

Flaxlands Solar Farm

Transport Statement

Ampyr Solar Europe

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Prepared for:

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Prepared by:

AECOM Limited

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1. Introduction

1.1 Context

- 1.1.1 AECOM has been commissioned by Ampyr Solar Europe (the 'Applicant') to provide transport planning services in support of a planning application for a proposed Solar Farm on land to the north and south of Flaxlands Lane, Royal Wootton Bassett. The proposed development is located 1.7km north of the town of Royal Wootton Bassett and 3.2km west of Swindon, Wiltshire, centred on National Grid reference (NGR) SU 06910 85466 (hereafter referred to as 'the Site'). This Transport Statement (TS) is to be submitted to Wiltshire Council Transport Development Management for comment and agreement, in its capacity as Local Highway Authority (LHA).
- 1.1.2 It is anticipated that the Proposed Development will comprise the construction, operation, maintenance and decommissioning of a 49.9 megawatt (MW) of solar photovoltaic (PV) arrays and a 49.9 MW Battery Energy Storage System (BESS) to allow for the creation, storage and exportation of energy to the National Grid, with associated access, landscaping and other infrastructure works within an area of approximately 87.09ha.
- 1.1.3 The Proposed Development has demonstrated to a relatively low level of vehicular activity, during the construction, operational and decommissioning phases. The construction phase is expected to last approximately 6 months in total with approximately 14 daily two-way HGV movements and 40 daily two-way staff vehicle movements each day. Thereafter, the operation of the facility is expected to attract a nominal number of movements, equating to a maximum of four vehicles per week, but more likely be restricted to monthly visits for maintenance purposes.
- 1.1.4 The Site is located west of the village of Hook and north of the town of Royal Wootton Bassett in Wiltshire. The Site is composed of greenfield, agricultural land presently used for livestock grazing. The Site is located approximately 150m north of the M4 at its closest, and 3.2km west of Swindon.
- 1.1.5 Access to the Site will be made via three separate access points off Flaxlands Lane. This is shown in **Appendix A** within the Proposed Layout and in further detail in **Appendix B**.

1.2 Document Structure

- 1.2.1 The purpose of this TS is to provide a statement of transport conditions, through setting out the suitability of the proposed access arrangements during the construction, operational and decommissioning phases of the development, outlining the expected traffic movements associated with the Proposed Development and any measures that will be put in place to manage any potential transport impacts.
- 1.2.2 The remainder of the TS is set out as follows:
- Section 2 provides information on the existing conditions of the Site and the highway network in the vicinity of the Site;
 - Section 3 provides details of the Proposed Development and access improvements required to facilitate the development;
 - Section 4 provides an overview of relevant national, regional and local transport policies providing context for this TS;
 - Section 5 summarises the proposed trip attraction and traffic movements in association with the construction and operation phases of the Proposed Development;
 - Section 6 details the anticipated traffic impact, including vehicle types, routing, traffic management and embedded mitigation during the construction phase; and
 - Section 7 provides the conclusions.

2. Existing Site and Accessibility

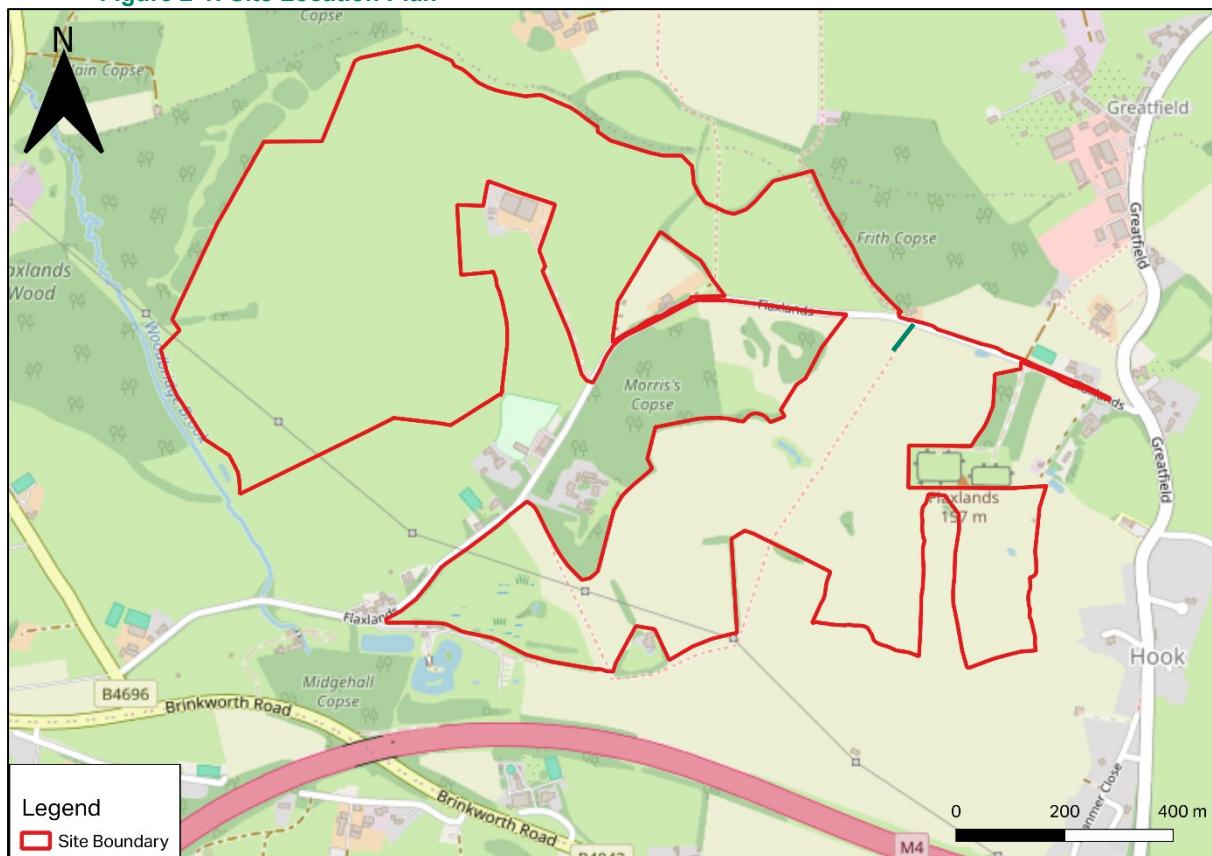
2.1 Introduction

2.1.1 This Section of the TS provides a description of the Site location and existing use, the surrounding highway network, the current highway safety and traffic conditions and the accessibility of the Site for non-car modes of travel.

