

Hamilton Solar Farm

Transport and Access Statement

Client: RE Projects Development

04 November 2025

Document Reference: C25034/TS01



This document is formatted for double sided printing.

© Apex Transport Planning Ltd.

All Rights Reserved.

Registered Office:

30 Summerfield Avenue

Cardiff

CF14 3QA

QUALITY MANAGEMENT

REPORT DETAILS

Issued by	Apex Transport Planning Ltd Runway East, 101 Victoria Street Redcliffe Bristol BS1 6PU Tel: 0117 427 0414 info@apextp.co.uk www.apextp.co.uk	
Client	RE Projects Development	
Project Name	Hamilton Solar Farm	
Report Title	Transport and Access Statement	
Report Ref.	TS01	
Project No.	C25034	
Date	04/11/2025	

ISSUE HISTORY

Issue No.	Status	Date	Produced by	Approved by	Revision Details
1	Final	11/03/2025	GP / SHD	DC	First Issue
2	Final	04/11/2025	GP / SHD	DC	Second Issue

NOTICE

This report has been prepared for RE Projects Development in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for RE Projects Development for use in relation to the Hamilton Solar Farm project.

CONTENTS

1.	INTRODUCTION	1
1.1	Overview	1
1.2	Scope	1
2.	EXISTING CONDITIONS	2
2.1	Site Location, Use and Access	2
2.2	Existing Highway Network	3
2.3	Traffic Flows and Speeds	4
2.4	Road Safety Analysis	5
3.	CONNECTIVITY OF THE SITE BY SUSTAINABLE MODES	7
3.1	Introduction	7
3.2	Walking and Cycling	7
3.3	Public Rights of Way	8
3.4	Public Transport	8
3.5	Summary	9
4.	CONSTRUCTION ACCESS, DESIGN AND SITE LAYOUT	10
4.1	Access Requirements	10
4.2	Proposed Construction Access Strategy	10
4.3	Site Layout	11
4.4	Security	12
4.5	Site Design, Health and Safety	12
4.6	Workforce	13
4.7	Parking	13
4.8	Construction Plant	13
5.	CONSTRUCTION PHASE	14
5.1	Overview	14
5.2	Construction Programme	14
5.3	Working Hours and Deliveries	14
5.4	Construction Vehicle Movements	14
5.5	Construction Access Route	16
5.6	Temporary Construction Traffic Impacts	17
5.7	Construction Waste	18
6.	SITE OPERATION AND DECOMMISSIONING STAGES	19
6.1	Operation	19
6.2	Decommissioning	19
7.	MITIGATION	20
7.1	Vehicle Management	20
7.2	Vehicle Emissions	20
7.3	Travel planning	20
7.4	Parking	20
7.5	Noise	20
7.6	Mud on roads	21
7.7	Air Quality and Dust Management	21
7.8	Local Environment Protection	21

7.9	Monitoring	21
8.	SUMMARY AND CONCLUSIONS	22
8.1	Summary	22
8.2	Conclusions	22

Tables

Table 5-1: Estimated weekly construction vehicle flows	15
Table 5-2: Daily Traffic Impacts	18

Figures

Figure 2-1: Site Location Plan	2
Figure 2-2: Existing Site Access, Hamilton Road	3
Figure 2-3: Locations of Recorded PIA's	6
Figure 4-1: Indicative Signage Arrangements	11
Figure 5-1: Nottinghamshire Core Road Network	17

Appendices

Appendix A	Proposed Site Layout
Appendix B	General Arrangement of Proposed Site Access
Appendix C	Swept Path Analysis

1. INTRODUCTION

1.1 Overview

- 1.1.1 Apex Transport Planning Ltd (Apex) was commissioned by RE Projects Development to prepare a Transport and Access Statement for the construction of a solar farm of c.6.5 megawatts (MW) at Hamilton Farm, Sutton-in-Ashfield, Nottinghamshire.
- 1.1.2 The proposed solar farm development comprises rows of solar panels, conversion units and transformer cabins which contain electrical equipment which will make up the site development area. There will be a total of c.10,032 panels, composed of photovoltaic cells, which are mounted on a supporting frame and orientated to face south, with arrays 2 to 3 metres in height. The panels and associated equipment will be set back from the site's boundary and the site secured within a perimeter fence, with CCTV cameras located at intervals along the boundary. Some boundaries also include an existing hedgerow.
- 1.1.3 Access to the site would be provided via an existing access point from Hamilton Road, with internal roads provided within the site. The solar arrays, with associated equipment and fencing, would be removed and the land returned to agricultural use after 40 years.
- 1.1.4 Due to the nature of the proposals, the impact on the highway will be temporary, attributed to vehicle movements required during the construction and demolition phases. During the construction and demolition phases, temporary personnel units will be located within the site providing space for the site office and staff welfare facilities. During its operation, only a small number of vehicles (LGV's) will frequent the site for scheduled maintenance and servicing.
- 1.1.5 The operational site layout and road, fencing and panel details are shown in Appendix A.
- 1.1.6 Nottinghamshire County Council (NCC) are the Local Highway Authority (LHA), while the Local Planning Authority (LPA) is Ashfield District Council (ADC).

1.2 Scope

- 1.2.1 This Transport and Access Statement (TAS) has been prepared to demonstrate to NCC that the proposals can be safely accessed from the adopted highway and will not lead to a severe impact on the operation of the network or an unacceptable impact on road safety. Due to the nature of the proposals, the impact on the highway will be temporary, attributed to construction vehicle movements required during the construction and decommissioning phases.
- 1.2.2 This report sets out the existing situation, detailing the surrounding transport infrastructure currently serving the site. It sets out the proposals and the anticipated number and composition of vehicle movements to and from the site during construction. It includes the general construction principles, the site layout and construction waste. It also provides details of the proposed site access.
- 1.2.3 This report details proposed traffic management and mitigation measures that could be implemented in order to minimise any adverse effects of vehicular movements associated with the development on the surrounding highway network.
- 1.2.4 The report has been prepared in accordance with national planning policies (NPPF). It has considered Manual for Streets (MfS) as well as the Nottinghamshire County Council (NCC) Highway Design Guide.

2. EXISTING CONDITIONS

2.1 Site Location, Use and Access

2.1.1 Hamilton Farm is situated between Hamilton Road and Cauldwell Road and lies to the west of the A617. It is situated approximately 2.3km to the east of the centre of Sutton-in-Ashfield and 3km to the south of the centre of Mansfield.

2.1.2 Hamilton Farm is currently used for agricultural purposes which also comprise the majority of the surrounding land uses to the south of the site. To the immediate northwest of the site are industrial uses with residential areas beyond this. To the northeast of the site is further industrial uses and beyond this, residential areas in Mansfield.

2.1.3 The location of the site is shown in Figure 2-1.

Figure 2-1: Site Location Plan



Source: Google Maps

- 2.1.4 The existing access onto Hamilton Road is surfaced between the edge of the highway and the site boundary, with a width of c.4.5 metres, widening to c.11 metres where it adjoins the carriageway. The access provides visibility in excess of 215 metres in each direction from 2.4 metres back from the edge of the carriageway.

Figure 2-2: Existing Site Access, Hamilton Road



Source: Google Maps

- 2.1.5 Although the site has an existing gated field access onto Cauldwell Road from its northern end, this is not being used for the development.

2.2 Existing Highway Network

Overview

- 2.2.1 The proposed development site is connected to the adopted highway at Hamilton Road and Cauldwell Road. It is considered that the primary access routes would be to and from the north of the site via Coxmoor Road (B6139) to Kings Mill Road East (A38) to the north of the site.

Hamilton Road

- 2.2.2 The site connects directly onto Hamilton Road which is a single carriageway road with a width of approximately 6m opposite the site access. The carriageway increases in width to the southwest of the site access, accommodating right turn lanes into the employment areas. To the east of the site access, it widens to provide additional entry and exit lanes at the A617 junction. The road has streetlighting along its length and a shared footway / cycleway along its northern side. It is subject to national speed restrictions along the majority of the site frontage with 30mph speed restrictions commencing approximately 50 metres from the junction with Coxmoor Road at its southwestern end.
- 2.2.3 At the eastern end of Hamilton Road (along the site boundary) it adjoins the A617 Sherwood Way via a large four arm signal controlled crossroads. Sherwood Way is a wide single carriageway route which forms part of a southern ring road around the south of Mansfield, linking the A617 / B6020 to the east with the A38 Kings Mill Road to the west. It is subject to national speed restrictions.
- 2.2.4 At the southwestern end of Hamilton Road, the site links to the B6139 Coxmoor Road at a three armed mini roundabout. Coxmoor Road is a single carriageway road connecting the A611 Derby Road to the south with the A38 to the north.

Cauldwell Road

- 2.2.5 Cauldwell Road is a single carriageway no-through road that routes in a broadly east-west alignment to the south of the site. Cauldwell Road provides access to oc.17 residential properties. At its eastern extent, Cauldwell Road terminates, but the footway/cycleway continues to the east where it meets Sherwood Way South (A617).
- 2.2.6 Cauldwell Road is subject to a 60mph speed limit (National Speed limit), however speeds are likely to be lower than this given the residential properties fronting the carriageway and as this is a no-through road.
- 2.2.7 Cauldwell Road measures between c.6.15-6.75m in width, which is suitable for accommodating passing vehicles including a HGV and a car. Drivers are provided with appropriate forward visibility, enabling a good line of sight to approaching vehicles.
- 2.2.8 At the western extent of Cauldwell Road it connects to the Coxmoor Road (B6139) at a signal controlled junction. Coxmoor Road is a single carriageway road that provides direct access to Derby Road (A611) to the south east and Kings Mill Road East (A38) to the northwest.

