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**Biffa Solar Farm,
Studley Grange**

Transport Statement

Final Report for:



March 2026

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APPENDICES

APPENDIX A – RED LINE BOUNDARY / LOCATION PLAN

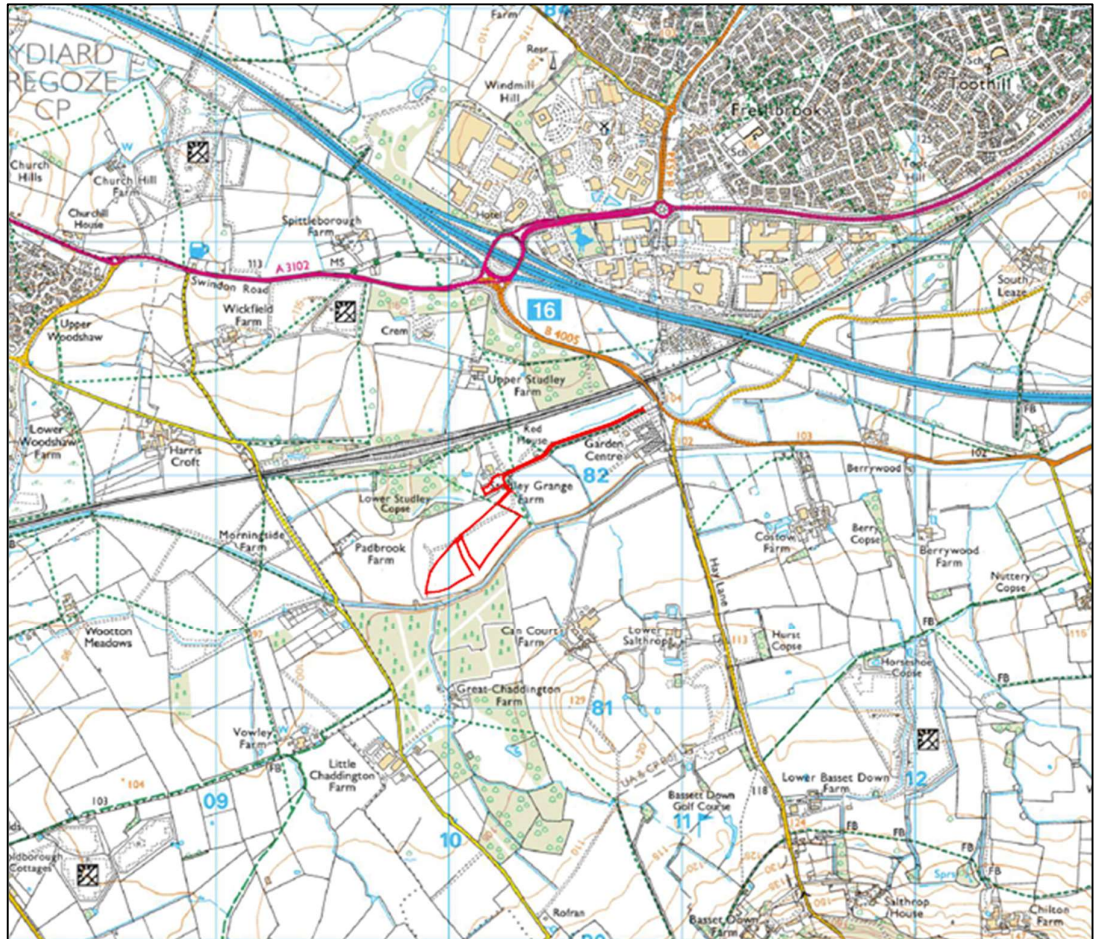
APPENDIX B – SITE LAYOUT PLANS

1.0 INTRODUCTION

1.1 Background & Location

- 1.1.1 Cora IHT have been commissioned by Heaton Planning to undertake a Transport Statement providing an assessment of the transport matters arising for a proposed solar farm and its associated infrastructure on land off the B4005, at Studley Grange, south-west of Swindon. **Figure 1.1** provides the site location.

