



Ministry
of Defence

Deep Space Advanced Radar Capability (DARC)

Environmental Statement Volume 3: Appendices

Draft for Pre-application Consultation
Planning Application: 22/1136/SO
February 2026



ES Appendix 5.1: Bus Timetable 20

Haverfordwest - St. Davids - Fishguard
Monday to Friday (Excluding Bank Holidays) (Inbound)
Service T11 (TCAT011)

Timetable valid from 2nd January 2024 until further notice

	Days:					SH				
Operator:	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO
Haverfordwest (Rail Station)/Hwlfordd (Gorsaf Tren)	--	0900	1000	1200	1310	--	1400	--	1615	1715
Haverfordwest (Bus Station)/Hwlfordd (Gorsaf Fysiau) [5]	0750	0903	1003	1203	1313	--	1403	--	1618	1718
Withybush Retail Park/Parc Manwerthu Llwyn Helyg		0908	1008	1208	1318	--	1408	--	1623	1723
Haverfordwest/Hwlfordd (Picton Place)	0751	0912	1012	1212	1322	--	1412	--	1627	1727
Croes Pelcomb Cross	0757	0918	1018	1218	1328	--	1418	--	1633	1733
Keeston	0800	0921	1021	1221	1331	--	1421	--	1636	1736
Croes Simpson Cross	0802	0923	1023	1223	1333	--	1423	--	1638	1738
Roch Gate/Gat y Garn	0805	0926	1026	1226	1336	--	1426	--	1641	1741
Newgale (Shop)/Niwgwl (Siop)	0809	0930	1030	1230	1340	--	1430	--	1645	1745
Penycwm	0812	0933	1033	1233	1343	--	1433	--	1648	1748
Brawdy Turn/Troad Breudeth	0814	0935	1035	1235	1345	--	1435	--	1650	1750
Solva (Hall)/Solfach (Neuadd)	0820	0941	1041	1241	1351	--	1441	--	1656	1756
St Davids CS School/Ysgol Uwchradd Tyddewi	0827					--		--		
St David's (New Street)/Tyddewi (Heol Newydd) (Arr)	0832	0951	1051	1251	1401	--	1451	--	1706	1806
St David's (New Street)/Tyddewi (Heol Newydd) (Dep)	0832	1000	1100	1300	--	1410	--	--	1710	1810
St Davids CS School/Ysgol Uwchradd Tyddewi					--		--	1520		
St David's (New Street)/Tyddewi (Heol Newydd)					--		--	1523		
Croesgoch	0842	1010	1110	1310	--	1420	--	1533	1720	1820
Llanrhian	0845	1013	1113	1313	--	1423	--	1536	1723	1823
Trefin	0852	1020	1120	1320	--	1430	--	1543	1730	1830
Penparc	0856	1024	1124	1324	--	1434	--	1547	1734	1834
Mathry/Mathri	0900	1028	1128	1328	--	1438	--	1551	1738	1838
St. Nicholas Turn/Troad Tremarchog	0903	1031	1131	1331	--	1441	--	1554	1741	1841
Panteg	0905	1033	1133	1333	--	1443	--	1556	1743	1843
Dyffryn	0908	1036	1136	1336	--	1446	--	1559	1746	1846
Goodwick (Square)/Wdig (Sgwar)	0911	1039	1139	1339	--	1449	--	1602	1749	1849
Goodwick/Wdig (Harbour Garage)	0913	1041	1141	1341	--	1451	--	1604	1751	1851
Fishguard/Abergwaun (Ffordd yr Efail)	0917	1045	1145	1345	--	1455	--	1608	1755	1855

Notes:

- SH** School Holidays
- SH** School Holidays Only

Fishguard - St. Davids - Haverfordwest
Monday to Friday (Excluding Bank Holidays) (Outbound)
Service T11 (TCAT011)

Timetable valid from 2nd January 2024 until further notice

	Days:									
	SH	SD	SH							
Operator:	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO	RBRO
Fishguard/Abergwaun (Ffordd yr Efail)	0700	0745	1000	1100	1200	1400	1400	1500	--	1700
Goodwick/Wdig (Harbour Garage)	0704	0749	1004	1104	1204	1404	1404	1504	--	1704
Goodwick (Square)/Wdig (Sgwar)	0706	0751	1006	1106	1206	1406	1406	1506	--	1706
Dyffryn	0709	0754	1009	1109	1209	1409	1409	1509	--	1709
Panteg	0712	0757	1012	1112	1212	1412	1412	1512	--	1712
St. Nicholas Turn/Troad Tremarchog	0714	0759	1014	1114	1214	1414	1414	1514	--	1714
Mathry/Mathri	0717	0802	1017	1117	1217	1417	1417	1517	--	1717
Penparc	0720	0805	1020	1120	1220	1420	1420	1520	--	1720
Trefin	0724	0809	1024	1124	1224	1424	1424	1524	--	1724
Llanrhian	0729	0814	1029	1129	1229	1429	1429	1529	--	1729
Croesgoch	0732	0817	1032	1132	1232	1432	1432	1532	--	1732
St David's (New Street)/Tyddewi (Heol Newydd) (Arr)	0742	0827	1042	1142	1242	1442	1442	1542	--	1742
St David's (New Street)/Tyddewi (Heol Newydd) (Dep)	0745	0827	1045	1145	1245	1445	1507	--	1545	1745
St Davids CS School/Ysgol Uwchradd Tyddewi		0830					1510	--		
St David's (New Street)/Tyddewi (Heol Newydd)		0835						--		
Solva (Hall)/Solfach (Neuadd)	0755	0845	1055	1155	1255	1455	1525	--	1555	1755
Brawdy Turn/Troad Breudeth	0801	0851	1101	1201	1301	1501	1531	--	1601	1801
Penycwm	0803	0853	1103	1203	1303	1503	1533	--	1603	1803
Newgale (Shop)/Niwgwl (Siop)	0806	0856	1106	1206	1306	1506	1536	--	1606	1806
Roch Gate/Gat y Garn	0810	0900	1110	1210	1310	1510	1540	--	1610	1810
Croes Simpson Cross	0813	0903	1113	1213	1313	1513	1543	--	1613	1813
Keeston	0816	0906	1116	1216	1316	1516	1546	--	1616	1816
Croes Pelcomb Cross	0819	0909	1119	1219	1319	1519	1549	--	1619	1819
Haverfordwest (Bus Station)/Hwlfordd (Gorsaf Fysiau) [5]	0828	0918	1128	1228	1328	1528	1558	--	1628	1828
Withybush Retail Park/Parc Manwerthu Llwyn Helyg	0833	0923	1133	1233	1333	1533	1603	--	1633	1833
Haverfordwest (Rail Station)/Hwlfordd (Gorsaf Tren)	0838	0928	1138	1238	1338	1538	1608	--	1638	1838

Notes:

- SH** School Holidays
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Haverfordwest - St. Davids - Fishguard
Saturday (Inbound)
Service T11 (TCAT011)

Timetable valid from 2nd January 2024 until further notice

Operator: RBRO RBRO RBRO RBRO RBRO RBRO RBRO RBRO RBRO RBRO

Haverfordwest (Rail Station)/Hwlfordd (Gorsaf Tren)	--	0900	1000	1200	1310	--	1400	--	1615	1715
Haverfordwest (Bus Station)/Hwlfordd (Gorsaf Fysiau) [5]	0750	0903	1003	1203	1313	--	1403	--	1618	1718
Withybush Retail Park/Parc Manwerthu Llwyn Helyg		0908	1008	1208	1318	--	1408	--	1623	1723
Haverfordwest/Hwlfordd (Picton Place)	0751	0912	1012	1212	1322	--	1412	--	1627	1727
Croes Pelcomb Cross	0757	0918	1018	1218	1328	--	1418	--	1633	1733
Keeston	0800	0921	1021	1221	1331	--	1421	--	1636	1736
Croes Simpson Cross	0802	0923	1023	1223	1333	--	1423	--	1638	1738
Roch Gate/Gat y Garn	0805	0926	1026	1226	1336	--	1426	--	1641	1741
Newgale (Shop)/Niwgwl (Siop)	0809	0930	1030	1230	1340	--	1430	--	1645	1745
Penycwm	0812	0933	1033	1233	1343	--	1433	--	1648	1748
Brawdy Turn/Troad Breudeth	0814	0935	1035	1235	1345	--	1435	--	1650	1750
Solva (Hall)/Solfach (Neuadd)	0820	0941	1041	1241	1351	--	1441	--	1656	1756
St Davids CS School/Ysgol Uwchradd Tyddewi	0827					--		--		
St David's (New Street)/Tyddewi (Heol Newydd) (Arr)	0832	0951	1051	1251	1401	--	1451	--	1706	1806
St David's (New Street)/Tyddewi (Heol Newydd) (Dep)	0832	1000	1100	1300	--	1410	--	--	1710	1810
St David's (New Street)/Tyddewi (Heol Newydd)					--		--	1523		
Croesgoch	0842	1010	1110	1310	--	1420	--	1533	1720	1820
Llanrhian	0845	1013	1113	1313	--	1423	--	1536	1723	1823
Trefin	0852	1020	1120	1320	--	1430	--	1543	1730	1830
Penparc	0856	1024	1124	1324	--	1434	--	1547	1734	1834
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Dyffryn	0908	1036	1136	1336	--	1446	--	1559	1746	1846
Goodwick (Square)/Wdig (Sgwar)	0911	1039	1139	1339	--	1449	--	1602	1749	1849
Goodwick/Wdig (Harbour Garage)	0913	1041	1141	1341	--	1451	--	1604	1751	1851
Fishguard/Abergwaun (Ffordd yr Efail)	0917	1045	1145	1345	--	1455	--	1608	1755	1855

Fishguard - St. Davids - Haverfordwest
Service T11 (TCAT011)
Saturday (Outbound)

Timetable valid from 2nd January 2024 until further notice

Operator: RBRO RBRO RBRO RBRO RBRO RBRO RBRO RBRO

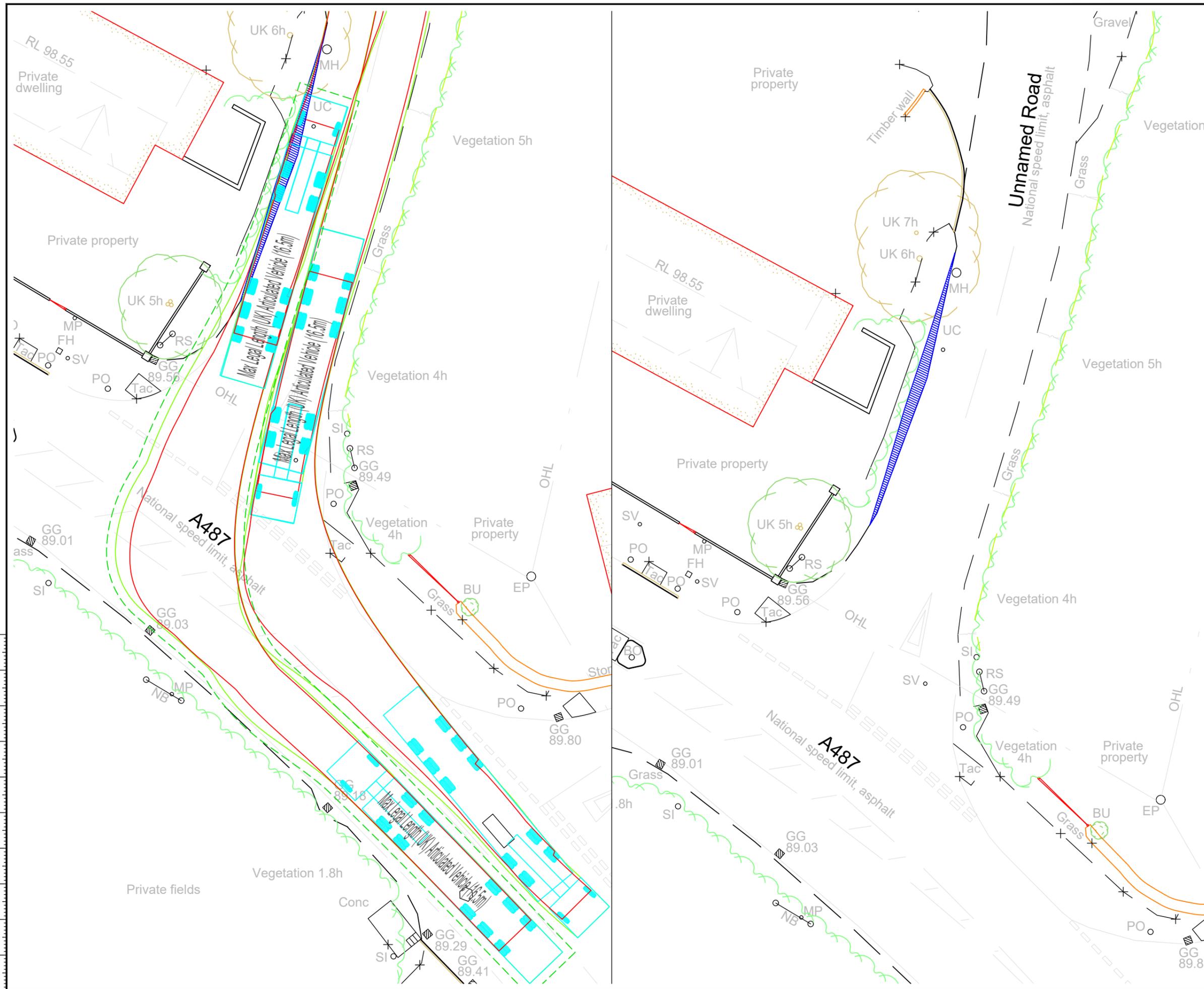
Fishguard/Abergwaun (Ffordd yr Efail)	0700	0745	1000	1100	1200	1400	1500	1700
Goodwick/Wdig (Harbour Garage)	0704	0749	1004	1104	1204	1404	1504	1704
Goodwick (Square)/Wdig (Sgwar)	0706	0751	1006	1106	1206	1406	1506	1706
Dyffryn	0709	0754	1009	1109	1209	1409	1509	1709
Panteg	0712	0757	1012	1112	1212	1412	1512	1712
St. Nicholas Turn/Troad Tremarchog	0714	0759	1014	1114	1214	1414	1514	1714
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Penparc	0720	0805	1020	1120	1220	1420	1520	1720
Trefin	0724	0809	1024	1124	1224	1424	1524	1724
Llanrhian	0729	0814	1029	1129	1229	1429	1529	1729
Croesgoch	0732	0817	1032	1132	1232	1432	1532	1732
St David's (New Street)/Tyddewi (Heol Newydd) (Arr)	0742	0827	1042	1142	1242	1442	1542	1742
St David's (New Street)/Tyddewi (Heol Newydd) (Dep)	0745	0827	1045	1145	1245	1445	1545	1745
St Davids CS School/Ysgol Uwchradd Tyddewi		0830						
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Croes Simpson Cross	0813	0903	1113	1213	1313	1513	1613	1813
Keeston	0816	0906	1116	1216	1316	1516	1616	1816
Croes Pelcomb Cross	0819	0909	1119	1219	1319	1519	1619	1819
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Withybush Retail Park/Parc Manwerthu Llwyn Helyg	0833	0923	1133	1233	1333	1533	1633	1833
Haverfordwest (Rail Station)/Hwlfordd (Gorsaf Tren)	0838	0928	1138	1238	1338	1538	1638	1838

