COTSWOLD TRANSPORT PLANNING

Ersun (Westhide SPV) Ltd

Solar Farm at Westhide, Hereford

Construction Traffic Management Plan

November 2021

DOCUMENT REGISTER

CLIENT:	**ERSUN (WESTHIDE SPV) LTD**
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1 Introduction

1.1 Cotswold Transport Planning (CTP) have been instructed to produce a Construction Traffic Management Plan (CTMP) in support of an application for a solar farm on land at Westhide, Hereford, HR1 3RQ.

1.2 Planning permission is sought for the installation of a new solar farm on a plot of land comprising circa 61.7ha. The proposal includes the construction of a ground mounted solar photovoltaic system, together with associated infrastructure, security fencing, CCTV, associated cable route and landscaping.

1.3 The electricity generated from the new solar photovoltaic system will have a direct current which requires conversion to alternating current prior to being fed into the National Grid. The proposed scheme would therefore utilise approximately 14 central inverters, spaced evenly across the development with the electricity then passed via two substations before final connection to the national grid.

1.4 Pre-application advice was sought with Herefordshire Council (HC) and comments were provided in April 2021 (Ref: 211010/CE). It was recommended that a Transport Statement and CTMP be submitted to support the application and below is a summary of the Highways related comments for inclusion in the Transport Statement and CTMP:

i) Details of the construction access points;
ii) Details of ongoing maintenance access points;
iii) Delivery methods and types of vehicles used;
iv) Construction period / phasing and number of vehicle movements;
v) Swept path assessment of delivery vehicles;
vi) Visibility splays at any access points; and
vii) Method of preventing mud from transferring onto the highway.

1.5 Following the pre-application comments, it was agreed with HC Highways Development Management that all the above could be adequately covered off in one report, which would be a CTMP.

1.6 Further to the pre-application consultation comments, Ersun (Westhide SPV) Ltd have undertaken two public consultation events in Westhide in May and October 2021.

1.7 The public consultation identified that there were concerns with the location of the site access for construction and the potential impact of routing of traffic during the construction phase. Access to the site for construction traffic was originally identified only off the C1131, which routes to the south of the site; this is predominantly a single lane width, two-way movement road with existing farm vehicles travelling along it as well as being used as a walking, cycling and horse riding route between Westhide and Withington.

1.8 This CTMP has been produced to address the comments and issues arising from the pre-application consultation, which relates to both the construction of the site and its general operation once built out. This will ensure that construction traffic and servicing / maintenance traffic, post construction, can be safely managed.

2 Site Location and Local Highway Network

Site Location

2.1 The application site is located on land to the north of the C1131, which connects Withington and Westhide in Herefordshire. The site is bound in all directions by undeveloped land. The site location is demonstrated on the layout plan provided at **Appendix A**.

Local Highway Network

2.2 The A4103 is situated to the south and which routes roughly east to west. The A4103 is a single lane, local distributor road, connecting Hereford with Worcester. In the vicinity of Withington, the A4103 is subject to a 40mph speed limit.

2.3 Forming a priority junction with the A4103, and routing towards the application site from the south, is Withies Road, which is the subject of a 30mph speed limit.

2.4 At the north-easternmost extent of Withington, Withies Road forks into the C1130 and C1131. The former routes east, passing by the south of the application site towards Westhide, whilst the latter routes north towards the A465. It should be noted that the C1130 is currently used for agricultural purposes, serving farmland to the north of the application site; on this basis, it is considered that the C1130 is suitable to accommodate such traffic.

2.5 The A465 routes to the north of the application site as a single lane, local distributor road, forming a priority junction with the A4103 to the south-west and a roundabout junction with the A417 to the north-east. The A465 is subject to a 60mph speed limit.

Local Highway Safety

2.6 Personal Injury Collision (PIC) data has been obtained from HC for the most recent five year period available, until 24th June 2021, within Withington, off the A4103, as well as the C1130, C1131 and A465 (in the vicinity of the junction with the C1130). This area has been assessed as it will be utilised by vehicles routing towards the application site for construction and servicing purposes.

2.7 The review indicated that a total of four PICs had occurred within the study area, during the assessment period, in and around the built up area of Withington, all of which were recorded as 'slight' in severity. **Appendix B** contains the full PIC report and a plan demonstrating the locations of each incident.

2.8 The PICs described in this section represent the only collisions to have occurred along any of the proposed traffic routes included in this CTMP.

2.9 The first PIC occurred on Tuesday 30th May 2017 at 10:50 on a dry road surface. The incident was located on the A4103, approximately 75m east of the junction with Withies Road. A car travelling westbound on the A4103 swerved into the southern verge, before overcorrecting and colliding with a second vehicle travelling eastbound. The first car then corrected themselves and collided with the rear of a third car in the westbound lane. The drivers of the first two vehicles were treated for slight injuries, the causation was attributed to illness or disability in the first driver.

2.10 The second PIC occurred on Monday 4th February 2019 at 16:19 on a wet / damp road surface. The incident was located on Withies Road, approximately 125m north-east of the junction with the A4103. A delivery vehicle, parked on the side of the road, pulled out onto the road whilst failing to spot a cyclist, causing a collision between the two. The cyclist was treated for slight injuries, the causation was attributed to a blind spot on the delivery vehicle.

2.11 The third PIC occurred on Tuesday 30th April 2019 at 15:38 on a dry road surface. The incident was located at the Southbank priority junction. A car was travelling northbound on an unnamed road, when a child ran into the road from Southbank. The child was struck by the car and was treated for slight injuries, the causation was attributed to the fact the child did not look properly before entering the road, combined with the presence of parked vehicles obscuring their view.

2.12 The final PIC occurred on Thursday 8th October 2020 at 08:58 on a dry road surface. The incident was located on the A4103, approximately 95m south-west of the A4103 / Withies Road junction. A car was travelling westbound into Hereford, when they lost control of the vehicle and collided with a car travelling in the opposite direction. Both drivers were treated for slight injuries, the offending driver tested positive for alcohol and / or drugs.

2.13 Based on the PIC data collected from HC, there is no apparent clustering of incidents over the most recent five-year period. Furthermore, the causation attributed to each recorded PIC indicates driver or pedestrian error, as opposed to an inherent highway safety concern. It is therefore concluded that the development of the application site will not result in a proliferation of PICs on the local highway network.

Existing Traffic Flows

2.14 To establish existing average traffic flows and speeds in the vicinity of the permanent site access for maintenance purposes, an Automatic Traffic Count (ATC) were undertaken on the C1131 by 360TSL, an independent traffic surveyor. The ATC was undertaken from Thursday 13th to Wednesday 19th May 2021.

2.15 The observed weekday average traffic flows are summarised in **Table 2.1**, with the full ATC results provided at **Appendix C**.

Time Period	Direction	Two-Way Vehicle Flows
AM Network Peak (08:00 - 09:00)	North-eastbound	9
	South-westbound	11
	Total	**20**
PM Network Peak (17:00 - 18:00)	North-eastbound	8
	South-westbound	9
	Total	**17**
Daily (24-hour)	North-eastbound	106
	South-westbound	104
	Total	**210**

Table 2.1: Summary of Average Weekday Vehicle Traffic Flows

2.16 As **Table 2.1** highlights, 20 two-way vehicle trips were recorded on the adjacent highway in the AM network peak (08:00 – 09:00), 17 two-way vehicle trips during the PM network peak (17:00 – 18:00) and 210 vehicle trips over a 24-hour period.

2.17 **Table 2.2** sets out the average and 85th percentile speeds recorded by the ATC.

Direction	Average Speed	85th Percentile Speed
North-eastbound	36.3mph	44.5mph
South-westbound	31.0mph	37.3mph

Table 2.2: Average and 85th Percentile Speeds

3 Routing and Site Access

Routing of Construction Traffic to Site

3.1 The majority of construction vehicles will travel to / from the A465 to the north of the site to a farmstead, where materials will be stored and then transported via smaller vehicles to the application site, and this is detailed further in this section. **Appendix D** contains a plan demonstrating the routing option to the proposed main construction access point off the public highway for the site (to the north of the application site), as denoted in red dashed line.

3.2 A swept path analysis of the largest expected vehicle to use this route to the site, which is an articulated lorry, is also included in **Appendix D**, turning from the A465 and along the C1130 to the access point that will serve the site from the public highway.

3.3 The transformer will be delivered on an articulated low loader and due to the swept path of this vehicle, it cannot be transported along the main construction access track by a smaller vehicle. As such, the transformer will be delivered via the C1131, to the south of the site. Whilst the majority of construction vehicles will travel to / from site via the main construction access route to the north of the site, it is envisaged that some construction vehicles will need to access the site from the south, alongside the transformer delivery.

3.4 A routing plan and swept path analysis drawing have been produced and provided at **Appendix E**, which demonstrates an articulated low loader vehicle accessing and egressing the site in a forward gear, from the A4103 to the south of the application site and along the C1131.

3.5 Two possible points of access are available off the C1131 to the site and analysis indicates that some sections of the existing fencing in the vicinity of the site access points may need to be removed or altered to allow access and egress by the low loader. It is considered that the access points off the C1131 will act as supplementary construction accesses.

3.6 These supplementary construction access points are currently utilised for agricultural purposes, with large vehicles accessing and egressing regularly and are therefore considered suitable to accommodate access by the proposed vehicle. Should removal of hedgerow be required to achieve access, all works will be undertaken within the clients land and not within the highway; however, this is not forecast to be required.

3.7 Furthermore, the lack of any collisions along the C1131 indicates that the access points currently operate safely and suitably, and will continue to do so in future.

3.8 It was noted during the second consultation stage that residents had concerns regarding hedgerow and highway integrity following the delivery of the transformer. **Section 6** of this report sets out the purpose of a condition survey to ensure no damage befalls the highway network. Furthermore, the low loader will only be required to make one trip to the site, thereby reducing its impact on the highway.