2.2 Site Location and Existing Use

2.2.1 The Site is located approximately 150m north of the M4 at its closest point, located to the west of the village of Hook and north of the town of Royal Wootton Bassett within the Wiltshire Council. The Site currently comprises greenfield and agricultural land. The Site consists of two land parcels centred on Flaxlands Lane and Flaxlands Field Farm. The Site boundary is shown below within **Figure 2-1**.

Figure 2-1: Site Location Plan



Basemap Source: OpenStreetMap Contributors

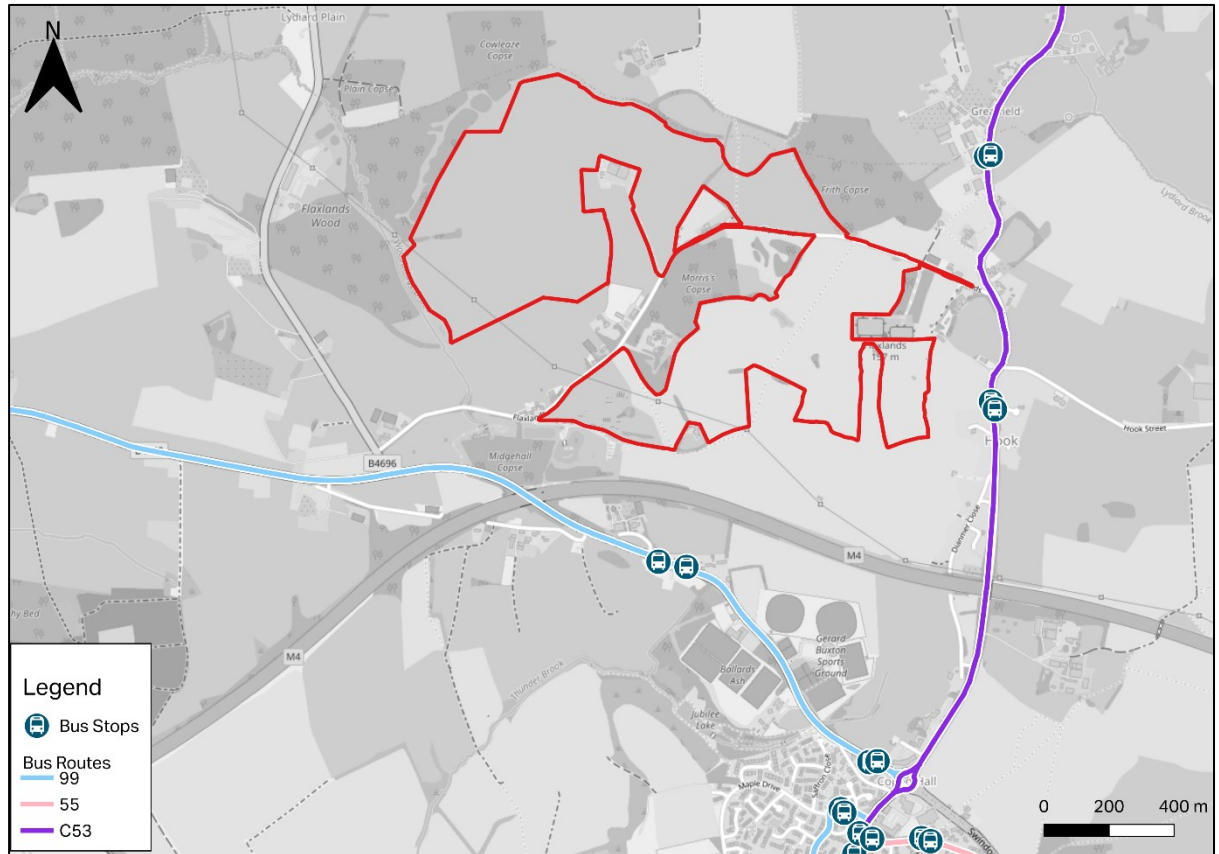
2.2.2 The Site is made up of 20 individual fields, used largely for the grazing of livestock (currently sheep). The Site is bounded to the west and north-west by woodland, to the north by agricultural land and to the east by agricultural land, woodland, highway, Commercial and residential properties associated with the village of Hook. To the south the Site is bounded by agricultural land, woodland and beyond, the M4 motorway.

2.2.3 The closest properties to the Site include:

- Residential properties on Flaxlands Lane, between the three site accesses;
- Flaxlands Fishery, Kennels and Cattery, approximately 200m south of the Site;
- Swindon and District Animal Haven, approximately 250m south of the Site; and
- Caravan and Motorhome Centre, on Greatfield approximately 400m east of the Site

- 2.2.4 Existing access into the Site is provided via a field gate access to the eastern field parcel (shown in green on Figure 2-1) and via an existing vehicle cross over access to Flaxlands Field Farm (shown in blue on Figure 2-1) to the western field parcel.
- 2.2.5 The Site location and local transport network context is shown within **Figure 2-2**.

Figure 2-2: Local Transport Context Map



2.3 Local Highway Network

- 2.3.1 The local highway network in the vicinity of the Site is shown on **Figure 2-2** and is described in the following sections.

Flaxlands Lane

- 2.3.2 Flaxlands Lane is a narrow country lane which runs east to west between the two land parcels which make up the Site. To the east the road forms the minor arm of a priority T-junction with Greatfield and is signed as 30mph with a 7.5T weight restriction, except for access. The speed limit restriction continues for around 200m, before the road returns to national speed limit. In the west Flaxlands Lane forms the minor arm of a priority T-junction with the B4696 Lydiard Plain just north of the B4696 Brinkworth Road.
- 2.3.3 Flaxlands Lane provides access to a small number of residential and light commercial/agricultural properties on both sides of the road. The lane is a single track for its entire length, with some small passing places suitable for cars and small vans (these are mostly located at property driveways) and wide grass verges. No street lighting or footways are provided.

Greatfield

- 2.3.4 Greatfield is a single carriageway road with lane markings connecting the A3102 in the north of Wootton Bassett with Hook and Purton north of Flaxlands Lane. From the A3102 a 40mph speed limit is in place for approximately 200m before the road returns to national speed limit (60mph). A narrow footway is provided on the east side from the A3102 to the north of Hook. As the road enters Hook a 30mph speed limit is introduced, and the character changes from rural to suburban, with residential properties facing onto the street on both sides. To the north of Hook, a 7.5T weight restriction is in place on all connecting roads except Greenhill to the west, which is a no through route road.