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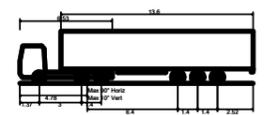
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ES Appendix 5.2: Site Access Proposals



- NOTES**
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1:500



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.500m
Overall Width	3.981m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.000m
Lock to lock time	6.000m
Kerb to Kerb Turning Radius	6.530m

P01	01.01.2022	FIRST ISSUE	ABC	GHI	JKL
Rev	Date	Amendment Details	D'n	Chk	App'

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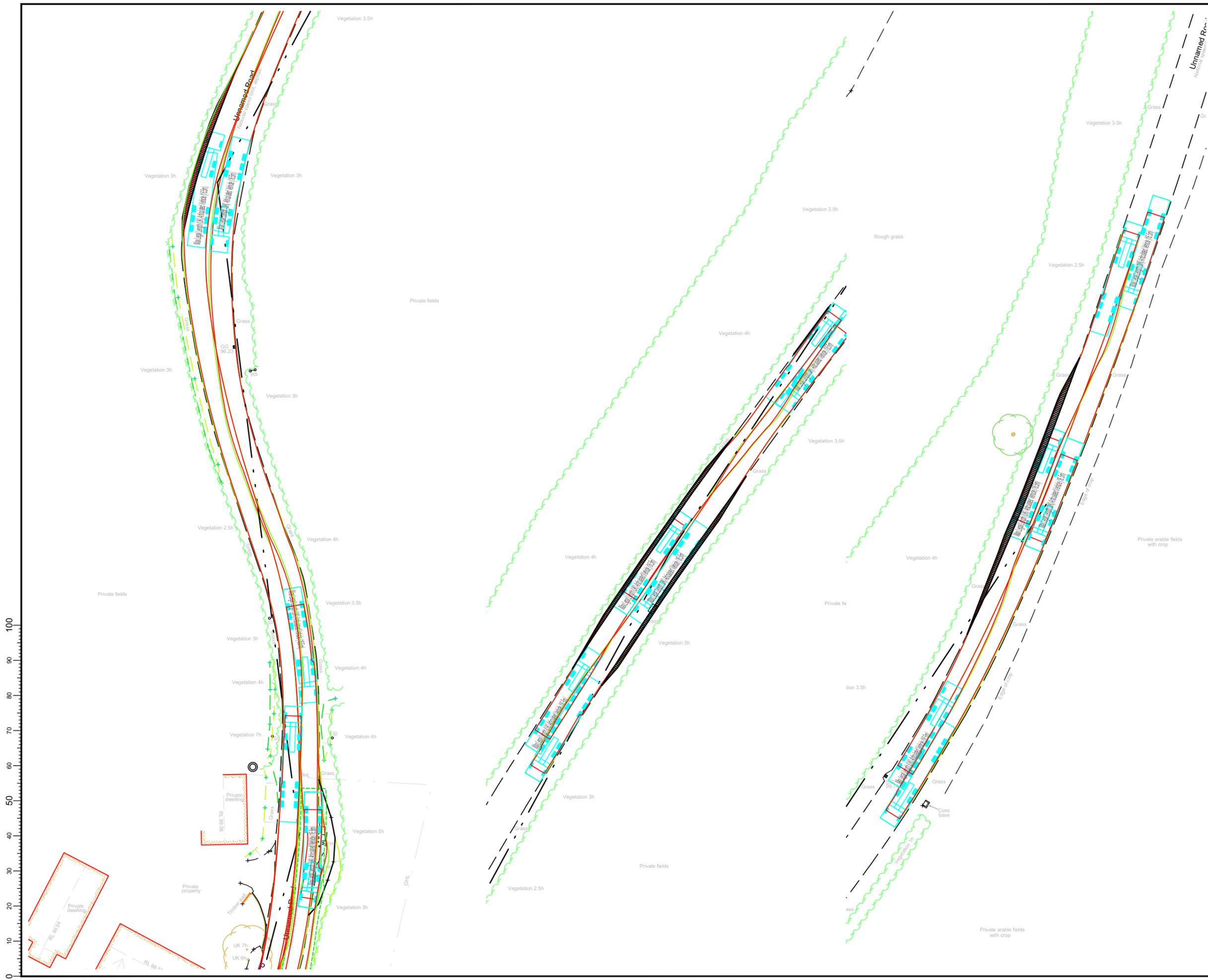
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DARC: CAWDOR BARRACKS

Drawing Title
HIGH LEVEL CONSTRUCTION ACCESS PROPOSALS PENYCWYM / A487 JUNCTION

Purpose Of Issue
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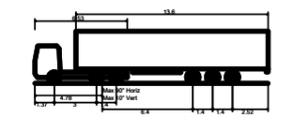
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1:500



Max Legal Length (UK) Articulated Vehicle (16.5m)	19.500m
Overall Length	2.550m
Overall Width	3.981m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00m
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	6.530m

P01	01.01.2022	FIRST ISSUE	ABC	GHI	JKL
Rev	Date	Amendment Details	Dr'n	Chk'	App'

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Client
MINISTRY OF DEFENSE (MOD)

Project Title
DARC: CAWDOR BARRACKS

Drawing Title
HIGH LEVEL CONSTRUCTION ACCESS PROPOSALS - C3010

Purpose Of Issue
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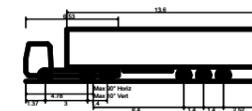
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1:500



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 18.500m
 Overall Width 2.550m
 Overall Body Height 3.981m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

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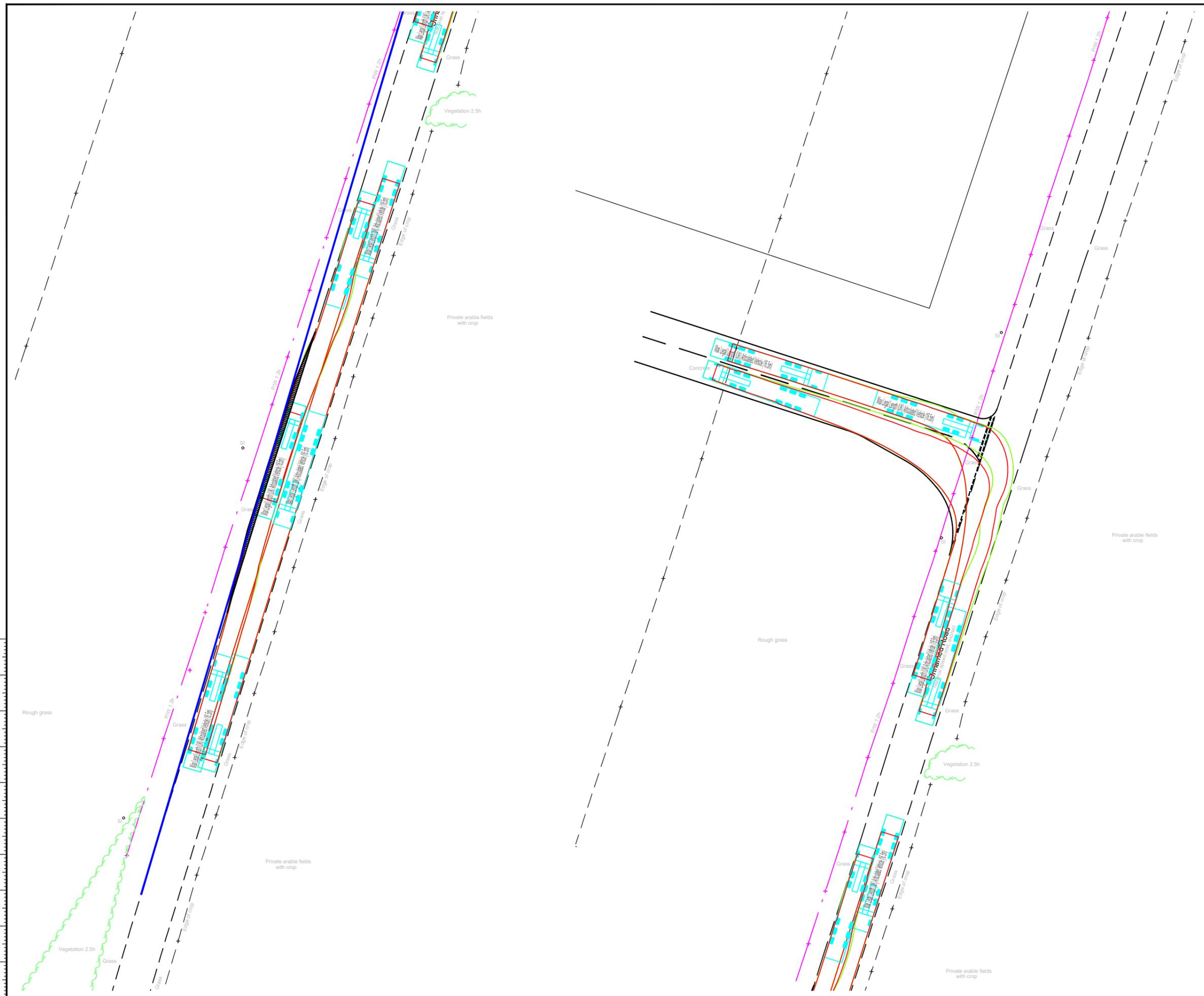
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DARC: CAWDOR BARRACKS

