

Transport Statement

Singleton Birch Hydrogen Development,
North Lincolnshire



Change list

Version	Date	Description of the change	Reviewed	Approved by
P01	09.09.25	Draft for review	IB	IB
P02	15.09.25	Incorporate client comments	IB	IB
P03	05.12.25	Accommodate design revisions	IB	IB

Sweco UK Limited	Reg. No. 2888385
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Client	Centrica Business Solutions UK Ltd
Author	DM
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1 Introduction

1.1 Background

Sweco have been appointed by Centrica Energy Storage Ltd to prepare a Transport Statement (TS) in support of a planning application associated with the development of a hydrogen production facility on a site located off the A18 in North Lincolnshire, near Melton Ross (the 'Site'). The Site has formerly been used as a quarry and a recycling centre.

A hybrid planning application was previously submitted for the Site (ref: PA/2017/463) for full planning permission for land raising; and outline planning permission with all matters reserved for an industrial park. Planning permission was granted in February 2018, however the permission has now lapsed.

The Site lies within the administrative boundary of North Lincolnshire Council (NLC) who act as the Local Highway Authority (LHA).

The proposed development comprises a Hydrogen Production facility. The new site access has been designed to accommodate the redevelopment of the rest of the Site for commercial uses in the future which will be subject to a separate planning consent. The principle for a new site access in the form and location currently proposed, has previously been agreed with NLC Highway Control as part of the consented scheme. The consented site layout plan, submitted as part of the hybrid planning application is included as **Appendix A**.

1.2 Report Structure

Following this introduction, the report is structured as follows:

- **Chapter 2** provides a baseline description of the site location and the surrounding highway network. Consideration is also given to the historical Personal Injury Accident record for the highway network of interest and impact of the Site on the walking and cycling network and public transport;
- **Chapter 3** sets out the detail of the proposed development, including, a description of the proposal, the access strategy and parking provision. It also details the quantum and composition of traffic likely to be generated by the proposals;
- **Chapter 4** sets out the proposed construction programme and the vehicle numbers associated with the construction phase of the development. It presents the proposed construction vehicle routeing and proposed mitigation; and
- **Chapter 5** summarised and concludes the report.

2 Existing Conditions

2.1 Existing Site

The Site is located off the A18 in a rural area in North Lincolnshire, just northwest of the Humberside Airport. The Site is bounded by a railway line to the north and west, agricultural land to the east, and the A18 to the south. The total site area covered by this application is approximately 1.5 Ha.

The location of the Site is shown on **Figure 2.1**.

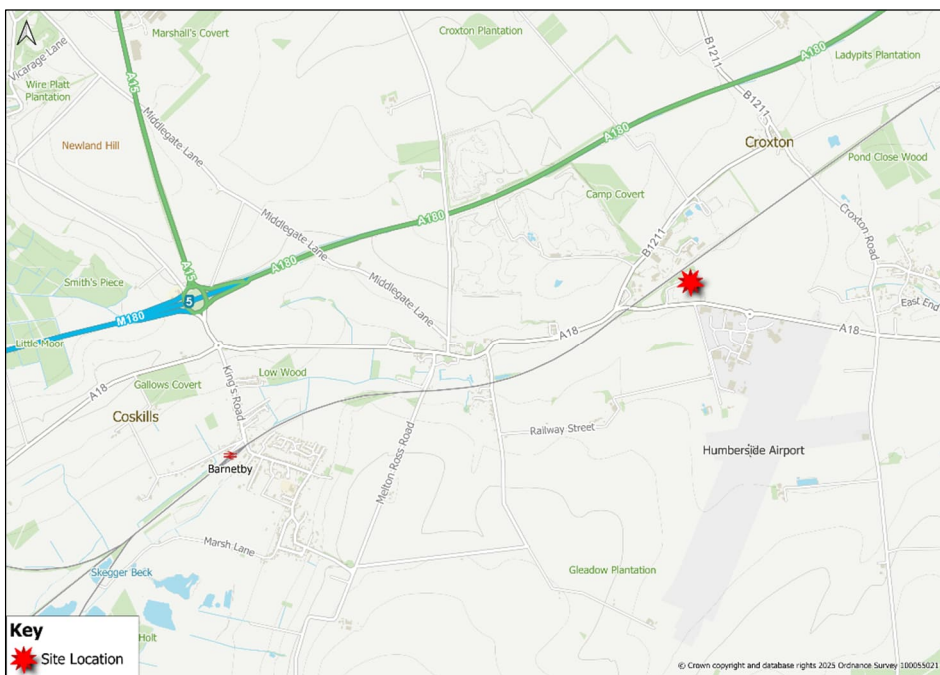


Figure 2.1 - Site Location Plan

The Site has formerly been used as a quarry and a recycling centre. When the Site was operational, access was undertaken via the existing simple priority-controlled junction off the A18.