A3102 Swindon Road

- 2.3.5 The A3102 Swindon Road connects Greatfield and the B4042 Brinkworth Road in the north of Royal Wootton Bassett with the M4 at Spittleborough Roundabout (M4 Junction 16). The road is a wide single carriageway for its entire length with sections of hatching between lanes approaching right turn junctions. No footway or lighting is provided except on approach to roundabout junctions. The route is regularly served by buses, with bus stop laybys provided at all stops. The road has a 40mph speed limit between Spittleborough Roundabout and the crematorium, and between Stoneover Lane and the B4042 roundabout. The intermediate section operates at the national speed limit (60mph).

B4042 Brinkworth Road

- 2.3.6 The B4042 Brinkworth Road is a wide single carriageway road with lane markings and connects the A3102 in the north of Royal Wootton Bassett with the village of Brinkworth, approximately 7km to the west. The road has a 40mph speed limit, footways and lighting up to the entrance of the Gerard Buxton Sports Ground. Beyond this point the road operates at national speed limit (60mph), with no footway or lighting.

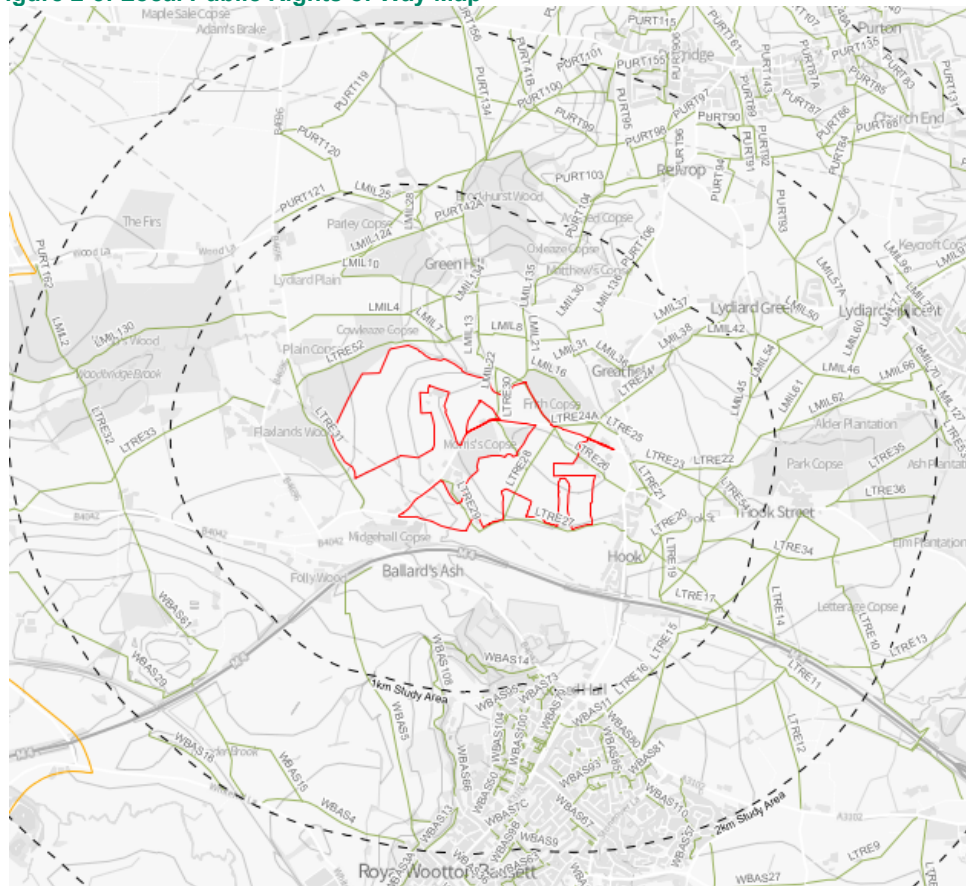
B4696 Lydiard Plain

- 2.3.7 The B5695 Lydiard Plain is a single carriageway rural road which connects Flaxlands Lane and the B4042 Brinkworth Road with the village of Ashton Keynes. South of Flaxlands Lane the road operates at national speed limit and has lane markings, with no street lighting or footways. The road forms the minor arm of a priority T-junction with the B4042 at its southern end.

2.4 Walking and Cycling

- 2.4.1 A range of Public Rights of Way (PRoW) exist within the vicinity of the Site, providing walking routes to a number of destinations within the rural landscape. A map showing the extant routes in the vicinity of the Site is shown in Figure 2-3.

Figure 2-3: Local Public Rights of Way Map



- 2.4.2 In particular, footpaths LTRE26, 27 and 28 provide walking routes to Hook, whilst 24 and 24A provide off-road walking routes to Greatfield.
- 2.4.3 LTRE26, 28 and 30 cross the fields south of Flaxlands Lane and all cross within the proposed boundary of the Proposed Development.
- 2.4.4 The Site is located within a rural, greenfield area, and therefore day-to-day facilities in the immediate vicinity of the Site are limited. The closest facilities to the Proposed Development (via road) are in Royal Wootton Bassett approximately 3km to the south of the Site (10-minute cycle). A range of facilities are available within the town, including supermarkets, hotels, restaurants and postal facilities.

2.5 Public Transport

- 2.5.1 The nearest bus stops to the Site are located on Greatfield, approximately 1.6km to the east, equating to approximately to a 20-minute walk. However, there is a lack of footways along the route, on both Flaxlands Lane and Greatfield. The stops are serviced by the C53 bus services, which operates two daily round trips between Royal Wootton Bassett and Cirencester College on days in which the college is open. This service is open to the public, although it is targeted primarily as a school bus.
- 2.5.2 Route 99 operates between Chippenham and Swindon via Wootton Bassett and Malmesbury, with an approximately hourly service throughout the day. The route operates along B4042 Brinkworth Road, although the closest stop to the development is at Wootton Bassett Cricket Club, approximately 500m south of the M4. The walking route from the Proposed Development to this stop also does not have a footway.