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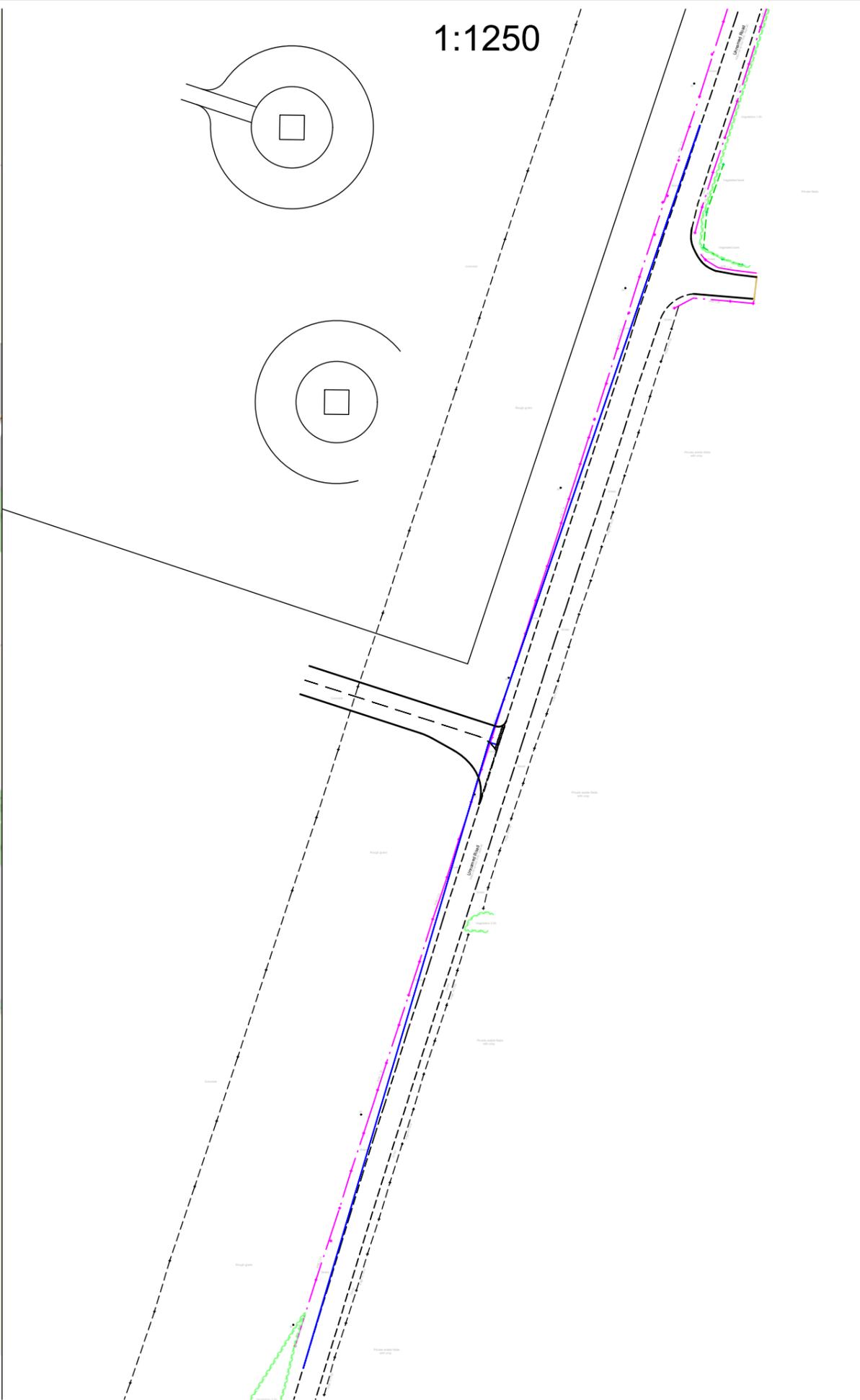
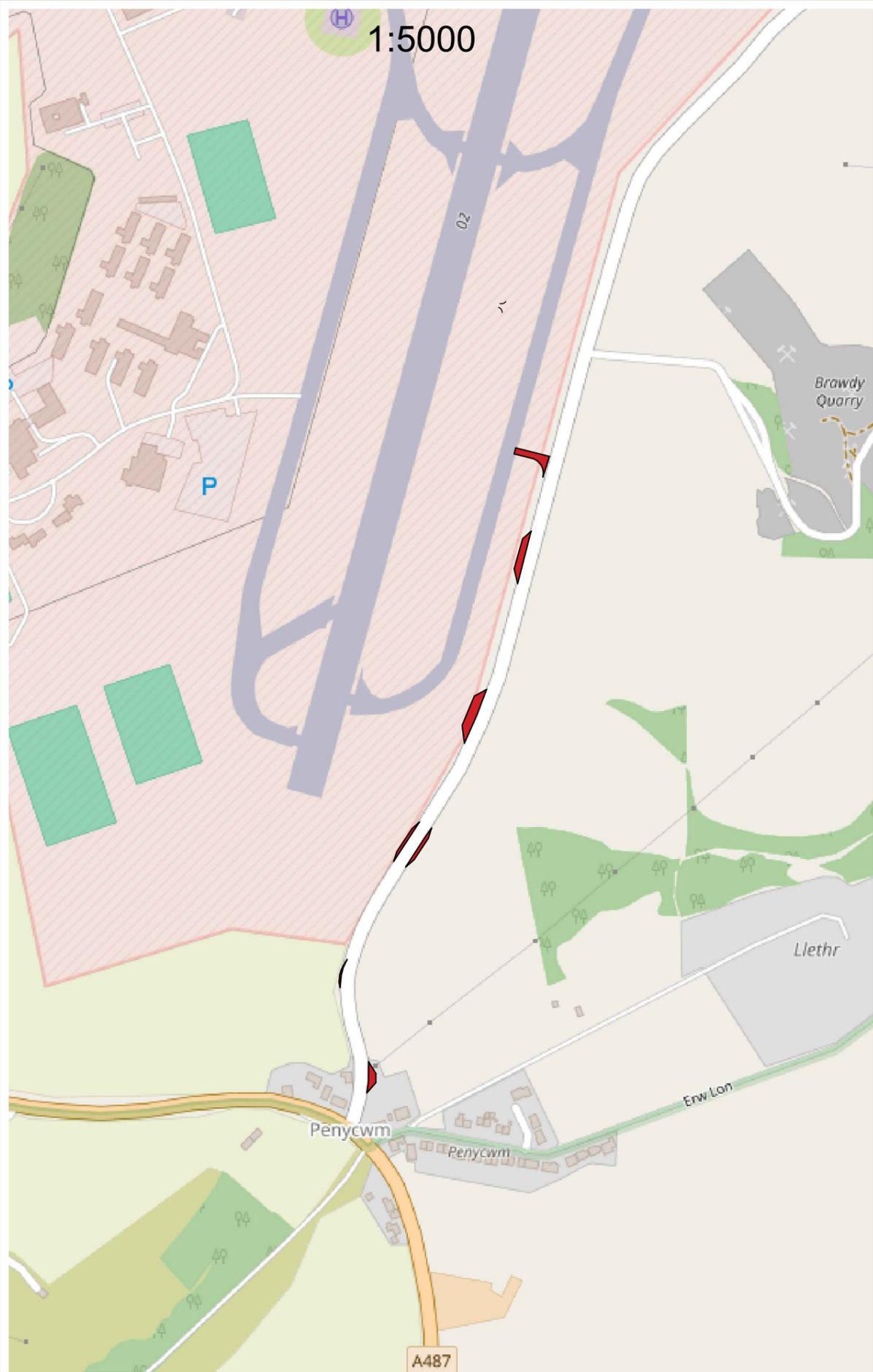
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NOTES

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Project Title
DARC: CAWDOR BARRACKS

Drawing Title
HIGH LEVEL CONSTRUCTION ACCESS PROPOSALS - C3010

Purpose Of Issue
PRELIMINARY

Status	Status Description		
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ES Appendix 5.3: Abnormal loads routing assessment

Route Evaluation Study

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1. Introduction

Overview

Jacobs has been commissioned by the Ministry of Defence (MoD) to undertake an abnormal loads route assessment (ALRA) to support the construction of the proposed Deep Space Advanced Radar Capability (DARC) facility and associated ancillary infrastructure on the site of the Cawdor Barracks, north of Newgale, Pembrokeshire.

This ALRA, which will focus on the transportation of construction components that require transportation via an abnormal load, will seek to identify an appropriate route to the proposed development site for these components.

Pembrokeshire County Council were contacted to establish existing restrictions and confirmed there were no restrictions, including weak bridges, along the proposed route.

Abnormal Loads Route

The transportation of ALDVs will require an escort and permit, and travel via established abnormal load routes from the point of origin to the nearest motorway exit. Given these sections of the route will be on established abnormal load routes, no additional swept path assessments will be required on these sections, which is an established methodology. As such, this assessment will focus on the preferred route from the relevant motorway exit to the proposed site access. This preferred option was chosen based on an initial desktop study as it follows the primary road network as much as possible while also taking cognizance of the National Highways High and Heavy Loads Map¹.

The route will follow established abnormal load routes from the point of origin to the Project DARC – Cawdor Barracks site. Table 1 summarises the assumed abnormal load route with the assessed portion of the route and potential pinch point locations highlighted in Table 4.

Route section
Origin to M5 and M4 from the North or M4 from the South and East towards the A48 and A40 at Carmathen
Continue west on the A40 towards Haverfordwest
Continue west over the Scotchwell roundabout continuing along the A40
Head north from the Salutation Square roundabout to Cartlewell Road
Head west from the Bridgend Square Roundabout along the A487
Head northwest along Thomas Parry Way towards the Thomas Parry Way/St Davids Road roundabout

¹ UK High and Heavy Loads Map 2010. [Online] Available at: <https://www.nationalhighways.co.uk/media/rd1xmfj/high-and-heavy-load-grids-map-for-abnormal-loads.pdf> [Accessed 12 January 2026].



Appendix 5.3: Abnormal Loads Routeing Assessment

Head northwest along St David's Road (A847) until Newgale
Follow the road north at Newgale along Newgale Hill (A487)
Follow the A487 until the C3010 junction towards the construction entrance to the east of Cawdor Barracks.

Table 1 - Abnormal Loads Route Summary

Swept path assessments, using the Autodesk (CAD) extension package AutoTrack, have been undertaken at key junctions with the aim of examining and determining the constraints associated with transporting the large and bulky components using the ALDVs. Any required mitigation measures have been identified as part of the assessment.

2. Guidance and Legislation

Definition of Abnormal Load

National Highways state that the definition of an abnormal load²; is a vehicle that has any of the following:

- A weight of more than 44,000kg
- An axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
- A width of more than 2.9 meters
- A rigid length of more than 18.95 meters

How far in advance, and which relevant authorities need to be notified depends on the weight, width and length of the road. The dimensions of weights of vehicles used on British roads are regulated by:

- The Road Vehicles (Construction & Use) Regulations 1986³;
- The Road Vehicles (Authorised Weight) Regulations 1998⁴; and
- The Road Vehicles (Authorisation of Special Types) (General) Order 2003⁵

Legislation

Conventional heavy goods vehicles have an operating weight limit of 44 tonnes. An abnormal Load is defined as that which cannot be carried under the Construction and Use (C&U) Regulations 1986.

South Wales Police do not allow abnormal loads to travel in South Wales between:

- 7am – 9:30am Monday to Friday
- 4:30pm – 7pm Monday to Thursday
- 3pm – 7pm Friday
- During hours of darkness

For the width and length of the loads used in this ALRA, a notice of 2 working days is required by the police as the notification requirements (under 5m wide and under 25.9m long).

² Abnormal loads and the ESDAL system. [Online] Available at: [https://www. https://nationalhighways.co.uk/road-safety/abnormal-loads-and-the-esdal-system](https://www.https://nationalhighways.co.uk/road-safety/abnormal-loads-and-the-esdal-system) [Accessed 12 January 2026].

³ The Road Vehicles (Construction and Use) Regulations 1986. [Online] Available at: <https://www.https://www.legislation.gov.uk/uksi/1986/1078/contents> [Accessed 12 January 2026].

⁴ The Road Vehicles (Authorised Weight) Regulations 1998. [Online] Available at: <https://www.https://www.legislation.gov.uk/uksi/1998/3111/contents> [Accessed 12 January 2026].

⁵ The Road Vehicles (Authorisation of Special Types) (General) Order 2003. [Online] Available at: <https://www.https://www.legislation.gov.uk/uksi/2003/1998/contents> [Accessed 12 January 2026].