3.9 The swept path analysis indicates that a vehicle may require use of the adjacent verge to perform manoeuvres; to account for this, a condition survey is offered and further discussed in **Section 6**. Note, access to the site from the C1131 by a low loader will only involve two vehicle trips, to / from the site, during the construction period.

3.10 There are no height or weight restrictions on the identified routes, either from the A4103 or the A465.

3.11 As previously stated, the public consultation identified concerns with the main route for construction traffic being proposed via the C1131 to the south of the site, therefore, the proposed routing strategy has taken this into account and avoided the use of this route as the main access point during the construction period, keeping its use to a minimum, as a supplementary access route. This will significantly reduce the impact on Withington, Dodmarsh and Westhide, as deliveries routing through these villages will be kept to a minimum.

3.12 The appointed contractor, and by extension delivery drivers travelling to the site, will be required to adhere with the routing measures set out within this CTMP. The CTMP will be provided to the appointed contractor prior to works commencing, and will be made available in shared construction facility areas.

Main Construction Access Off C1130

3.13 As identified previously, the main construction access will be to the north of the application site from the C1130, via an existing access to a farmstead. Materials will be held in a storage area / compound within the main farmstead, with smaller vehicles then shuttling to the application site to the south in a 'just-in-time' fashion.

3.14 The internal route from the main farmstead area to the application site to the south (approximately 500m) will utilise existing farm vehicle routes across fields that will be reinforced to a suitable standard, likely with a crushed aggregate.

3.15 Part of the access route from the C1130 is also a bridleway, 'Withington Bridleway 21'. Given the temporary nature of the construction period and that this route is already used by large agricultural machinery and the excellent safety record of the local highway network, it is considered that this route is suitable for construction traffic associated with the proposed solar farm. The location of the proposed construction access, storage area, internal route and route of the bridleway is demonstrated in **Figure 3.1**.

Figure 3.1: Main Construction Access and Layout

Bridleway

3.16 To protect the existing Bridleway, signage and fencing, as well as a signposted speed limit for drivers, will be erected to ensure users of the Bridleway are aware of the movement of large vehicles in the area; it is noted that agricultural vehicles currently utilise the Bridleway to access the farmland, and therefore those travelling on the Bridleway will likely already take care when doing so.

3.17 Furthermore, appropriately trained banksmen will assist in guiding vehicles from the highway to the construction compound, further increasing safety for those travelling on the Bridleway.

Visibility Assessment

Main Construction Access off the C1130

3.18 To demonstrate the suitability of the main construction access to accommodate increased traffic flows, maximum visibility splays have been plotted onto the adjacent C1130. With regards to the 'X' distance, the standard 2.4m has been applied.

3.19 The visibility assessment drawing, provided at **Appendix F**, demonstrates maximum achievable visibility splays of 2.4m x 161.6m and 2.4m x 63.5m to the west and east, respectively (measured to the centre line as the C1130 is a single lane width carriageway). These maximum visibility splays are suitable for design speeds of approximately 53mph and 31mph to the north and south, respectively (based on DMRB calculation parameters of a 2 second reaction time and 2.45m/s deceleration rate).

3.20 It is considered that the splays demonstrated in **Appendix F** are suitable onto the C1130 given the width and alignment of the C1130, as well as it being an existing access that already serves large farm machinery and there are no recorded accidents in the vicinity of this junction in the previous 5 years. Furthermore, it is only a temporary access for the construction period of the solar farm and will not be used in association with the solar farm use following completion of the construction phase.

Supplementary Construction Access off the C1131

3.21 Two junction visibility assessments have been undertaken for the two existing access points, utilising the ATC data summarised in **Section 2**.

3.22 Manual for Streets 2 (MfS2) indicates in Table 10.1 that, where design speeds are greater than 60kph (37mph), a Design Manual for Roads and Bridges (DMRB) compliant reaction time of 2 seconds should be utilised.

3.23 In terms of the deceleration rate, paragraph 1.3.6 of MfS2 states that *'it is only where actual vehicle speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended'*.

3.24 The recorded 85th percentile speeds (design speeds) were found to be greater than 37mph (44.5mph north-eastbound and 37.3mph south-westbound) and, as such, a 2 second reaction time has been used in the visibility splay calculations. Whilst average speeds are below 40mph (36.3mph north-eastbound and 31mph south-westbound) and therefore support the use of the absolute minimum deceleration rate of 3.68m/s; notwithstanding, the robust deceleration rate of 2.45m/s has been used.

3.25 Therefore, the visibility splay requirements, based on the identified parameters, are as follows:

i) To the south-west – 121m; and
ii) To the north-east – 91m.

3.26 In relation to the 'X' distance, a standard 2.4m has been applied.

3.27 Two access visibility assessment drawings have been produced, and provided at **Appendix G**, demonstrating the emerging visibility splays of 2.4m x 121m and 2.4m x 91m to the north-east and south-west, respectively.

3.28 Visibility splays are achievable within the adopted highway boundary and client owned land to the north of the highway, and are not reliant on third party land. Adopted highway boundary data is provided at **Appendix H**.

4 Site Management

Construction Compound

4.1 A construction compound has been identified within the farm land to the north of the application site as part of the agreement with the land owner. This compound will provide space for facilities, storage and parking.

4.2 Delivery vehicles will transport equipment and materials to the farmstead, unloading and loading at the predetermined location; from there, smaller vehicles will transport the required construction elements to the application site along the temporary access track to the application site.

4.3 **Appendix I** contains an indicative plan demonstrating a potential arrangement of the compound. Included on the drawing are indicative parking areas, welfare facilities and remaining area for plant and material storage. Also contained within the drawings are indicative vehicle swept paths for a 16.5m articulated lorry and 11m rigid truck, demonstrating that they are able to access and egress the area in a forward gear, utilising the land to perform a turning manoeuvre.

Banksmen

4.4 All on-site construction vehicles will enter and exit the site in forward gear from both access locations to the north and south of the application site. An appropriately trained, qualified, and certified banksmen will be in place to assist in the guidance of heavy and large construction / delivery vehicles and supervise unloading.

4.5 The banksmen will also oversee the transportation of goods from the site compound area to the application site itself.

Road Closures

4.6 No road closures are anticipated to be required during the construction or operation stages of the solar farm.

Maintaining Signage

4.7 Maintaining signage and barriers associated with the site will be the responsibility of the contractor, as the application site is rural, it is not anticipated that the regime of signage, barrier inspection and maintenance will have a severe impact on the highway.

5 Vehicle Trip Attraction

Construction Phase

5.1 Construction at the site will be carried out Monday to Friday 08:00 – 18:00, and Saturdays 08:00 – 13:30. No construction or deliveries will take place on Sundays or Bank Holidays. In order to be considerate to local residents, construction traffic associated with the solar farm will be co-ordinated to avoid vehicle movements during the AM (08:00 – 09:00) and PM (17:00 – 18:00) local highway network peak hours, as well as the school PM peak (15:00 – 16:00).

5.2 The construction phase includes the preparation of the site, erection of security fencing and CCTV, assembly and erection of the PV arrays, and installation of the inverters and grid connection.

5.3 A maximum of up to 20 – 30 construction workers are anticipated to be on site during peak times during the construction period. A temporary construction compound area will be provided in the same location as the material storage, as identified in **Figure 3.1**. Ample parking space will be provided within the farmstead for construction workers; as such, no overspill car parking will occur on the local highway network.

5.4 The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor; however, it is envisaged that a number of the non-local workforce will stay at local accommodation and be transported to the site by minibus to minimise the impact on the local highway network.

5.5 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 movement is controlled and kept to a minimum.

5.6 The components which are required to construct the solar farm will predominantly arrive via articulated lorries or up to 12m rigid trucks. The largest vehicle that will be required to access the site will most likely be a low loader to transport the transformer, as detailed in **Section 3**.

5.7 **Table 5.1** sets out forecast vehicle movements associated with the construction phase at the application site. These trips have been determined based on the size of the application site and other solar farm projects within the UK. In determining an approximate vehicle trip attraction, it has been assumed construction will last 25 weeks.

Activity	Vehicle Size	Number of Deliveries (movements)
Site compound facilities and temporary fencing	10m Hiab Lorry	13 (26 two-way movements)
Temporary Access Track	10m Hiab Lorry	38 (76 two-way movements)
Modules	Articulated Lorry	105 (210 two-way movements)
Inverters	Articulated Lorry	10 (20 two-way movements)
Piles	Articulated Lorry	25 (50 two-way movements)
Framework	Articulated Lorry	45 (90 two-way movements)
Cable	Articulated Lorry	37 (74 two-way movements)
Field array substation transformers	Articulated Lorry	9 (18 two-way movements)
Aggregate for field array substations	10m Tipper Truck / Articulated Lorry	45 (90 two-way movements)
Crane for lifting / positioning substations	16m Mobile Crane	9 (18 two-way movements)
Fencing	10m Hiab Lorry	40 (80 two-way movements)
Other construction and plant	Various 10m low/side Loaders and Hiabs	33 (66 two-way movements)
Site skips	10m Rigid Truck	63 (126 two-way movements)
Fuel, water, small materials	Large Van	40 (80 two-way movements)
Transformer	Low loader lorry	1 (2 two-way movements)
Substation Compound Construction	Van	Two per weekday (Four two-way trips on a **daily** basis)
	10m Hiab Lorry	300 (600 two-way movements)
Staff on-site	Minibus for mechanical installer and private vehicles for installers	20 private vehicles (40 two-way movements on a **daily** basis)
Total		**Approximately 55 two-way trips per day**

Table 5.1: Anticipated Vehicle Movements During Construction of the Solar Farm

5.8 It is important to note that whilst a 25-week construction period has been identified, and vehicle trips have been assumed across this period, the actual construction process will not see a constant flow of vehicles. The commencement and conclusion of the estimated 25-week timescale will see lower levels of activity, with peak movement occurring in the middle of the process for three to four months.