Kings Mill Road East (A38)

- 2.2.9 The A38 is the main route connecting the site with the M1 at Junction 28 to the west. Within the vicinity of the site, it is a wide single carriageway road with no frontage access which forms the arterial route from the strategic road network to Mansfield.
- 2.2.10 Based on the characteristics of the surrounding highway network, the key route to and from the site would be Hamilton Road-A617 Sherwood Way-A38-M1 Junction 28. All of these roads accommodate a high level of vehicle and HGV traffic and would be suitable for accommodating vehicles associated with the proposals. There are also minimal, if any, sensitive receptors along these routes which would be impacted by a temporary increase in HGV traffic.

2.3 Traffic Flows and Speeds

- 2.3.1 The Department for Transport (DfT) provides AADF (Annual Average Daily Flow) traffic data at a number of locations across the highway network. Within the vicinity of the site, count data is provided at each end of the Hamilton Road link on which the site access is situated. This is on the A617 Sherwood Way to the south of Hamilton Road and the B6139 to the north of Hamilton Road. Data is also provided along the A38.
- 2.3.2 In 2019, the total traffic flows on the A617 Sherwood Way (Site No. 81206) were 23,567 vehicles, with 1,432 HGVs. On the B6139 (Site No. 940722) the total traffic flows were 8,380 vehicles, with 255 HGVs.
- 2.3.3 A study was undertaken by AECOM 'Mansfield Transport Study' in 2018 which considered local plan growth and considers traffic network conditions at the end of the plan period in 2033. This identified that the Coxmoor Road / Hamilton Road junction was close to capacity. However, it notes that a junction improvement scheme has been developed for this junction as part of a planning application.
- 2.3.4 The planning application for a proposed residential development on land south of the B6022 Newark Road for 300 residential dwellings (App Ref: V/2017/0565) has suggested a minor improvement at the Coxmoor Road / Hamilton Road junction which allows for a slight increase in flare lengths and lane capacity as well as a new right turn lane on the exit arm of Coxmoor Lane. This design has been accepted by NCC within their consultation response.

- 2.3.5 The Newark Road application was also supported by a Transport Assessment which contains turning count traffic flows in the peak hours at a number of junctions, including at the Coxmoor Lane / Hamilton Road junction. The traffic flows were obtained in 2017 and in the AM peak show 1,149 two-way vehicle movements, with 55 HGVs. In the PM peak they show 1,396 two-way vehicle movements, with 39 HGVs.
- 2.3.6 To estimate the potential daily flow on Hamilton Road, the DfT raw count data on the A617 has been reviewed. This provides a split of hourly two-way flows between 0700-1900 in 2018. This shows that the percentage of peak hour total flows to 12 hour flows is 21.4% and peak hour HGVs to 12 hour flows is 14.2%. The 12 hour flows comprise 79% of the total daily flows and 96% of the HGV daily flows.
- 2.3.7 As such, based on these percentages, the peak hour flows on Hamilton Road would convert to a total traffic daily flow of 15,074 vehicles, with 690 HGVs.
- 2.3.8 The AECOM Mansfield Transport Study also states that the A617 / Hamilton Road junction was modelled and was within capacity in the 2033 assessment year.
- 2.3.9 In 2019, the total traffic flows on the A38 west of the A617 Sherwood Way (Site No. 81210) were 32,767 vehicles, with 1,698 HGVs.
- 2.3.10 A 2019 base year is considered robust as this was the last year prior to Covid and therefore considered acceptable and robust against which to consider the impacts of the scheme.

2.4 Road Safety Analysis

- 2.4.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the three-year period prior to the pandemic between 1st January 2018 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2024. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.
- 2.4.2 The study area considered within the analysis is shown in Figure 2-3, which includes Hamilton Road which provides access to the site.

Figure 2-3: Locations of Recorded PIA's



Source: Crashmap

- 2.4.3 Over the seven year period, there were 13 PIA's within the study area. 10 of these were classified as slight injury accidents and three were classified as serious injury accidents. There were no fatal injury accidents recorded.
- 2.4.4 There 12 PIA's were recorded along the extent of Hamilton Road. None occurred at the site access and one PIA took place within the visibility splays of the site access although this was slight in nature.
- 2.4.5 As such, there were no incidents relating to vehicles turning into or out of the site access and no clusters of four or more PIA's occurring in the same location.
- 2.4.6 As such, although all incidents are regrettable, the PIA's that occurred do not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposals, particularly when considering that the majority of the site construction traffic generation would occur over a short-term temporary period.

3. CONNECTIVITY OF THE SITE BY SUSTAINABLE MODES

3.1 Introduction

3.1.1 Due to the nature of the proposed use, the development will only result in a temporary short term peak in movements to and from the site, occurring during the construction and decommissioning phases. As such, there will not be a need to support sustainable travel from the site outside of the controlled and scheduled temporary construction and decommissioning phases. As part of the proposals, measures will be put in place to minimise vehicle movements from the construction workers, such as encouraging car sharing.

3.1.2 However, there are options for workers to travel to and from the site using sustainable modes of travel, and the level of provision is considered appropriate. These options have been set out within this section.

3.2 Walking and Cycling

Infrastructure and Routes

3.2.1 A footway / cycleway is provided on the northern side of Hamilton Road which links Hamilton Road with Sherwood Way to the north and Coxmoor Road to the south. Pedestrians accessing the site would need to cross Hamilton Way informally using the main access to utilise this route. Dropped kerb crossings with central refuge islands are provided at the two industrial accesses to the south of the site access. Signal controlled crossings are provided at the Hamilton Road / Sherwood Way junction, with the footway / cycleway continuing to the north of Sherwood Way linking to Mansfield and the Timberland Trail cycle route. There is also a shared footway / cycleway adjacent to the A617 from Hamilton Road to the south linking to Berry Hill and the B6020 to the southeast of Mansfield.

3.2.2 Footways are provided on the west side of Coxmoor Road and informal dropped kerb crossings, with central islands are in place at the junction with Hamilton Road. These footways provide access to residential areas in Sutton-in-Ashfield. As such there are suitable routes in place which enable walking and cycling movements to and from the site from the local areas.

3.2.3 On the northern side of the A617 is a walking / cycling route running adjacent to the carriageway which connects Rainworth to Sutton-in-Ashfield.

Distance to Facilities

3.2.4 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about ‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’.
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting / sightseeing are up to 2km and states that the average walking journey is approximately 1km.
- DfT – National Travel Survey 2016 Report (NTS2016)– This suggests on page 16 that 80% of all trips under 1 mile (1.6km) were made by walking. Page 19 suggests that the average walking trip was 16 minutes in time (equating to around 1.3km based on a walking speed of 3mph).
- DfT - LTN02/08 Cycle Infrastructure Design (paragraph 1.5.1) states that ‘for commuter journeys, a trip distance of over five miles is not uncommon’ (c.8km), and that ‘Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.’

- DMRB – Although recently superseded by CD143, TA91/05 Provision for Non-Motorised Users provided useful guidance on walking and cycling distances, which remains helpful in this regard. Paragraph 2.2 of TA91/05 states that 2 miles is ‘a distance that could easily be walked by the majority of people’. Paragraph 2.3 also continues by stating that ‘Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles’ (3.2km).
- With regard to cycling, TA91/05 goes on to state (paragraph 2.11) that ‘Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances.’ At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance ‘that could easily be cycled by the majority of people’.

3.2.5 As such, it is considered that suitable walking distances for employees travelling to the site could be up to 3.2km. This equates to around a 40-minute walk travelling at 3mph (4.8kph). It has been assumed that journeys of up to 8km are within an acceptable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute trip.

3.2.6 Within a 3.2km walk of the site, accessed via suitable routes are;

- The centre of Mansfield, including the Mansfield Rail Station and all areas to the west of the centre
- The centre of Sutton-in-Ashfield and all suburbs to the south of the town centre
- Berry Hill
- Parts of Kirby in Ashfield.

3.2.7 This is a significant number of residents that live within a walking distance of the site and could therefore travel via this mode.

3.2.8 The entire of Mansfield, Sutton-in-Ashfield, Kirby-in-Ashfield and Annesley are situated within 8km, therefore within cycling distance. Cycling from Mansfield and Berry Hill are likely to be more attractive as the site is connected by a continuous cycle route linking to The Timberland Trail and to the cycle route adjacent to the A617.

3.2.9 It is considered that walking and cycling offer an alternative to vehicle trips for some journeys to and from the site, which is in accordance with local and national policies in relation to transport.

3.3 Public Rights of Way

3.3.1 No public rights of way cross the site or the site access and therefore there would not be a need to temporarily divert or close any existing public rights of way as part of the proposals.

3.4 Public Transport

Bus Services

3.4.1 The closest bus stops to the site are located on Coxmoor Road to the south of Hamilton Road. This stop is c.400m walk from the site access and is served by the infrequent X90 service operated by Stagecoach.