2.2 Local Highway Network

The A18 is a single carriageway road that runs in an east-west direction along the southern boundary of the Site. To the east, it provides access to the adjacent Humberside Airport and nearby villages, and connects to the A46 further east. Just west of the Site, the A18 forms the major arm of a simple priority junction with the B1211. The A18 continues west where it connects to the wider highway network via the M180 J5.

The A18 is subject to a 40-mph speed limit in the vicinity of the Site, is not street-lit and there are no footpaths on either side of the carriageway. Between the Site and the M180, the speed limit transitions between 40, 50, 30 and national speed limit, respectively.

2.3 Existing Traffic Flows

In order to establish the background traffic flow along the A18, traffic data were gathered from available Department for Transport (DfT) count sites near the Site. The nearest DfT count site which has recent traffic flow data available is located approximately 450m west of the A18/ B1211 junction (ref: 99218), as shown in **Figure 2.2**.

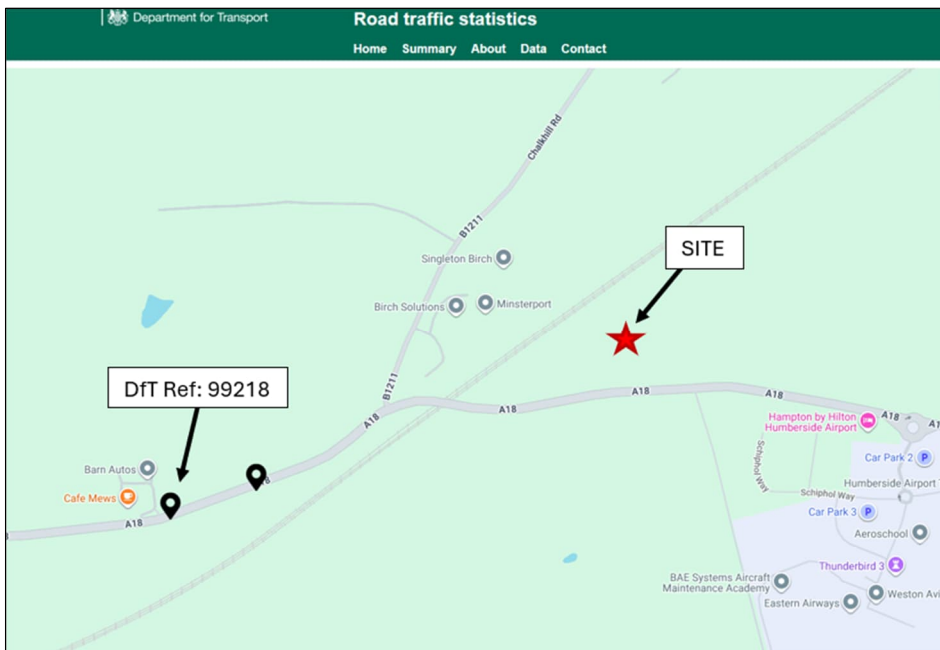


Figure 2.2 – DfT Traffic Count Sites near the Site (extracted from the DfT Road Traffic Statistics website: <https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints>)

The latest manual count was undertaken in 2022, with the Annual Average Daily Traffic (AADT) recorded as 9,995 vehicles.

2.4 Walking and Cycling Network

There is no pedestrian or cycle infrastructure along the local highway network in the vicinity of the Site.

A review of the North Lincolnshire's Public Right of Way (PRoW) network revealed there are two PRoWs in the vicinity of the Site, namely Footpaths 120 and 127, as shown in **Figure 2.3**. Footpath 120 runs in an east-west direction across a field to the east of the Site and connects to the A18 near the southeastern boundary of the Site. Footpath 127 runs in a north-south direction along a private access road to the south of the Site.

As such, in the absence of any dedicated infrastructure, pedestrians are currently expected to cross the A18 in the vicinity where the two paths meet.