Figure 1.1: Site Location



1.2 *Scope of the Report*

1.2.1 This Transport Statement has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2.2 The report comprises the following sections:

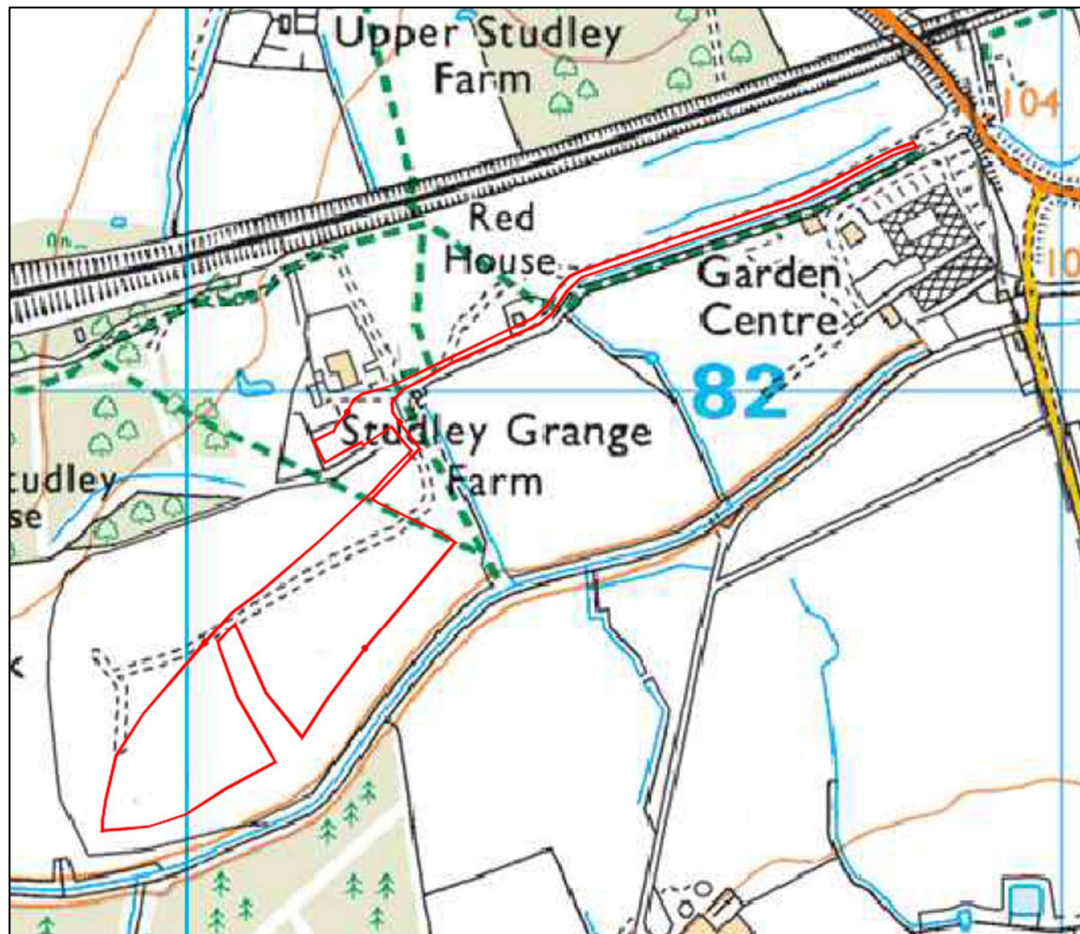
- Section two discusses existing site and development proposals
- Section three summarises the traffic impact of the proposed development;
- Section four provides the summary and conclusion.

2.0 SITE DESCRIPTION & PROPOSED DEVELOPMENT

2.1 Site Description

- 2.1.1 The site is located to the south-west of Swindon, in close proximity to Junction 16 of the M4. Within the red line boundary, the land currently comprises former landfill and vacant private land. To the east, the site is bounded by the B4005.
- 2.1.2 **Figure 2.1** illustrates an extract of the red line boundary of the development site. **Appendix A** provides the full location plan.