3. Transportation requirements

Component Dimensions

It is assumed that the Antenna Pedestals are not classed as abnormal loads. The following components, however, will be delivered to the site as abnormal loads:

Components	Width (m)	Length (m)	Transport Weight (Ton)
Switchroom (UK)	4	20	< 44
Gensets (UK)	<4	<16	> 44 (~70)

Table 2 - Cargo Dimensions



Abnormal Load Delivery Vehicle (ALDV) Dimensions

The vehicle dimensions for transporting the cargo to site are as follows:

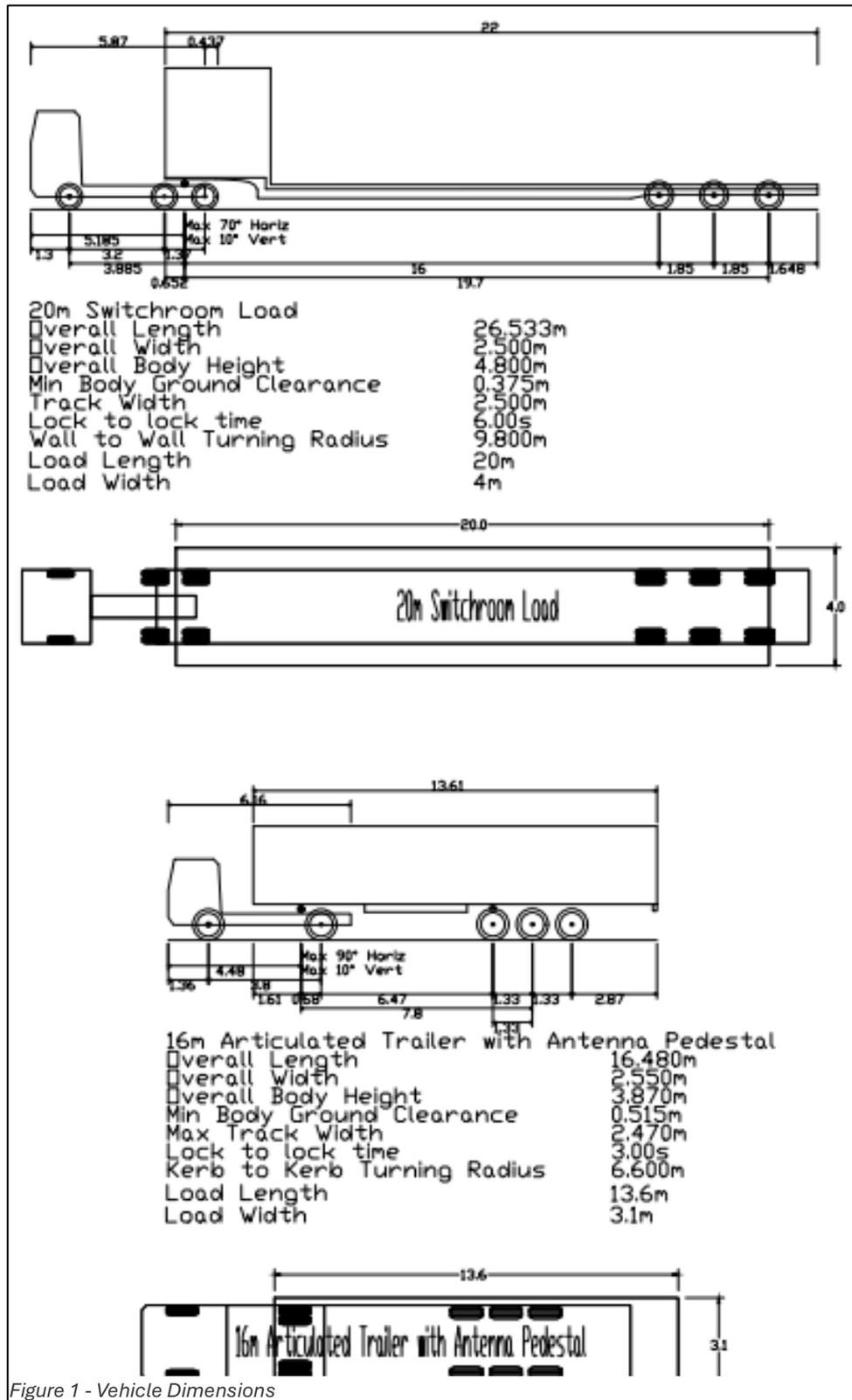


Figure 1 - Vehicle Dimensions

4. Abnormal Load Route Assessment

R	Issue / Problem	Recommendation
1	Delivery vehicles may risk colliding with the power lines which pass over the carriageway.	The height of the power lines will have to be checked and temporarily raised if necessary to a minimum of 5m.
2	Delivery vehicles may risk colliding with overhanging tree branches resulting in fallen twigs and branches lying on the carriageway.	It will be necessary to trim back the overhanging branches in order to avoid contact with the passing delivery vehicles and ensure a minimum envelope on the road of 5m wide by 5m high.
3	There are no bridge height restrictions on the assessed route, between origin and destination.	Haulier to confirm that there are no restrictions at time of delivery.
4	There are no bridge weight restrictions on the assessed route, between origin and destination. The route passes over the Newgale Hill Bridge on the A487. There is no signposted weight restriction.	Haulier to confirm that there are no restrictions at time of delivery.

Table 3 - General comments applicable across the entire delivery route

Ref	Location	Issue / Problem	Proposed Mitigation
A	Scotchwell Roundabout, A40, Haverfordwest Lat 51.804629; Long -4.9579	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-04, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format.	No mitigation required
B	Salutation Square Roundabout, A40 / Cartlett Rd Lat 51.802338;	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-05, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format.	No mitigation required



	Long -4.965143		
C	Bridgend Square Roundabout, Cartlett Rd / A487 Lat 51.805298; Long -4.967810	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-06, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format.	No mitigation required
D	Thomas Parry Way / A487, Haverfordwest Lat 51.804392; Long -4.971700	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-07, Appendix A) confirm that all ALDVs will be unable to negotiate this junction in its existing format.	Removal of street furniture (lamppost and traffic signal) on the centre island, the main carriageway of the A487, and at the junction opening of Thomas Parry Way. Locations of the likely works required are highlighted in Drawing number DARC001-CL-13, Appendix A.
E	Thomas Parry Way Roundabout, Haverfordwest Lat 51.80613; Long -4.976763	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-08, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format, however there will be a need to use both sides of the carriageway east and west of the junction.	Abnormal vehicle likely required to use whole road width. Traffic stopped in opposite direction.
F	Wood Hill / Welsh Rd Lat 51.854171; Long -5.124133	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-09, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format, however there may be a need to use both sides of the carriageway north of the junction.	Abnormal vehicle likely required to use whole road width. Traffic stopped in opposite direction.
G	Newgale Hill / A487 Lat 51.858635; Long -5.127009	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-10, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format, however there may be a need to use both sides of the carriageway north of the junction.	Abnormal vehicle likely required to use whole road width. Traffic stopped in opposite direction.
H	A487 / Erw Lon Lat 51.867359; Long -5.125169	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-11, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format, however there will be a	Abnormal vehicle likely required to use whole road width. Traffic stopped in opposite direction.



		need to use both sides of the carriageway through this section.	
I	Wood Hill / Welsh Rd Lat 51.854171; Long -5.124133	The swept path assessments undertaken at this junction (Drawing number DARC001-CL-12, Appendix A) confirm that all ALDVs will be able to negotiate this junction in its existing format, however there will be a need to use both sides of the carriageway through this section.	Abnormal vehicle likely required to use whole road width. Traffic stopped in opposite direction.

Table 4 – Swept Path Analysis of Potential Pinch Points



5. Conclusion

The abnormal load assessment has identified that the route from the origin point via the M4/M5, A48, and to the site entrance is technically feasible in terms of horizontal geometry.

The most challenging pinch points are likely to be the Newgale Hill bridge and the Thomas Parry Way / A487 junction. The location of all potential pinch points identified, and a summary of any issues, are listed in Table 4.

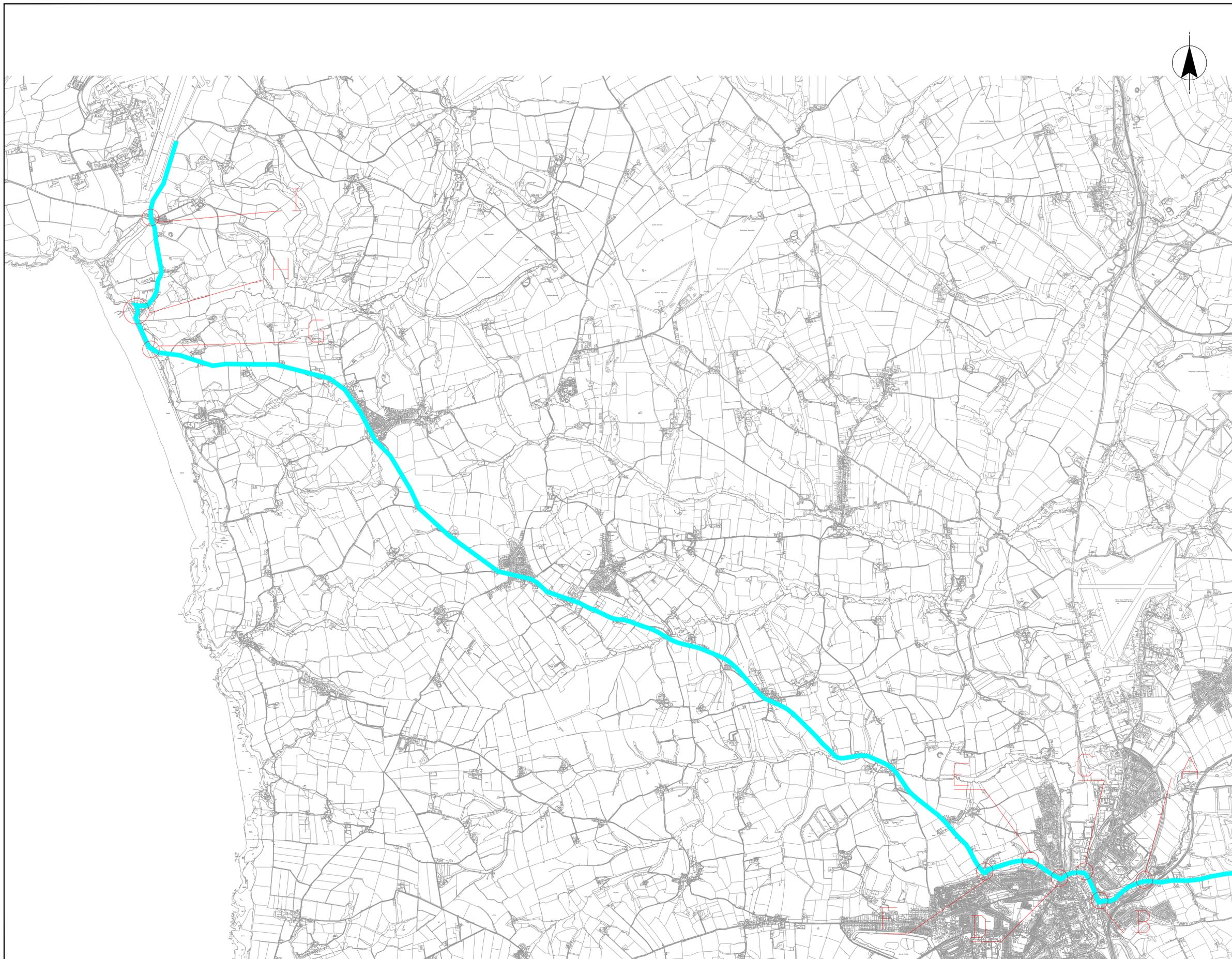
It is noted that this report has focussed on the horizontal alignment of the route. No vertical checks have been undertaken at this time. Further investigations are required in the future to confirm if any major vertical geometry issues are present along the proposed route.

Considering the assessment undertaken, the following recommendations are made:

- If the necessary mitigation measures are achievable then the route can be navigated by vehicles carrying Switchroom and Genset components to the proposed site.
- Police escort or Pilot car will be required to accompany abnormal loads to assist with traffic control and the control of oncoming traffic.
- It is recommended to have adequate warning signs implemented to warn other road users at critical points along the route.
- All hedges, shrubs, bushes, trees, and overhanging branches along the nominated routes must be trimmed from within carriageway verges.
- Specific street furniture has been nominated in this report for removal to facilitate over-sailed and 'swept' areas.
- Full carriageway widths must be available along the entirety of the route. Measures to remove parked vehicles must therefore be in place.
- Measures to assist the vehicle negotiating the kerbed changes in level at footways, roundabouts, pedestrian refuges etc. will be required;
- Steel road plates may be required at locations where the vehicle overruns footways; and
- A structural check/review will be required for structures on the route at the time of delivery.