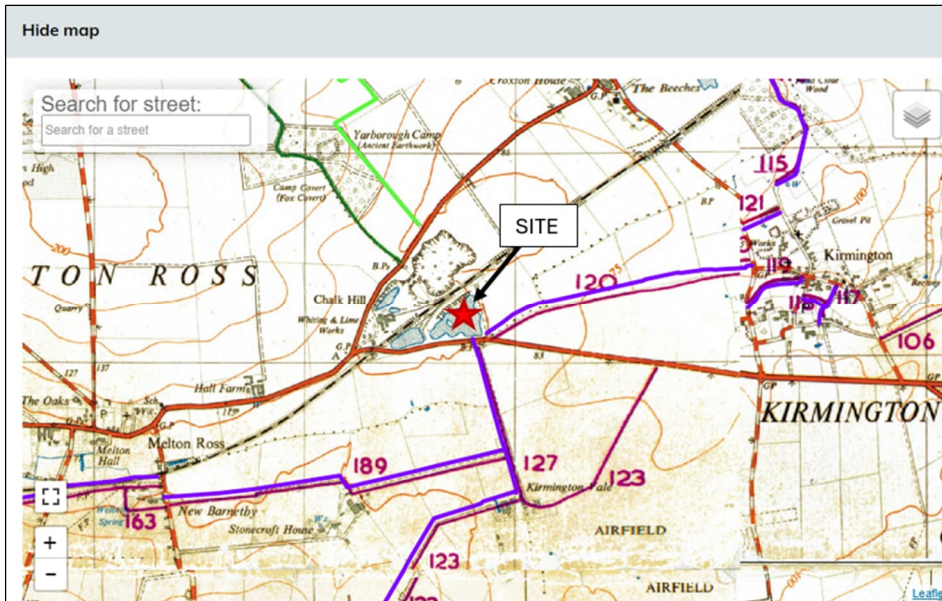


Figure 2.3 – Extract from North Lincolnshire’s Definitive Map (extracted from the DfT Road Traffic Statistics website: <https://www.northlincs.gov.uk/planning-and-environment/definitive-map/>)

With regards to the cycle network, there are no National Cycle Routes (NCR) in the vicinity of the Site. The closest route is NCR 1 located approximately 2km to the west of the Site.

2.5 Public Transport

Given the nature of the proposals, and the frequency of attendance to the Site for maintenance and servicing, these trips are unlikely to be made by public transport. However, to understand the wider impacts of the proposals, a high-level summary of the public transport infrastructure is provided below.

The nearest bus stop to the Site is located adjacent to the Humberside Airport terminal, approximately 700m to the southeast of the Site. Bus services are limited, with buses running once every 2 hours. Buses travel along the A18 going westbound towards the nearby towns and villages, passing to the south of the Site.

2.6 Personal Injury Accident Record

Personal injury accident data have been obtained from CrashMap for the latest five-year period where data are available (2019-2023 inclusive). The data indicate there was only one injury accident in the vicinity of the existing site access which resulted in a slight injury, as shown on **Figure 2.4**. It occurred in 2020 and involved a collision between three cars. The collision occurred on a straight section of the carriageway with the road surface condition recorded as being wet.



Figure 2.4 – Extract from CrashMap showing collisions near the existing site access (extracted from the CrashMap website: <https://www.crashmap.co.uk/Search>)

Additionally, of note, there were a total of three Serious and one Fatal injury accidents recorded on the A18, between the Site access and the M180 J5, all of which involved motorcyclists. The collision locations are shown in **Figure 2.5**. The Fatal collision occurred in 2022 and involved a front to offside collision between a motorcyclist and a car. Two of the injury accidents also involved collisions at junctions between a motorcyclist and a car, whilst the other involved a collision between two motorcyclists. The latter occurred whilst it was raining on a stretch of the carriageway with the national speed limit and the road surface was recorded as being wet.