Figure 2.1: Red Line Boundary Plan / Site Location Plan

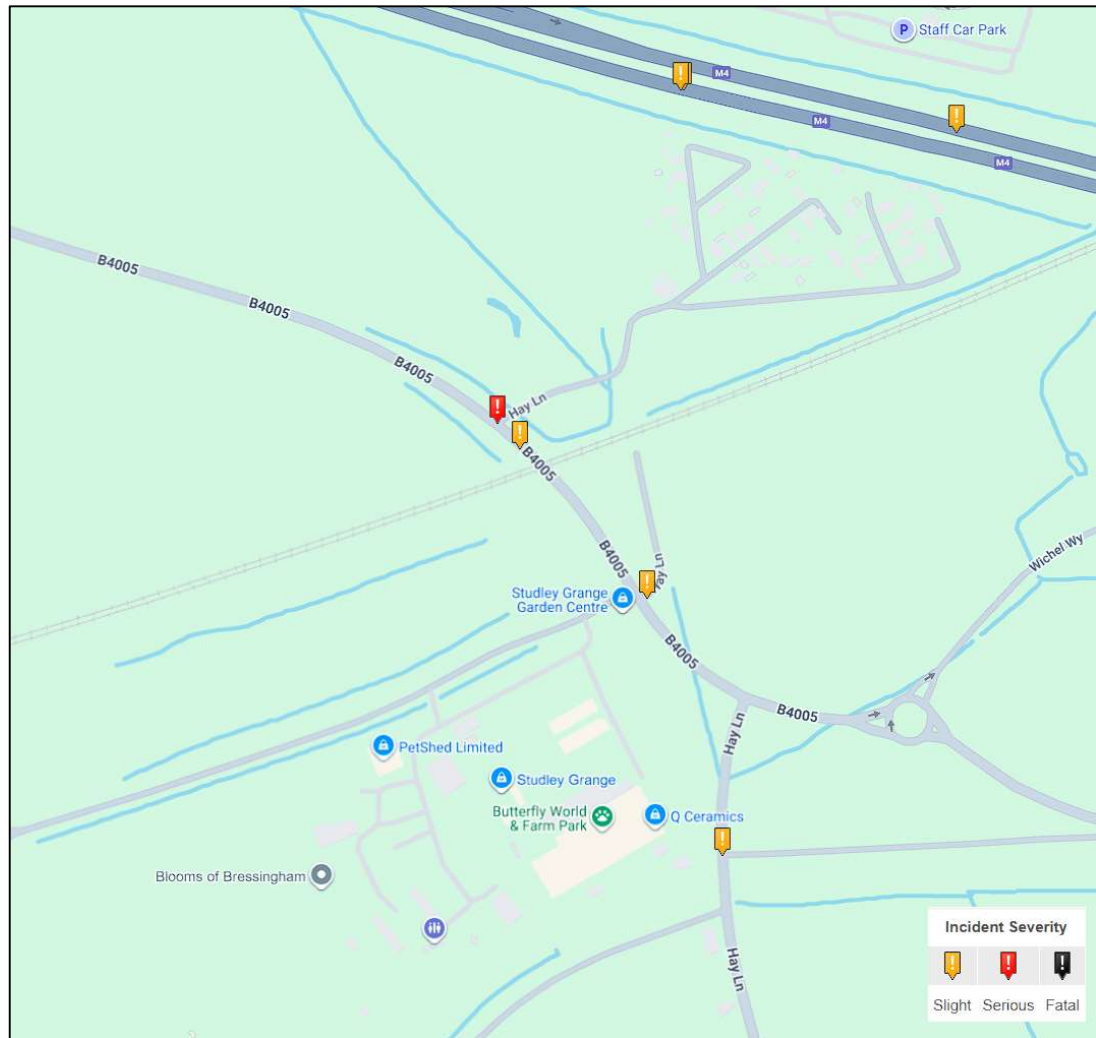


- 2.1.3 The site is currently accessed from the B4005 via a ghost-island right-turn facility. The B4005, which is subject to a 40mph speed limit, provides connections to the M4 motorway and the A3102 to the north, as well as eastbound towards the town of Wroughton.