Operational Phase

5.9 Once operational, there are anticipated to be around 2 visits a month to the site a year for equipment maintenance. These would typically be made by light van or 4x4 vehicles. Access to the site for maintenance, which would be off the C1131 to the south of the site.

5.10 Space will remain within the site for such a vehicle to turn around to ensure that the vehicle can enter and exit the site in a forward gear.

6 Mitigation Measures for Noise, Vibration, Dust and Dirt

6.1 Wheel-washing facilities will be provided at the site, therefore construction and delivery vehicles exiting the site will not take mud or debris into the farmland to the north or onto the site-adjacent highway.

6.2 It is proposed that wheel-washing facilities will be provided in the form of a portable automated high-pressure wheel washer with motion sensors to conserve water.

6.3 The following mitigation measures will also be adopted to minimise noise, vibration, and dust pollution:

i) Requirement for all engines to be switched off when not in use;
ii) Spraying of areas with water as and when conditions dictate; and
iii) Vehicles carrying waste material off-site will be sheeted.

Condition Survey

6.4 A highway condition survey can be carried out and submitted to the highway authority prior to commencing construction on-site. This ensures any damage from the construction works is noted and corrected before construction ends, ensuring the safe continued use of the local highway network. Furthermore, and as previously stated, it is likely that the vehicle transporting the transformer for the development will require use of the verge along the southern unnamed road when accessing / egressing the site. A condition survey would help the council identify sections of the highway that require maintenance and made good again following construction of the solar farm.

6.5 A full scope will be agreed with the relevant consultees in advance of undertaking.

7 Contractor Responsibility

7.1 Alongside measures already mentioned in this report, it will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction and movement activities. It will also be the responsibility of the contractor to deal with any issues related to fuel and oil storage, together with a strategy for dealing with any spillages.

7.2 Details of the main contractor, project manager, and site manager will be provided to the local highway authority when the roles have been appointed by the client.

7.3 The appointed contractors will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the on-site induction and a copy of the CTMP will also be made available within the contractors' compound.

8 Summary and Conclusion

8.1 This CTMP has assessed a number of construction traffic related matters with reference to the development of the application site. This report has demonstrated the following:

i) There are no inherent highway safety concerns in the vicinity of the application site;
ii) Junction visibility from the access points to the north and south of the application site are suitable to accommodate the low proposed increase in vehicle trips;
iii) The farmstead to the north of the application site will accommodate storage and welfare facilities;
iv) The temporary construction works will not attract a significant level of vehicle trips, with the future operation of the site only attracting a low volume of trips per year. Overall, vehicle trips will not result in a severe impact on the local highway network.

8.2 This CTMP has addressed the key construction traffic related issues arising from the proposed development. It is concluded that the development proposals are safe and suitable, and they will not result in a significant impact on highway safety or a severe impact on the local highway network, in accordance with paragraph 111 of the NPPF.

COTSWOLD TRANSPORT PLANNING

Appendix A

Site Layout Plan

S:\PROJECTS\3350 - 3359\3352 - Westhide Solar\3 GRAPHICS\CAD\PLOT FILES

Inset Map C

Refer to Inset Map C

Thing-hill Court

Tank

Pond

Ditch

Woodland to be retained under management by Westhide Estate during the life of the solar development for screening and landscaping purposes - full access to these areas to be provided to Westhide Estate.

Existing trees

Spares container

Permissive path

Hibernacula

FIELD F

FIELD G

FIELD H

FIELD I

FIELD E

FIELD D

FIELD C

FIELD A

2.5 m high solar panels

Refer to Inset Map A

Gate

Solar panels

CCTV camera

Inverter/transformer

Permissive path

New hedgerow planting

2.5 m high solar panels

3 m high solar panels

Access track

Woodland to be retained under management by Westhide Estate during the life of the solar development for screening and landscaping purposes - full access to these areas to be provided to Westhide Estate.

2.5m high post & wire fencing

New wildflower grassland sown around panels

Main site access

Overhead lines

Construction access

Flood Zone 3

Flood Zone 2

Wild bird seed mix grassland

Substation

Existing trees

GCN buffer/corridor

Woodland to be retained under management by Westhide Estate during the life of the solar development for screening and landscaping purposes - full access to these areas to be provided to Westhide Estate.

Refer to Inset Map B

Inset Map B

Refer to Inset Map A

Permissive path to use existing gate

Brick House

The Salt Pot

Permissive path to use existing track and gate

New Cottages

Stoney Croft

Belmont Farm

71m

76.5m

73.2m

66.8m

66.6m

64.3m

N

GENERAL NOTES:

1. ALL DIMENSIONS AND LEVELS SHALL BE CHECKED ON SITE PRIOR TO CONSTRUCTION WORK COMMENCING.
2. ALL LANDSCAPE DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEER'S AND ARCHITECT'S DRAWINGS AND SPECIFICATIONS.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE SPECIFICATION.
4. ANY DISCREPANCY CONCERNING THE DRAWINGS SHOULD BE REFERRED TO THE CA IMMEDIATELY.
5. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
6. ALL LEVELS IN METRES.
7. DO NOT SCALE OFF THIS DRAWING.
8. EXISTING SERVICE ALIGNMENTS SHALL BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO CONSTRUCTION WORK COMMENCING.

Site boundary

Existing

- Existing woodland
- Existing tree (surveyed)
- Existing hedgerow (surveyed) all to be retained and enhanced to 3m high winter cut height
- Existing overhead utility/electricity lines (surveyed)
- Existing water course / pond
- Existing tree planting retained and enhanced
- Flood zone 2
- Flood zone 3

Proposed

- Proposed tree planting (*Indicative - refer to Landscape Mitigation and Enhancement Plans*)
- Poor quality trees to be removed (please refer to arb survey, drwg # 210409-WSS-SP-AM)
- New species-rich hedgerow planting
- Proposed species-rich grassland
- Proposed wild bird seed mix grassland (0.5 ha total)
- Great Crested Newt (GCN) ecological buffer
- Hibernacula
- 2.5 m high post and wire fencing to have mammal gates for mammal access
- 2.4 m high palisade fencing (around DNO customer substation)
- Access track
- CCTV camera
- Inverter transformer unit
- DNO switch housing
- Customer substation
- Substation hardstanding
- Proposed solar panels 2.5 m high
- Proposed solar panels 3 m high
- Permissive path

DRAWING NOTES:

Fields A, G, H and I to have 2.5 m high solar panels and 3m high for the others.

During the design development process Field B was removed from the proposals and, therefore, it is not shown or referred to on the Masterplan.

Rev:	Date:	Description:	Drawn	Ch'd
A	21/09/2021	Ecology and landscape additions as per comments	GS	JH
B	04/10/2021	Site access and permitted path amended as per comments	GS	JH
C	01/11/2021	Contours added	GS	JH
D	16/11/2021	Substation relocated and redline boundary updated. Minor amendments as per comments	JH	AS
E	18/11/2021	Redline boundary update	JH	AS
F	23/11/2021	Redline boundary update	JH	AS

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CLIENT
ERSUN (WESTHIDE SPV) LTD

PROJECT
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TITLE
MASTERPLAN

Status:	Drawn:	Checked:
PLANNING	GS	JH
Scale:	Date:	Approved:
1:2,000@A1	20.07.21	GM

Drawing Number: 3352_L_GA_0_01 Rev: F

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Environmental Planning EIA Landscape Architecture Ecology

COTSWOLD TRANSPORT PLANNING

Appendix B

PIC Data


PIC Location Plan
Withington Village Hall
Withington Playground
Coppice Cl
Withies Rd
Hillview Ave
Withies Cl
Withies Cl
Solutions Driver Training
828431
Malt & Salt
Takeout
Meadow Cl
837044
Southbank
Southbank
Willowfields
Withies Rd
Orchard House
Residential Care
197914
A4103
993819
Mel Weaver Upholsterers
Chapel Rd
Whitestone
Baptist Chapel
A4103
0
100
200
300 m

Contributory Factors Report Summary - CotswoldTP - HR1 3RR Withington area data request

Accidents Found Date Range: 30/05/2017 - 08/10/2020
Grid Coordinate Range: 355892,242824 - 356445,242990
Accident Date BETWEEN '01-Jan-2016' AND '24-Jun-2021'

Accident Severity

	2017	2019	2020	Total
Slight	**1**	**2**	**1**	**4**
Total	**1**	**2**	**1**	**4**

Casualty Severity

	2017	2019	2020	Total
Slight	**2**	**3**	**2**	**7**
Total	**2**	**3**	**2**	**7**

Casualty KSI

	2017	2019	2020	Total
Slight	**2**	**3**	**2**	**7**
Total	**2**	**3**	**2**	**7**

CotswoldTP - HR1 3RR Withington area data request

Accident Date BETWEEN '01-Jan-2016' AND '24-Jun-2021'

Accident Reference:197914 Slight A4103 WITHINGTON APP 80M EAST OF J/W WITHIES RD Accident 1 of 4

Tuesday 30/05/2017 10:50 Grid Coords 356064/242858 Daylight Daylight

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description

V001 IS TRAVELLING WEST ALONG A4103 IN THE AREA OF WITHINGTON, HEREFORD. AS DRIVER OF V001 IS TRAVELLING ALONG A BRIEF STRAIGHT SECTION OF CARRIAGEWAY, HE LEAVES THE CARRIAGEWAY TO THE NEARSIDE, BUT THEN RE-ENTERS APPROXIMATELY 20 METRES FURTHER ON. V001 THEN TRAVELLED ACROSS THE LANE AND COLLIDED WIT HTHE ONCOMING AND CORRECTLY PROCEEDING V003. V001 THEN COLLIDED WITH THE FRONT OF V002. V002 CAME TO REST ON THE CARRIAGEWAY. V001 CAME TO REST ON ITS OFFSIDE GRASS VERGE.

