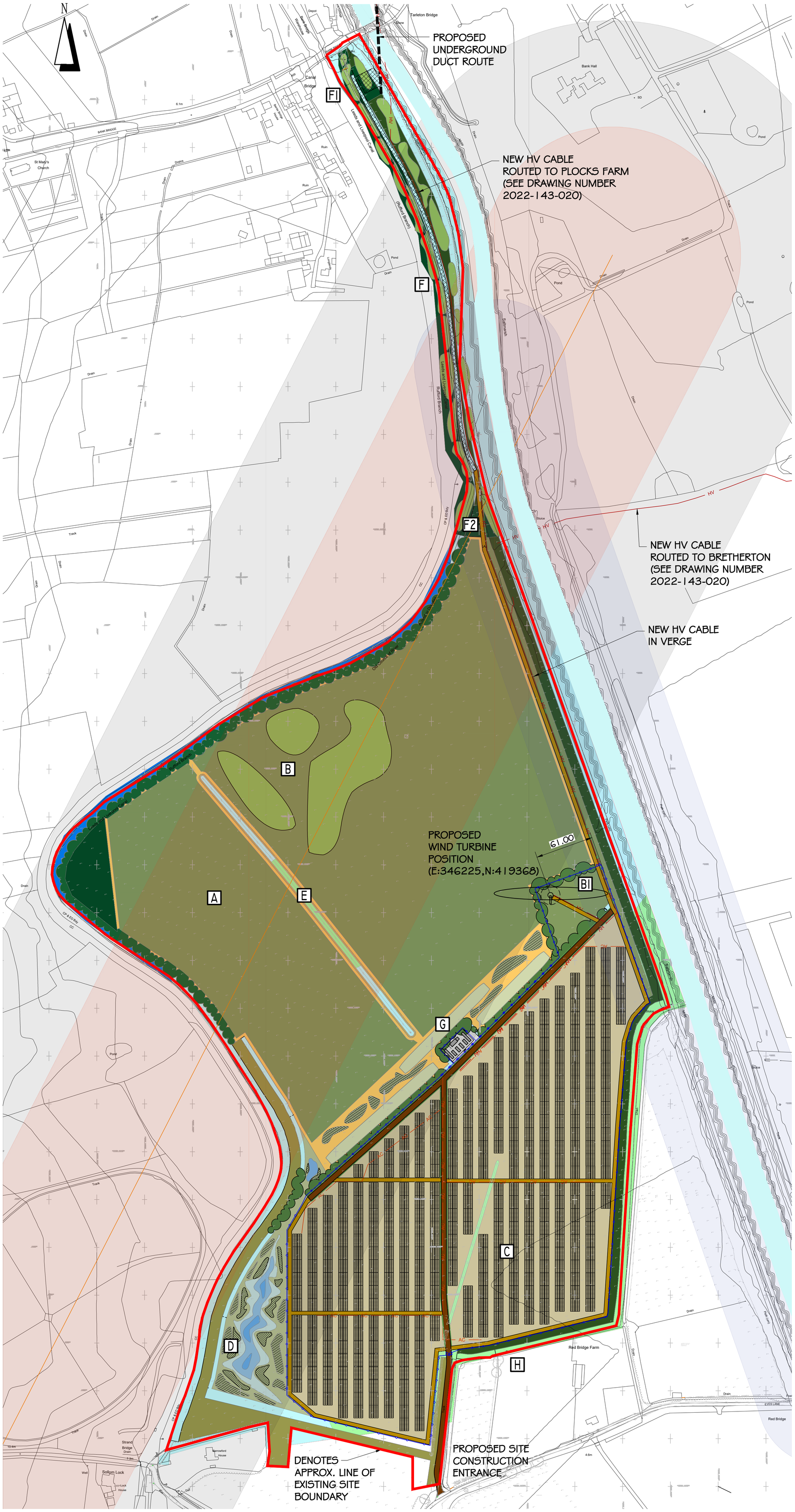
4.11 During operation, traffic will be minimal. Routine maintenance is expected only once or twice a month, usually involving small vehicles such as cars, pickup trucks, or vans. This means the impact on the road network will be negligible, with no effect on congestion or road safety. Larger vehicles or heavy goods vehicles may occasionally be needed for substantial repairs, but these instances will be rare and scheduled outside peak traffic hours.

5 SUMMARY

5.1 A full Transport Assessment and a Construction Traffic Management Plan have been prepared to show how the development can be carried out safely and with very little impact on local roads.

5.2 The Transport Assessment reviews the surrounding road network and confirms that suitable access arrangements can be provided, while the Construction Traffic Management Plan explains how construction traffic will be carefully managed to reduce disruption. More detailed analysis is set out in these reports, which can be downloaded from the planning portal as part of this application.

APPENDIX A



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.

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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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

Site Location