2.6 Existing Highway Safety

- 2.6.1 A collision review has been undertaken using the freely available collision information sourced from CrashMap for the most recently available five-year period from 2018 to 2022. The study area comprises the local highway network within the vicinity of the Site from the western-most access on Flaxlands Lane to Greatfield.
- 2.6.2 Only one incident was recorded along Flaxlands Lane throughout the study period, which was classified as 'slight' in severity. The incident occurred in November 2022 and involved one vehicle. No pedestrians or cyclists were involved in the incident.
- 2.6.3 In addition, one incident occurred on Greatfield in the vicinity of Flaxlands Lane. This incident was classified as 'slight' and occurred on the approach to the M4 overbridge. The collision occurred in February 2021 involving 3 vehicles with 4 casualties.
- 2.6.4 From this incident review, there is no evidence to suggest that there are any existing road safety patterns/ concerns that could be exacerbated by the Proposed Development, particularly given the low level of traffic which is expected to be generated by the Proposed Development during both the construction, operational and decommissioning phases (see Section 5).

3. Planning Policy Review

3.1 Introduction

- 3.1.1 This section of the TS considers the key transport policies relating to the Proposed Development. The relevant guidance and policies are considered at national, regional, and local levels.

3.2 National Policy

National Planning Policy Framework (December 2024)

- 3.2.1 The Government's National Planning Policy Framework (NPPF) was originally published in March 2012, and most recently updated in December 2024 (as corrected in February 2025). The Framework outlines the Government's planning policies and how they are expected to be applied. The key guidance points of relevance to this application are reproduced below.
- 3.2.2 Paragraph 109 outlines that 'transport issues should be considered from the earliest of stages of plan-making and development proposals' to ensure that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed, and considered – including appropriate opportunities for mitigation and for net gains in environmental quality; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 3.2.3 Paragraph 115 outlines the key considerations that should be ensured when assessing sites to be allocated for development in plans or specific development applications. These are:
- Appropriate opportunities to promote sustainable transport modes can be (or have been) taken up, given the type of development and its location;
 - Safe and sustainable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 3.2.4 If a development is to be prevented or refused on highway grounds, paragraph 111 explains this should only happen if 'there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios.
- 3.2.5 Paragraph 117 explains that applications for development should allow for the efficient delivery of goods, and access by service and emergency vehicles.
- 3.2.6 As outlined in Paragraph 118, all developments that generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

- 3.2.7 The production of this TS therefore meets the above NPPF guidance as the impacts of the Proposed Development, in relation to traffic and transport, have been reviewed, assessed, and mitigated, where applicable. However, the Proposed Development is not anticipated to attract a significant level of trips (see Section 5 of this TS) which would otherwise require a Travel Plan to be prepared.

3.3 Regional Policy

Wiltshire Core Strategy (2015)

- 3.3.1 The Wiltshire Core Strategy (WCS) is the current local plan for the Wiltshire Unitary Authority for the period up to 2026. The local plan sets out the strategic development vision for the authority, “to create stronger, more resilient communities”. To achieve this goal, 7 key principles are outlined:
- Providing for the most sustainable pattern of development that minimises the need to travel and maximises the potential to use sustainable transport;
 - Creating the right environment to deliver growth;
 - Managing development to ensure that jobs and the right infrastructure are delivered at the right time to ensure that out commuting, in particular to areas outside of Wiltshire, is not increased and development does not have a detrimental impact on infrastructure;
 - Working towards lowering Wiltshire’s carbon footprint through the appropriate location of development, and through renewable energy and sustainable construction;
 - Protecting and planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding Wiltshire’s network of green infrastructure to support the health and wellbeing of communities;
 - Provide high-quality, well-designed development, and ensuring full local community involvement in planning for significant new proposals; and
 - Providing the framework to deliver appropriate community-led planning policy documents, including neighbourhood plans.
- 3.3.2 Core policy 42 identifies how standalone renewable energy installations will be supported. It identifies the importance of consideration for potential visual and landscape impacts but does not require applicants to justify the need for renewable energy.

Emerging Wiltshire Local Plan (2025)

- 3.3.3 A new local development plan, the Wiltshire Local Plan (WLP), is currently under development to cover development between 2020 and 2038. This will replace the WCS along with former district local plans carried into the WCS. At present, WLP has been submitted for Examination, and is being reviewed by an Inspector appointed by the Secretary of State. The review timeline anticipates that the emerging local plan would be adopted in the 3rd quarter of 2025.
- 3.3.4 Policy 86 (Renewable Energy) states that proposals for renewable energy schemes will be supported in the context of delivering sustainable development, addressing climate change and helping Wiltshire transition to a low carbon future. It highlights several factors which need to be considered for new renewable energy development, including:
- The need to balance the wider environment, social and economic benefits of renewable electricity production; and
 - the proper functioning of the local highway network, recognising the value and function of the designated rights of way network
- 3.3.5 It also notes that proposals will need to demonstrate that there are appropriate plans or a planning mechanism in place requiring the removal and restoration of the site back to its original use after the cessation of energy generation.

Wiltshire Local Transport Plan

3.3.6 The Wiltshire Local Transport Plan (LTP3) covers the period between 2011 and 2026 and is intended to steer the implementation of national transport policies at the local level. The vision of LTP3 is to create a long-term transport strategy, to “support economic growth across Wiltshire’s communities, giving choice and opportunity for people to safely access essentials services. Transport solutions will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions.” Five objectives are outlined to achieve this vision:

- Support economic growth;
- Reduce carbon emissions;
- Contribute to better safety, security and health;
- Promote equality of opportunity; and
- Improve quality of life and a healthy natural environment.

4. Development Proposals

4.1 Introduction

- 4.1.1 This Section of the TS provides details of the Proposed Development, including the development description and the details of the internal Site layout. Details relating to the anticipated trip attraction associated with the construction, operation and decommissioning phases of the Proposed Development are set out within Section 5. Details of vehicle routing, swept path and access are set out in Section 6.

4.2 Development Proposals

- 4.2.1 The Proposed Development will comprise the construction 49.9 megawatt (MW) of solar photovoltaic (PV) arrays and a 49.9 MW Battery Energy Storage System (BESS) to allow for the creation, storage and exportation of energy to the National Grid, with associated access, landscaping and other infrastructure works within an area of approximately 87.09ha. The Proposed Development will comprise the following elements (subject to detailed design) and is shown in **Appendix A**:

- Rows of fixed south-facing solar photovoltaic (PV) panels with string inverters mounted to the back of the structures (string inverters);
- 132 kV transformer substation compound inclusive of distribution network operator (DNO) equipment;
- BESS consisting of 14 battery storage units set in two separate banks. The transformers and switchgear will be located between the two battery banks;
- Telecommunications mast;
- Perimeter fencing with CCTV poles;
- Internal access tracks;
- Internal buried cabling;
- Temporary construction laydown area, parking and welfare facilities (located near the Site entrance); and
- Areas for biodiversity net gain (BNG) enhancements on-site.