Vehicles

1 Car	Going ahead other	No skid	Not requested	E to W	Male Age 79
2 Goods unknown weight	Going ahead other	No skid	Negative	W to E	Male Age 35
3 Car	Going ahead other	No skid	Not requested	W to E	Male Age 67

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 79
2 Driver or Rider	Slight	Vehicle no.2	Male 35

Accident Reference:828431 Slight SPRINGFIELD ROAD AT JUNCTION WITH WITHIES ROAD Accident 2 of 4

Monday 04/02/2019 16:19 Grid Coords 356143/242990 Daylight Daylight

Surface Wet/Damp Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
710 Vehicle blind spot (Driver/Rider - Vision Affected)	Vehicle 002	Very likely	Yes

Accident Description

V1 DELIVERY DRIVER STOPPED TO OFFSIDE OF ROAD FACING DOWNWARD GRADIENT FOR DELIVERY JUNCTION TO HIS LEFT. WAITING FOR VEHICLE TO MOVE OUT OF JUNCTION ONTO MAIN ROAD. DRIVER DOES CHECKS AND OFF AND FAILS TO SEE CYCLIST TRAVELLING ON MAIN ROAD, MOVES OUT AND MAKES CONTACT WITH CYCLIST, TO FRONT N/S DOOR. CYCLIST DEMANDS £200 CASH FOR TRAINERS.

Vehicles

1 Pedal Cycle	Going ahead other	No skid	Not applicable	NE to SW	Male Age 35
2 Van/Goods < 3.5t	Turning right	No skid	Negative	SW to SE	Male Age 36

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 35

Accident Reference: 837044 | Slight | UC RD BET A4103 - WITHIES RD WHITESTONE J/W SOUTHBANK | Accident 3 of 4

Tuesday 30/04/2019 15:38 | Grid Coords 356445/242944 | Daylight Daylight

Surface Dry | Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	Casualty 00	Very likely	Yes
802 Failed to look properly (Pedestrian)	Casualty 00	Very likely	

Accident Description

V1 WAS TRAVELLING NORTH ON AN UNCLASSIFIED ROAD IN WHITESTONE, HEREFORD.THE ROAD RUNS BETWEEN , A4103 AND WITHIES ROAD. AS VEHICLE 1 APPROACHED SOUTHBANK A HOUSING ESTATE ON OFFSIDE, A CHILD WHO WAS WITH THEIR MOTHER, RAN ACROSS THE ROAD, IN THE PATH OF V1 AS HE HAD SEEN HIS SIBLINGS. V1 BRAKED HEAVILY BUT COULD NOT AVOID COLLISION. THE CHILD WAS STRUCK ON THEIRBOTTOM AT APPROX 15MPH WHICH THEN THREW THE CHILD INTO THE AIR WHERE HE LANDED AND STRUCK HIS HEAD.

Vehicles

1 Car	Going ahead other	No skid	Not requested	S to N	Female Age 30

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Female 30
2	Pedestrian	Slight	Vehicle no.1	Male 5

Accident Reference: 993819 | Slight | A4103 AT WITHINGTON O/S KILN HOUSE | Accident 4 of 4

Thursday 08/10/2020 08:58 | Grid Coords 355892/242824 | Daylight Daylight

Surface Dry | Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
501 Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes

Accident Description

Driver v1 was travelling into Hereford when she lost control of the car and hit the other car, Toyato Avensis, she tried to swerve and went into the fence causing quite a bit of damage to the fence of Kiln House . The Toyota was driving away from Hereford.

Vehicles

1 Car	Going ahead other	Skid	Positive	NE to SW	Female Age 40
2 Car	Going ahead other	No skid	Negative	SW to NE	Male Age 46

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Female 40
2	Driver or Rider	Slight	Vehicle no.2	Male 46

COTSWOLD TRANSPORT PLANNING

Appendix C

ATC Data

Westhide ATC

Direction: Northeastbound

Hour Beginning	Thu May 13	Fri May 14	Sat May 15	Sun May 16	Mon May 17	Tue May 18	Wed May 19	5-Day Ave.	7-Day Ave.
00:00	1	0	0	1	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0
05:00	2	3	1	1	1	0	0	1	1
06:00	2	1	0	0	1	1	3	2	1
07:00	3	8	1	0	4	7	2	5	4
08:00	5	10	2	2	8	11	10	9	7
09:00	9	6	5	5	11	9	5	8	7
10:00	8	7	4	11	7	10	8	8	8
11:00	9	8	8	5	7	10	6	8	8
12:00	5	5	4	4	9	5	2	5	5
13:00	7	11	11	5	9	6	8	8	8
14:00	13	12	1	12	8	8	7	10	9
15:00	4	10	8	7	11	11	5	8	8
16:00	4	7	9	6	11	5	11	8	8
17:00	8	4	2	2	10	13	5	8	6
18:00	6	7	1	3	9	8	7	7	6
19:00	2	4	4	2	4	9	1	4	4
20:00	3	1	1	0	6	8	3	4	3
21:00	4	1	0	1	1	0	1	1	1
22:00	0	0	1	0	2	0	3	1	1
23:00	0	1	2	0	0	2	0	1	1
Total									
12H(7-19)	81	95	56	62	104	103	76	92	82
16H(6-22)	92	102	61	65	116	121	84	103	92
18H(6-24)	92	103	64	65	118	123	87	105	93
24H(0-24)	95	106	65	67	119	123	88	106	95
AM Peak	09:00	08:00	11:00	10:00	09:00	08:00	08:00	08:00	10:00
	9	10	8	11	11	11	10	9	8
PM Peak	14:00	14:00	13:00	14:00	15:00	17:00	16:00	14:00	14:00
	13	12	11	12	11	13	11	10	9

360 TSL Ltd

Direction: Southwestbound

Hour Beginning	Thu May 13	Fri May 14	Sat May 15	Sun May 16	Mon May 17	Tue May 18	Wed May 19	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	0	0	0	0	1	0	0	0	0
05:00	1	1	1	1	1	0	1	1	1
06:00	3	2	0	0	0	1	2	2	1
07:00	5	10	1	0	8	12	4	8	6
08:00	9	9	7	3	13	10	15	11	9
09:00	4	3	5	7	7	12	5	6	6
10:00	6	13	5	9	8	5	5	7	7
11:00	4	6	6	5	5	6	3	5	5
12:00	5	9	9	6	7	13	3	7	7
13:00	8	8	7	4	7	5	8	7	7
14:00	6	16	7	9	6	6	8	8	8
15:00	7	5	6	4	15	5	7	8	7
16:00	8	9	2	3	13	14	10	11	8
17:00	9	10	4	1	6	14	8	9	7
18:00	5	6	3	7	6	7	3	5	5
19:00	1	1	3	0	5	2	2	2	2
20:00	1	2	1	2	6	0	3	2	2
21:00	1	0	0	1	1	0	2	1	1
22:00	0	1	3	0	4	2	0	1	1
23:00	0	0	0	0	1	0	1	0	0
Total									
12H(7-19)	76	104	62	58	101	109	79	94	84
16H(6-22)	82	109	66	61	113	112	88	101	90
18H(6-24)	82	110	69	61	118	114	89	103	92
24H(0-24)	83	111	70	62	120	114	91	104	93
AM Peak	08:00	10:00	08:00	10:00	08:00	07:00	08:00	08:00	08:00
	9	13	7	9	13	12	15	11	9
PM Peak	17:00	14:00	12:00	14:00	15:00	16:00	16:00	16:00	16:00
	9	16	9	9	15	14	10	11	8

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Direction: Total Flow

Hour Beginning	Thu May 13	Fri May 14	Sat May 15	Sun May 16	Mon May 17	Tue May 18	Wed May 19	5-Day Ave.	7-Day Ave.
00:00	1	0	0	1	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	0	0	0	0	1	0	1	0	0
05:00	3	4	2	2	2	0	1	2	2
06:00	5	3	0	0	1	2	5	3	2
07:00	8	18	2	0	12	19	6	13	9
08:00	14	19	9	5	21	21	25	20	16
09:00	13	9	10	12	18	21	10	14	13
10:00	14	20	9	20	15	15	13	15	15
11:00	13	14	14	10	12	16	9	13	13
12:00	10	14	13	10	16	18	5	13	12
13:00	15	19	18	9	16	11	16	15	15
14:00	19	28	8	21	14	14	15	18	17
15:00	11	15	14	11	26	16	12	16	15
16:00	12	16	11	9	24	19	21	18	16
17:00	17	14	6	3	16	27	13	17	14
18:00	11	13	4	10	15	15	10	13	11
19:00	3	5	7	2	9	11	3	6	6
20:00	4	3	2	2	12	8	6	7	5
21:00	5	1	0	2	2	0	3	2	2
22:00	0	1	4	0	6	2	3	2	2
23:00	0	1	2	0	1	2	1	1	1
Total									
12H(7-19)	157	199	118	120	205	212	155	186	167
16H(6-22)	174	211	127	126	229	233	172	204	182
18H(6-24)	174	213	133	126	236	237	176	207	185
24H(0-24)	178	217	135	129	239	237	179	210	188
AM Peak	08:00	10:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00
	14	20	14	20	21	21	25	20	16
PM Peak	14:00	14:00	13:00	14:00	15:00	17:00	16:00	16:00	14:00
	19	28	18	21	26	27	21	18	17