Appendix A Swept Path Assessments and Required Mitigation Drawings



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Project DARC - Cawdor Barracks

Drawing title
**Project DARC - Cawdor Barracks
 Abnormal Load Swept Paths
 Route Map**

Drawing status	FOR INFORMATION	Suitability	S4
Scale	AS SHOWN @ A1	DO NOT SCALE	

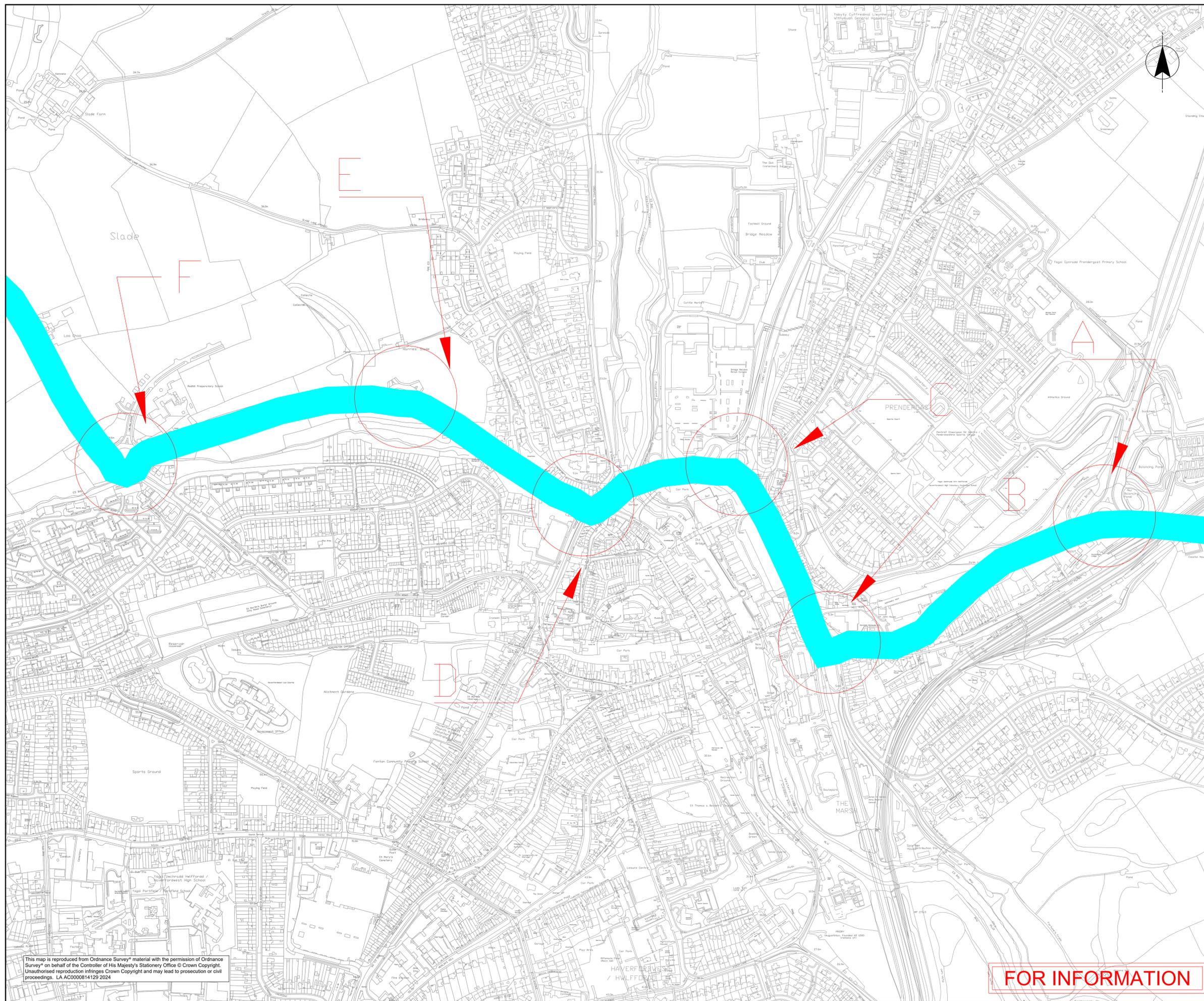
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Drawing number
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Project
Project DARC - Cawdor Barracks

Drawing title
**Project DARC - Cawdor Barracks
 Abnormal Load Swept Paths
 Detailed Route Map 1**

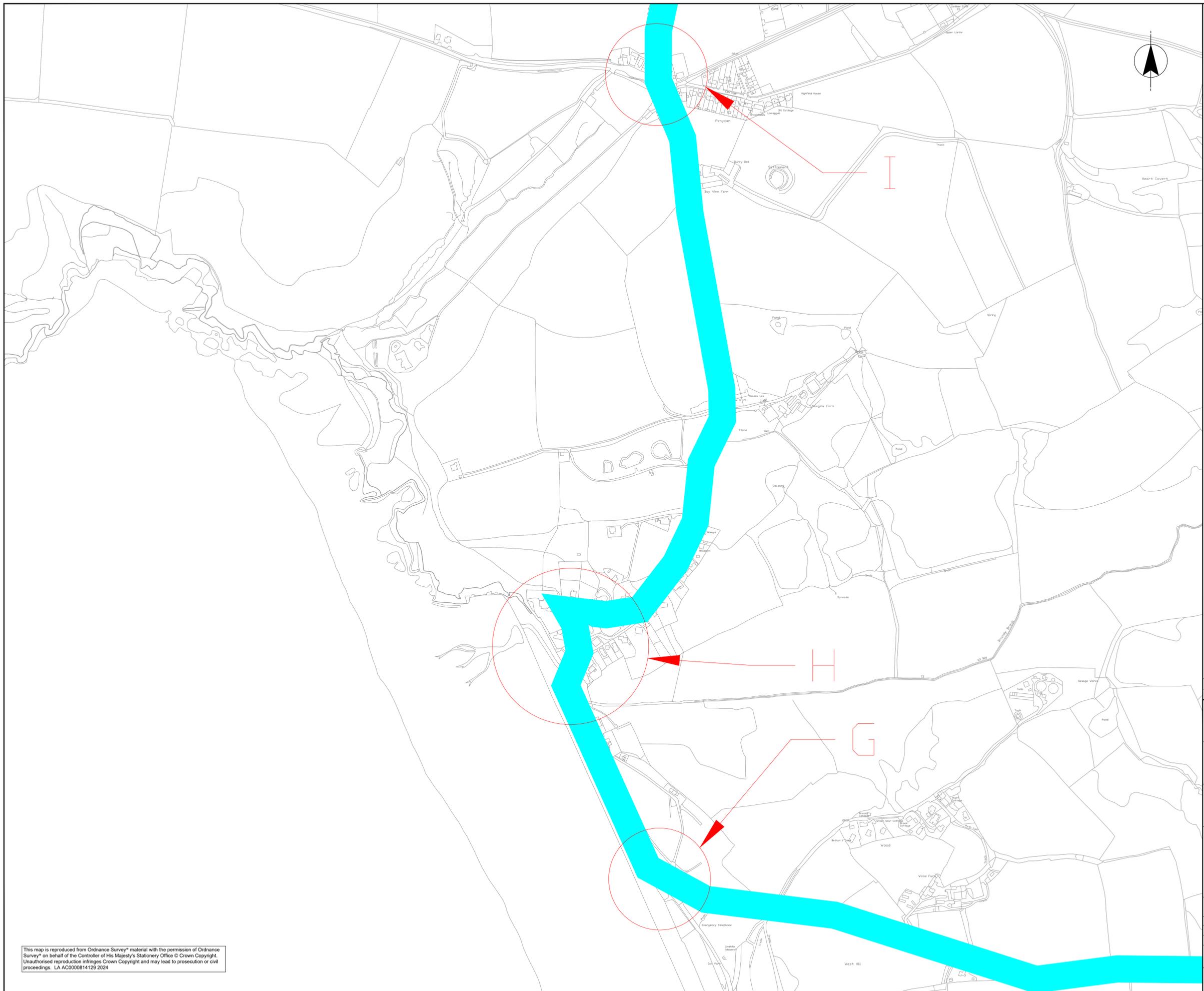
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Jacobs No.	DARC001	Rev	
Client No.	N/A	Rev	C01

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Project: Project DARC - Cawdor Barracks

Drawing title: Project DARC - Cawdor Barracks
 Abnormal Load Swept Paths
 Detailed Route Map 2

Drawing status: FOR INFORMATION Suitability: S4

Scale: AS SHOWN @ A1 DO NOT SCALE

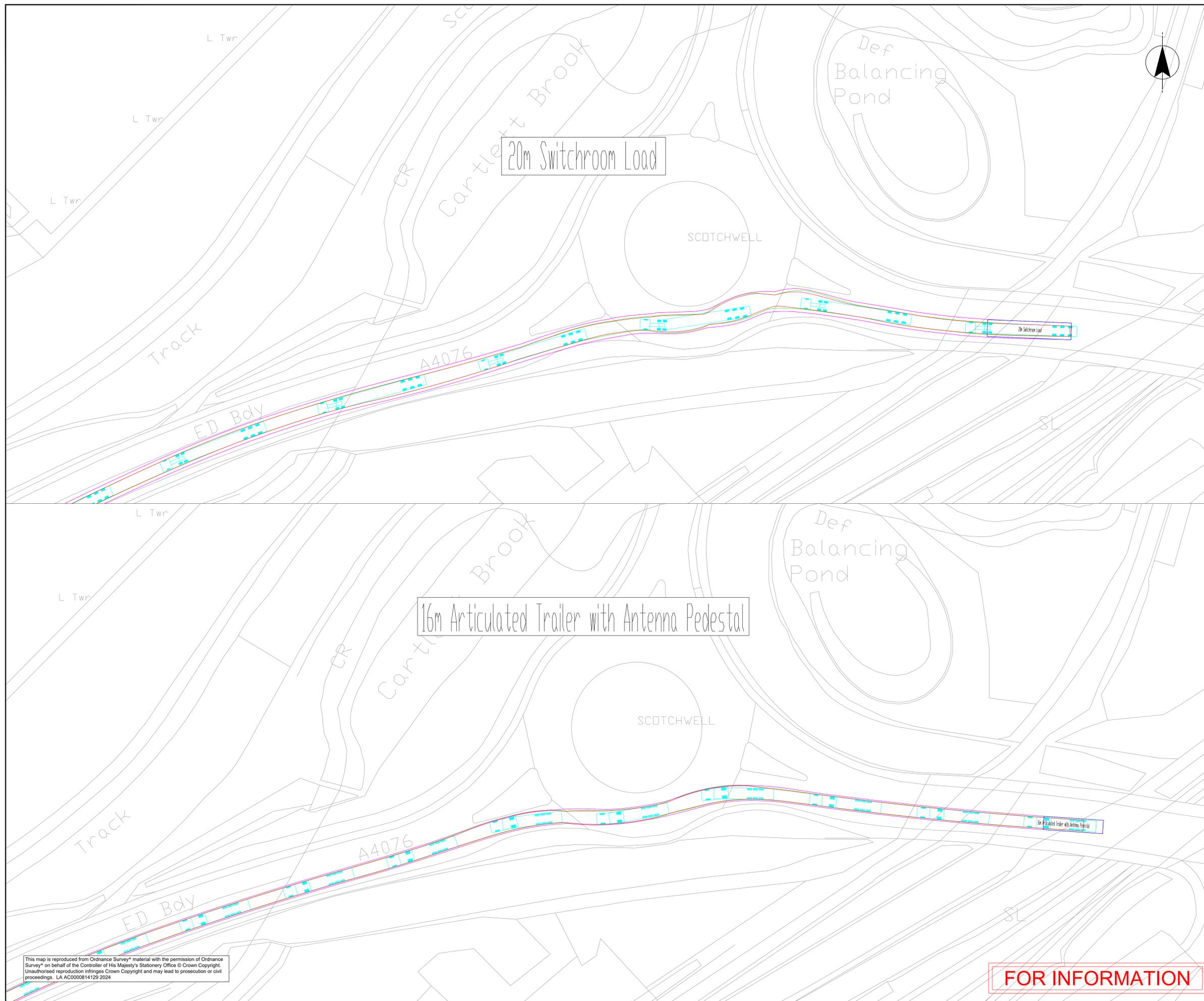
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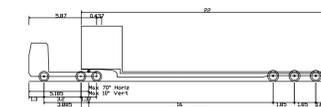
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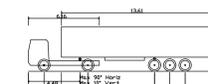
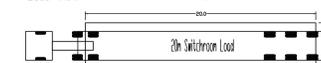
20m Switchroom Load

16m Articulated Trailer with Antenna Pedestal

- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



20m Switchroom Load	Overall Length	20.000m
	Overall Width	4.000m
	Min Body Height	0.875m
	Min Body Ground Clearance	0.875m
	Max Body Width	2.500m
	Lock to lock time	3.000s
	Walt to Walt Turning Radius	3.000m
	Load Length	20.000m
	Load Width	4.000m



16m Articulated Trailer with Antenna Pedestal	Overall Length	16.000m
	Overall Body Height	0.875m
	Min Body Ground Clearance	0.875m
	Max Body Width	2.500m
	Lock to lock time	3.000s
	Walt to Walt Turning Radius	3.000m
	Load Length	13.6m
	Load Width	3.1m



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Drawing title: **Route Map
Abnormal Load Swept Paths
Pinch Point A Swept Path
Switchroom and Antenna Pedestal**