- 4.2.2 Four car parking spaces are proposed within the substation compound as and when maintenance checks are required

- 4.2.3 The construction compound will remain in place throughout the entire construction phase (identified in **Appendix A**). Therefore, there will be no requirement for external operation or storage of construction materials, machinery or vehicles.

- 4.2.4 No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the Site or the access track leading to the Site compound during the construction phase. Visitors will be advised of the parking arrangements, within the compound area, in advance of travelling to the Site. The site manager will monitor that parking is taking place in the designated area within the compound on a regular basis.

Construction Phase

- 4.2.5 The construction phase of the Proposed Development is expected to last approximately 6 months. During this period, initial site setup works would take place followed by construction of the internal access route(s), ground works, and the installation of the solar PV panels and other associated infrastructure.

- 4.2.6 A Construction Traffic Management Plan (CTMP) will be in place for the construction phase. This will include management measures to ensure safe and suitable access and minimise the impact on the local community. The CTMP will set out:

- Staff working hours;

- Staff travel plan;
 - Delivery times;
 - HGV routes;
 - Access management; and
 - Parking management
- 4.2.7 Facilities will be provided on-site for construction workers, including provision of a site office and welfare facilities (including toilets, changing and drying facilities). The internal Site layout for the construction works will include dedicated areas for laydown and storage of plant and materials and site welfare.
- 4.2.8 Fencing will be installed along the outer edges of the Site to restrict access. This fencing will be approximately 2m in height and would be sited inside the outermost hedges/ trees/vegetation around the Site. Gates would be installed at the highway access point for maintenance access. These would be the same design, material and colour as the rest of the fencing.
- 4.2.9 During the construction period, it is proposed that construction hours would be as follows:
- 08:00 – 18:00 Monday to Friday; and
 - 08:00 – 13:00 Saturday.
 - No work would be undertaken on Sundays or Bank Holidays.
- 4.2.10 Deliveries to the construction compound will be outside of the traditional weekday peak hours at the access (i.e. delivery hours: 10:00hrs to 16:00hrs).
- 4.2.11 Should work be required to be undertaken outside of these times, this will be agreed in advance and in writing with the local planning authority.
- 4.2.12 The construction period will include the use of HGVs to bring the equipment onto the Site and this will be strictly managed to ensure that vehicle movements are controlled and kept to a minimum. The Proposed Development does not require equipment to be delivered in abnormal loads (i.e. vehicles over 16.5m in length).
- 4.2.13 There will be a construction workforce of approximately 80 personnel. Arrivals and departures will avoid network peak hours, being before 07:00 and after 19:00 respectively.
- 4.2.14 Deliveries to the Site shall be reported to the site manager and will be made on the smallest possible vehicles for each item of plant or material to ensure that vehicles can manoeuvre safely.
- 4.2.15 Swept path analysis has been undertaken for the proposed internal site access roads, shown in Drawings ACM-XX-XX-DR-CE-00-0004 – 0008, provided at **Appendix B**. These drawings demonstrate suitable access and turning facilities for 16.5m articulated vehicles, which is the maximum sized vehicle anticipated to access the Site.
- 4.2.16 Construction HGVs will be routed to / from the M4, via Greatfield and the A3102 Swindon Road. This will also be established through the CTMP, which has been prepared alongside this TS for submission within the planning application.
- 4.2.17 Due to the relatively narrow width of Flaxlands Lane, it is proposed to provide temporary passing places along the Flaxlands Lane from Greatfield, to the east, to the existing access with Flaxlands Field Farm. The proposed passing places would be located approximately every 150m to allow vehicles travelling in opposite directions sufficient space for two vehicles to pass. Details of the locations of the proposed passing spaces are shown in **Appendix B** and are discussed in further detail in Section 6.
- 4.2.18 Given the low level of vehicle trips expected (set out in Section 5 of this report), it is considered that this will be an acceptable measure to ensure a clear route through for deliveries and will not cause disruption to this junction and the likelihood of two construction vehicles passing one another is extremely low.

Management

- 4.2.19 During construction, the site access junctions detailed above will be marshalled by suitably qualified banksmen appointed by the contractor, such that all vehicle arrivals and departures are safely controlled.
- 4.2.20 To ensure two construction vehicles do not meet at the site access, exiting vehicles will be held at the site compound until entering construction vehicles have arrived on-site. This will be communicated between vehicles/site management via CB radio.

Operational Phase

- 4.2.21 Once operational, occasional maintenance of the Proposed Development's infrastructure would be required. The solar PV panels would also need to be periodically cleaned with water to ensure the efficient running of the system. In the UK, panel cleaning is typically required once every two years. It is expected that under normal circumstances no more than four cars/vans would visit the Site each month.
- 4.2.22 Access for operation and maintenance across the Site will be achieved via new internal maintenance tracks providing connections from the same Site access to each of the transformers as shown in **Appendix B**. These will serve the various components of the facility to ensure efficient access and movement.
- 4.2.23 Most of the Site would be planted with a combination of grassland/meadow, which would enable grazing (sheep) with stocking densities. These would be timing controlled to establish higher value grassland habitats. This would include land between and underneath panels.
- 4.2.24 The operational life of the Proposed Development is expected to be up to 40 years.

Decommissioning Phase

- 4.2.25 At the end of the Proposed Developments' lifespan (i.e. circa 40 years), the solar PV panels and other infrastructure would be removed, and the Site restored. The small quantity of foundations, hard surfacing and heavy infrastructure, in combination with retaining most of the Site as grassland, mean that the land would be easier to restore than other more intrusive development, e.g. large buildings requiring significant foundations.
- 4.2.26 The restoration process is intended to ensure that the land is restored to the same or better quality as it was prior to construction, and it is envisaged this would be secured through a suitable condition attached to any planning permission.

5. Trip Attraction

5.1 Introduction

- 5.1.1 This Section of the TS sets out the method for calculating the anticipated trip attraction for each of the construction, operational and decommissioning phases of the Proposed Development.