2.2 Accident Analysis

2.2.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2020-2024. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Crashmap Accident Plan



2.2.2 There have only been 2 slight and 1 serious accident recorded along the B4005, with 1 reported at the existing site access.

2.2.3 1 slight accident was reported along Hay Lane.

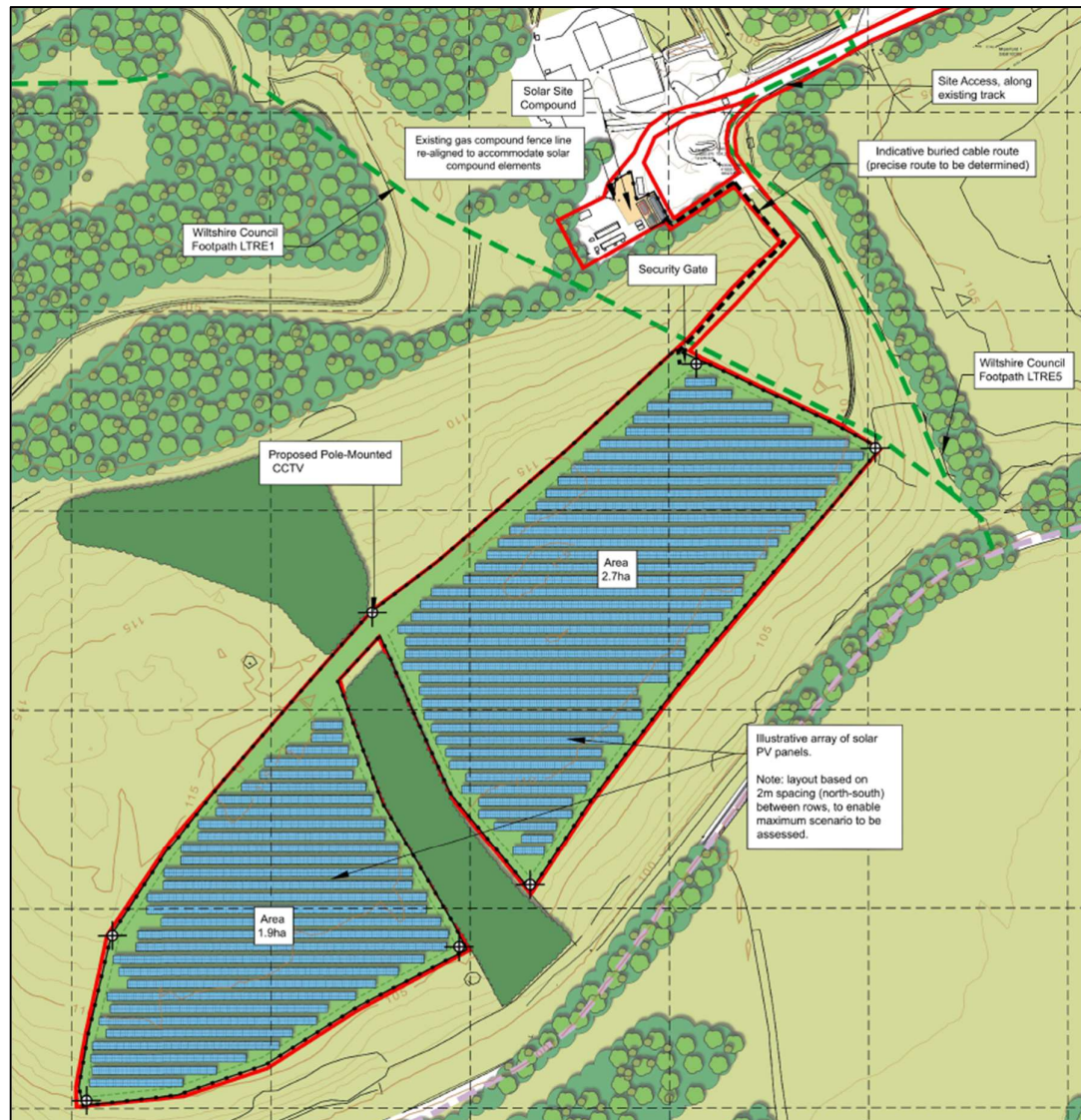
2.2.4 The severity / frequency of accidents across the 5-year period does not indicate any potential safety issues within the vicinity of the development site.