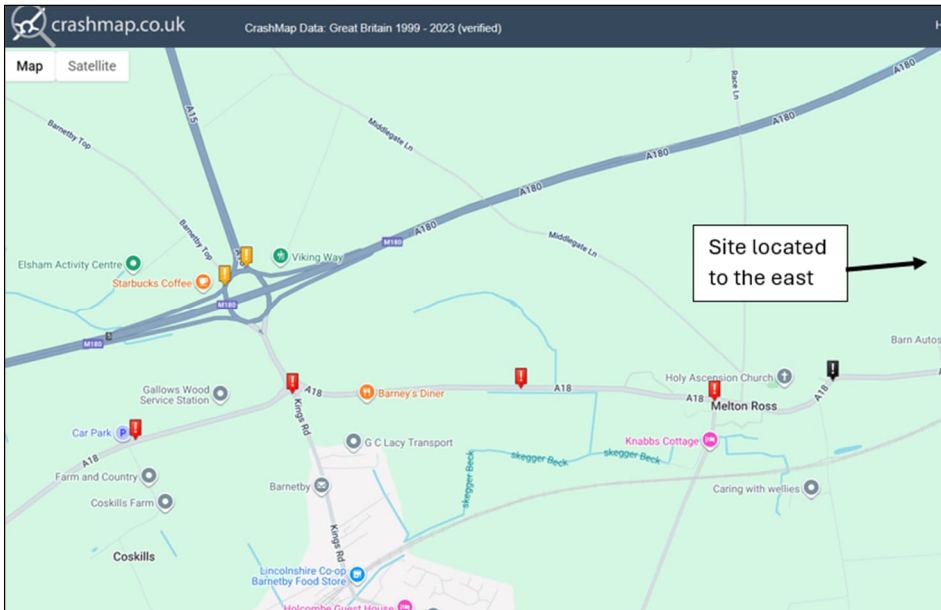


Figure 2.5 – Extract from CrashMap showing the serious/ fatal collisions along the A18 (extracted from the CrashMap website: <https://www.crashmap.co.uk/Search>)

Although it is not possible to understand the exact causation factors for these accidents, the details suggest that two of the Serious collisions were due to typical collisions whilst manoeuvring at a junction. The other Serious, and the Fatal, collisions occurred on free-flowing carriageway. However, no suggestion of speeding or loss of control is recorded.

The type and frequency of recorded collisions on the highway network of interest are therefore deemed typical of what could be expected within a rural setting. Albeit with a heightened focus on road safety concerns for motorcyclists between the Site and the M180 J5.

Notably, there are no recorded collisions involving pedestrians, cyclists or HGVs.

As detailed later in this TS, the proposals include for a “left out” policy for HGV traffic, which is proposed to reduce conflicts with site bound HGV traffic and motorists on the A18. It is intended that operation of the junction in this manner should significantly improve road safety for motorcyclists who can be more prone to collisions with emerging traffic, specifically.

Given the access strategy, and overall low collision frequency on the adjacent highway network, the proposals are not expected to have any notable impact on road safety.

3 Development Proposals and Impact

3.1 Development Description

The proposals comprise a new Hydrogen Production facility. The facility will be largely automated and receive and supply materials via pipeline to / from the adjacent infrastructure.

There will be no full-time attendance of staff at this location, as the facility will be monitored remotely. However, staff will visit the facility for maintenance as required which is expected to be at a weekly basis.

Due to the nature of the facility and the limited maintenance and servicing required during its operational phase, no pedestrian or cycle facilities are proposed.

The proposed Site Layout Plan is included as **Appendix B**.

3.2 Site Access and Internal Road Network

The former site access is located along the A18, approximately 380m east of its junction with the B1211. A new site access will be provided adjacent to the eastern boundary of the Site.

The new access junction forms a ghost island priority junction with the A18, as shown in **Appendix C**. Egressing traffic will be required to turn left out of the junction, with a traffic island and advisory signage provided to enforce this. It is anticipated that this arrangement will improve the safety of all road users, in particular for motorcyclists.

The provision of a ghost island for right-turning traffic will minimise issues of blocking back on the main carriageway of the A18, and is in keeping with the previously consented (now lapsed) access arrangement for the adjacent industrial development proposals. The design of the junction was evolved following the results of a Stage 1 Road Safety Audit, which forms part of the planning documentation in support of the proposals.

The new access junction is designed in accordance with the Design Manual for Roads and Bridges (DMRB) guidance. The design allows for two-way HGV movements at the junction (subject to "left only" egress). The new access will require the widening of existing carriageway along the northern verge to allow the provision of a ghost island with sufficient deceleration length and waiting area. The widening will require the removal of a tree, a section of hedge and conversion of verge to carriageway. The proposals have sought to avoid impacting on a number of trees which have been highlighted as being of significant ecological merit.

Visibility at the junction is provided in accordance with the guidance for 40 mph roads, namely an X-distance of 4.5 metres and a Y-distance of 120 metres. In order to ensure good visibility to the west, additional hedge removal is required beyond the extent of carriageway widening.

The area of widening and additional area within the visibility splays will be offered for adoption, to public highway (likely via a Section 278 / 38 agreement with NLC).

The visibility splays and swept path analysis showing a 16.5m articulated HGV accessing/ egressing the Site are shown in **Appendix C**, along with vehicular movement to adjacent access points.

The new site access will also serve the potential future redevelopment of the adjacent site for commercial uses, although that element falls outside the scope of this TS.

The internal site layout will be designed to accommodate the movement of the largest anticipated vehicles (a 16.5m articulated HGV), with a carriageway width of 7.3m. The internal road network is illustratively shown on the plan included as **Appendix B**.