5.2 Construction Phase

- 5.2.1 The construction period is estimated to be between approximately 6 months and it is envisaged that construction will commence within 24 months of obtaining planning permission for the Proposed Development.
- 5.2.2 The components which are required to construct the Proposed Development will arrive in 40ft containers, delivered by up to 16.5m long articulated vehicles.
- 5.2.3 Around seven HGV deliveries (14 two-way movements) are anticipated per day, based on Monday-Saturday deliveries throughout the shortest possible construction period of 6 months. If the construction period were to extend to the upper estimate of 12 months, the number of HGV deliveries per day would reduce accordingly as the level of equipment needed on-site to construct the scheme would not change. Occasional deliveries of miscellaneous supplies via LGVs are expected, equating to 20 two-way trips per month.
- 5.2.4 In addition to the solar modules and mounting structures, the Distribution Network Operator (DNO) will install a 132kv substation, which connects the Proposed Development to the distribution network. Equipment will arrive at the Site by the smallest possible vehicles, which typically could be a 10m rigid lorry, with larger HGVs required for some plant to be installed.
- 5.2.5 It is anticipated at this stage that the material required for the access tracks will arrive by 10m rigid vehicles. The precise number will depend on the type and the amount of material required, but for the purpose of this assessment we have assumed that one delivery is required per five acres, resulting in a total of 43 deliveries (86 two-way movements) over the course of the construction period.
- 5.2.6 A number of front-end JCBs will also be required to transport equipment around the Site and distribute stone as necessary. This is a similar size to a tractor and will be either transported or driven to the Site.
- 5.2.7 A maximum of 80 construction workers are anticipated to be on-site during the peak times during the construction period equating to a maximum of 40 staff vehicles anticipated to attend site each day 80 daily two-way trips) during the peak times of the construction period. A temporary construction compound will be provided for storage, parking for contractors and the turning of HGVs.
- 5.2.8 Staff travel origins are unknown at this stage as it will depend on the appointed contractor. The final CTMP produced by the contractor will include measures to support sustainable transport. This will include promoting car sharing and the potential to utilise minibuses for non-local workforce staying at local accommodation will be investigated, to minimise the impact on the strategic and local highway network.
- 5.2.9 This quantum of vehicular trips will have a nominal impact on traffic levels on the strategic and local road networks in the vicinity of the Site, particularly given the temporary nature of these trips during the construction period.
- 5.2.10 Further details regarding management measures and accommodating vehicle types will be provided in the CTMP submitted alongside this TS as part of the submission documents.

5.3 Operational Phase

- 5.3.1 During the operational phase of the Proposed Development, vehicle movements are anticipated to be low. In normal circumstances it is expected that no more than two vehicles will visit the Site each week. This will average less than one site attendance per day. These vehicle movements will be associated with maintenance activities and will involve a technician/supervisor attending the Site using a car or small van i.e. no HGVs are expected to be required.

5.4 Decommissioning Phase

- 5.4.1 It is expected that decommissioning of the Site will involve a similar profile of vehicles as the construction phase, with processes predominantly in reverse of those which will be undertaken during the construction phase. As such, a similar level of movements would be expected, and a CTMP will be provided at the appropriate time and in accordance with prevailing circumstances if required.

6. Vehicle Types, Routing and Access

6.1 Introduction

- 6.1.1 This section of the TS identifies the different types of vehicles that will serve the Site during the construction, operational and decommissioning phases and the proposed access strategy. Swept path analysis has been undertaken to demonstrate that the largest anticipated construction vehicles will be able to access/ egress the site safely. The appropriate designated vehicle routing that construction will use when travelling to/ from the Site has also been considered.

6.2 Vehicle Types

- 6.2.1 Due to the size of the components associated with the Proposed Development, it is expected that the vehicles accessing the Site will fall into the 'normal' size category (i.e. vans and HGVs). The components which are required to construct the Proposed Development will arrive in up to 12m containers, carried by articulated HGVs up to 16.5m in length.
- 6.2.2 It is proposed that construction vehicles will decant their materials within the site compound, located adjacent to the site access point, before transferring the materials to a smaller vehicle for transfer around the Site. It is anticipated that the following vehicle types will serve the Site during the construction phase:
- Cars (construction staff);
 - Small vans;
 - Box vans (approximately 8.0m in length and 2.1m in width);
 - Rigid HGVs (maximum of 12m in length); and
 - Articulated HGVs (maximum of 16.5m in length).
- 6.2.3 It is anticipated that during the operational phase of the Proposed Development, only cars or small vans will be required to access the Site. The anticipated frequency and duration of these construction and operational movements is presented in Section 5 above.

6.3 Abnormal Loads

- 6.3.1 As set out above, it is expected that the vehicles accessing the Proposed Development will fall into the 'normal' size category and no abnormal loads are therefore expected. Should any abnormal loads be required during the construction phase, the local highway authority, Wiltshire Police, and (where necessary) the Applicant will be consulted to ensure the appropriate procedures and measures are put in place.

6.4 Vehicle Routing

- 6.4.1 During the construction phase, all vehicles will take the most direct route to the Site using 'higher' order roads, such as A and B classified roads.
- 6.4.2 All vehicles arriving at the Site will be required to do so via Flaxlands Lane and Greatfield. Given proximity to the M4, most vehicles are expected to arrive at the site via the M4, routing along the A3102.
- 6.4.3 In addition, construction drivers will be advised of the local restrictions and will be instructed to only use the permitted routes. Further details of this are provided in the CTMP submitted with the planning application.

6.5 Swept Path Analysis

- 6.5.1 Swept path analysis has been undertaken for the proposed site access route, demonstrating suitable access for 16.5m articulated vehicles, which is the maximum sized vehicle anticipated to access the Site.

- 6.5.2 At present there are no locations suitable for vehicles to pass HGVs on Flaxlands Lane due to the narrow road width. To allow for this, it is proposed to construct seven temporary passing bays, with one approximately every 150 meters between Greatfield and the western site access. These temporary bays are appropriately sized to allow two articulated vehicles to pass each other. Details of the temporary bays proposed and associated swept path analysis are provided in **Appendix B**. These bays would be installed prior to the start of main construction, utilising 3-dimensional load bearing surface be utilised (such as cellweb or similar) to protect the soil within the Root Protection Areas (RPA) of retained trees from compaction, and removed once it is completed, as set out in the Arboricultural Impact Assessment submitted with the planning application.
- 6.5.3 The roads to / from the Site are considered suitable to accommodate the anticipated construction and operational vehicle types, as these routes are currently used by large vehicles including agricultural vehicles. Therefore, and given the low levels of vehicle movements expected (see Section 5), construction and operational traffic associated with the Proposed Development is expected to be suitably accommodated.