2.2.5 It can be concluded that further detailed accident analysis is not required.

2.3 Proposed Development

- 2.3.1 The proposed development comprises the construction of a 2.2MW solar farm across 2 land parcels with a total area of 4.6 hectares. The scheme will include arrays of photovoltaic (PV) panels, associated inverter and transformer units, upgraded sections of access tracks, cabling, perimeter fencing with pole-mounted CCTV cameras, and a control building.
- 2.3.2 **Figure 2.3** provides an extract of the site plan. **Appendix B** provides the full site layout plan.
- 2.3.3 The solar panels and other site construction materials could be transported to the Site on articulated lorries up to 16.5m in length.

Figure 2.3: Site Layout Plan



2.1 Access Arrangement

- 2.1.1 Access to the site is proposed via the existing ghost-island right-turn junction on the B4005.
- 2.1.2 Internal access to the solar panel areas will be provided by making use of the existing internal tracks.
- 2.1.3 An area of hardstanding will be provided within and adjacent to the existing compound to enable all vehicles, including articulated lorries, to manoeuvre safely and enter and leave the site in forward gear. This hardstanding will also serve to minimise the risk of mud and debris being tracked onto the public highway, thereby reducing potential safety issues and nuisance to other road users.

2.2 Access Route

- 2.2.1 It is proposed that all HGV construction traffic will route to the Site via the M4 Junction 16 just to the north of the development and the B4005. Figures 2.4 and 2.5 shows the construction routes from the east and west respectively.

Figure 2.4: M4 Construction Route (East)



Figure 2.5: Construction Route (West)



- 2.2.2 All heavy goods vehicle turning manoeuvres will be undertaken within the site such that vehicles exit and enter the highway in forward gear.

3.0 TRAFFIC IMPACT

3.1 Construction Trip Generation

3.1.1 The Proposed Development comprises two phases: construction and operation. The following **Table 3.1** summarises the number and type of deliveries that are anticipated to be made to the site during an anticipated 8-week construction period.

Table 3.1: Transport Description & Number of HGV Movements

Transport	Vehicles	Total Arrivals
Delivery of Mounting Frames	16.5m Artic	7
Delivery of PV Panels	16.5m Artic	10
Fencing	12m Flatbed	5
Cable	12m Flatbed	3
Delivery of Inverters/Transformers/Grid/Substation	12m Flatbed	1
Delivery of Gravel Hard Core Material	10 Tonnes Tipper	24
Crane	12.3m Crane	1
Total		50

3.1.2 The development is anticipated to be constructed over an 8-week period (2 months), generating approximately 50 HGVs, or 100 two-way (to and from the site) movements.

3.1.3 Assuming that the construction would be operating on a 5-day working week, this would equate to a maximum of 2 deliveries per day, or 4 two-way daily movements.

3.1.4 It is estimated that on average there would be an additional 10 staff movements, or 20 two-way movements.

3.1.5 The total vehicles trips generated by the site per day is 12.

3.1.6 There are no abnormal loads proposed in relation to the Proposed Development.

3.1.7 It can be concluded that during construction there would be negligible traffic impact.

3.2 Operational Trip Generation

3.2.1 During the operational phase, traffic movements are expected to be minimal equating to approximately three visits to the site per year for equipment maintenance. These would typically be made by light van or 4x4 type vehicles.

