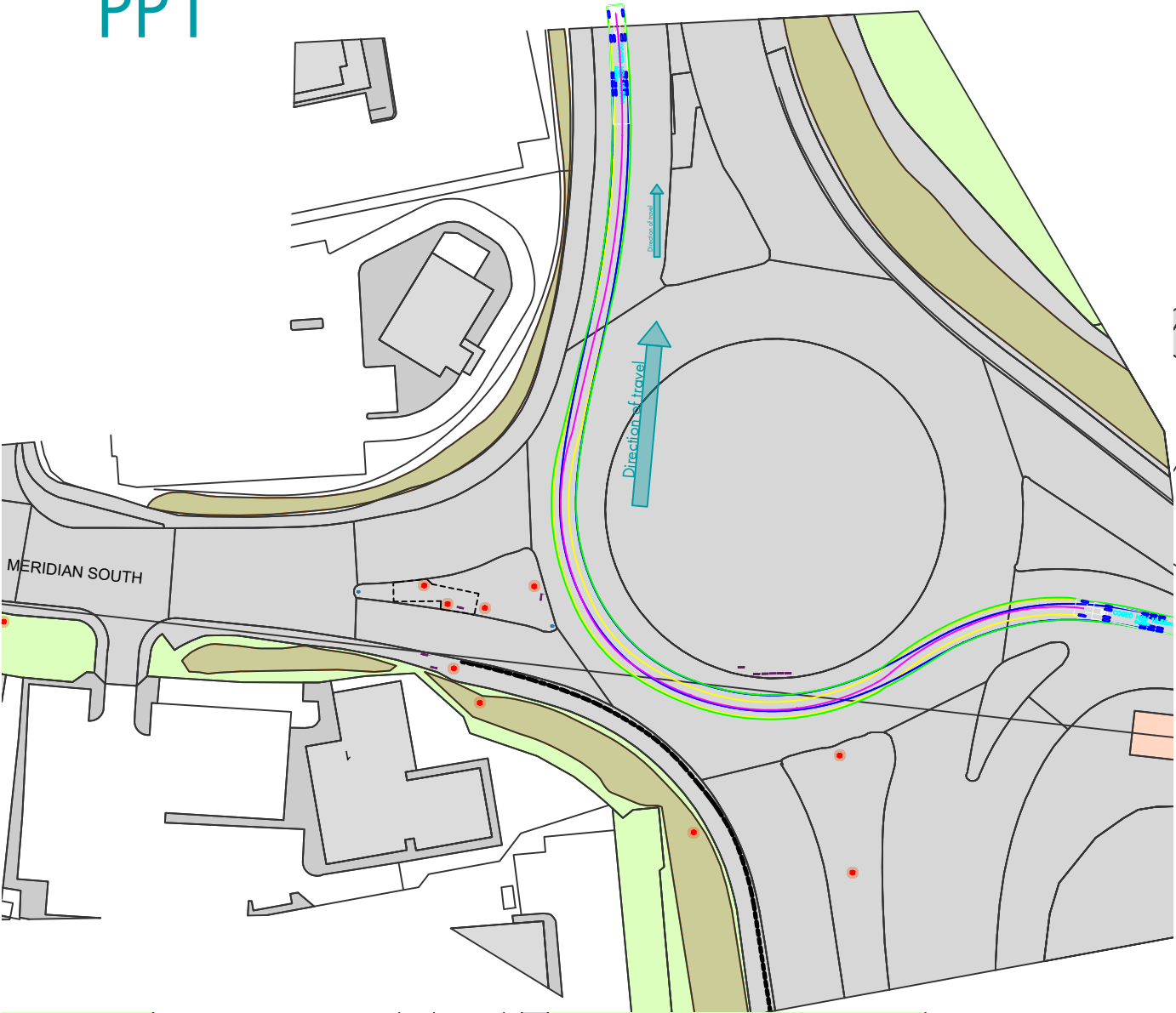
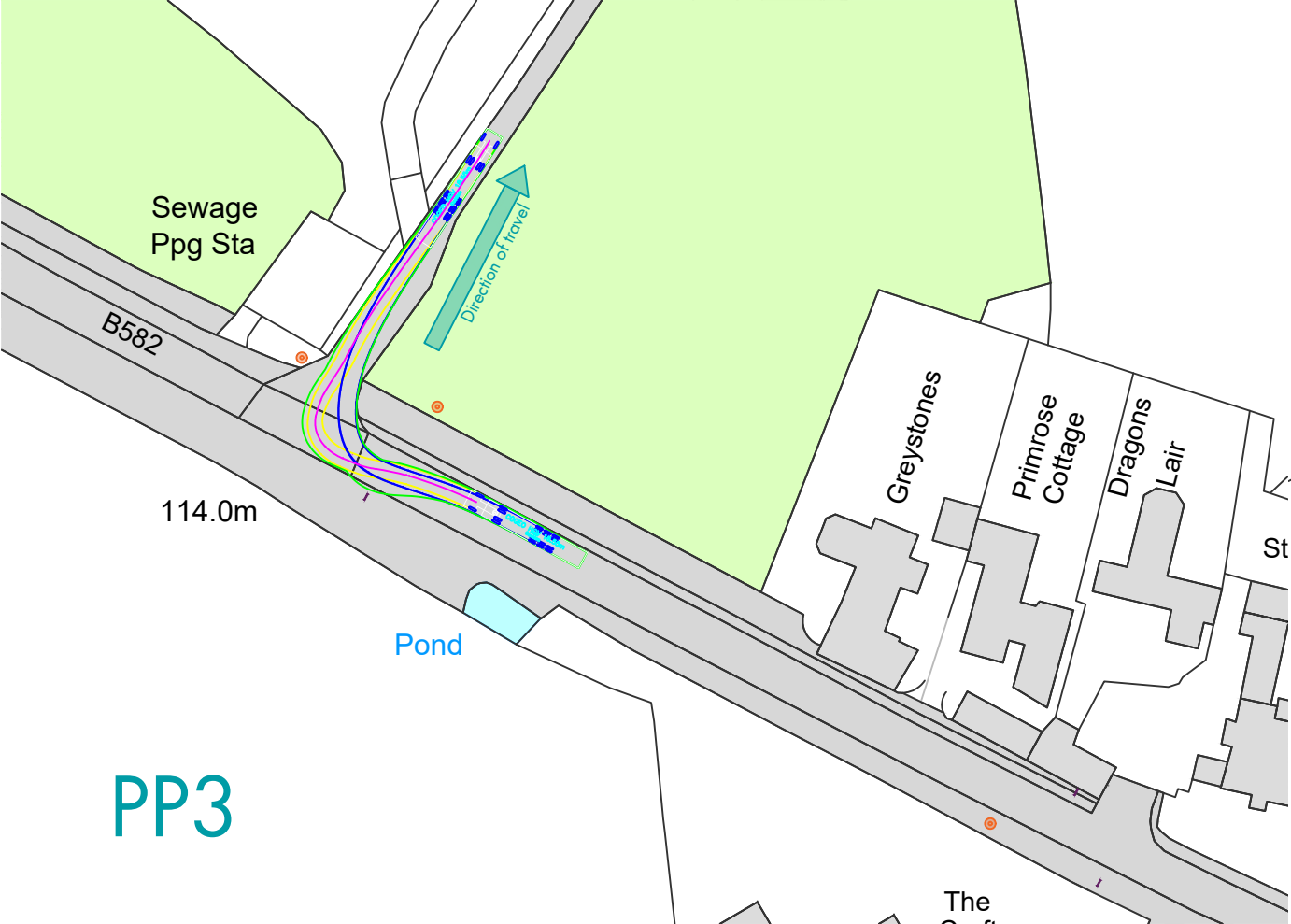