3.4.2 The closest bus stops to the site, with frequent services are at Kirkby Folly Road within a c. 1km walk of the site. These are served by bus services 33, 90 and C providing frequent services throughout the day (a combined 4 services per hour), with all services connecting to Mansfield Bus Station.

3.4.3 Further bus stops are available at the Kings Mill hospital. These stops are a 1.5km (16 minutes) walk from the site via Hamilton Road / Sherwood Way / A38. Although a longer walk, these stops are served by the 1 Mansfield M, 3A/3B/3C, 9.1, 9.3, 33, 90, 141 and A2 services, which provide a combined c.20 services per hour in each direction. As such, these frequent services could still provide an option for employees travelling to the site, although situated just over a 15 minute walk away.

Rail Services

3.4.4 Mansfield Railway Station is located approximately 3.2km walking distance from the site and can be accessed via continuous and good quality walking routes. It can also be accessed by cycle. This station provides local and regional services. As such, a combined walking / cycling and rail journey may be an option for some users of the site.

3.5 Summary

3.5.1 The site is situated in a location which can be accessed by walking, cycling and public transport within reasonable distances. Considering the use proposed, there are good options for sustainable travel for potential future employees of and visitors to the site.

3.5.2 In addition, given the nature of the proposals, car sharing will also be encouraged and promoted to contractors working on the site to encourage more sustainable travel.

3.5.3 As such, it is considered that appropriate opportunities for sustainable travel are available in accordance with relevant policies in NPPF.

4. CONSTRUCTION ACCESS, DESIGN AND SITE LAYOUT

4.1 Access Requirements

- 4.1.1 The proposed site access strategy has been designed to accommodate up to 16.5m long articulated vehicles for construction, which represent the largest vehicle size required to transport components and materials to the site.
- 4.1.2 Due to the modular nature of the site's construction and ability to partially assemble components on site, no abnormal load movements are required, and these have not been considered in this assessment. However, if this changes once the contractor is in place and large components are required to be delivered fully assembled, a full assessment of the routes to and from the site would be completed and included within a Construction Traffic Management Plan, which will require sign off from NCC. All relevant consultees will be contacted, and the relevant abnormal loads order applied for, as required, prior to any abnormal load movements arriving at the site.

4.2 Proposed Construction Access Strategy

- 4.2.1 It is proposed that the vehicular access to the site (including HGVs) would be obtained from Hamilton Road via the existing site access, which is located along the site's northwest boundary. This will form the only access and egress points to the site during the construction, operation and decommissioning periods, although minimal movements would be generated during the operational phase of the site.
- 4.2.2 The site access would be upgraded to enable it to accommodate all traffic movements appropriately. This would include a widening of the site access and providing a 10m radii on the northern side of the junction to enable larger vehicles to turn more easily to and from the north. Temporary lighting of the access could be considered as a possible mitigation measure, if required.
- 4.2.3 The site access has been designed to accommodate HGV traffic and provides the appropriate visibility splays for accessing onto Hamilton Road which has a speed limit of 60mph. Visibility splays of 2.4m x 215m to the nearside kerb are achievable in each direction. The proposed site access arrangements are shown in Appendix B.
- 4.2.4 Swept path analysis demonstrates a large 16.5m long articulated HGV, the largest vehicle type likely to deliver to the site, turning into the site access and this is shown within Appendix C. Sufficient space has been provided within the proximity of the site access to allow a large HGV to pass another one leaving the site, on the rare occasions where this occurs.
- 4.2.5 The access will connect to the development area via a new permeable access track.
- 4.2.6 The new access will be surfaced appropriately as agreed with NCC. A fee will be agreed with NCC towards design approval and works inspection, if required.
- 4.2.7 It is expected that site access works will be undertaken first to minimise the impact on the adjacent highway network from delivery vehicles. The existing access arrangements are suitable to accommodate the initial staff and visitor vehicles generated, prior to the access being amended.
- 4.2.8 The construction traffic entering and exiting the site would all be managed by a banksperson to ensure that vehicles enter and exit the safe safely and there would be 1-2 movements per month for maintenance vehicles. The visibility is also well in excess of other properties accessed directly to the northwest of the site, and there is no evidence of any existing safety issue along Caudwell Road so movements to and from driveways have occurred safely over an extended period of time.

- 4.2.9 Drivers approaching the site access are also provided with forward visibility to the site access well in excess of 200m, which would be suitable for 60mph speeds.
- 4.2.10 As such, the level of visibility is considered appropriate for this location and the proposed use.
- 4.2.11 The proposed access will form the only access and egress point for the site onto the highway during the temporary construction, operation, and decommissioning periods. A minimal level of movements would be generated during the operational phase and these will be associated with cars or vans.

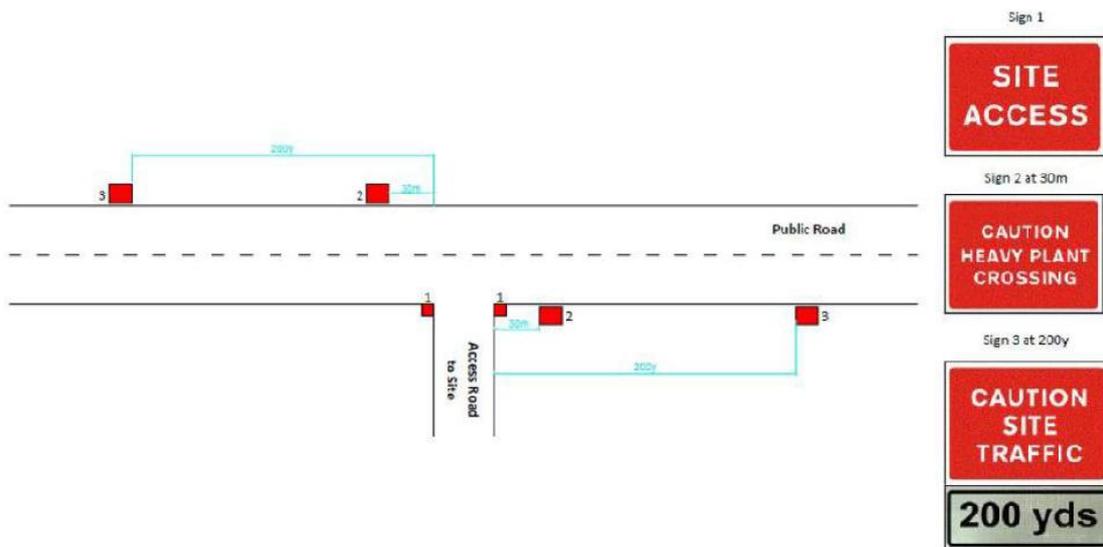
4.3 Site Layout

4.3.1 Within the vicinity of the site access and on the surrounding highway network (where applicable), if needed the contractor would position appropriate signage to inform drivers of the increased likelihood of vehicles, especially HGVs turning into or out of the development site. This would include:

- Caution signs warning of works and construction traffic ahead
- Signage denoting the construction traffic access to the site

4.3.2 Examples of the traffic signage which will be used are shown in Figure 4-1. The exact location, position and content of these signs will be agreed with NCC, prior to the commencement of construction.

Figure 4-1: Indicative Signage Arrangements



On-Site Access Routes and Safety

- 4.3.3 Access to the construction site would be controlled and manned by a banksperson at the site entrances, who would also manage the passage of vehicles within the site, as appropriate. As set out within the HSE 'A Guide to Workplace Transport Safety' guidance, the banksperson directing vehicle movements (signallers) will be trained and authorised to do so.
- 4.3.4 The banksperson would ensure vehicles enter and exit the site in a safe and efficient manner. In the interests of safety and to minimise disturbance from construction traffic, all construction drivers would be requested to travel at a maximum speed limit of 10 mph when travelling within the site and there would be appropriate signage in place to enforce these limits.
- 4.3.5 Within the site, as part of the construction, access routes would be provided linking to all parts of the site, which would be appropriate for construction vehicle traffic. All reversing movements would be overseen by a banksperson, if needed.

4.3.6 When reversing is required (for example within the construction compound), in addition to a competent banksperson directing vehicle movements, as set out within the HSE guidance consideration will be given to:

- Aids for drivers - mirrors, CCTV cameras, reversing alarms and sensors that can help drivers can see movement all-round the vehicle
- Vehicle visibility aids – beacons, additional lights, reflectors, beacons and horns
- Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather
- Clothing - pedestrians on site should wear high-visibility clothing
- Excluding non-essential personnel from areas where vehicles are reversing

4.3.7 There would be no unloading or loading of materials on the highway network adjacent to the site.

Construction Compound

4.3.8 A construction compound would be constructed within the site and would remain during the construction period. The compound will be of sufficient size to store materials for the construction until they are required and would also enable vehicles to turn, separated from vehicles entering the site (such movements would be directed by a banksperson and other safety measures implemented as set out above). Due to the relatively small number of deliveries each day, all delivery vehicles will be able to enter the site and unload within the compound areas. There will be no queuing, parking or unloading on the public highway.

4.3.9 The construction compound area, which will be reinstated for decommissioning, will be used for all parking, turning, unloading / loading.

Staff Welfare

4.3.10 Facilities to obtain food and drink on site during the working day will be provided, where reasonably practicable, to minimise the need for personal to leave the site during the working day.

4.4 Security

4.4.1 The solar farm would be closed to the public throughout the construction, operation and decommissioning through use of security fencing and CCTV.