6.6 Site Access

- 6.6.1 Access is proposed via three separate access points off Flaxlands Lane, as summarised below and shown in **Appendix B**.
- 6.6.2 The proposed accesses will be suitable for HGVs which will enter and exit the site in a forward gear as there will be appropriate space within the Site for vehicles to turn and manoeuvre. The client is in full control of the accesses and hedging to make any necessary amendments. Precise details regarding the turning of articulated lorries within the Site will be completed when a proposed compound plan is drawn up by the appointed contractor.
- 6.6.3 Vehicles will turn right into and left out of the Site accesses on to Flaxlands Lane. At the junction with Greatfield/Flaxlands Lane, vehicles will enter/exit along Greatfield in a north/south direction to access the wider road network due to width restrictions on Flaxlands Lane to the west. Further detail of the construction access routes is detailed within the Construction Traffic Management Plan (CTMP) that accompanies this planning application.

Field Parcel Accesses

- 6.6.4 The proposed eastern site access will be located to the south of Flaxlands Lane via an existing field gate access, shown in drawing ACM-XX-XX-DR-CE-00-0009 provided at **Appendix B**. The site access will be widened as required and will be in the form of a dropped kerb vehicle crossover junction.
- 6.6.5 Visibility looking out of the access to the nearside carriageway edge of the adopted highway is approximately 2.4 x 160 metres to the right and 2.4 x 60 metres to the right which is below a 60mph sight stopping distanced (SSD) based on DMRB guidance (2.4 x 215 metres). As such, it may therefore be necessary to manage vehicle movements exiting the Site using a banksman as detailed in the accompanying CTMP.
- 6.6.6 The proposed northern site access will be located to the north of Flaxlands Lane via a new access point, shown in drawing ACM-XX-XX-DR-CE-00-00010 provided at **Appendix B**. The hedgerow will be partially removed as required and will be in the form of a dropped kerb vehicle crossover junction.
- 6.6.7 Visibility looking left out of the access to the nearside carriageway edge of the adopted highway is approximately 2.4 x 141 metres to the right and 2.4 x 160 metres to the right which is below a 60mph sight stopping distanced (SSD) based on DMRB guidance (2.4 x 215 metres). It may therefore be necessary to manage vehicle movements exiting the Site using a banksman as detailed in the accompanying CTMP.
- 6.6.8 The proposed western site access will be located to the west of Flaxlands Lane via the existing farm access, shown in drawing ACM-XX-XX-DR-CE-00-00011 provided at **Appendix B**. The site access will be widened as required and will be in the form of a dropped kerb vehicle crossover junction. The western access is constrained by an ancient woodland buffer zone that covers the verge in the vicinity of this access to the east and west of Flaxlands Lane. Therefore, any widening required is proposed outside of this buffer zone and within land under the control and ownership of the applicant.

- 6.6.9 Visibility looking left out of the access to the nearside carriageway edge of the adopted highway is approximately 2.4 x 160 metres to the right and 2.4 x 90 metres to the left which is below a 60mph sight stopping distance (SSD) based on DMRB guidance (2.4 x 215 metres). As such, it may therefore be necessary to manage vehicle movements exiting the Site using a banksman. as detailed in the accompanying CTMP
- 6.6.10 It should be noted that the existing accesses are regularly used by large agricultural vehicles and as such local road users are aware of large vehicles currently using Flaxlands Lane and various other agricultural accessed along it. In addition, due to the narrow width of Flaxlands Lane vehicles travelling along it are unlikely to be travelling at the prescribed speed limit.
- 6.6.11 Once within the Site, construction and maintenance traffic will not affect the local network, due to their use of site access tracks to facilitate internal movements.

Public Rights of Way

- 6.6.12 As set out previously, LTRE26, 28 and 30 cross the fields south of Flaxlands Lane and all cross within the proposed boundary of the Proposed Development. It is proposed to divert these footpaths to maintain connectivity with the surrounding routes and Flaxlands Lane.