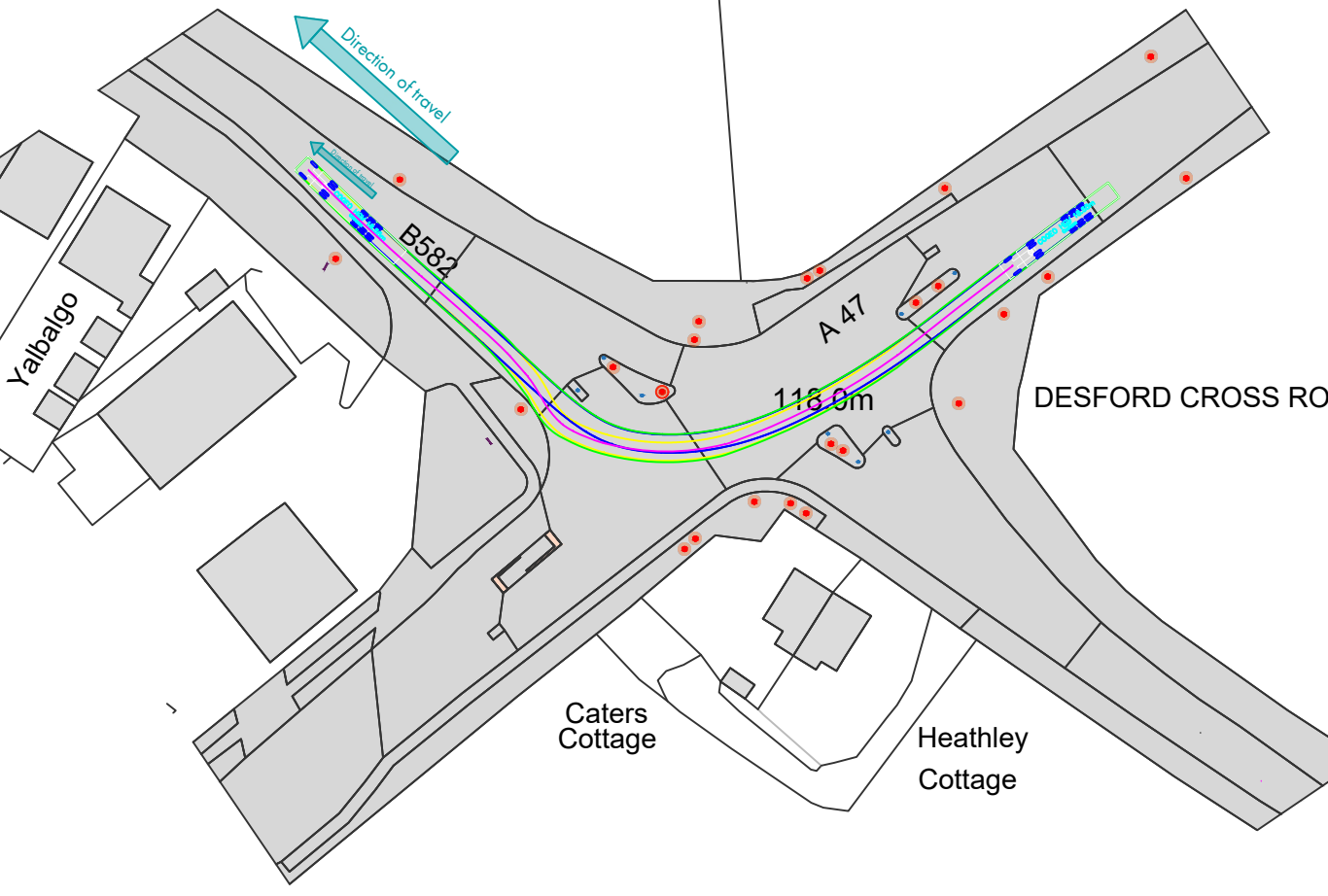
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