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Westhide ATC

Direction: Northeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 13 May	95	49	40	1	5
Fri 14 May	106	49	55	2	0
Sat 15 May	65	31	32	0	2
Sun 16 May	67	39	26	0	2
Mon 17 May	119	48	71	0	0
Tue 18 May	123	55	63	0	5
Wed 19 May	88	43	42	0	3
5 Day Ave.	106	49	54	1	3
7 Day Ave.	95	45	47	0	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 13 May	100.0%	51.6%	42.1%	1.1%	5.3%
Fri 14 May	100.0%	46.2%	51.9%	1.9%	0.0%
Sat 15 May	100.0%	47.7%	49.2%	0.0%	3.1%
Sun 16 May	100.0%	58.2%	38.8%	0.0%	3.0%
Mon 17 May	100.0%	40.3%	59.7%	0.0%	0.0%
Tue 18 May	100.0%	44.7%	51.2%	0.0%	4.1%
Wed 19 May	100.0%	48.9%	47.7%	0.0%	3.4%
5 Day Ave.	100.0%	46.0%	51.0%	0.6%	2.4%
7 Day Ave.	100.0%	47.4%	49.6%	0.5%	2.6%

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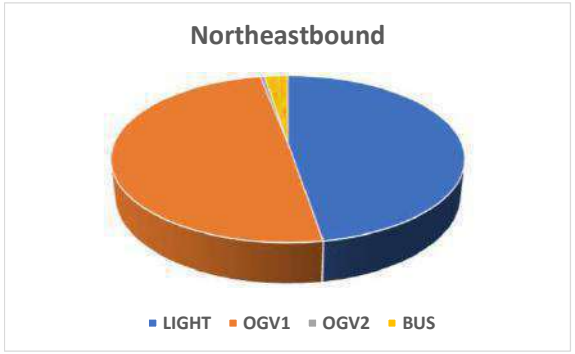

Direction: Southwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 13 May	83	66	17	0	0
Fri 14 May	111	91	20	0	0
Sat 15 May	70	68	2	0	0
Sun 16 May	62	57	5	0	0
Mon 17 May	120	98	21	1	0
Tue 18 May	114	99	15	0	0
Wed 19 May	91	73	17	0	1
5 Day Ave.	104	85	18	0	0
7 Day Ave.	93	79	14	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 13 May	100.0%	79.5%	20.5%	0.0%	0.0%
Fri 14 May	100.0%	82.0%	18.0%	0.0%	0.0%
Sat 15 May	100.0%	97.1%	2.9%	0.0%	0.0%
Sun 16 May	100.0%	91.9%	8.1%	0.0%	0.0%
Mon 17 May	100.0%	81.7%	17.5%	0.8%	0.0%
Tue 18 May	100.0%	86.8%	13.2%	0.0%	0.0%
Wed 19 May	100.0%	80.2%	18.7%	0.0%	1.1%
5 Day Ave.	100.0%	82.3%	17.3%	0.2%	0.2%
7 Day Ave.	100.0%	84.8%	14.9%	0.2%	0.2%

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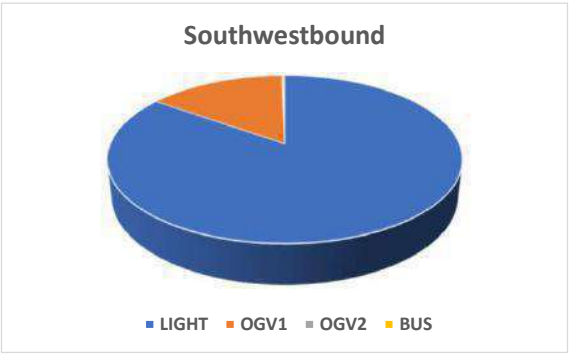

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 13 May	178	115	57	1	5
Fri 14 May	217	140	75	2	0
Sat 15 May	135	99	34	0	2
Sun 16 May	129	96	31	0	2
Mon 17 May	239	146	92	1	0
Tue 18 May	237	154	78	0	5
Wed 19 May	179	116	59	0	4
5 Day Ave.	210	134	72	1	3
7 Day Ave.	188	124	61	1	3

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 13 May	100.0%	64.6%	32.0%	0.6%	2.8%
Fri 14 May	100.0%	64.5%	34.6%	0.9%	0.0%
Sat 15 May	100.0%	73.3%	25.2%	0.0%	1.5%
Sun 16 May	100.0%	74.4%	24.0%	0.0%	1.6%
Mon 17 May	100.0%	61.1%	38.5%	0.4%	0.0%
Tue 18 May	100.0%	65.0%	32.9%	0.0%	2.1%
Wed 19 May	100.0%	64.8%	33.0%	0.0%	2.2%
5 Day Ave.	100.0%	63.9%	34.4%	0.4%	1.3%
7 Day Ave.	100.0%	65.9%	32.4%	0.3%	1.4%

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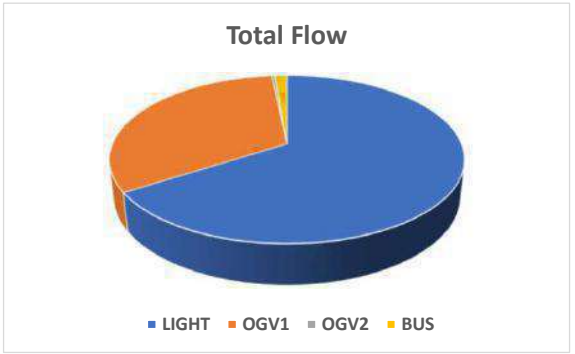

Westhide ATC

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Thu 13 May	95	43.0	35.9	6.8	0	0	4	16	24	23	19	8	1	0	0	0
Fri 14 May	106	45.4	36.3	8.8	0	6	2	9	28	30	17	8	3	3	0	0
Sat 15 May	65	45.8	39.2	6.4	0	0	0	4	14	18	18	7	4	0	0	0
Sun 16 May	67	44.5	35.3	8.9	0	7	1	4	12	25	13	3	2	0	0	0
Mon 17 May	119	45.1	36.7	8.1	0	2	5	16	30	25	23	11	6	1	0	0
Tue 18 May	123	44.2	36.4	7.5	0	5	5	8	24	42	29	8	2	0	0	0
Wed 19 May	88	43.4	34.3	8.8	0	6	7	8	24	24	11	5	2	1	0	0
5 Day Ave.	106	44.2	35.9	8.0	0	4	5	11	26	29	20	8	3	1	0	0
7 Day Ave.	95	44.5	36.3	7.9	0	4	3	9	22	27	19	7	3	1	0	0

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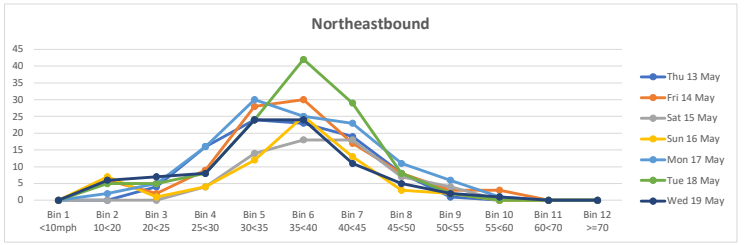

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Thu 13 May	83	36.8	30.4	6.1	0	5	9	18	34	15	2	0	0	0	0	0
Fri 14 May	111	38.1	30.9	7.0	0	8	11	24	41	17	9	1	0	0	0	0
Sat 15 May	70	37.5	31.5	5.8	0	1	5	24	22	15	2	0	1	0	0	0
Sun 16 May	62	37.5	30.1	7.1	2	3	7	9	28	12	1	0	0	0	0	0
Mon 17 May	120	38.5	32.3	6.0	0	3	8	29	38	34	7	1	0	0	0	0
Tue 18 May	114	37.1	31.4	5.5	0	4	6	30	47	23	4	0	0	0	0	0
Wed 19 May	91	35.5	30.1	5.3	0	3	9	31	35	11	2	0	0	0	0	0
5 Day Ave.	104	37.2	31.0	6.0	0	5	9	26	39	20	5	0	0	0	0	0
7 Day Ave.	93	37.3	31.0	6.1	0	4	8	24	35	18	4	0	0	0	0	0

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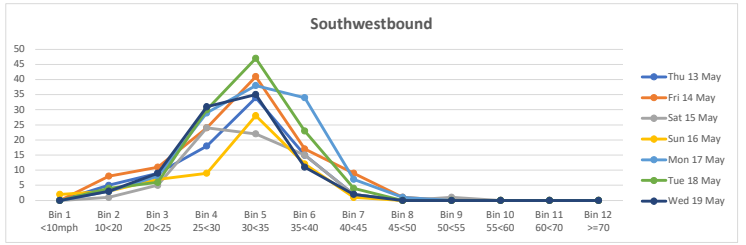
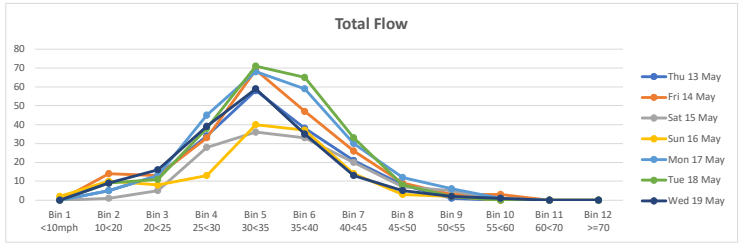


Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Thu 13 May	178	40.7	33.4	7.1	0	5	13	34	58	38	21	8	1	0	0	0
Fri 14 May	217	42.2	33.5	8.3	0	14	13	33	69	47	26	9	3	3	0	0
Sat 15 May	135	42.6	35.2	7.2	0	1	5	28	36	33	20	7	5	0	0	0
Sun 16 May	129	41.6	32.8	8.5	2	10	8	13	40	37	14	3	2	0	0	0
Mon 17 May	239	42.2	34.5	7.4	0	5	13	45	68	59	30	12	6	1	0	0
Tue 18 May	237	41.3	34.0	7.1	0	9	11	38	71	65	33	8	2	0	0	0
Wed 19 May	179	39.9	32.1	7.5	0	9	16	39	59	35	13	5	2	1	0	0
5 Day Ave.	210	41.3	33.5	7.5	0	8	13	38	65	49	25	8	3	1	0	0
7 Day Ave.	188	41.5	33.6	7.6	0	8	11	33	57	45	22	7	3	1	0	0