4.5 Site Design, Health and Safety

4.5.1 The appointed Site Manager will be in charge of Health and Safety on site. A Health and Safety board identifying potential hazards will be updated daily with all visitors required to sign in and adhere to on-site Health and Safety practices. All personnel working on site will be required to wear a high visibility vest or jacket, steel cap boots, and a hard hat as well as any other activity-specific safety wear.

4.5.2 It is intended that the security fence that will surround the solar farm for the duration of its life will be erected prior to the construction phase of the solar farm, thus ensuring the site is secure during this phase. However, if this is not possible, the site will have 24 hour security on patrol in order to adhere to health and safety regulations as well as prevent crime.

4.5.3 In terms of the site design, as far as possible, during the construction phase pedestrians and vehicles will be separated and the HSE guidance will be adhered to. This will include scheduling collections and deliveries to avoid the start and end of shifts so that pedestrians and passenger cars do not conflict

with HGV traffic. All visitors would also report to the site office before they are allowed into areas where vehicles operate.

4.5.4 The internal site design will consider the separation of pedestrians and vehicles through locating staff parking areas away from the HGV turning areas and the compound where the construction activity occurs. As far as possible, pedestrians will have access to the welfare facilities from the staff parking areas without crossing the path of construction traffic.

4.6 Workforce

4.6.1 It is expected that the number of staff required during the construction phase would vary depending on the activities undertaken during each week. It is estimated that there would be approximately 20 staff employed at the site on a typical day.

4.7 Parking

4.7.1 Vehicle parking for staff during the construction period would be accommodated on site and no vehicles associated with the construction would park on the highway network. In order to minimise the impact of personal car use, the staff parking area will be located away from work areas and HGV turning areas.

4.8 Construction Plant

4.8.1 In order to minimise road use as far as is possible, consideration will be given to retaining large items of plant on site for the duration of an activity, rather than the normal practice of plant coming and going from site to keep hire rates/standing time to a minimum, although this will be of a greater cost to the project. Consideration will be given to such measures where feasible.

4.8.2 Plant equipment would include but not be limited to the following:

Equipment	Primary Function
JCB Diggers	Trenching
Dump Trucks	Earth Removal
Vibrating Roller	Compacting access track / compound area
Piling machine (s)	Ramming piles
Telehandler (s) / Crawler (s)	Distributing materials
Crane	Lifting cabinets / housing into place and setting up welfare facilities
Fuel Bowser	Refuel plant as required

5. CONSTRUCTION PHASE

5.1 Overview

5.1.1 This section details the construction programme and associated vehicle movements, together with details on the routing of vehicles to the site and the potential impacts.

5.2 Construction Programme

5.2.1 The construction phase of the development is programmed to take around 16 weeks.

5.2.2 During the construction phase there would be vehicular movements to the site, associated with the delivery of construction components and materials, together with the arrival and departure of construction staff. The delivery of construction components and materials would be mainly by HGVs, with staff trips mainly by cars or vans. Abnormal Indivisible Loads (AIL) would not be required to transport materials to and from the proposed development site and no AIL's would be generated by the Development.

5.2.3 For the purposes of a robust assessment, a 16 week construction programme has been assumed. Although the construction programme is a robust estimate, this would be dependent upon a range of factors, such as the shipping of materials and the weather. The final construction programme and vehicle flows will be provided within a Traffic Management Statement or Construction Traffic Management Plan produced by the Contractor and which can be conditioned as part of any forthcoming planning consent.

5.3 Working Hours and Deliveries

5.3.1 Deliveries to the site would be co-ordinated to avoid large numbers of vehicles arriving and departing from the site at the same time. It is expected that HGV deliveries would be distributed throughout the day. The site deliveries would occur between 09:00 and 17:00 Monday to Friday and 08:00 and 12:00 on Saturdays. It is not expected that Abnormal Indivisible Loads (AILs) would be required to transport materials to or from the proposed development site.

5.3.2 Where feasible, deliveries will also be scheduled to avoid peak traffic times, i.e. avoiding peak periods on the transport network, contractor start/finish times and school pick up/drop off times.

5.3.3 During busier periods, deliveries to the site will be staged with drivers given specific time windows for arrival at site. To manage this, communication will be required between the site manager and the source company. This will prevent convoying of vehicles to and from the site and reduce the impact of construction traffic on the local highway network.

5.3.4 As far as possible and feasible, the shifts for construction workers will be scheduled to minimise the number of traffic movements on the local highway network between the peak periods of 0800-0900 and 1700-1800 to reduce the impact on the operation of the highway.

5.4 Construction Vehicle Movements

Construction vehicles / HGVs

5.4.1 The construction phase is anticipated to generate a variety of vehicle types that would travel to and from the site, which could include:

- 40ft containers
- Material transporters

- Articulated trailers
- Cement trucks
- Water tankers
- Flatbed trucks
- Cranes
- Cars, vans, minibuses and light goods vehicles

5.4.2 For the purposes of a robust assessment, it has been assumed that all construction vehicles would be generated by HGVs, albeit the significant majority of these vehicles are likely to be 10m long or less.

5.4.3 The estimated programme and subsequent vehicle movements are set out as follows based on the operators experience of other similar sites, considering the scale of the proposals:

- In **Weeks 1-2** it is expected that there would be deliveries relating to machinery (i.e. plant), cabling and containers, which would serve as offices and welfare facilities for staff, such as toilets. 2-3 vehicle cranes would be delivered to site to position the substation, inverters and transformers, these would be delivered in approximately 20 HGV's (40 two-way movements). At this time, deliveries would be required to set up the development site, which would include deliveries of the site security measures, such as security fencing to be placed around the perimeter of the site. It is estimated that the security fencing would require approximately 5 HGV deliveries (10 two-way movements).
- During **Weeks 3-6** it is expected at this stage that some 408 m³ of stone would be required to create the access tracks. This is based on the area shown for the access road and turning areas on the site plan in Appendix A. For robustness, it has been assumed the depth of the road would be 0.3m. It is assumed that the stone required for the access tracks would be transported to site in HGV deliveries that can carry 20m³ of material, therefore it is estimated that the stone would be transported in some 20 HGV deliveries (40 two-way movements). The access tracks will remain on site following construction throughout the operational and decommissioning phases.
- The delivery of the solar panels, invertors, transformer, customer cabin and solar panel frames would take place over the **next seven weeks of the construction** period. It is expected that the 10,032 panels would be delivered in approximately 25 HGV's (50 two-way movements) as approximately 400 solar panels can be transported on each HGV. It is expected that the substation and transformer station would be delivered by 1 HGV each (2 HGVs in total or 4 two-way movements). It is estimated that the 10,032 solar panel frames would be delivered in approximately 6 HGV movements (12 two-way movements with 2,000 frames per lorry). Across the seven week period it is estimated that there would be approximately 38 HGV deliveries (76 two-way movements).
- During **Weeks 14 to 16** commissioning and testing of the work would be undertaken, together with the removal of the site compound and temporary site welfare with office and vehicle cranes (2-3). This would generate approximately 20 HGV collections (40 two-way movements) plus three crane movements.

5.4.4 Based on the programme outlined, the estimated daily and weekly construction vehicle flows for the Development are shown in Table 5-1. This has been based on a programme with 5.5 working days per week and deliveries that occur over an 8 hour period (four hours on a Saturday).

Table 5-1: Estimated weekly construction vehicle flows

Week	No. of Deliveries	No. of Movements	Av. Daily Movements	Av. Hourly Movements	Associated activity
1	14	28	5	0.6	Plant, cabling and containers / welfare facilities, cranes, fencing

2	14	28	5	0.6	Plant, cabling and containers / welfare facilities, cranes, fencing
3	5	10	2	0.3	Stone for access tracks
4	5	10	2	0.3	Stone for access tracks
5	5	10	2	0.3	Stone for access tracks
6	5	10	2	0.3	Stone for access tracks
7	5	10	2	0.3	Solar Panels, Inverters, transformers, customer cabin and solar panel frames
8	5	10	2	0.3	Solar Panels, Inverters, transformers, customer cabin and solar panel frames
9	5	10	2	0.3	Solar Panels, Inverters, transformers, customer cabin and solar panel frames
10	5	10	2	0.3	Solar Panels, Inverters, transformers, customer cabin and solar panel frames
11	5	10	2	0.3	Solar Panels, Inverters, transformers, customer cabin and solar panel frames
12	5	10	2	0.3	Solar Panels, Inverters, transformers, customer cabin and solar panel frames
13	5	10	2	0.3	Solar Panels, Inverters, transformers, customer cabin and solar panel frames
14	7	14	3	0.4	Removal of Compound and site welfare, plant machinery
15	7	14	3	0.4	Removal of Compound and site welfare, plant machinery
16	9	18	3	0.4	Removal of Compound and site welfare, plant machinery and cranes
Total	106	212	2	0.3	

5.4.5 In summary, the construction phase of the proposed solar farm would result in approximately 106 HGV deliveries (212 two-way movements) over a 16 week period. That equates to an average of 2 HGV movements per day across the 16 week period (around one movement every four hours, on average).

5.4.6 During the peak week when the plant, cabling, welfare facilities and fencing are being delivered, it is estimated there would be 5 HGV movements per day, on average (5 HGV arrivals). This would be just 1 HGV arrival every 1-2 hours, on average, across the busiest week of construction movements.