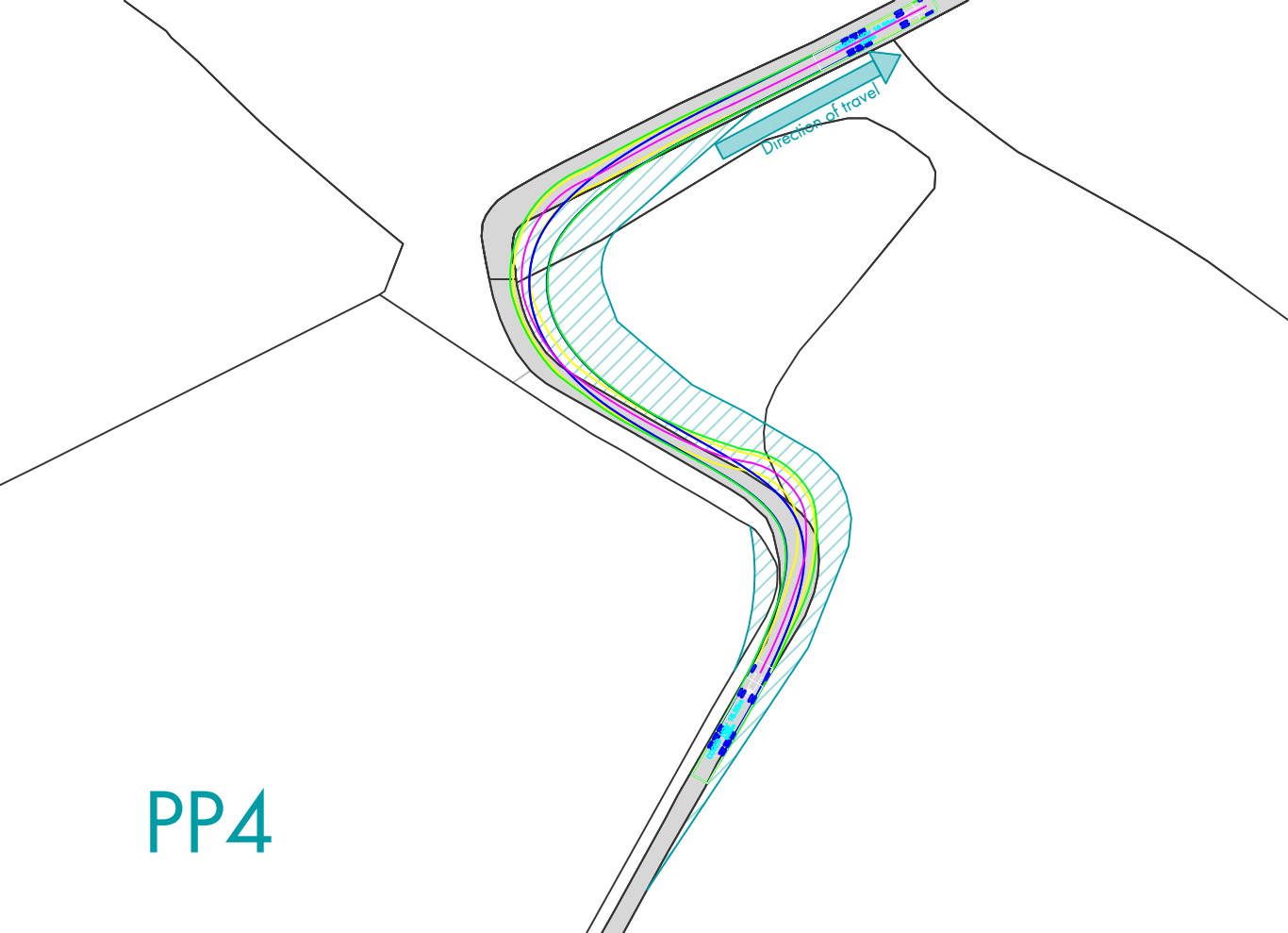
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PP2