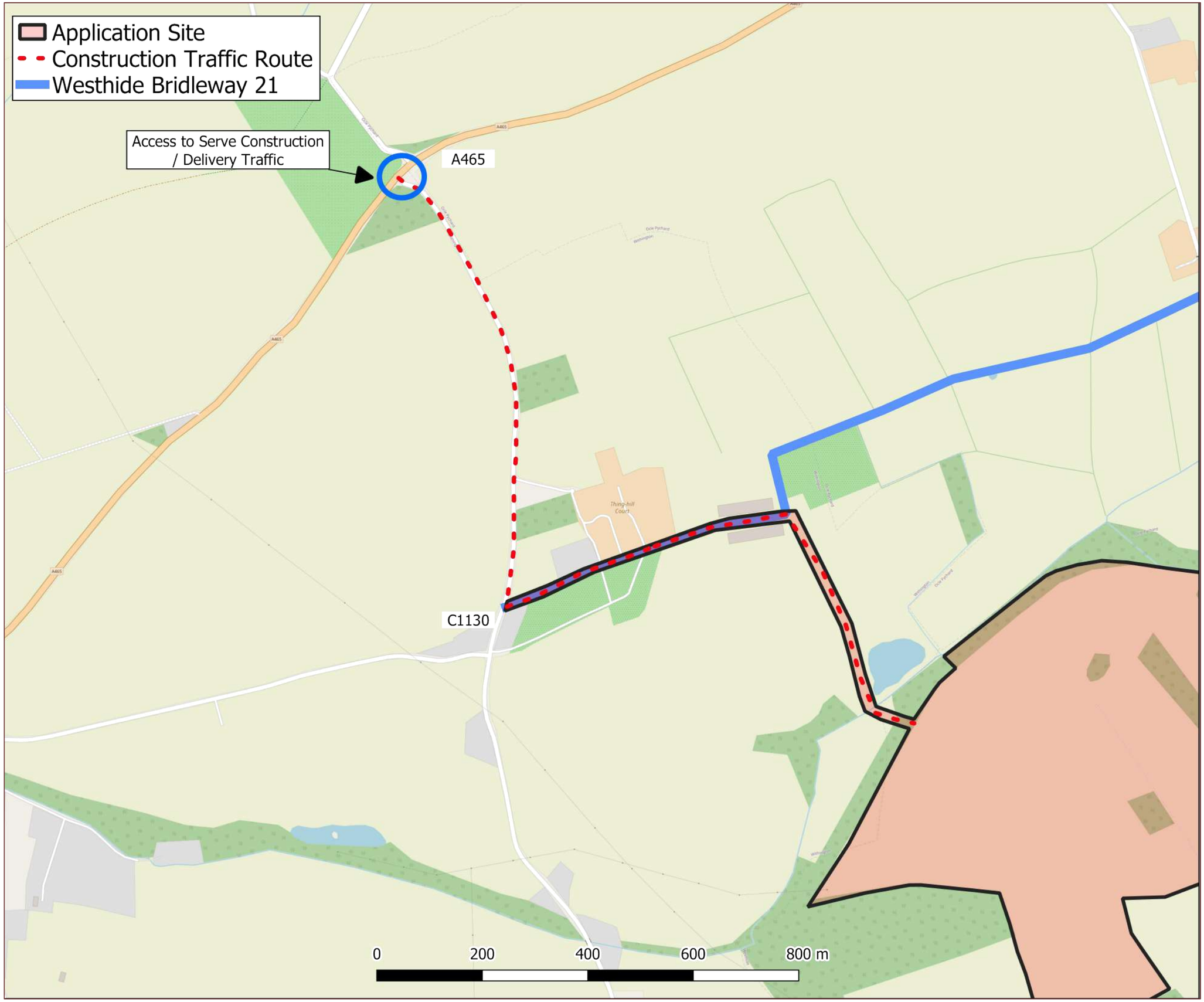
360 TSL Ltd



COTSWOLD TRANSPORT PLANNING

Appendix D

Construction Routing Plans



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Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
Main Construction Routing Plan

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As shown	19.11.21	BF	BQ	BQ

JOB NO:	DRAWING NO:	REVISION:
21-0299	n/a	-

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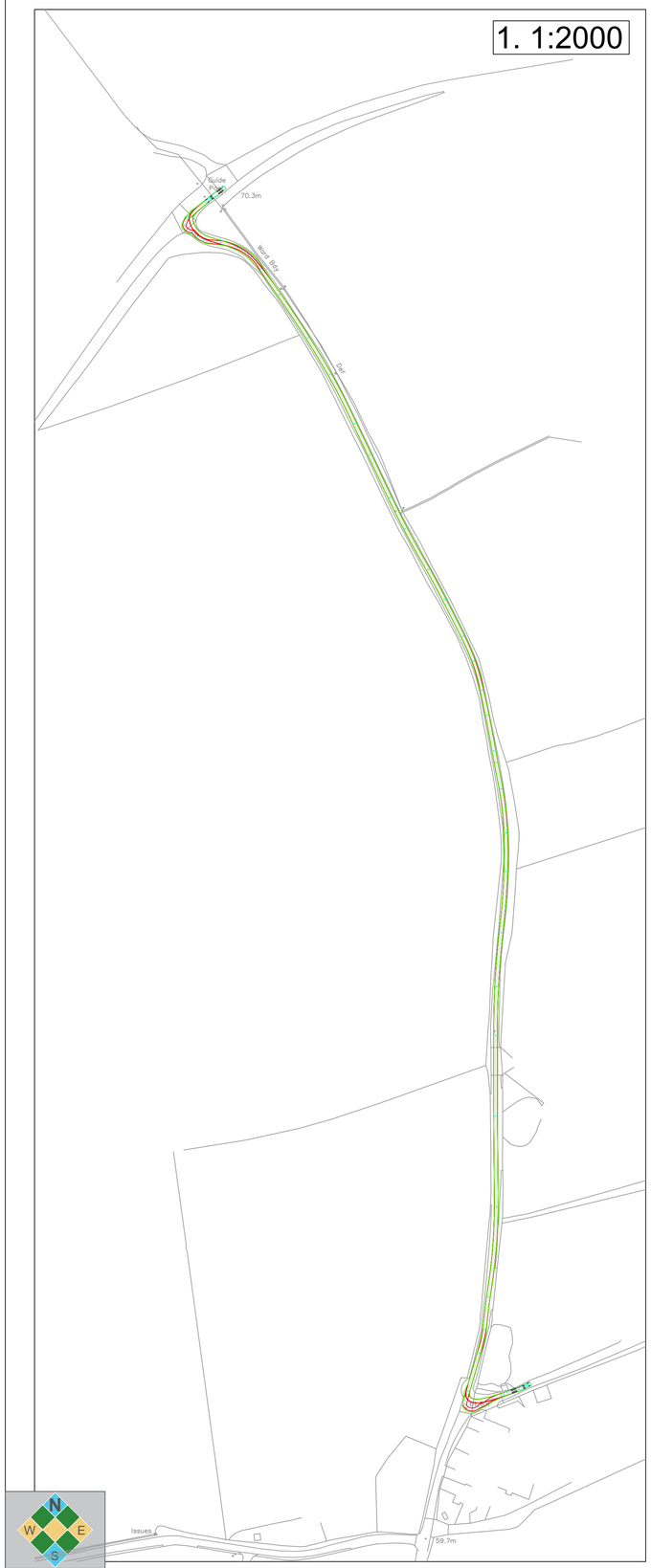
1. 1:2000



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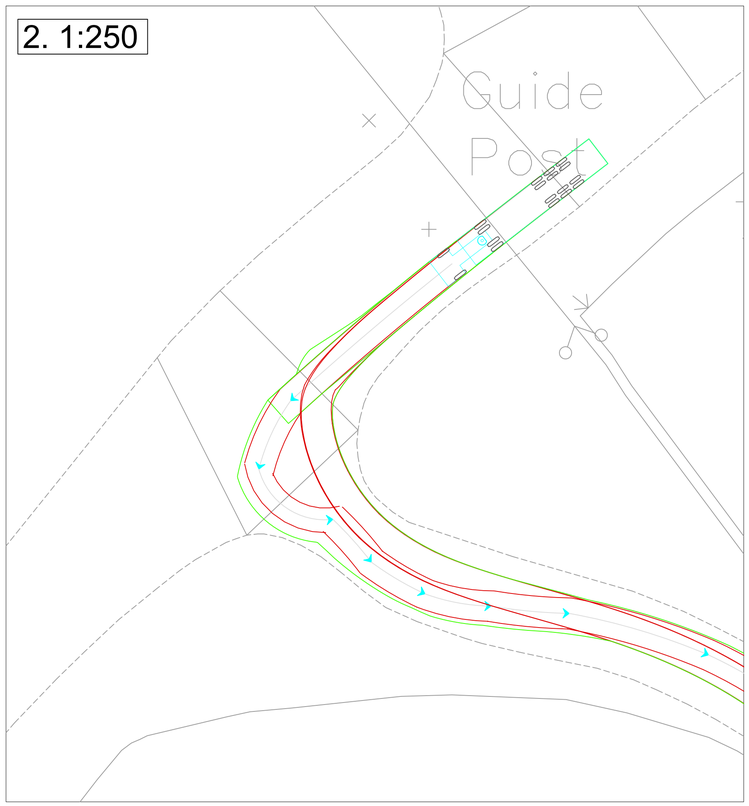
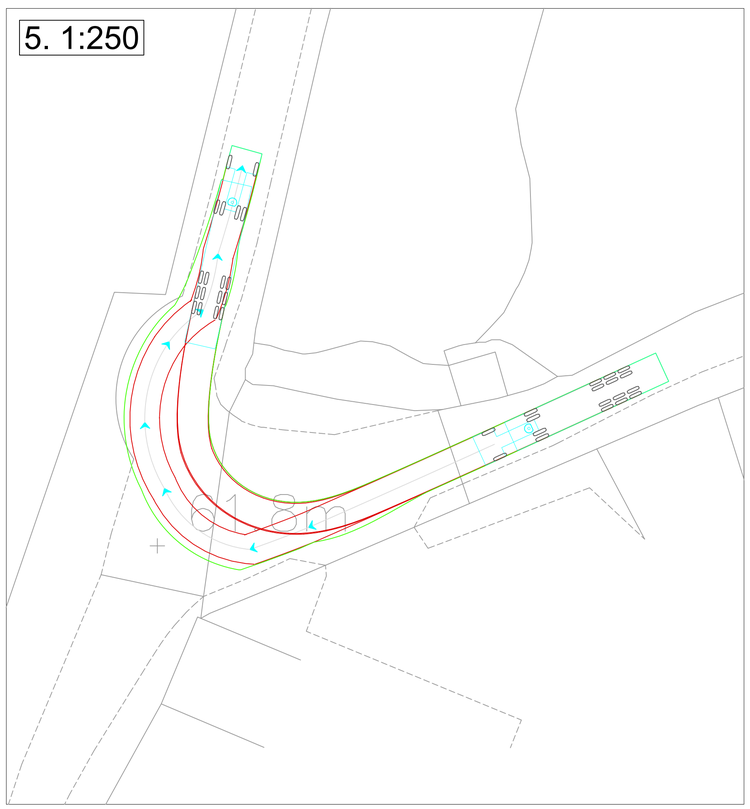