Staff Movements

5.4.7 A maximum of 30 staff have been assumed during the construction phase. This equates to a maximum of 60 two-way movements on a typical day, if it is assumed all workers arrive in single occupancy vehicles and generate one trip to and from the site. It has been assumed that this level of trips occurs on each day of the construction phase for the purposes of this assessment. This is a robust assessment as car sharing would be encouraged.

5.5 Construction Access Route

Overview

5.5.1 All construction traffic will enter and exit the site via the site access onto Hamilton Road. Construction HGVs routing to and from the Hamilton Road access would travel via the A617 Sherwood Way junction and then via the A38 linking to the M1 at Junction 28. This route has been identified as the most appropriate to accommodate the generated vehicle types considering the highway geometry, local constraints and sensitive receptors.

5.5.2 The A617 and A38 are in the Nottinghamshire core road network as shown in Figure 5-1 (reproduced from Nottinghamshire Local Transport Plan 3 Evidence Base) and as such suitable for accommodating

Table 5-2: Daily Traffic Impacts

Link	Base Traffic Flow	Peak Total Movements	% Increase	Base HGV Flow	Base HGV Movements	% Increase
Hamilton Road	15074	65	0.43%	690	5	0.72%
A617 Sherwood Way	23567	65	0.28%	1432	5	0.35%
A38	32767	65	0.20%	1698	5	0.29%

5.6.2 Table 5-2 shows that during the peak demand for construction traffic, which would only last one week, the impact on total traffic movements and HGV movements would be minimal. An increase of 0.43% in HGVs between Hamilton Road and the A617 Sherwood Way would be imperceptible on this route and would be within daily variations of flows.

5.6.3 The level of trip generation would have a negligible impact on traffic flows and congestion on the local highway network and would not have an unacceptable impact on highway safety.

5.7 Construction Waste

5.7.1 The specialist EPC hired to construct the solar farm will ensure that all waste is disposed of responsibly from the site. The removal of waste products from site will be minimised by recycling of excess materials wherever possible. The guidelines contained in the statutory guidance, Waste duty of care; Code of Practice, 2018 will be adhered to.

5.7.2 The potential waste generated during the construction process will primarily be related to packaging and potential measures to minimise the impact of construction waste are set out as follows;

- **The pallets that the solar panels are packaged in.** These will be either wood crates, or cardboard boxes. These will be removed from the site on a regular basis. If they arrive on wooden pallets – then these will be returned to the manufacturers. If they arrive packaged in cardboard boxes, then these will be removed from site on a regular basis through a hired skip/s.
- **Packing materials for various components**, such as screws, cabling, and mounting frames. Any non-recyclable waste will be stored in a skip for regular removal to an appropriate landfill.
- **Food waste from workers.** Personal rubbish will be collected along with non-recyclable packaging materials, for appropriate disposal.
- **Portable toilets** will be hired for the duration of the construction period.
- The site involves some **ground works** for access tracks, cable trenching, cabinet platforms. Excavated soil will be used for backfilling activities. Excess subsoil will be removed from the site and disposed of appropriately or sold to a landowner needing additional soil.
- All spoil or waste that needs to be transferred out of the site for reuse, recycling or disposal purposes will be collected and transferred by vehicles from registered licensed contractors.

5.7.3 A more detailed Construction Waste Management Plan can be conditioned and produced by the contractor, potentially as part of a combined Construction Traffic Management Plan (CTMP) or a Construction Environmental Management Plan (CEMP).

6. SITE OPERATION AND DECOMMISSIONING STAGES

6.1 Operation

6.1.1 The traffic generated by the solar site during its operation would be negligible, as there would be no staff based at the site and movements would be limited to periodic routine maintenance activities, such as routine maintenance checks in relation to the electrical components and general site maintenance. These visits would typically be made by Light Goods Vehicles (LGVs), and it is expected that approximately 12 trips per year would be required (one per month on average). Due to the low number of vehicular movements expected to and from the site during the operational period, the site would have a negligible impact on the local highway network and SRN.

6.1.2 The operational site layout has been designed to ensure that a light vehicle can turn appropriately.

6.2 Decommissioning

6.2.1 The solar site units, associated infrastructure and components, would be removed and the land returned to agricultural use after 40 years. The decommissioning of the site is expected to follow the principles of the construction as set out in this document, however given the expected life of the solar site, these would be reviewed prior to decommissioning. The number of HGVs required for decommissioning would be at similar levels as the construction phase and such the impacts would remain as set out for construction.

6.2.2 Vehicles would use the same routes as for the construction although this would be discussed and agreed with NCC prior to decommissioning.

7. MITIGATION

7.1 Vehicle Management

7.1.1 The impact to the surrounding area will be minimised by routing traffic movements as outlined within the previous sections. Fuel consumption will be minimised by encouraging the use of local materials and sub-contractors, where feasible. It is recognised that there are specialist materials and equipment used in the construction and as such there may be less potential for using local materials.

7.1.2 The deliveries to the site would be co-ordinated to avoid vehicles arriving and departing from the site at the same time. If required, a vehicle booking system can be implemented so that vehicles do not pass within the site or at the site access, as far as possible, although entry and exit to the site will be controlled by a banks person.

7.2 Vehicle Emissions

7.2.1 All construction vehicles are required to comply with relevant European standards. Suppliers and drivers will be required to:

- Switch off their vehicle's engine when stationary to prevent exhaust emissions
- Maintain vehicles including engines in tune and catalysts working efficiently
- All vehicles used by contractors must always comply with MOT emission standards

7.3 Travel planning

7.3.1 To minimise the number of vehicles travelling to and from the site on a daily basis, staff would be encouraged to vehicle share, where feasible. They will also be encouraged to travel by sustainable modes of travel (particularly cycling), where this is feasible.

7.4 Parking

7.4.1 Vehicle parking for staff during the construction period would be accommodated on site and no vehicles associated with the construction will park on the highway network.

7.5 Noise

7.5.1 There will always be some noise associated with a building project, however this will be temporary and can be controlled by limiting the hours of noise generating activities to limit disruption for neighbouring properties.

7.5.2 In order to limit potential noise impacts, noise generating construction and decommissioning works shall only be undertaken between:

- 08:00 and 18:00 Monday to Friday
- 08:00 to 12:00 on Saturdays.

7.5.3 No noise generating works will be undertaken outside of those hours.

7.5.4 Contractors will be required to conform to the construction noise code of practice.

7.5.5 HGV movements will be restricted to between 09:00 and 17:00 to ensure noise impacts from large vehicles is kept to a minimum.

7.6 Mud on roads

7.6.1 During construction most delivery vehicles will be constrained to the permeable site access tracks and construction compound area (exceptions may include the piling rig and small vehicles for on-site transport). As and when necessary, vehicle wheels will be manually cleaned prior to release onto the highway. The site construction manager will monitor the highway conditions and will assess if further measures are required to maintain road cleanliness, such as road sweeping. Road sweeping would involve the use of an approved mechanical road sweeper to clean the site of any mud or debris deposited by site vehicles within the vicinity of the site.

7.6.2 By segregating the on-site traffic from the delivery vehicles, the potential for mud can be reduced. Adequate sheeting of vehicles carrying waste materials will also be adopted to reduce the impact from mud.

7.7 Air Quality and Dust Management

7.7.1 It is not anticipated that any significant dust issues would arise during construction or decommissioning. If conditions on site are very dry, then water misting/spraying will be employed to dampen ground to avoid any dust nuisance.

7.7.2 Specific measures will be adopted on the site relating to vehicles entering and leaving the site to reduce any impact of dust on the local highway network and these will include:

- Easily cleaned hardstanding areas for vehicles
- Maintain haul roads and hardstanding by regular brushing and water spraying
- All vehicles carrying soil and other dusty materials to be fully sheeted
- Enforcing site speed limit of 10mph

7.8 Local Environment Protection

7.8.1 The contractor would undertake mitigation measures to protect the local environment during construction, such as:

- All marshalling areas and site offices would be included within the site boundary
- Provision of adequate storage space within the site, to ensure the site entrance does not become blocked at any time
- All loads to be properly stowed and secured

7.9 Monitoring

7.9.1 The contractor would be responsible for monitoring the operation of the site during construction, the construction routes, delivery timings and access arrangements, as well as to ensure the mitigation measures are implemented effectively. Monitoring would be undertaken continuously, in order to ensure efficient operation and to minimise the impacts on the local environment.

8. SUMMARY AND CONCLUSIONS

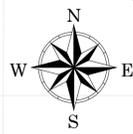
8.1 Summary

- 8.1.1 This Transport and Access Statement has been provided in support of a planning application for the construction of a solar farm of c.6.5 megawatts (MW) at Hamilton Farm, Sutton-in-Ashfield in Nottinghamshire.
- 8.1.2 The proposed solar farm development comprises rows of solar panels located approximately 3.7 metres apart. There will be a total of c.10,032 panels, composed of photovoltaic cells, which are mounted on a supporting frame and orientated to face south, with arrays 2 to 3 metres in height. The solar arrays, with associated equipment and fencing, would be removed and the land returned to agricultural use after 40 years.
- 8.1.3 Access to the site would be provided from an existing access point on Hamilton Road, with HGVs able to turn in and out of each access appropriately. There would be surfaced internal roads and turning areas provided within the site.
- 8.1.4 Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site that would be exacerbated by the proposals. The proposals would not have an unacceptable impact on highway safety.
- 8.1.5 The site is situated in a location which can be accessed by walking, cycling and public transport within reasonable distances. Considering the use proposed, there are good options for sustainable travel for potential future employees of and visitors to the site.
- 8.1.6 The construction phase of the development is programmed to take 16 weeks.
- 8.1.7 During the peak construction week when the solar panels and frames are being delivered, it is estimated there would be 5 HGV movements per day, on average (3 HGV arrivals). It is also anticipated that there would be a maximum of 60 vehicle movements associated with staff. This level of trip generation would have a negligible impact on traffic flows and congestion on the local highway network and be well within daily variations of traffic.
- 8.1.8 Appropriate mitigation measures will be put in place to ensure that vehicle movements can be accommodated at the site access, on the highway and on the site safely. These measures will also minimise any impact from development traffic on noise, highway capacity, mud and dirt and air quality.