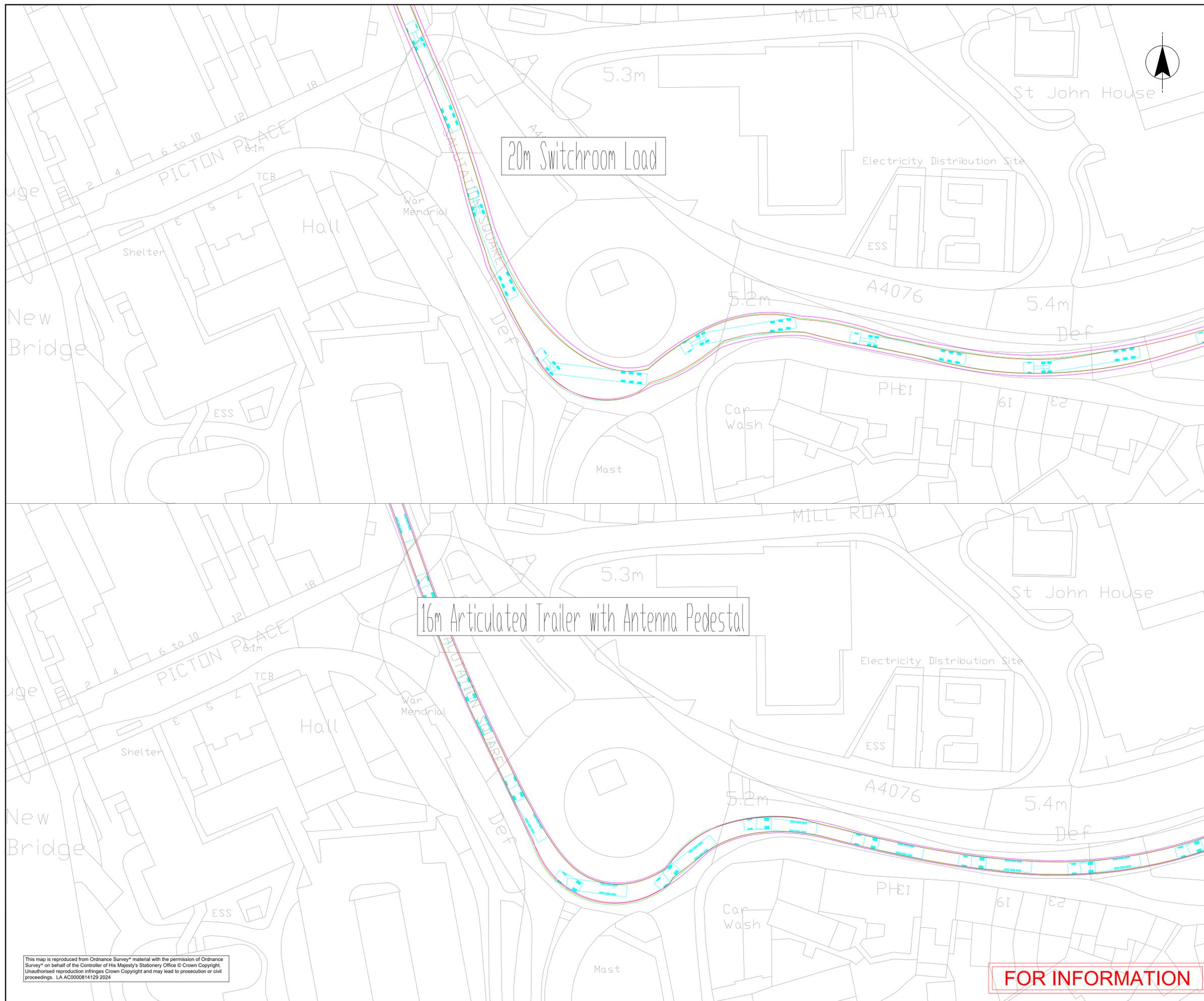
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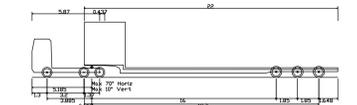
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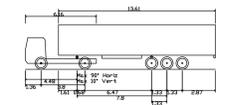
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- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



20m Switchroom Load	
Overall Length	26.533m
Overall Width	4.800m
Min Body Height	6.570m
Min Ground Clearance	6.570m
Max Track Width	3.000m
Lock to lock time	6.000s
Wall to wall Turning Radius	3.000m
Load Length	20m
Load Width	4m



16m Articulated Trailer with Antenna Pedestal	
Overall Length	16.500m
Overall Body Height	6.570m
Min Body Ground Clearance	6.570m
Max Track Width	3.000m
Lock to lock time	3.000s
Keep to Keep Turning Radius	6.000m
Load Length	13.6m
Load Width	3.1m



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 Pinch Point B Swept Path
 Switchroom and Antenna Pedestal**

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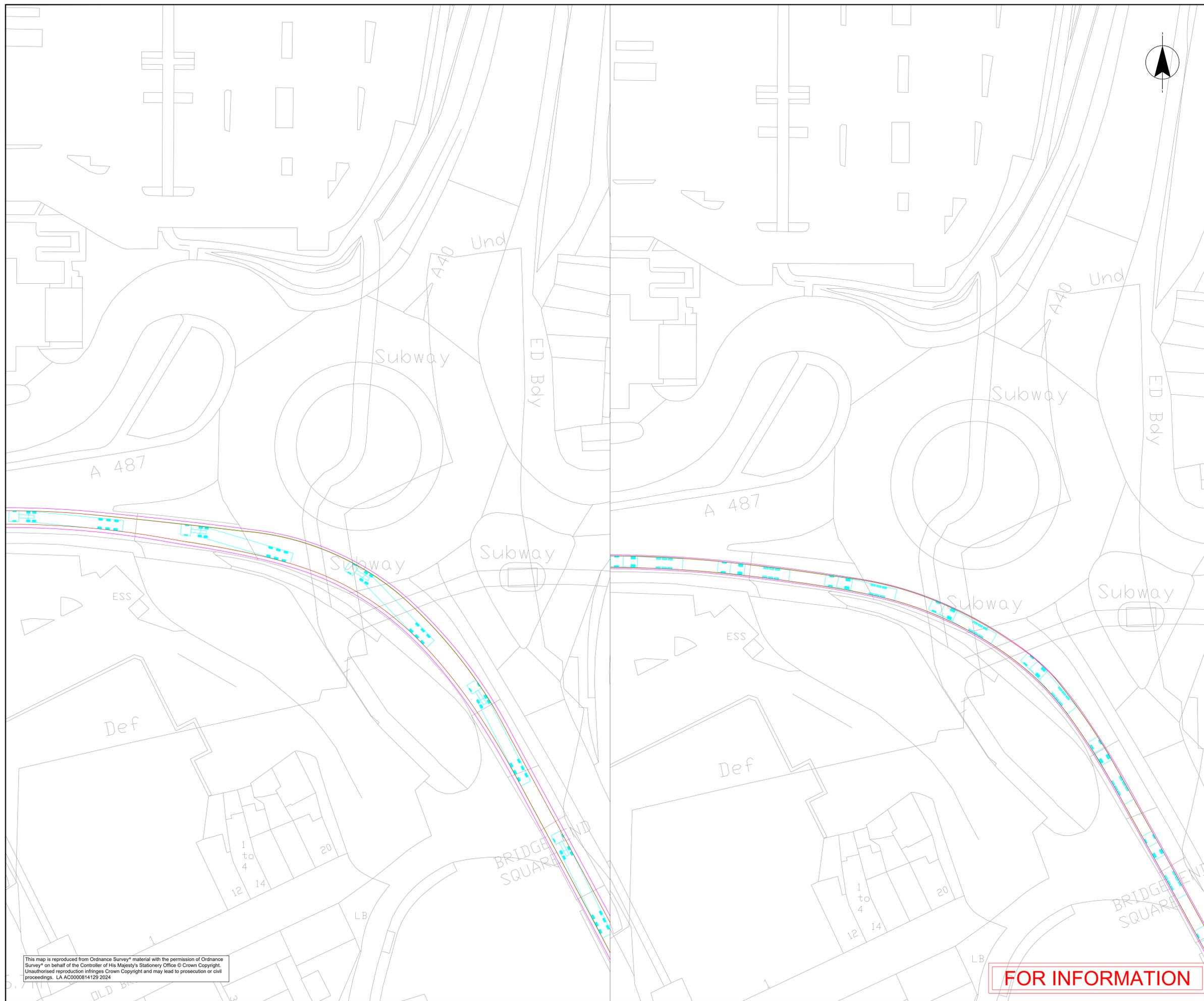
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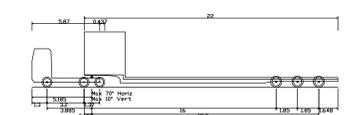
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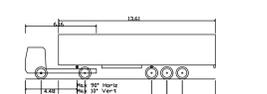
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- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



20m Switchroom Load	26.533m
Overall Length	26.533m
Overall Width	2.500m
Overall Body Height	2.500m
Min Body Ground Clearance	0.375m
Track Width	0.375m
Lock to Lock Time	0.000m
Kerb to Kerb Turning Radius	0.000m
Load Length	20m
Load Width	2m



16m Articulated Trailer with Antenna Pedestal	16.000m
Overall Length	16.000m
Overall Width	2.500m
Overall Body Height	2.500m
Min Body Ground Clearance	0.375m
Lock to Lock Time	0.000m
Kerb to Kerb Turning Radius	0.000m
Load Length	13.6m
Load Width	3.1m



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 Abnormal Load Swept Paths
 Pinch Point C Swept Path
 Switchroom and Antenna Pedestal**

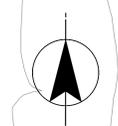
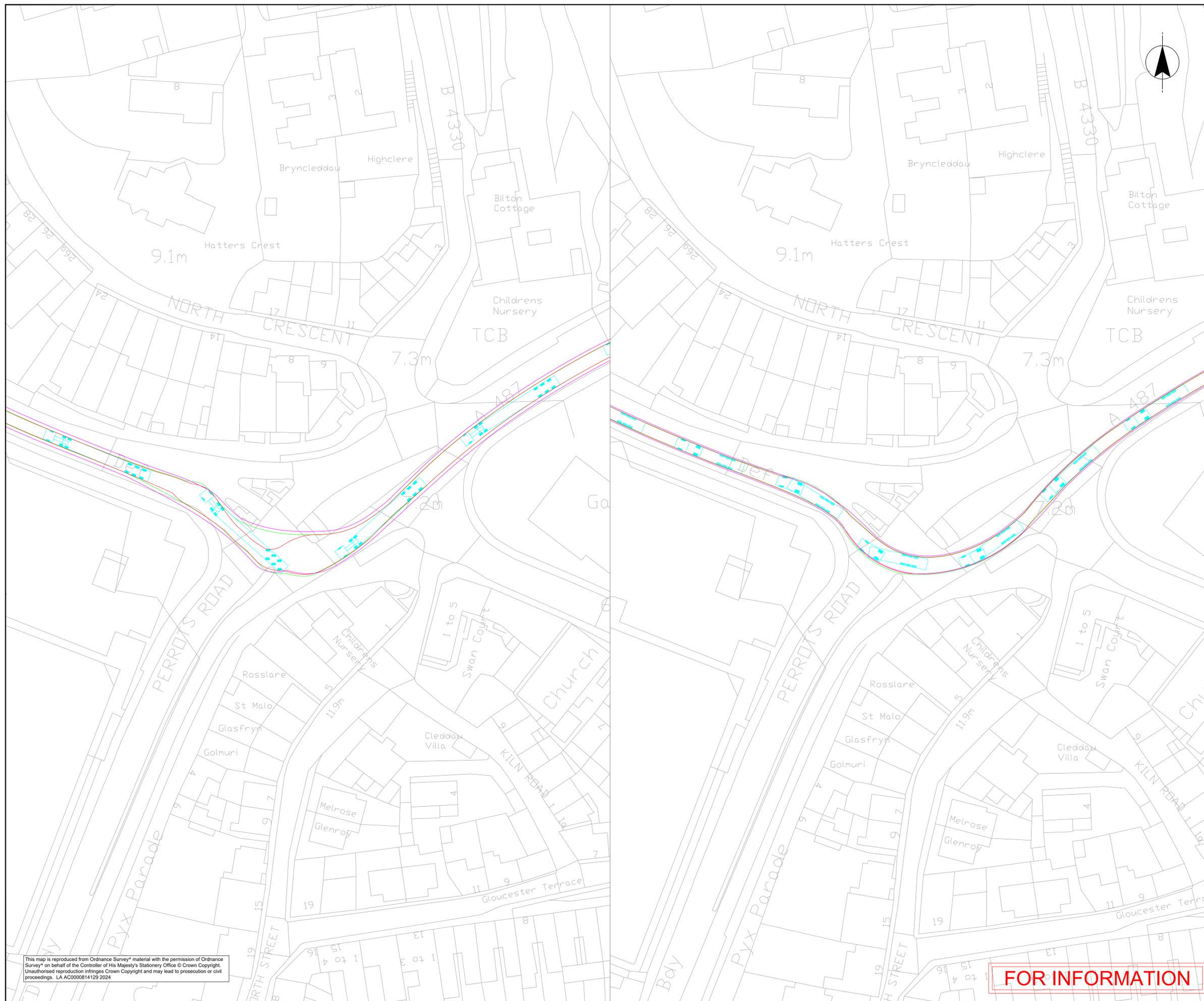
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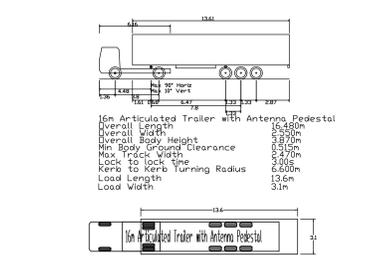
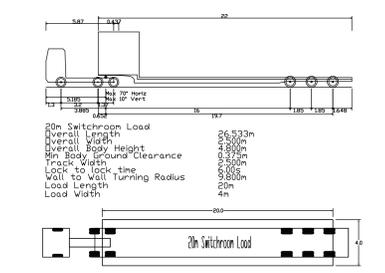
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- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