3.3 Parking

The proposals include a total of five car parking spaces which is considered sufficient provision for the peak level of traffic which could be expected once the Site is operational. The parking will be able to accommodate a maintenance team servicing the facility.

3.4 Traffic Impact

As previously mentioned, once operational, no full-time staff will be employed at the Site, with the proposals requiring routine maintenance only. It is anticipated that this would result in a maximum of 1-2 vehicles trips per week. The likely traffic generation during the construction period of the proposed development are detailed in **Section 4**.

Vehicles are typically anticipated to arrive from the west via the M180 J5 and travel along the A18 before turning left into the access junction. However, some vehicle may arrive from the east via the A18. The ghost island provides a point for cars and HGVs to wait clear of the running carriageway when turning right into the Site.

The small increase to vehicle trips to and from the Site as a result of the proposals is not anticipated to have a material impact on the A18, which currently accommodates circa 10,000 per day, or the remainder of the local and strategic highway network.

Considering the relatively low frequency of bus services and the lack of bus stops along the A18 in the vicinity of the Site, it can be concluded that there would be no material impact on the public transport infrastructure in the area as a result of the proposals.

4 Construction

4.1 Construction Programme and Vehicle Numbers

The construction programme at the Site is expected to take approximately 4 to 8 months, with an average of 6 to 16 staff on site at any one time. The proposed construction programme breakdown, including an indicative number of staff required for each stage, is as follows:

- Site set-up (welfare, access, storage, security, signage) - 2 weeks (2-3 staff)
- Civil and ground works (fencing, access track, high voltage trench and cable and concrete base) - 8 weeks (4- 5 staff)
- Piling and ducts (Screw/ Impact Piling, Direct Current (DC) & Alternating Current (AC) cable ducts trenching & Installation) - 8 weeks (2 - 5 staff)
- Installation of hydrogen production facility - 12 weeks (6 - 10 staff)
- Testing and commissioning - 3 weeks (4 - 5 staff)
- Site clearance/ landscape/ biodiversity - 2 weeks (3 - 4 staff)

The maximum number of vehicles accessing the Site during peak construction periods is yet to be confirmed. However, it is anticipated that the key trip generators during the construction phase are likely to focus on civil/ ground works and, following from that, installation of the hydrogen production facility. These two elements are not scheduled to overlap, given current construction programme. Overall, it is assumed, for assessment purposes, that a peak of up to 10 HGV deliveries could be expected per day, although this will be typically less.

The largest vehicle accessing the Site during construction is likely to be a 16.5m articulated HGV, although the majority of raw aggregates will arrive via rigid tippers. There are no requirements for movement of abnormal loads.

Further details on workforce and construction vehicle travel and associated impacts will be provided in the Construction Traffic Management Plan (CTMP), which will be prepared and agreed with the relevant authorities prior to commencement of works.

With regards to working hours, it is expected that construction will take place during daytime periods only. This would involve work between approximately 0700 to 1900 Monday – Friday and 0700 to 1700 Saturday. Site personnel will arrive on site between 0700 and 0800 and leave site during the last working hour, therefore mitigation measures are not proposed given the peak arrival departure times do not overlap with typical background peak hours.

4.2 Construction Vehicle Routeing

To minimise disruption to the public during the proposed development's construction period, the majority of construction vehicles will access the Site via the M180 J5, following the A18 and turning left into the junction. However, a small number of HGVs may access the Site from the east and turn right into the access. The proposed ghost island for right-turning traffic will minimise traffic impacts along the A18 as a result of the proposals.

Furthermore, in order to minimise any road safety concerns, all vehicles including HGVs will egress the Site by turning left out of the junction only. On egress, HGVs going towards the M180 J5 will follow the A18 eastbound and make a U-turn at the A18/ Franklin Way roundabout and continue westbound along the A18 towards the M180.

4.3 Outline CTMP

The following section sets out the outline proposals for a CTMP. The full CTMP will be delivered by the Principal Contractor, in liaison with NLC, as required, prior to commencement of construction activities.

The CTMP needs to consider the operation and management of all construction traffic to ensure the safe and efficient transportation of materials during the construction phase. It is anticipated that the requirement to provide a CTMP will be secured via a planning condition attached to any subsequent planning consent.

This Outline CTMP presents a range of measures proposed to remove, reduce or mitigate the potential impacts on the public highway and its users, resulting from the proposed construction traffic.

4.3.1 Proposed Measures

The CTMP will commit to provide an up-to-date construction programme to NLC, highlighting key construction activities, and expected traffic volumes, as details are understood.

The CTMP will also confirm the operational hours for the Site during the construction phase. All HGV deliveries would be timed to occur within these times, although some additional limitations may be identified within the CTMP, if required.