8.2 Conclusions

- 8.2.1 The proposals offer some choice of travel options, considering the type and location of the development, as well as promoting car sharing, and as such is in line with the requirements of the NPPF.
- 8.2.2 The development will not have a severe impact on the operation of the surrounding highway network, or an unacceptable impact on highway safety, in accordance with the NPPF.
- 8.2.3 It is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

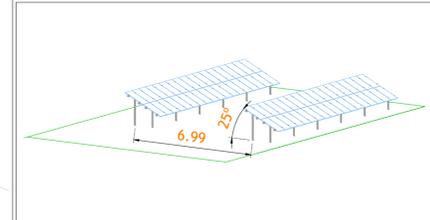
Appendix A Proposed Site Layout



LOCATION:	
Latitude	- 53.1238°
Longitude	- 1.2292°
Altitude	- 146 m
PLOT:	
Fence length	- 965 m
Fenced area	- 5.350 ha
PV PLANT SPECIFICATION:	
PV modules type	- JINKO SOLAR JK650N-78HL4-BDV-650WP
PV module dimensions	- 2465x1134x30 mm
PV modules number	- 10 032 pcs.
PV modules per string	- 24 pcs.
Strings number	- 418 pcs.
Inverter type	- HUAWEI SUN2000-330KTL
Inverters number	- 17 pcs.
Structure type	- 2x12 PV structures portrait - 18 pcs. - 2x24 PV structures portrait - 200 pcs.
Tilt	- 25°
Pitch	- 6.999 m

PV PLANT POWER:	
Installed DC power	- 6 520.80 kWp (DC)
Installed AC power	- 5 100.00 kVA (AC)
DC/AC ratio	- 1.28

LEGEND	
	Fence
	PV area
	Underground power line
	Green hedge
	Internal road
	Transformer station
	PV structure 2x24P @25°
	PV structure 2x12P @25°
	DNO and customer substation (11kV)
	Store room
	Access gate
	CCTV poles



Project: Hamilton Solar Farm
 Drawing name: General Layout

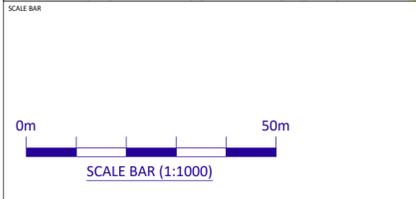
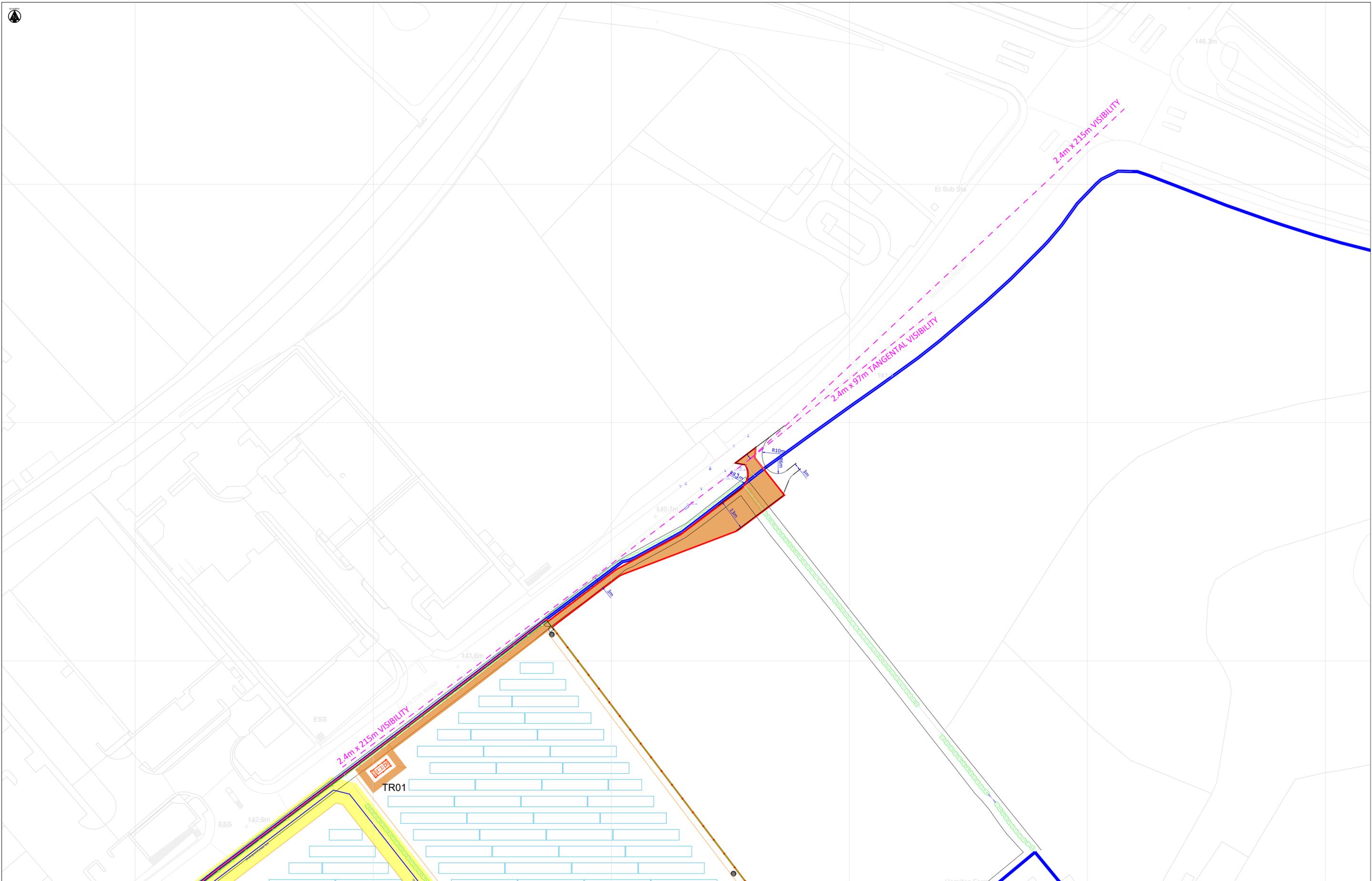
ID	2115_02	Drawn	REN
R 06	Access road added in red line area		10/2025
R 05	Red line area revised		10/2025
R 04	Red line area modified		06/2025
R 03	Revised red line area		05/2025
R 02	Topography and Tree Constraints Added		04/2025
R 01	First Issue		02/2025
Revision	Description	Date	
Discipline	Electrical	Phase	Preliminary Design
Format	A1	Scale	1:750
Sheet No		Sheet	01/01

Client:
 REPD
 Floor 6, Two Kingdom
 Street, Paddington,
 London, W2 6BD
 office@repd.co.uk
 www.repd.co.uk

RENERGY
 engineering
 REENERGY LTD
 14 B.F. Kulev str.
 1407 Sofia, Bulgaria
 info@renergy-bg.com
 www.renergy-bg.com

This drawing may not be reproduced or be made available to third person or competing companies without Reenergy permission. The reproduction, distribution and utilization of this document as well as the communication of its contents without explicit authorization is prohibited. Offenders will be held liable and can find up to 50% of the project cost. Variations in design can occur to site conditions.

Appendix B General Arrangement of Proposed Site Access



KEY PLAN

- NOTES
1. General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
 2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.
 3. Drawing is based on OS mapping data. Ordnance Survey, (c) Crown Copyright 2025. All rights reserved. Licence number 100022432
 4. Extent of adopted highway should be confirmed.
 5. Please do not scale from this drawing.