4.0 CONCLUSIONS

4.1 Summary

- 4.1.1 Cora IHT have been commissioned by Heaton Planning to undertake a Transport Statement providing an assessment of the transport matters arising for a proposed solar farm and its associated infrastructure on land off the B4005, at Studley Grange, south-west of Swindon.
- 4.1.2 The site is located to the south-west of Swindon, in close proximity to Junction 16 of the M4. Within the red line boundary, the land currently comprises former landfill and vacant private land. To the east, the site is bounded by the B4005.
- 4.1.3 The proposed development comprises the construction of a 2.2MW solar farm across 2 land parcels with a total area of 4.6 hectares. The scheme will include arrays of photovoltaic (PV) panels, associated inverter and transformer units, upgraded sections of access tracks, cabling, perimeter fencing with pole-mounted CCTV cameras, and a control building.
- 4.1.4 Access to the site is proposed via the existing ghost-island right-turn junction off the B4005.
- 4.1.5 The solar panels and other site construction materials could be transported to the Site on articulated lorries up to 16.5m in length.
- 4.1.6 The development is anticipated to be constructed over an 8-week period (2 months), generating approximately 50 HGVs, or 100 two-way (to and from the site) movements.
- 4.1.7 Assuming that the construction would be operating on a 5-day working week, this would equate to a maximum 2 deliveries per day, or 4 two-way daily movements.
- 4.1.8 It is estimated that on average there would be an additional 10 staff movements, or 20 two-way movements.
- 4.1.9 The total vehicles trips generated by the site per day is 12.
- 4.1.10 During the operational phase, traffic movements are expected to be minimal equating to approximately three visits to the site per year for equipment maintenance. These would typically be made by light van or 4x4 type vehicles.
- 4.1.11 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.

4.2 Conclusion

- 4.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transport-related reasons upon which a refusal of the planning application for these proposals would be justified.