3. 1:250

4. 1:250

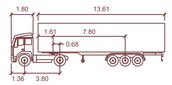
5. 1:250



INDICATIVE

Viewports:

1. Full route from the A465 to the site.
2. Left turn onto unnamed road from A465.
3. Left turn onto A465 from unnamed road.
4. Left turn into farmland.
5. Right turn out of farmland.



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
Swept Path Analysis - Articulated Lorry

STATUS:
PLANNING

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
As stated	02.09.21	BF	BQ	BQ

JOB NO:	DRAWING NO:	REVISION:
21-0299	SP02	-

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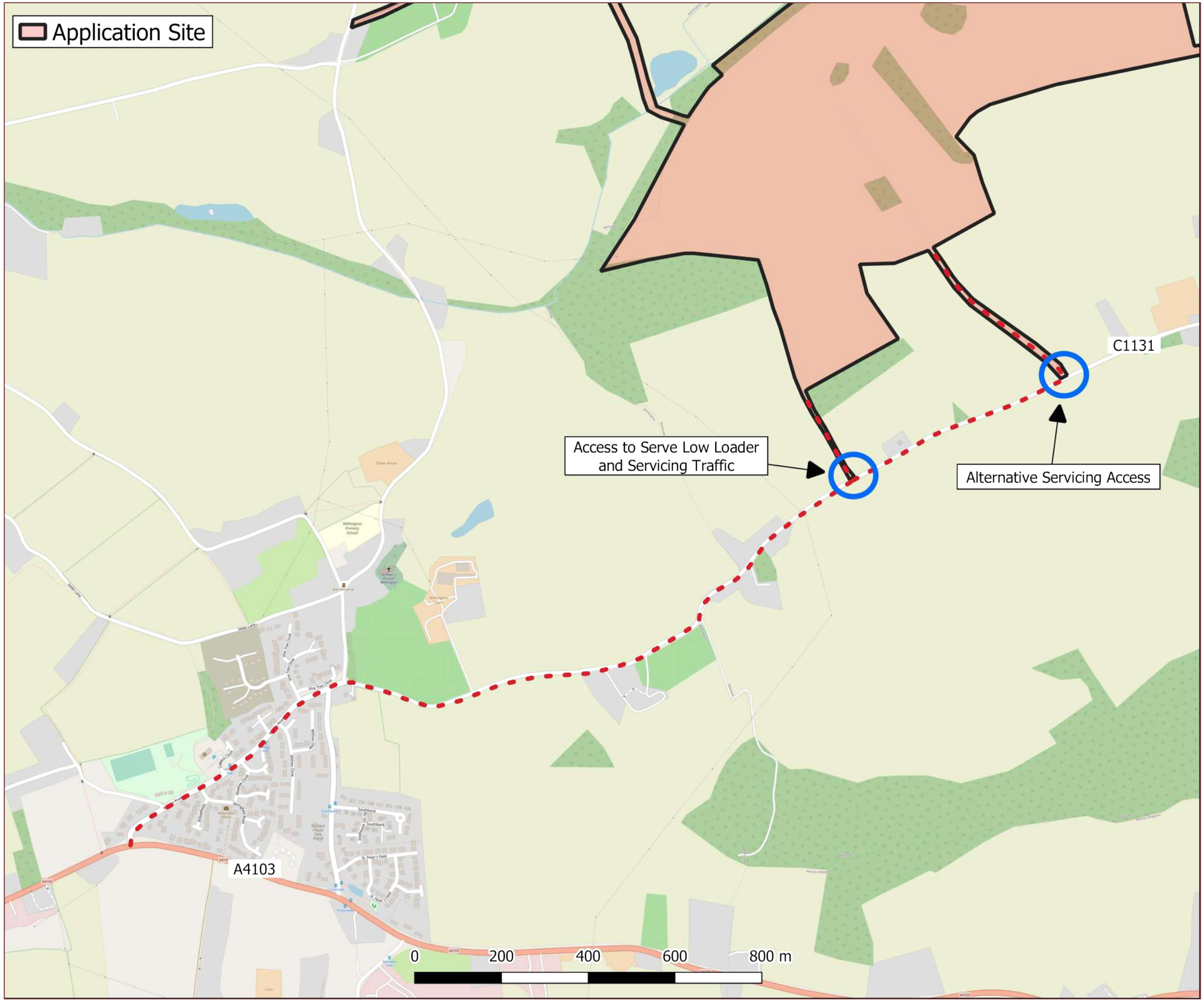
COTSWOLD TRANSPORT PLANNING

Appendix E

Transformer Routing Plans



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Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
Transformer and Supplementary Construction Routing Plan

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As shown	19.11.21	BF	BQ	BQ

JOB NO:	DRAWING NO:	REVISION:
21-0299	n/a	-

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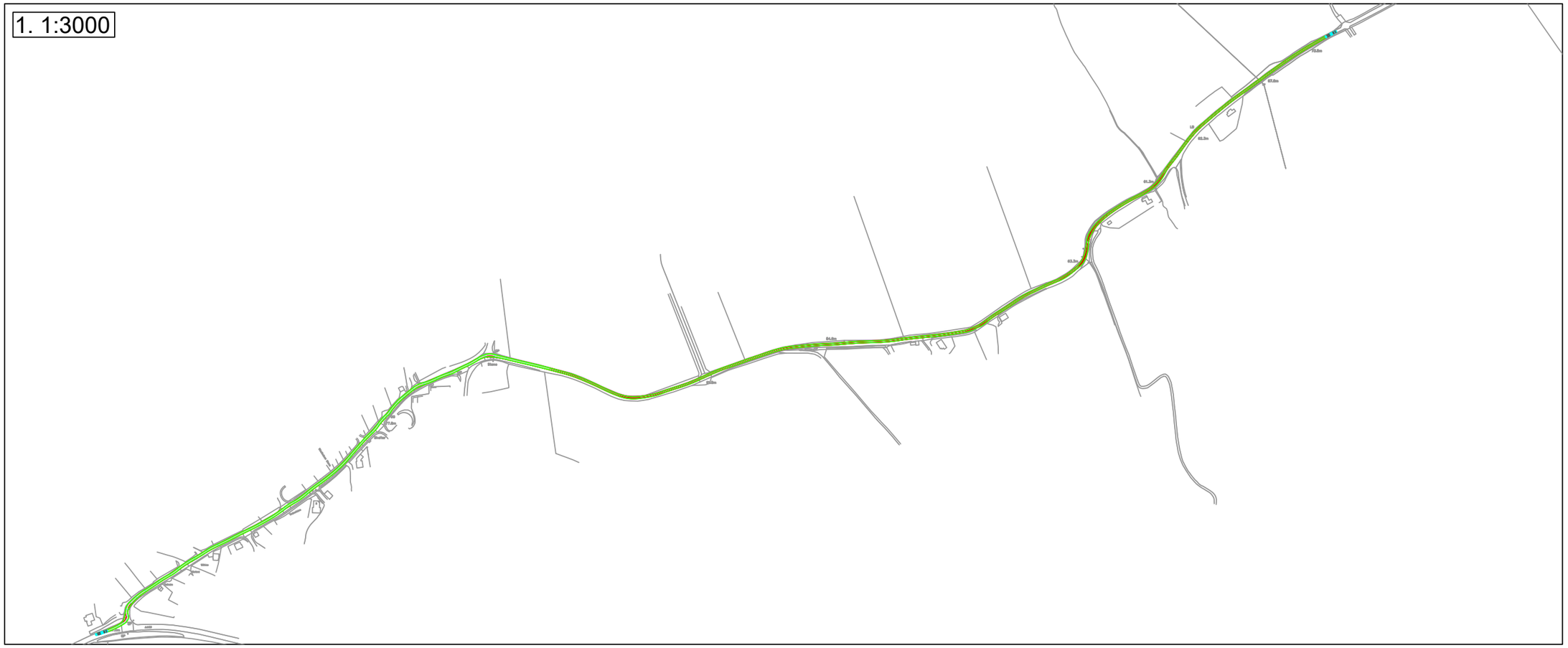
1. 1:3000