NOTES (CONTINUED)

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	App
T02	04/11/25	Second Issue	DC	DC
T01	10/03/25	First Issue	DC	DC

Apex
TRANSPORT PLANNING

CLOCKWISE BRIDGE HOUSE
CARDIFF
CF23 9DA

BUNNARY EAST
305 VICTORIA STREET
BRISTOL
BS1 6PU

t: 02920 659 963
e: cardiff@apexp.co.uk

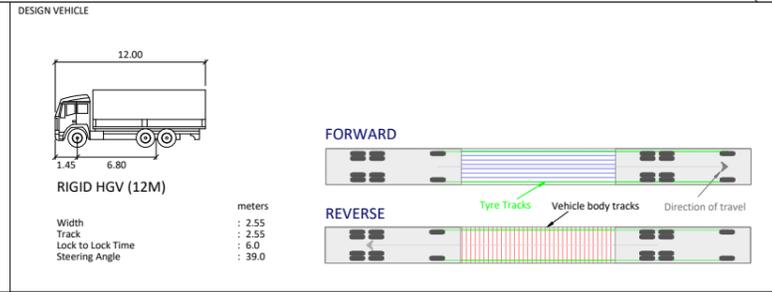
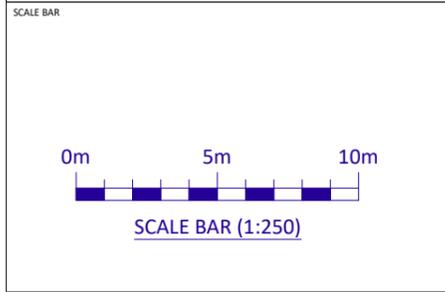
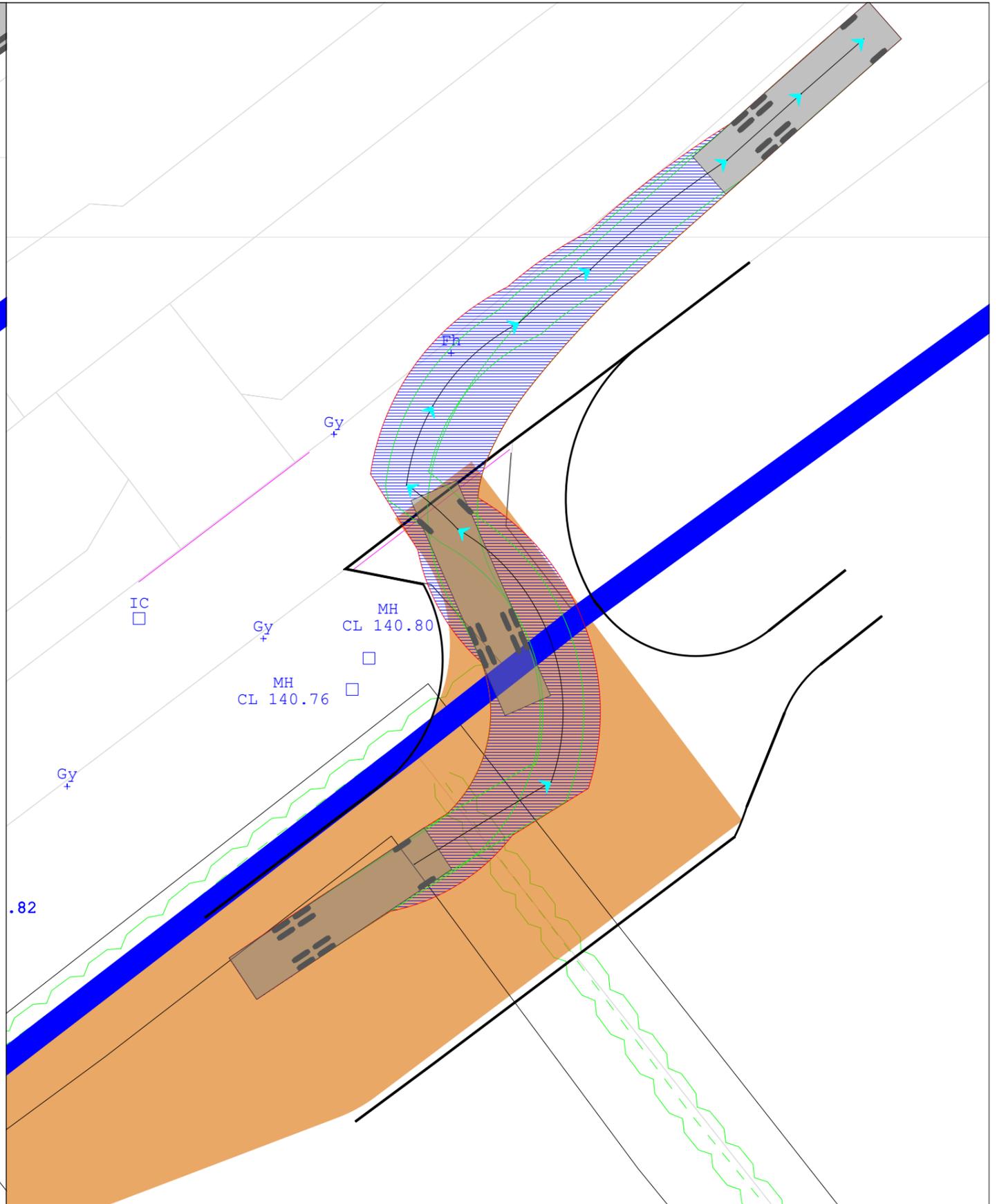
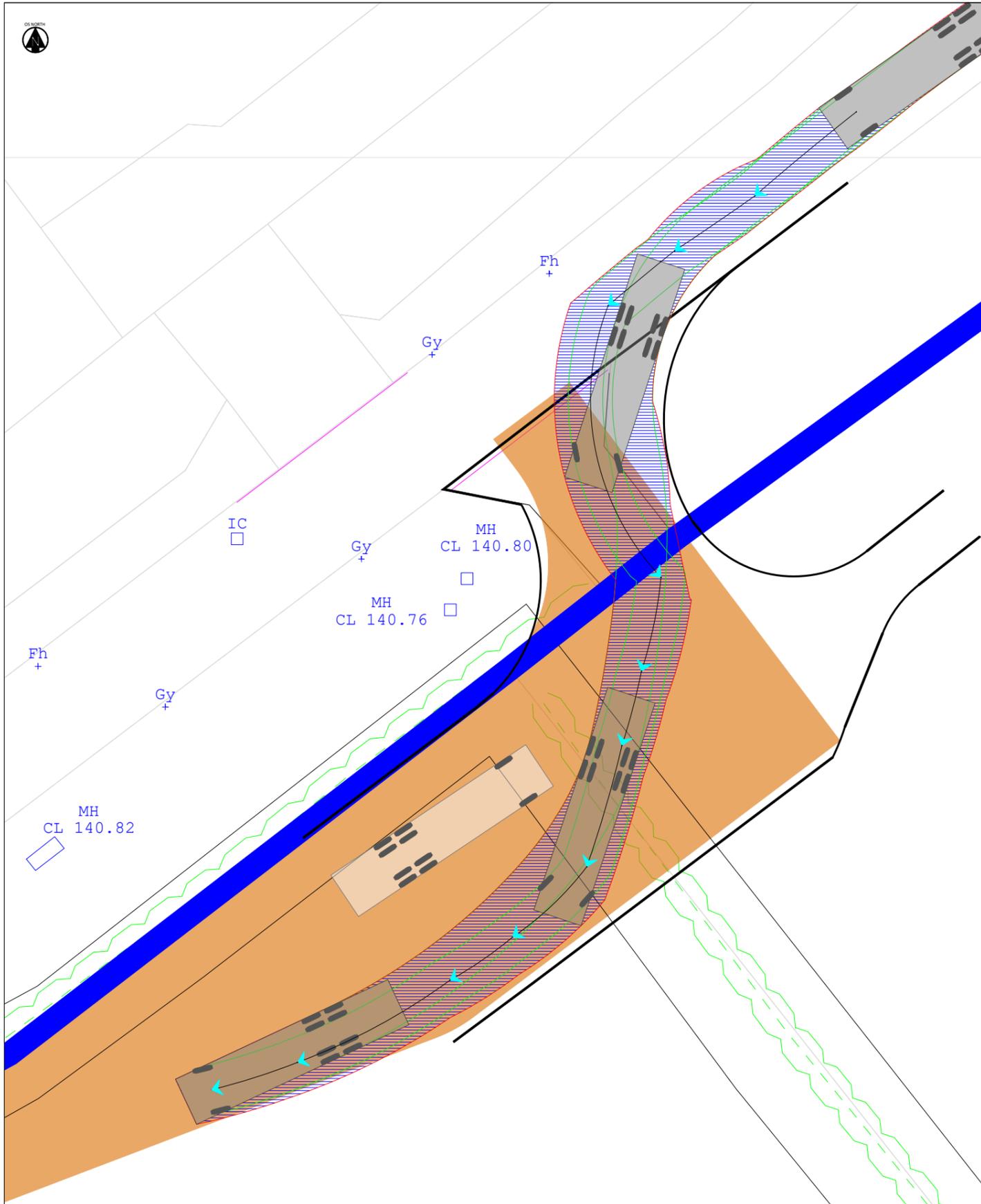
t: 0117 427 0454
e: bristol@apexp.co.uk

CLIENT
REPD

PROJECT
HAMILTON SOLAR FARM

TITLE GENERAL ARRANGEMENT OF PROPOSED SITE ACCESS	
PROJECT NO. C25-034	SCALE @ A2 1:1000
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C25034-ATP-DR-TP-001	REVISION P02