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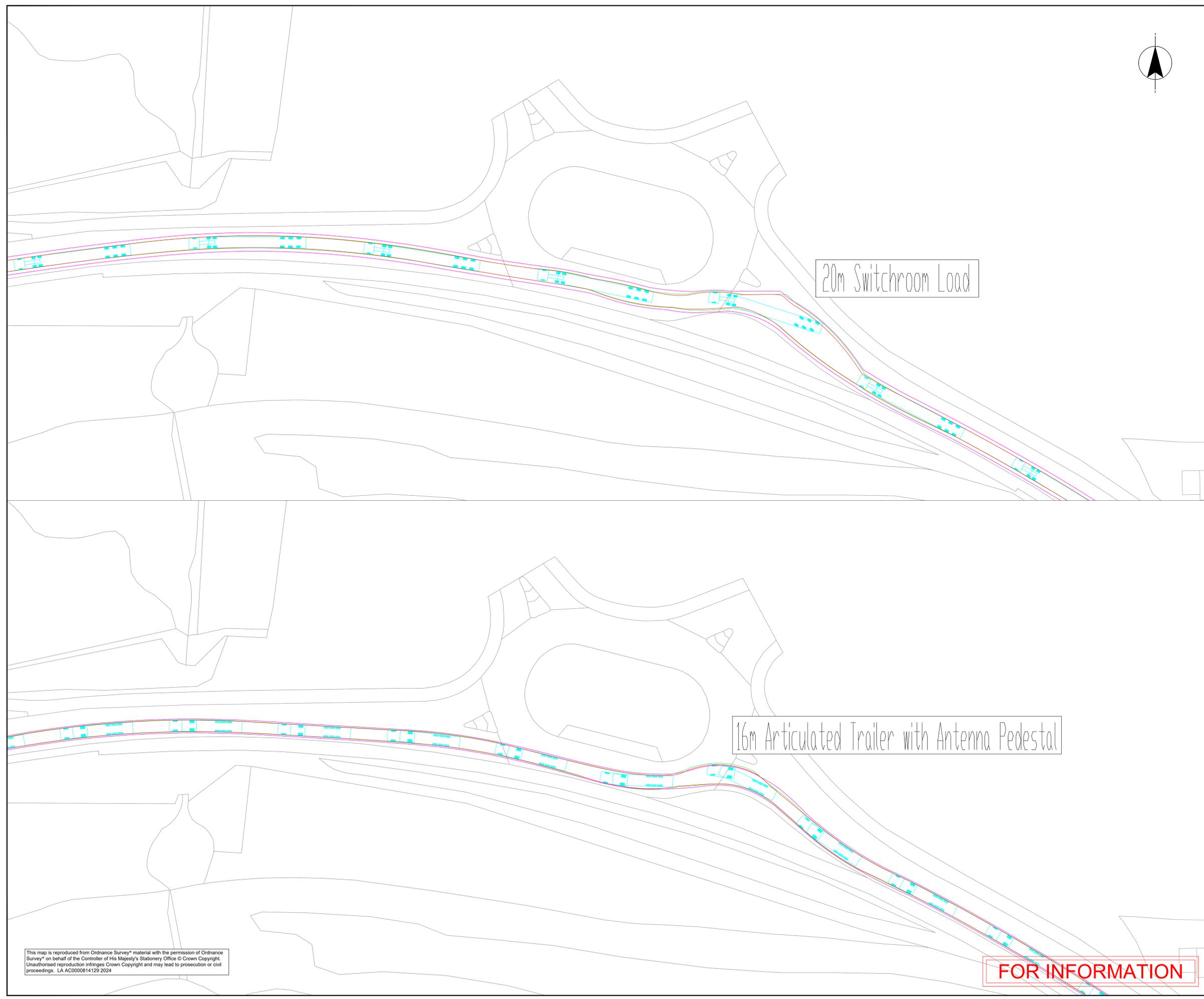
Drawing title **Route Map
 Abnormal Load Swept Paths
 Pinch Point D Swept Path
 Switchroom and Antenna Pedestal**

Drawing status	FOR INFORMATION	Suitability	S4
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Client No.	N/A		C01

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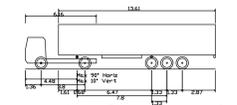
20m Switchroom Load

16m Articulated Trailer with Antenna Pedestal

- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



20m Switchroom Load	26.533m
Overall Length	26.533m
Overall Width	4.000m
Overall Body Height	2.500m
Min Body Ground Clearance	0.375m
Track Width	3.000m
Lock to Lock Line	9.000m
Kerb to Kerb Turning Radius	6.000m
Load Length	20m
Load Width	4m



16m Articulated Trailer with Antenna Pedestal	16.000m
Overall Length	16.000m
Overall Width	3.100m
Overall Body Height	2.500m
Min Body Ground Clearance	0.375m
Track Width	3.000m
Lock to Lock Line	6.000m
Kerb to Kerb Turning Radius	6.000m
Load Length	13.6m
Load Width	3.1m



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Drawing title
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 Pinch Point E Swept Path
 Switchroom and Antenna Pedestal**

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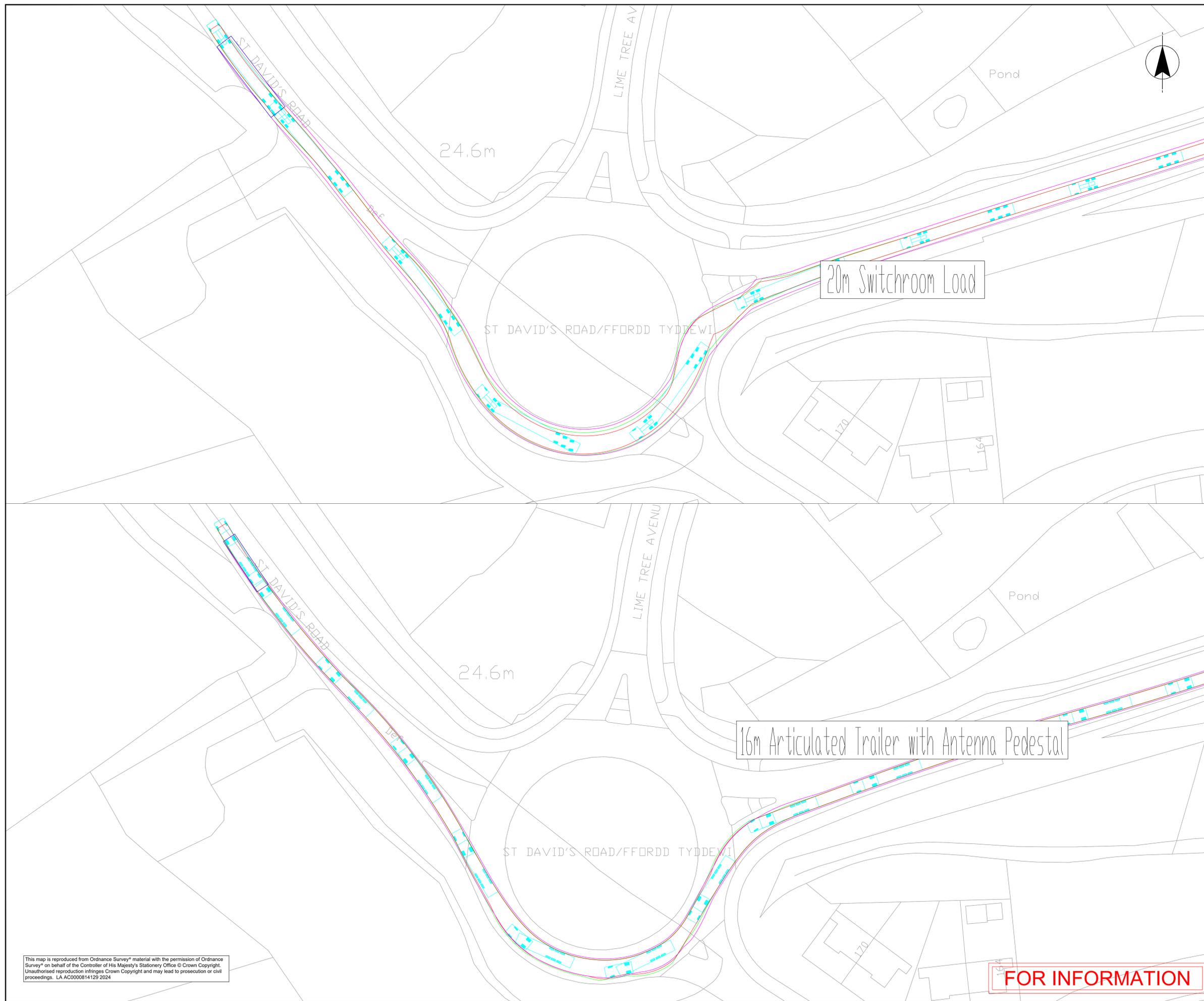
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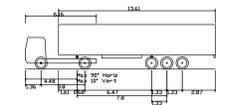
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- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



20m Switchroom Load	26.533m
Overall Length	26.533m
Overall Width	2.500m
Overall Body Height	2.500m
Min Body Ground Clearance	0.375m
Track Width	2.000m
Lock to Lock Time	9.000m
Lock to Wall Turning Radius	2.000m
Load Length	20m
Load Width	4m



16m Articulated Trailer with Antenna Pedestal	16.000m
Overall Length	16.000m
Overall Width	3.100m
Overall Body Height	2.500m
Min Body Ground Clearance	0.375m
Track Width	2.500m
Lock to Lock Time	3.000m
Kerb to Kerb Turning Radius	6.000m
Load Length	13.6m
Load Width	3.1m



C01	CLIENT ISSUE	25/11/2025	CL	AA	DM	JC
Rev	Description	Rev. Date	Orig	Check'd	Rev'd	Apprv'd

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Project DARC - Cawdor Barracks

Drawing title
**Route Map
 Abnormal Load Swept Paths
 Pinch Point F Swept Path
 Switchroom and Antenna Pedestal**