Details of the number of personnel expected on site will be set out within the CTMP following confirmation with the appointed contractors. Details will include the staff parking arrangements and any strategies for promoting car sharing. All staff will be expected to park within the Site and clear of the public road.

Traffic management measures may need to be implemented while mitigation works are undertaken to the access junction with the A18. It is not expected that the A18 will require a full closure to enable the works, although if required, a suitable diversion route will be agreed with NLC and information will be provided to the public and emergency services to minimise any safety risk and potential delay. The form and scheduling of any traffic management will be agreed with NLC as construction details are confirmed.

All vehicles arriving on site will be expected to travel in a courteous and respectful manner. The public will be able to report cases of dangerous driving or routeing infringements to the site operator using email or 24-hour emergency contact details to be provided by the Principal Contractor.

Control of HGVs

The CTMP, prepared in agreement with NLC, will include a package of measures to ensure that HGV traffic does not cause undue disruption to other

road users. This will confirm the routing strategy, times of operation and delivery schedules. Specifically, all HGVs will be routed to avoid routes which is considered unsuitable for two-way HGV traffic.

Information on the extent of temporary signage for both the delivery route and the site access will be confirmed with NLC and presented in the CTMP. The CTMP will also set out a number of additional measures including use of wheel washers and load netting to reduce the impact of mud, dirt and general detritus deposits on the road.

Considerations for Walkers and Cyclists

As detailed in Section 2.4, there is no pedestrian/ cycle infrastructure along the A18. However, two PRow footpaths exist next to and opposite the proposed site access junction. Although the overall daily construction HGV traffic levels anticipated at the Site are low, a number of measures are proposed to ensure that the safety of users of the identified footpaths is properly considered.

Signage at crossing points and the access junction will advise the hours of operation. A standard form of signage will be used and locations will be agreed with NLC.

Drivers will be required to undertake a site induction / regular “toolbox talks”, which will provide details of the extent of footpaths and likely presence of vulnerable road users.

The level of use by vulnerable road users on the footpaths will be continually monitored by site operational staff and additional measures could be implemented if deemed necessary.

5 Summary and Conclusions

Sweco has prepared this TS in support of a planning application for the development of a Hydrogen Production facility in North Lincolnshire.

A hybrid planning application was previously submitted for the Site for full planning permission for land raising, and outline planning permission for an industrial park. Planning permission was granted, however the permission has now lapsed.

A new site access will be provided in the form of a ghost island priority junction. It is proposed that all vehicles egressing the Site turn left out of the junction in order to minimise road safety concerns along the A18. The principle for a new site access in the form and location currently proposed, has previously been agreed with NLC Highway Control as part of the previously consented scheme.

The TS has set out the existing context of the Site, including the highway network, and potential impacts on walking, cycling and public transport infrastructure in the area.