7. Summary & Conclusions

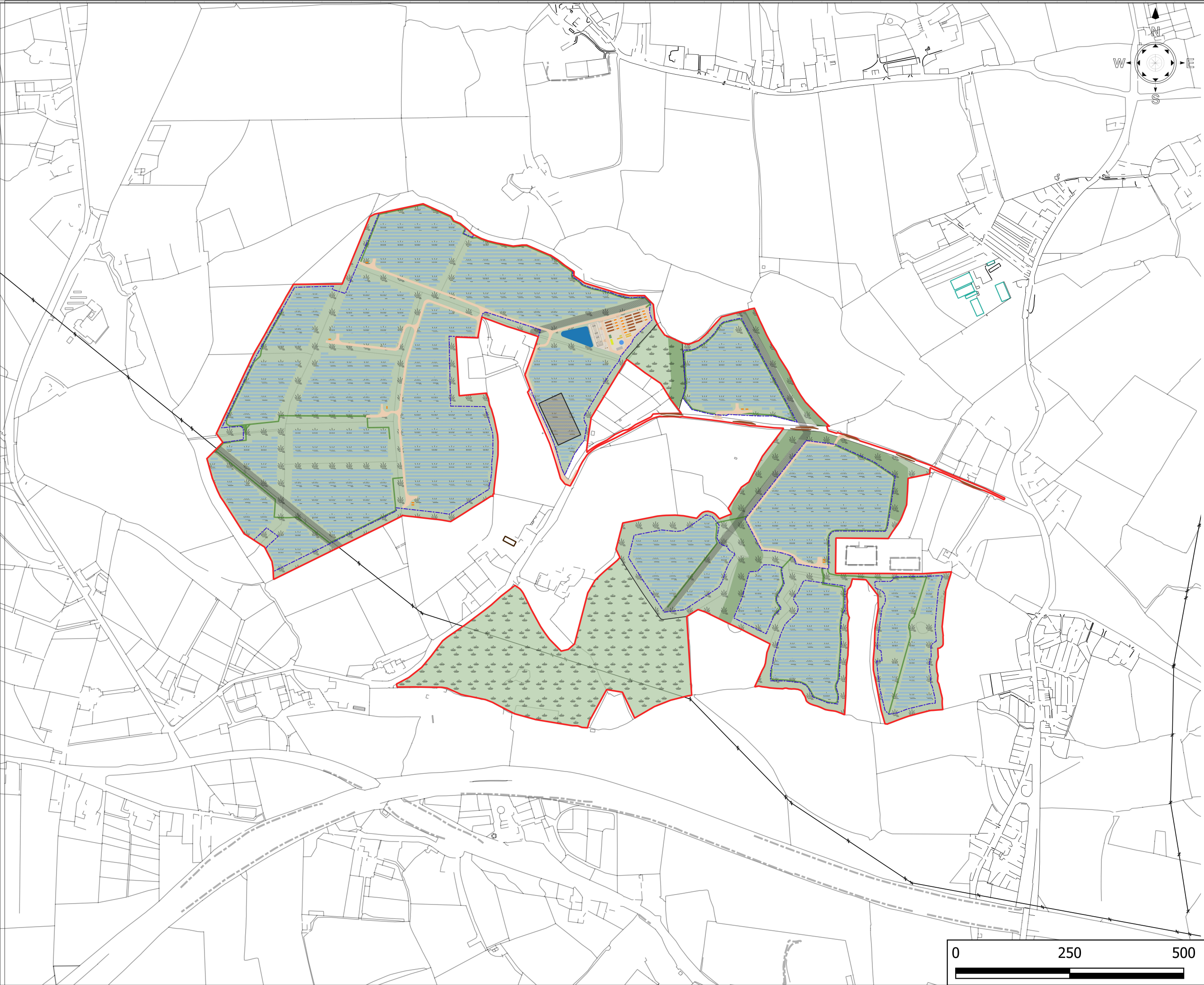
7.1 Summary

- 7.1.1 This Transport Statement has been prepared to accompany a planning application for a proposed Solar Farm on land to the north and south of Flaxlands Lane, Royal Wootton Bassett. The proposed development is located 1.7km north of the town of Royal Wootton Bassett and 3.2km west of Swindon, Wiltshire. This Transport Statement (TS) is to be submitted to Wiltshire Council Transport Development Management for comment and agreement, in its capacity as Local Highway Authority (LHA).
- 7.1.2 It is anticipated that the Proposed Development will comprise the construction, operation, maintenance and decommissioning of a 49.9 megawatt (MW) of solar photovoltaic (PV) arrays and a 49.9 MW Battery Energy Storage System (BESS) to allow for the creation, storage and exportation of energy to the National Grid, with associated access, landscaping and other infrastructure works within an area of approximately 87.09ha.
- 7.1.3 The Proposed Development has been demonstrated to attract a relatively low level of vehicular activity, during both the construction, operational and decommissioning phases. The construction phase is expected to last approximately 6 months in total with approximately 14 daily two-way HGV movements and 80 daily two-way staff vehicle movements each day. Thereafter, the operation of the facility is expected to attract a nominal number of movements, equating to a maximum of four vehicles per week.
- 7.1.4 From a transport perspective, a review of the Site access for the Proposed Development has been conducted. Access to the Site is provided via Flaxlands Lane. Junction designs with swept path analysis demonstrate suitability of the access junction. Junction design visibility splay is restricted, as such, during construction, the site access junction will be marshalled by suitably qualified banksmen appointed by the contractor, such that all vehicle arrivals and departures are safely controlled.
- 7.1.5 At present there are no locations suitable for vehicles to pass HGVs on Flaxlands Lane due to the narrow road width. In order to allow for this, it is proposed to construct seven temporary passing bays, with one approximately every 150 meters between Greatfield and the western site access.
- 7.1.6 Appropriate routing for all vehicles accessing the Site has been identified from the south. The roads to/from the Site are considered suitable to accommodate the anticipated construction and operational vehicle types, as these routes are currently utilised by large vehicles, such as agricultural vehicles. The suitability of the HGV access route has been demonstrated by Swept Path Analysis.
- 7.1.7 Therefore, and given the low levels of vehicle movements expected, construction and operational traffic associated with the development is expected to be suitably accommodated. In addition, from undertaking a collision review of the highway network, there is no evidence to suggest there are any existing road safety concerns that could be exacerbated by the Proposed Development.
- 7.1.8 PROW LTRE26, 28 and 30 cross the fields south of Flaxlands Lane and all cross within the proposed boundary of the Proposed Development. It is proposed to divert these footpaths around the development, maintaining connectivity with surrounding routes and Flaxlands Lane

7.2 Conclusions

- 7.2.1 Given the low number of forecast daily vehicle trips during both the construction, operational and decommissioning phases of the Proposed Development, in addition to the proposed access improvements and management measures, it is therefore concluded that the Proposed Development will not have a material impact on the surrounding highway network.

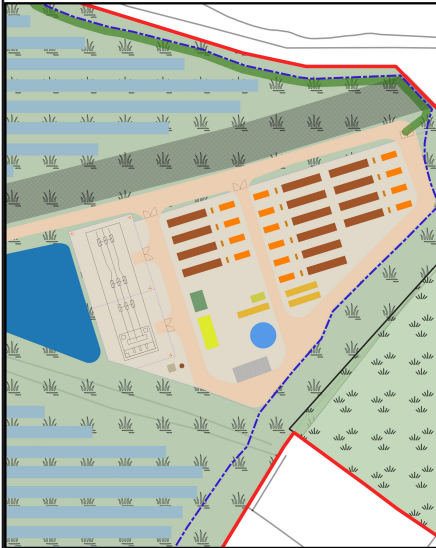
Appendix A – Development Layout Plan



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- LEGEND:**
- Red Line Boundary
 - Perimeter Fence
 - Solar Panels
 - Access Roads
 - Perimeter track
 - Passing Places
 - Substation and BESS Area
 - Substation Design
 - BESS Units
 - BESS Management Units
 - MV Station
 - DNO Control Substation
 - Customer Substation
 - DNO Waste
 - Segregated Waste Management
 - Storage Container
 - Communication Tower
 - Car Parking
 - Flood Lights
 - Gates
 - Water Tank
 - Indicative Construction Compound
 - Overhead Electricity Line Buffer
 - Attenuation Basin
 - Proposed PRoW 15m buffer
 - BNG Areas
 - Grazing/ Meadow Seed Mix

Inset map showing substation design:



As built	Information only	For approval	For construction
	X	X	

REVISION HISTORY			
Rev	Date	Remarks	Prepared by
R11	25.04.25	Updated Design	MB

PROJECT: Flaxlands Solar Farm
PROPOSER: AMPYR Solar Europe
DRAWING TITLE:
Concept Design

CRS: OSGB36 / British National Grid
X 406817.4864416116
Y 185137.85396913975

SCALE @ A3: 1:7500