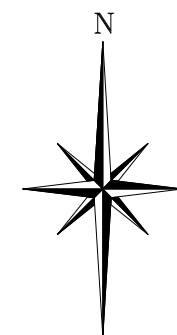
APPENDICES

APPENDIX A –RED LINE BOUNDARY / LOCATION PLAN



Legend

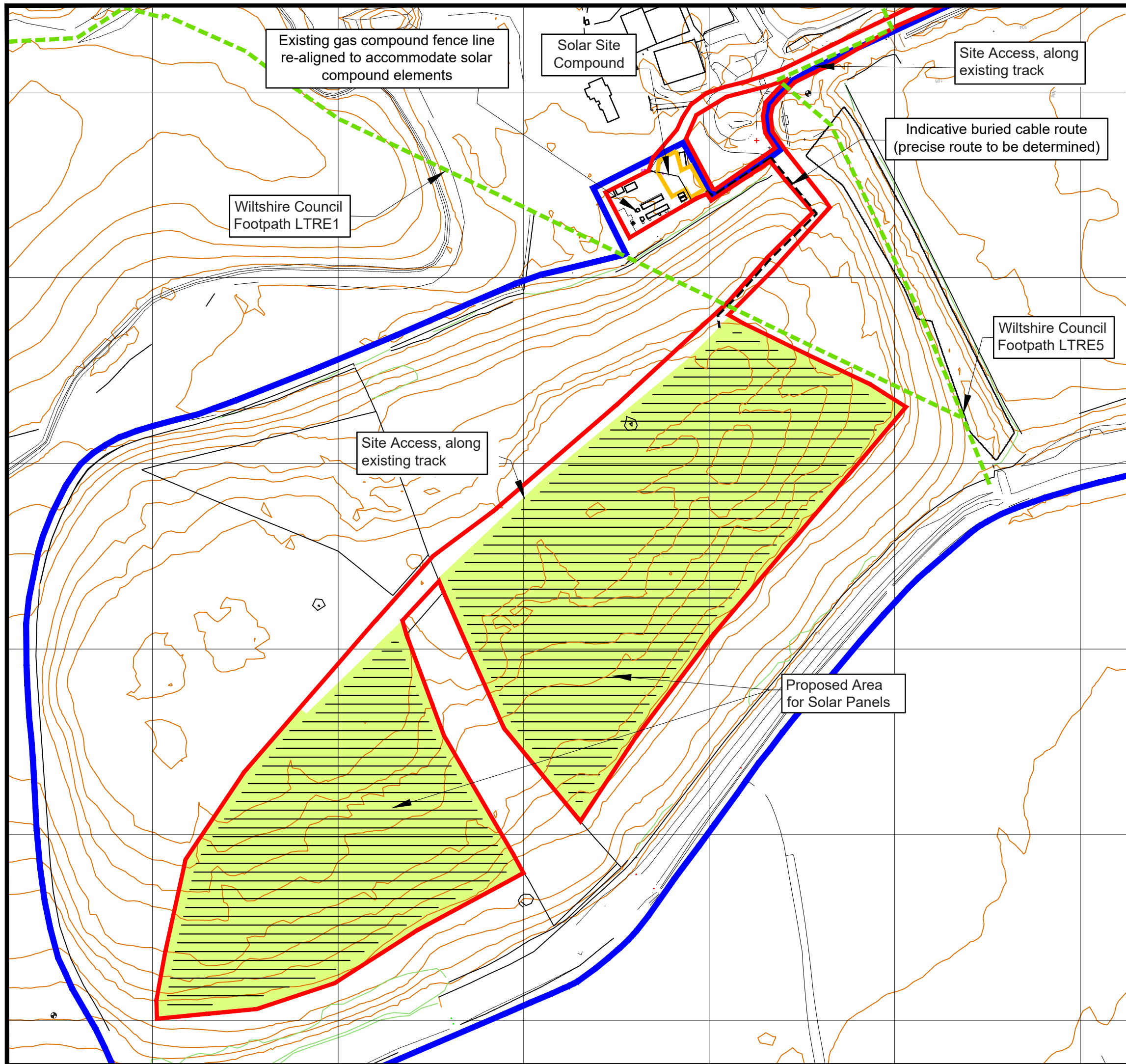
Site Boundary



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Bi ffa Biffa Waste Services Ltd Poplars Landfill site Lichfield Road Cannock Staffordshire WS11 8NQ Mob: 07834092155 e-mail: michelle.saunders@biffa.co.uk			
PROJECT	Planning		
LOCATION	Studley		
DRAWING TITLE	Site Location Plan		
DRAWING No.	HEA064-001	COMPUTER REF.	***
DRAWN	H/PLANNING	DATE	12/03/26
SCALE(S)	1:25000@A3		