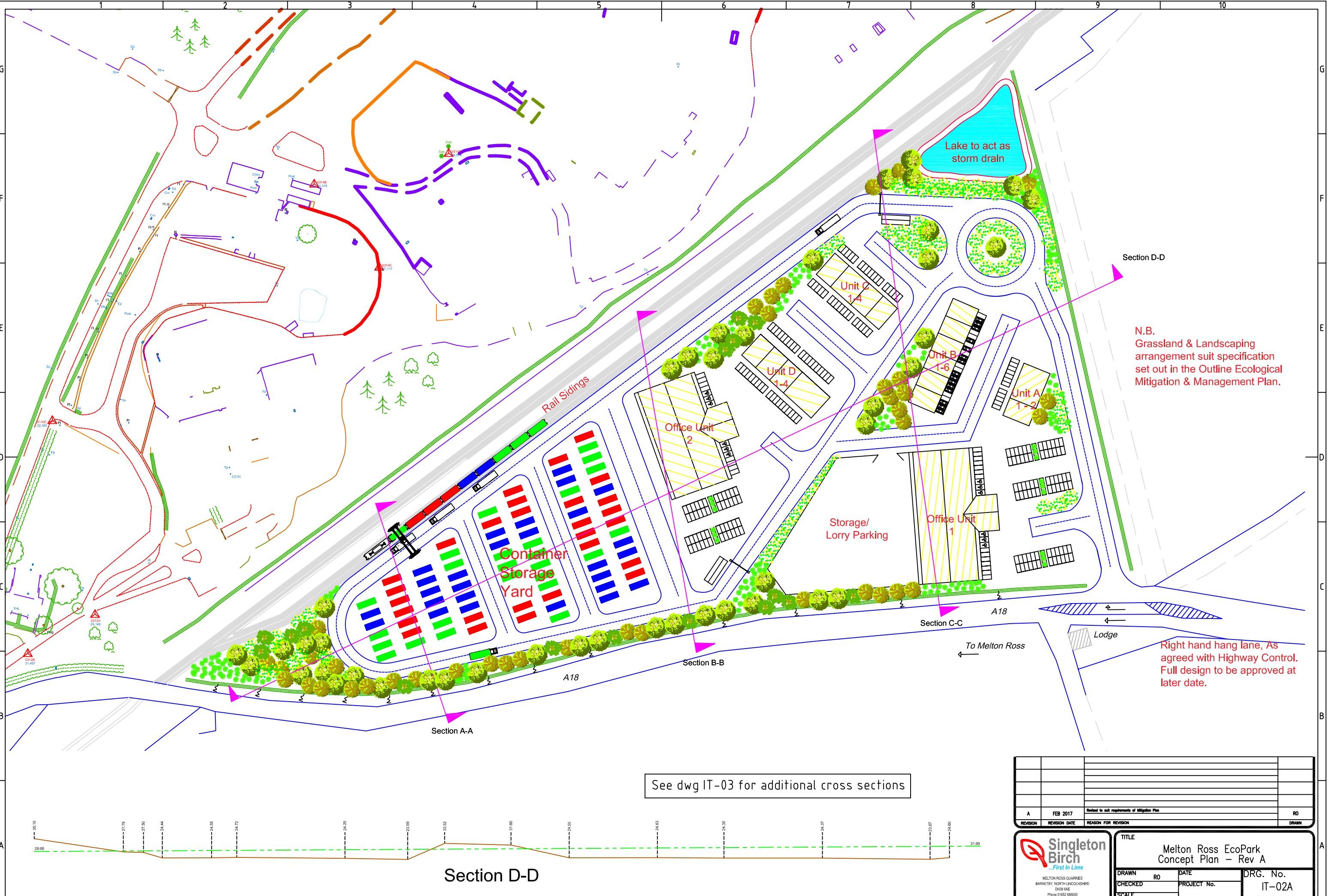
A review of the available personal injury accident data revealed there was one collision along the A18 over the latest 5-year period in the vicinity of the Site. However, it was noted that 3 Serious and 1 Fatal collision occurred along the A18 westbound on approach to the M180 J5 which all involved motorcyclists. The design of the access junction seeks to alleviate any potential impacts on road safety in this regard.

The TS has concluded that the traffic generated by the development during both the operational and construction phases, will have no material impact on the operation of the A18 or the wider local and strategic highway network.

The Outline CTMP presents a range of measures which are proposed in order to remove, reduce or mitigate the potential impacts on the public highway network and to its users. A full CTMP will be delivered by the Principal Contractor, in liaison with NLC, prior to commencement of construction activities.

In summary, the findings of this TS identify no reason with regards to transport impacts why the development should not be granted planning permission.

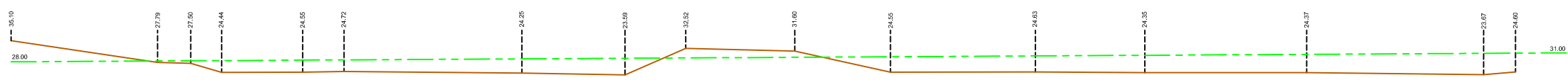
Appendix A – Previous Consented Scheme Site Layout Plan



N.B.
Grassland & Landscaping
arrangement suit specification
set out in the Outline Ecological
Mitigation & Management Plan.

Right hand hang lane, As
agreed with Highway Control.
Full design to be approved at
later date.

See dwg IT-03 for additional cross sections



Section D-D

REVISION	REVISION DATE	REASON FOR REVISION	DRAWN
A	FEB 2017	Revised to suit requirements of Mitigation Plan	RO

MELTON ROSS QUARRIES
BARNETBY, NORTH LINCOLNSHIRE
DN38 8AE
Phone: 01652 890000
Fax: 01652 999932

TITLE Melton Ross EcoPark Concept Plan - Rev A			
DRAWN	RO	DATE	DRG. No.
CHECKED		PROJECT No.	IT-02A
SCALE	NTS		

Appendix B – Site Layout Plan



- Notes:
1. All dimensions to be confirmed on site prior to installation.
 2. All dimensions are indicative only and in m unless otherwise specified.