Drawing status: **FOR INFORMATION** Suitability: **S4**

Scale: AS SHOWN @ A1 DO NOT SCALE

Jacobs No. DARC001 Rev: C01

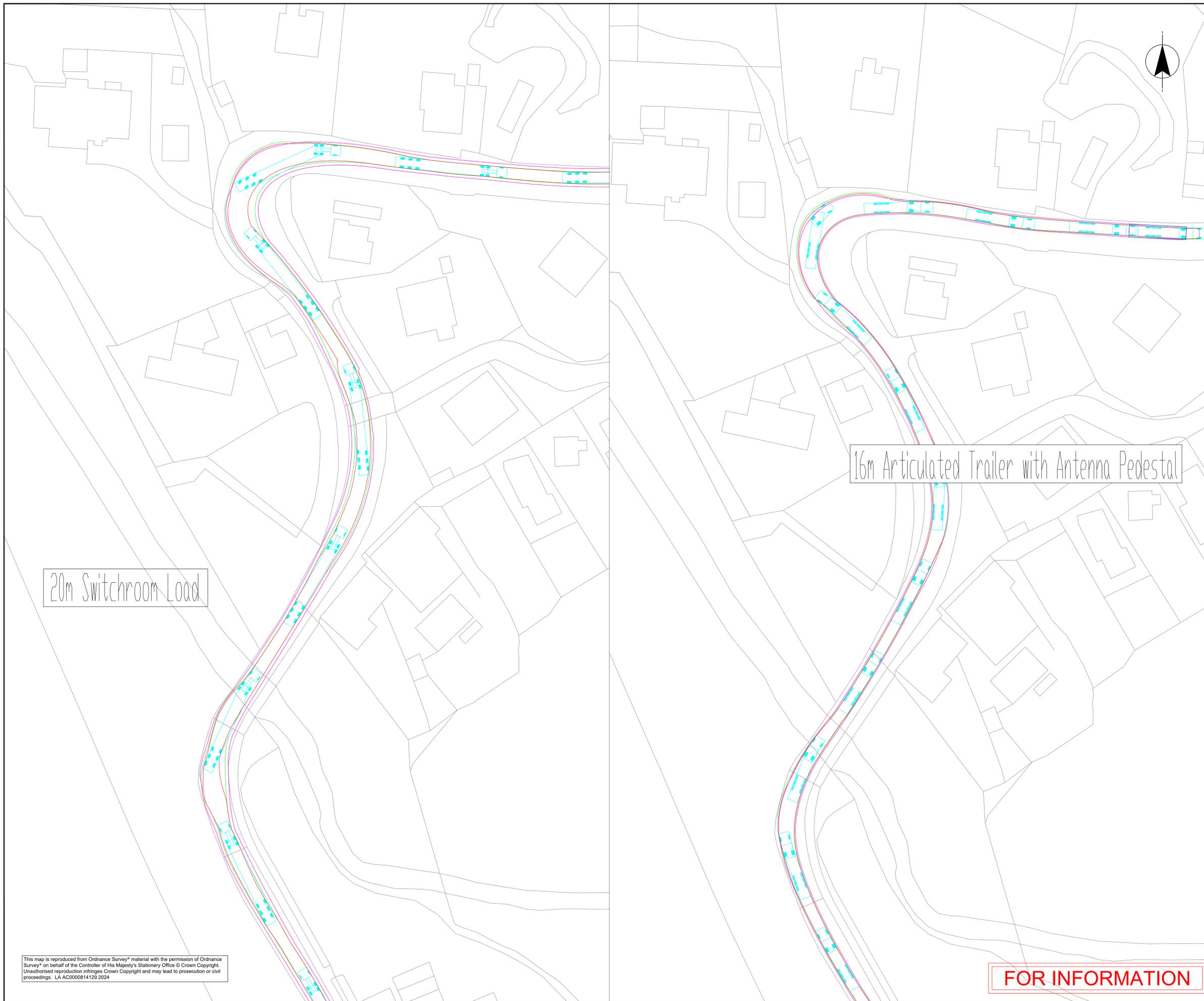
Client No. N/A

Drawing number: **DARC001-CL-09**

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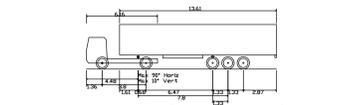
20m Switchroom Load

16m Articulated Trailer with Antenna Pedestal

- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



20m Switchroom Load
 Overall Length 26.533m
 Overall Width 2.500m
 Overall Body Height 2.500m
 Min Body Ground Clearance 0.250m
 Track Width 2.500m
 Lock to Lock Time 3.000m
 Kerb to Kerb Turning Radius 20m
 Load Length 20m
 Load Width 4m



16m Articulated Trailer with Antenna Pedestal
 Overall Length 16.666m
 Overall Width 2.500m
 Overall Body Height 2.500m
 Min Body Ground Clearance 0.250m
 Max Track Width 3.000m
 Lock to Lock Time 2.000m
 Kerb to Kerb Turning Radius 13.6m
 Load Length 13.6m
 Load Width 3.1m



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Client

Project
 Project DARC - Cawdor Barracks

Drawing title
 Route Map
 Abnormal Load Swept Paths
 Pinch Point H Swept Path
 Switchroom and Antenna Pedestal

Drawing status	FOR INFORMATION	Suitability	S4
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Client No.	N/A		

Drawing number
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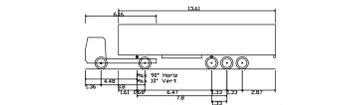
20m Switchroom Load

16m Articulated Trailer with Antenna Pedestal

- Wheel Base swept path
- Vehicle Body swept path
- Load swept path



20m Switchroom Load
 Overall Length 22.000m
 Overall Width 2.500m
 Overall Body Height 2.500m
 Min Body Ground Clearance 0.750m
 Track Width 3.000m
 Lock to Lock Time 0.000m
 Kerb to Kerb Turning Radius 9.000m
 Load Length 2.000m
 Load Width 4m



16m Articulated Trailer with Antenna Pedestal
 Overall Length 16.000m
 Overall Width 2.500m
 Overall Body Height 2.500m
 Min Body Ground Clearance 0.750m
 Track Width 3.000m
 Lock to Lock Time 0.000m
 Kerb to Kerb Turning Radius 6.000m
 Load Length 1.60m
 Load Width 3.1m



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Project
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Drawing title
 Route Map
 Abnormal Load Swept Paths
 Pinch Point I Swept Path
 Switchroom and Antenna Pedestal

Drawing status
 FOR INFORMATION
 Suitability S4

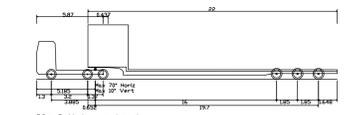
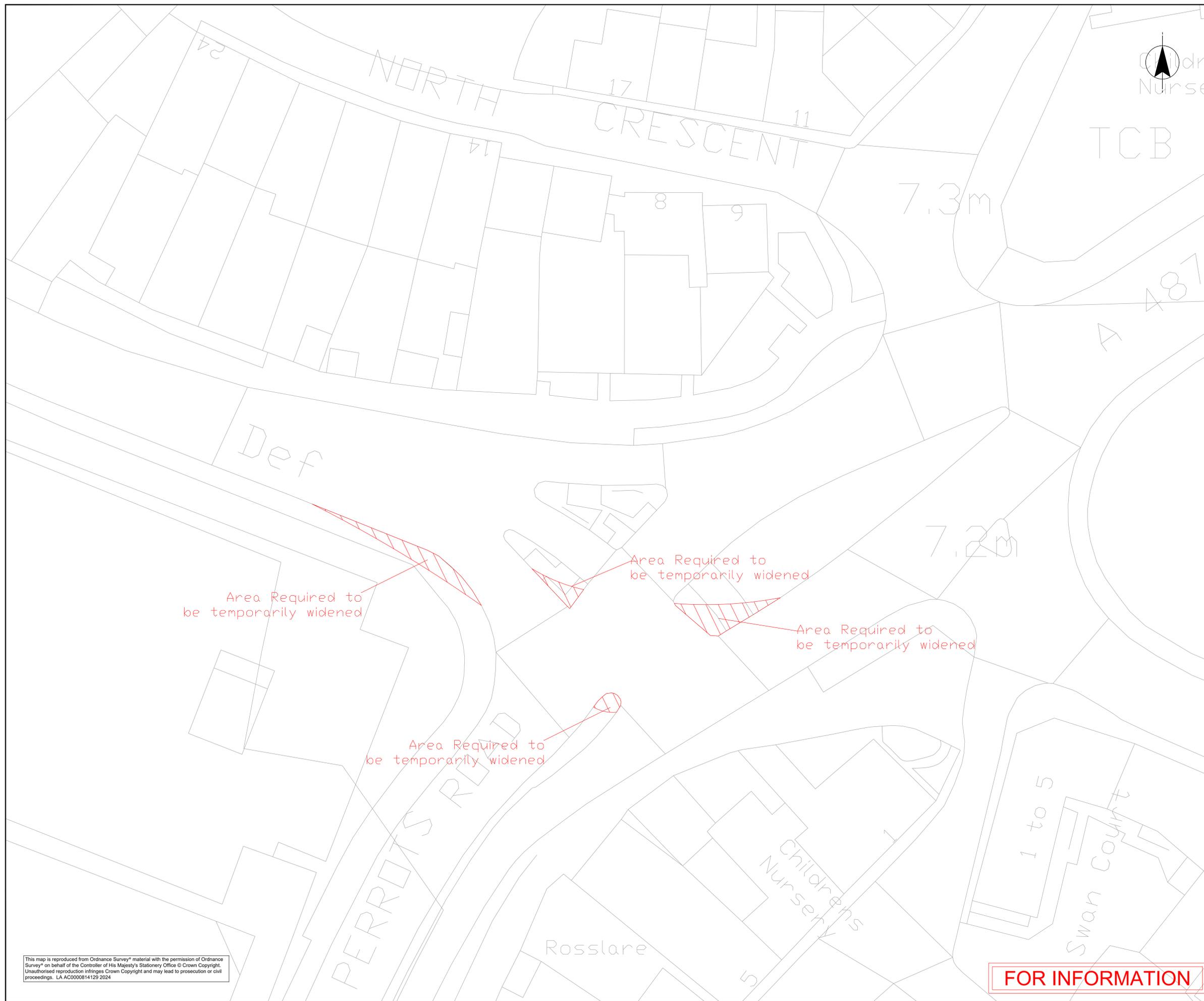
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 Client No. N/A
 Rev C01

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 DARCO01-CL-12

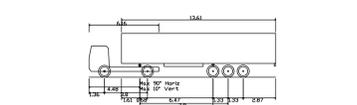
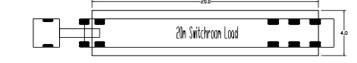
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20m Switchtrac Load	
Overall Length	26.032m
Overall Width	2.500m
Overall Body Height	2.800m
Min. Body Ground Clearance	2.200m
Truck Width	2.500m
Lock to Lock Time	6.000m
Wall to Wall Turning Radius	8.000m
Load Length	20m
Load Width	4m



16m Articulated Trailer with Antenna Pedestal	
Overall Length	16.000m
Overall Width	2.500m
Overall Body Height	2.800m
Min. Body Ground Clearance	2.200m
Max. Truck Width	2.500m
Lock to Lock Time	2.000m
Turn to Keep Turning Radius	6.000m
Load Length	13.6m
Load Width	3.1m



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Project
Project DARC - Cawdor Barracks

Drawing title
**Route Map
 Abnormal Load Swept Paths
 Pinch Point D
 Areas to be widened**

Drawing status	FOR INFORMATION	Suitability	S4
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Client No.	N/A	C01

Drawing number
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ES Appendix 5.4: Typical daily traffic flows

Construction Traffic	2026		2027												2028												2029
Month	Nov 1	Dec 2	Jan 3	Feb 4	Mar 5	Apr 6	May 7	Jun 8	Jul 9	Aug 10	Sep 11	Oct 12	Nov 13	Dec 14	Jan 15	Feb 16	Mar 17	Apr 18	May 19	Jun 20	Jul 21	Aug 22	Sep 23	Oct 24	Nov 25	Dec 26	Jan 27
LV-Daily	10	11	11	12	13	15	17	17	19	20	20	19	19	18	18	15	15	11	11	9	9	6	5	5	4	4	4
Two Way LV Trips	20	22	22	24	26	30	34	34	38	40	40	38	38	36	36	30	30	22	22	18	18	12	10	10	8	8	8
HV-Daily	2	4	6	8	8	9	9	9	6	6	6	6	4	4	4	4	3	3	3	3	3	3	3	2	2	2	2
HV-Daily (Foundation Pour)			20	20	20	20	20	20	20	20																	
Two Way HV Trips	4	8	12	16	16	18	18	18	12	12	12	12	8	8	8	8	6	6	6	6	6	6	6	4	4	4	4
Two-Way HV Trips (pour day)			40	40	40	40	40	40	40	40																	
Employee Traffic	2026		2027												2028												2029
Month	Nov 1	Dec 2	Jan 3	Feb 4	Mar 5	Apr 6	May 7	Jun 8	Jul 9	Aug 10	Sep 11	Oct 12	Nov 13	Dec 14	Jan 15	Feb 16	Mar 17	Apr 18	May 19	Jun 20	Jul 21	Aug 22	Sep 23	Oct 24	Nov 25	Dec 26	Jan 27
People	50	55	55	60	65	75	85	85	95	100	100	95	95	90	90	75	75	55	55	45	45	30	25	25	20	20	20
Car	13	14	14	15	17	19	22	22	24	25	25	24	24	23	23	19	19	14	14	12	12	8	7	7	5	5	5
Bus	5	6	6	6	7	8	9	9	10	10	10	10	10	9	9	8	8	6	6	5	5	3	3	3	2	2	2
Total Trips	18	20	20	21	24	27	31	31	34	35	35	34	34	32	32	27	27	20	20	17	17	11	10	10	7	7	7
Two Way Trips	36	40	40	42	48	54	62	62	68	70	70	68	68	64	64	54	54	40	40	34	34	22	20	20	14	14	14