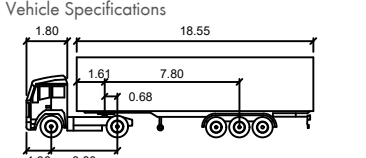
PP4



Appendix 8.6

Swept Path Analysis - HGV Entry - Part A

- Vehicle Centreline Pathway
- Rear Vehicle Tyres
- Front Vehicle Tyres
- Vehicle Load
- Lighting Column & Overhead Poles
- Bollard
- Electrical Safety Margin (0.5m)
- Non-lit Street Sign
- Land Taken for Temporary Reinforcement



Drawing Details
Desk-based swept path analysis (SPA) calculations were generated for an 18.55m articulated HGV at the 6 pinch points highlighted in Appendix 8.1. This vehicle type was used to represent the delivery vehicle for the original turbine components associated with the existing installation. For decommissioning, the HGV will arrive at the site unloaded and depart carrying turbine components, thereby reducing swept path requirements and potential conflicts on arrival. The vehicle tracking was carried out at a speed of 15kph.

NOTE: SPA modelling has limitations and cannot completely replicate real world actions. Shown for indicative purposes only to highlight areas of review in the field.

- Pinch Point 1**
The width and layout of the A563 roundabout are suitable for HGV movements, as demonstrated on the pinch point plan.
- Pinch Point 2**
The tracking shown on the plans illustrates that vehicles can successfully negotiate the turn between the two roads, with both entry and exit movements accommodated within the carriageway without constraint.
- Pinch Point 3**
Entering Park House Farm, the empty HGV may slightly use the verge on the left-hand turn due to the tight radius. No alterations to street furniture or signage are required, and any minor verge impact will be temporary and easily restored.
- Pinch Point 4**
Areas of land required to be taken to navigate the corners is shown. These areas will be reinforced temporarily and then restored to the current state.



Client Name Paul Hilyer
Project Name Park House Farm Repowering
Drawing Reference COGAPP/849/031/b
Date 07/01/26

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