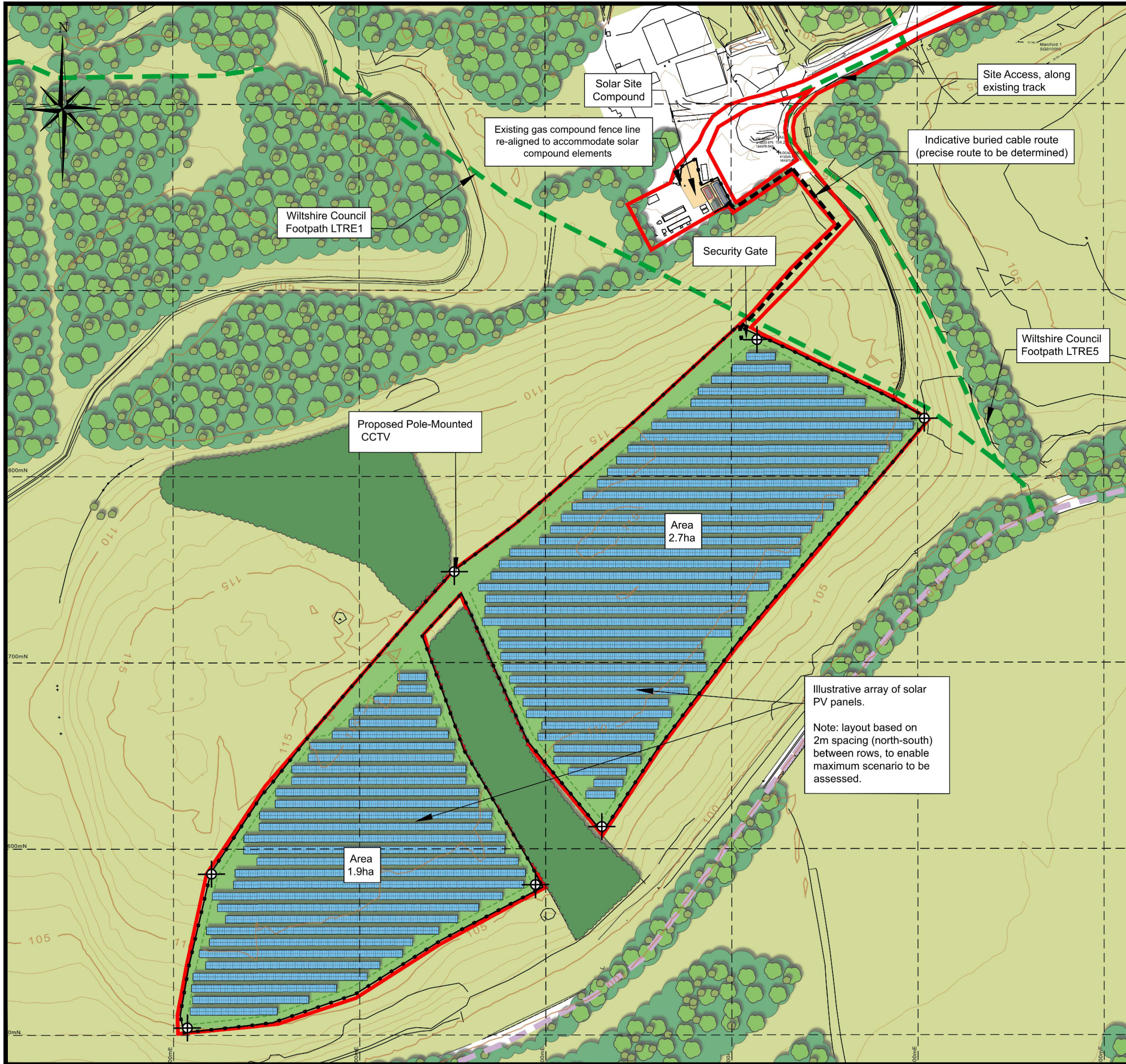
APPENDIX B – SITE LAYOUT PLANS



- Legend**
- Application Site Boundary (6.5ha)
 - Other Land under Applicants Control
 - Solar Site Compound Area (0.1ha)
 - Solar Panel Development (Area 4.6ha)
 - Indicative Buried Cable Route
 - Wiltshire Council Rights of Way
 - Grassland Enhancement, around field margins and below /between panels (5.2ha)

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Biffa			Biffa Waste Services Ltd Poplars Landfill site Lichfield Road Cannock Staffordshire WS11 8NQ Mob: 07834092155 e-mail michelle.saunders@biffa.co.uk
PROJECT		Planning	
LOCATION		Studley	
DRAWING TITLE		Site Plan	
DRAWING No.		HEA064-002	COMPUTER REF. ***
DRAWN		H/PLANNING	DATE 12/03/26 SCALE(S) 1:2000 ©A3



Legend

Application Boundary

Public Right of Way

Permissive Footpath

Indicative buried cable route (precise route to be determined)

Existing Contours (5m intervals)

Existing Vegetation

Landfill Restoration Planting

Illustrative Solar Panel Array

Proposed PV Field Area

Proposed Perimeter Security Fence

Proposed Pole-Mounted CCTV

Proposed Inverter

Control Building

Transformer And Plinth

Hard Standing

Switch Gear

Proposed Grassland Enhancement, around field margins and below /between panels

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		Biffa Waste Services Ltd Poplars Landfill site Lichfield Road Cannock Staffordshire WS11 8NQ Mob: 07834092155 e-mail michelle.saunders@biffa.co.uk	
PROJECT Planning			
LOCATION Studley			
DRAWING TITLE Proposed Illustrative Site Layout			
DRAWING No. HEA064-003		COMPUTER REF. ***	
DRAWN H/PLANNING		DATE 12/03/26	SCALE(S) 1:2000 @A3