Legend:

—	Site boundary
—	Additional land ownership
—	Maintenance track
—	Pipeline

2	5/9/2025	Site boundary and road updated	GS			
1	4/9/2025	Site boundary updated	GS			
0	1/9/2025	First issue	GS			
REV	DATE	DESCRIPTION	DRN	CAD QA	CHK	APP

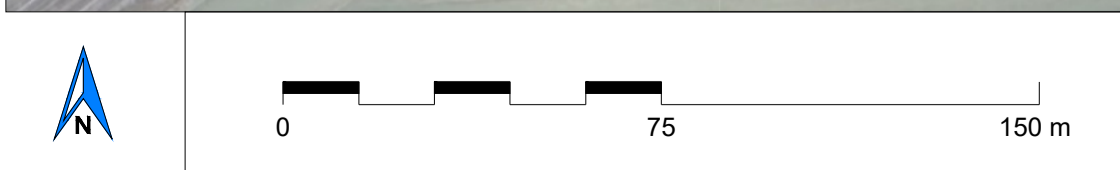
centrica
energy storage+

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CentricaBusinessSolutions.com

PROJECT: Singelton Birch
TITLE: Proposed Layout Plan
ADDRESS:

DATE	01/09/25	SCALE	1:1500	SHEET	A1	CBS-W
				STATUS:		REV:
				S0		2

DRG-NUMBER:



Appendix C – Access Junction Design



CARRIAGEWAY WIDENING
ALONG THE NORTHERN VERGE

PROPOSED ISLAND TO
ENFORCE THE LEFT OUT
ARRANGEMENT FOR ALL VEHICLES

NEW PEDESTRIAN REFUGE ON THE A18
TO FACILITATE CROSSING TO/FROM
EXISTING PUBLIC RIGHT OF WAYS

100
90
80
70
60
50
40
30
20
10
0

NOTES

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P03	02.12.2025	AMENDED FOLLOWING COMMENTS	DM	IB	IB
P02	05.09.2025	AMENDED FOLLOWING COMMENTS	DM	IB	IB
P01	02.09.2025	FIRST ISSUE	DM	IB	IB
Rev	Date	Amendment Details	Dr'n	Chk'	App'

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Client
CENTRICA POWER

Project Title
SINGLETON BIRCH

Drawing Title
**PROPOSED ACCESS JUNCTION
GENERAL ARRANGEMENT**

Purpose Of Issue
PRELIMINARY

Status	Status Description			
S0	INITIAL STATUS OR WIP			
Drawn	Designed	Checked	Approved	
DM	DM	IB	IB	
Sheet Size	Scale	Sweco Ref	Revision	
A3	1:500	65216055	P03	

Drawing Number
65216055-SWE-XX-ZZ-D-TP-0002b



CARRIAGEWAY WIDENING
ALONG THE NORTHERN VERGE

PROPOSED ISLAND TO
ENFORCE THE LEFT OUT
ARRANGEMENT FOR ALL VEHICLES

CARRIAGEWAY NARROWS
TO EXISTING FOLLOWING
THE JUNCTION

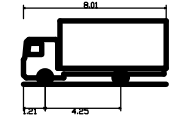
4.5m X 120m
VISIBILITY SPLAYS

NEW PEDESTRIAN REFUGE ON THE A18
TO FACILITATE CROSSING TO/FROM
EXISTING PUBLIC RIGHT OF WAYS

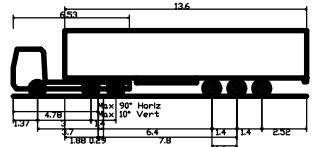
VEHICLES ACCESSING/
EGRESSING THE SITE

NOTES

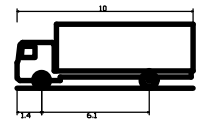
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7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.364m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



ETA Design 13/18 Tonne Rigid Vehicle (2016)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 11.000m

P03	02.12.2025	AMENDED FOLLOWING COMMENTS	DM	IB	IB
P02	05.09.2025	AMENDED FOLLOWING COMMENTS	DM	IB	IB
P01	02.09.2025	FIRST ISSUE	DM	IB	IB

Rev	Date	Amendment Details	Dr'n	Chk'	App'
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Client

CENTRICA POWER

Project Title

SINGLETON BIRCH

Drawing Title

**PROPOSED ACCESS JUNCTION
 INCLUDING VISIBILITY SPLAYS
 AND SWEEP PATH ANALYSIS**

Purpose Of Issue
PRELIMINARY

Status	Status Description		
S0	INITIAL STATUS OR WIP		

Drawn	Designed	Checked	Approved
DM	DM	IB	IB

Sheet Size	Scale	Sweco Ref	Revision
A3	1:1000	65216055	P03

Drawing Number
65216055-SWE-XX-ZZ-D-TP-0002a