Appendix C Swept Path Analysis



NOTES

REVISIONS

Rev	Date	Description	By	App
P01	10/03/25	First Issue	DC	DC

Apex
TRANSPORT PLANNING

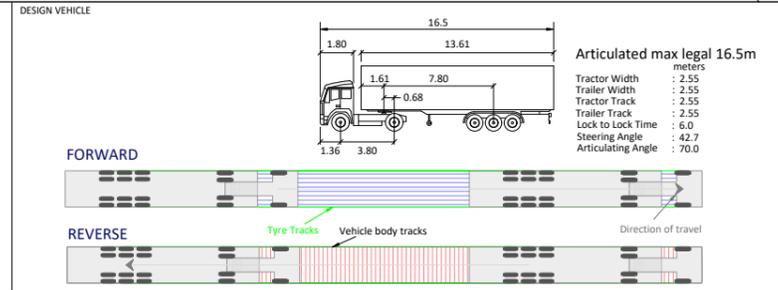
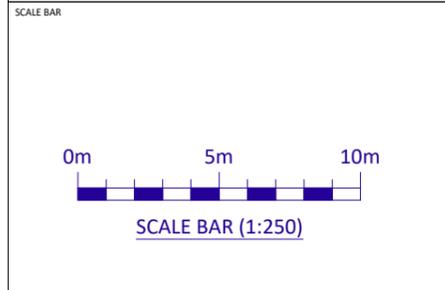
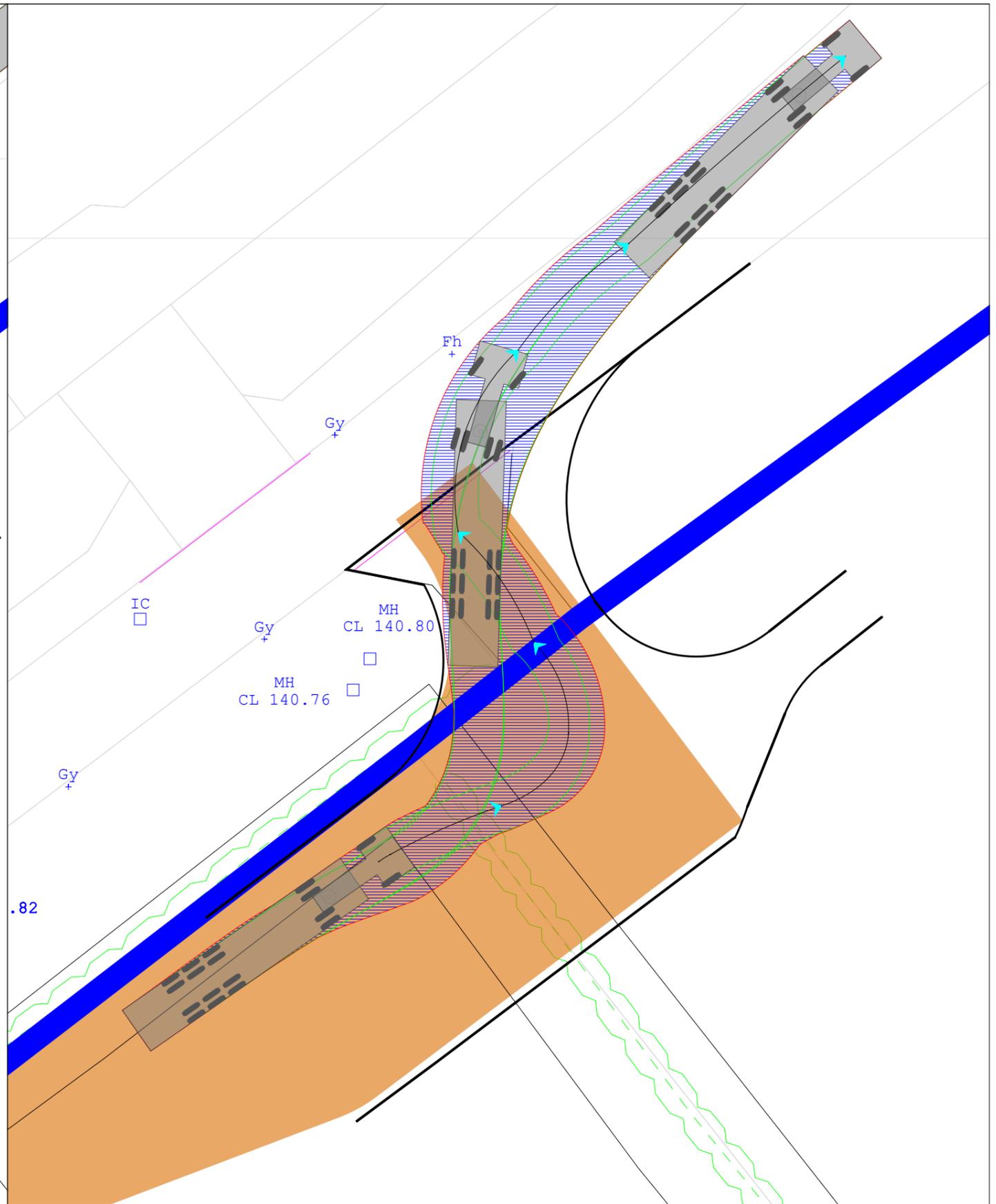
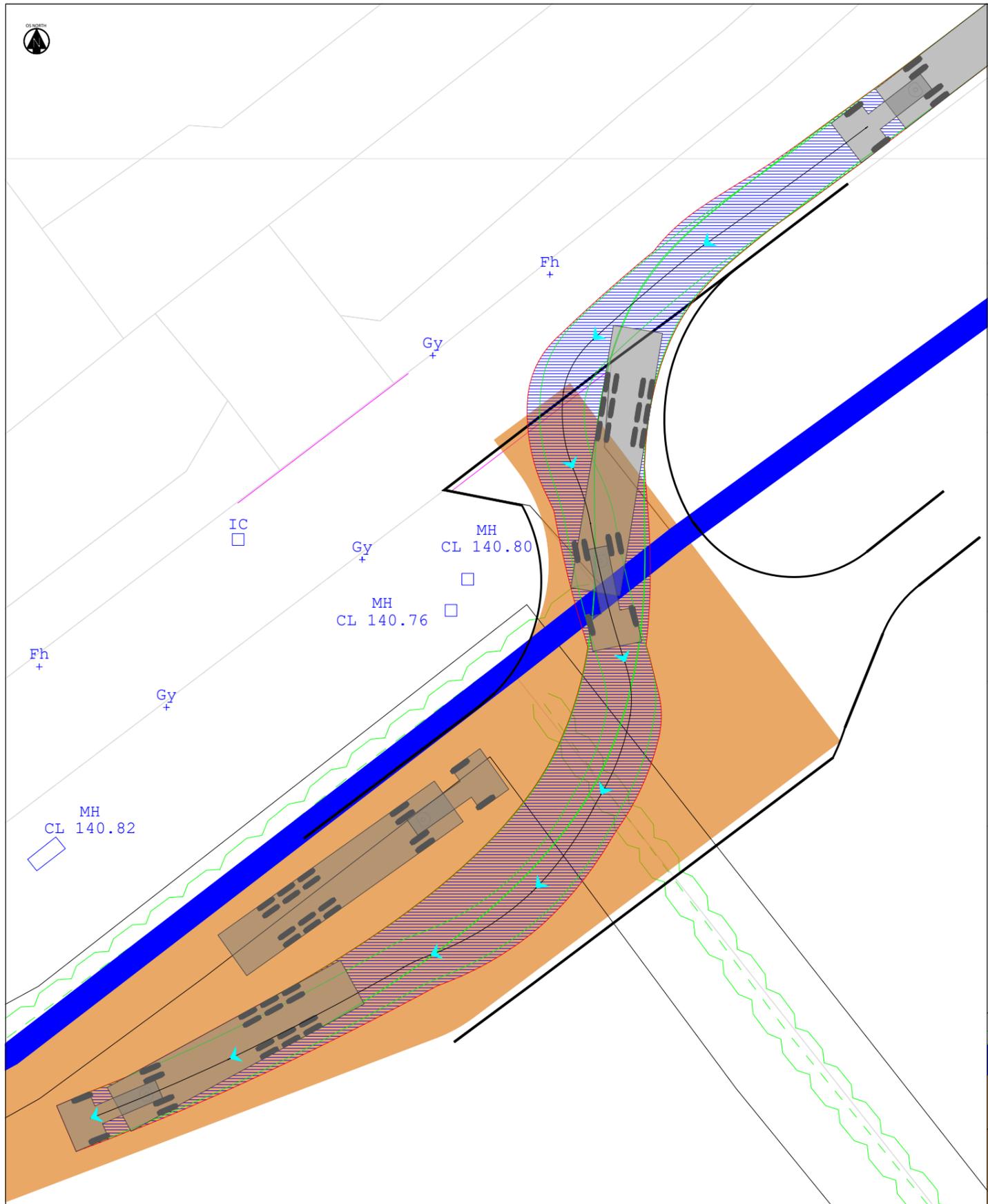
CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
103 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
REPD

PROJECT
HAMILTON FARM SOLAR

TITLE SWEEP PATH ANALYSIS		STATUS S2
PROJECT NO. C25-034		REVISION P01
SCALE @ A3 1:250		
STATUS DESCRIPTION INFORMATION		
DRAWING NO. C25034-ATP-DR-TP-002		



NOTES

REVISIONS

Rev	Date	Description	By	App
P01	10/03/25	First Issue	DC	DC

Apex
TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
REPD

PROJECT
HAMILTON FARM SOLAR

TITLE
SWEPT PATH ANALYSIS
ARTICULATED VEHICLE

PROJECT NO. C25-034	SCALE @ A3 1:250	STATUS S2
STATUS DESCRIPTION INFORMATION		REVISION P01
DRAWING NO. C25034-ATP-DR-TP-003		