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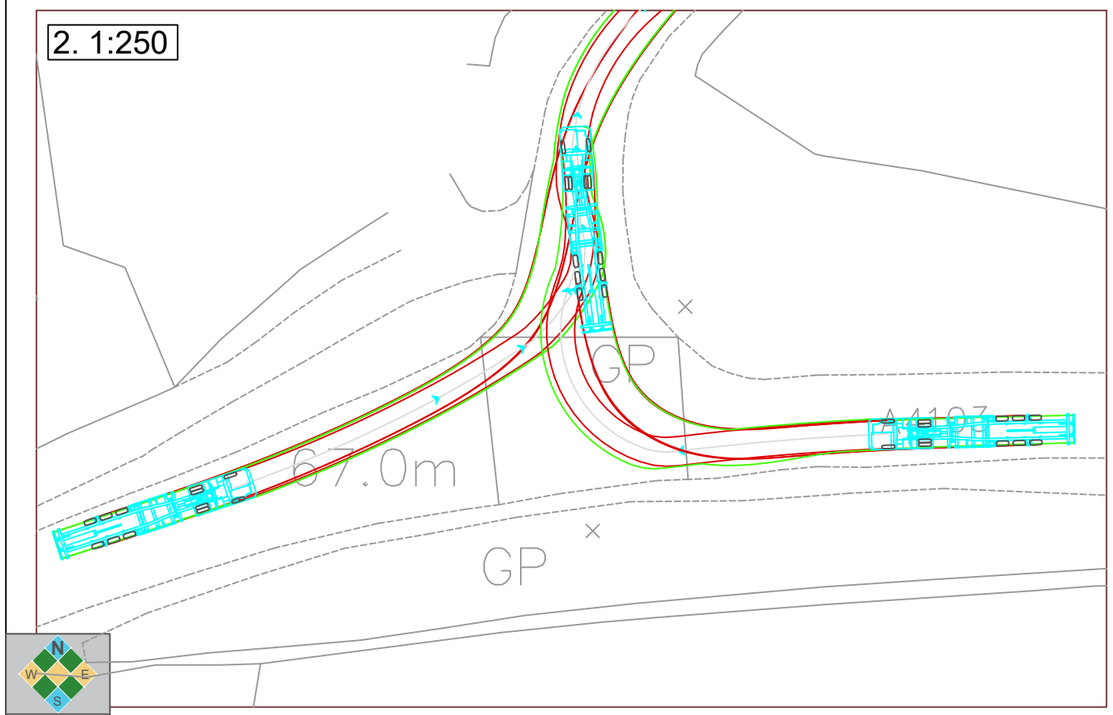

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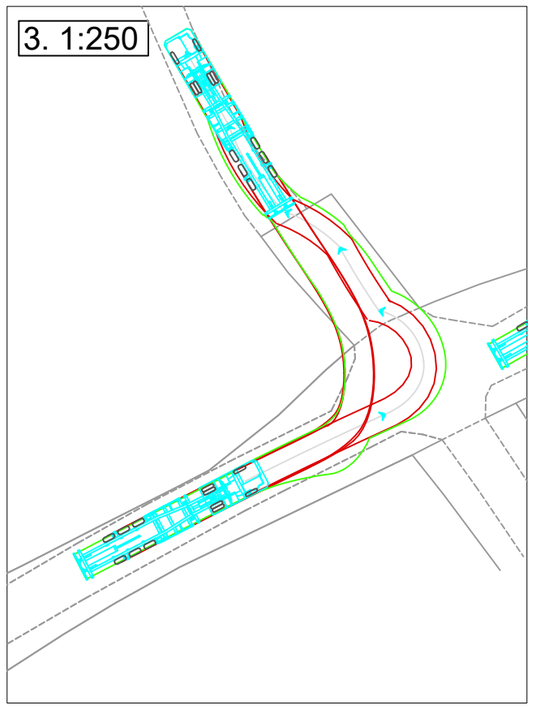
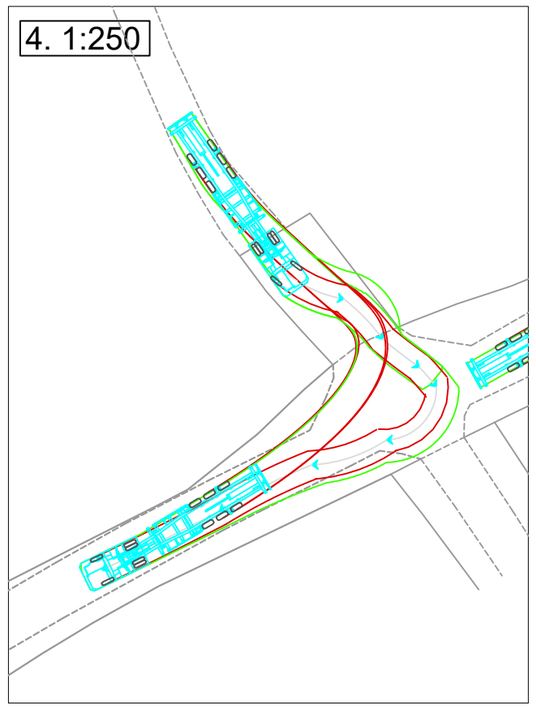


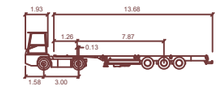
4. 1:250



INDICATIVE

Viewports:

1. Full route from the A4103 to the site, via Withington.
2. Access onto Withies Lane from the A4103.
3. Left turn into westernmost access.
4. Right turn out of westernmost access.



Krone BoxLiner SDC 27 eLTU5 MP

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.26	Steering Angle	: 45.4
Tractor Track	: 2.38	Articulating Angle	: 70.0
Trailer Track	: 2.42		

Rev	Date	Details	Drawn by	Checked by
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COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
Swept Path Analysis - Articulated Low Loader

STATUS:
PLANNING

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
As stated	02.09.21	BF	BQ	BQ

JOB NO:	DRAWING NO:	REVISION:
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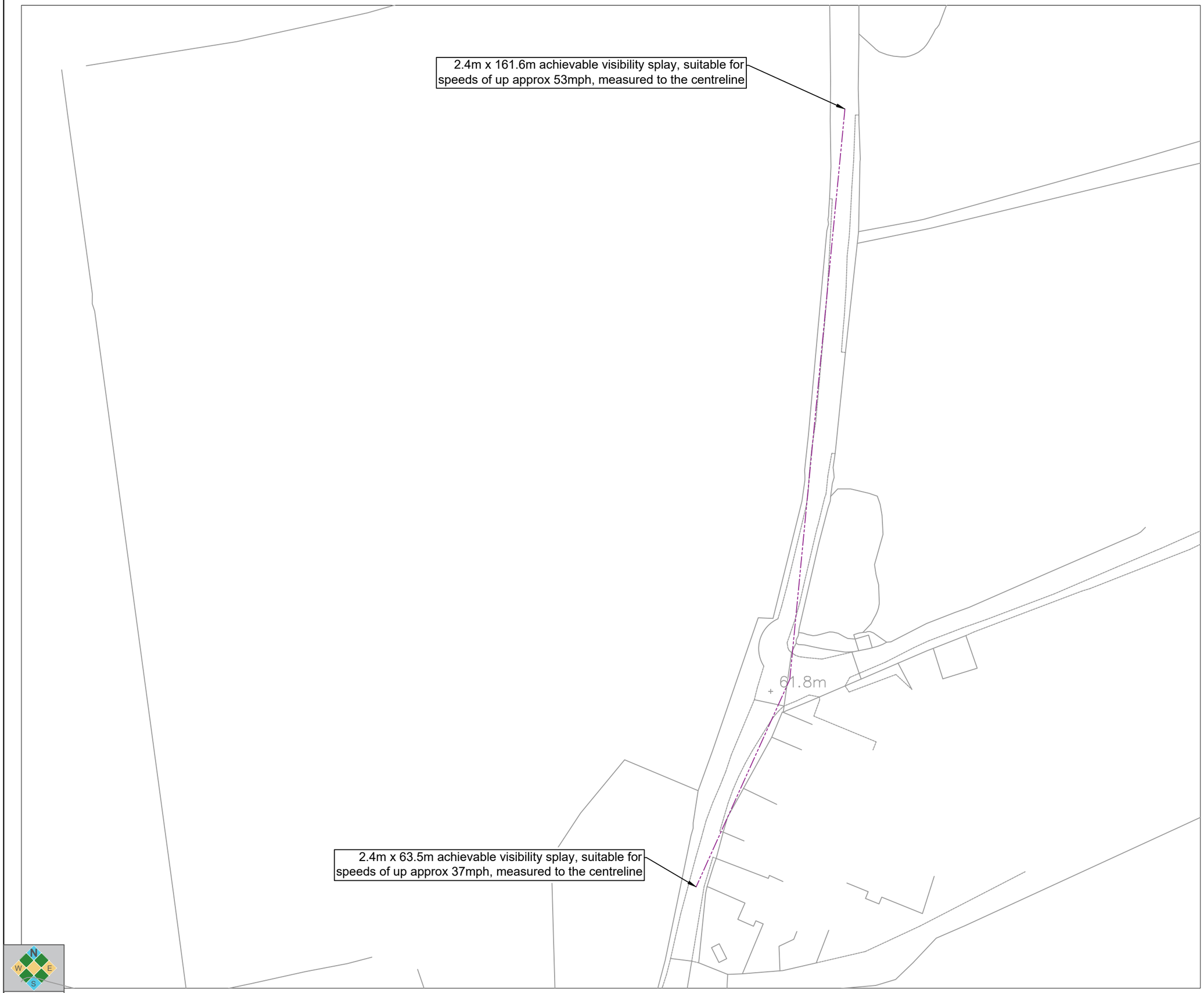
Appendix F

C1130 Visibility Assessment



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3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

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-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
Main Construction Access Visibility Assessment Drawing

STATUS:
PLANNING

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	02.09.21	BF	BQ	BQ

JOB NO:	DRAWING NO:	REVISION:
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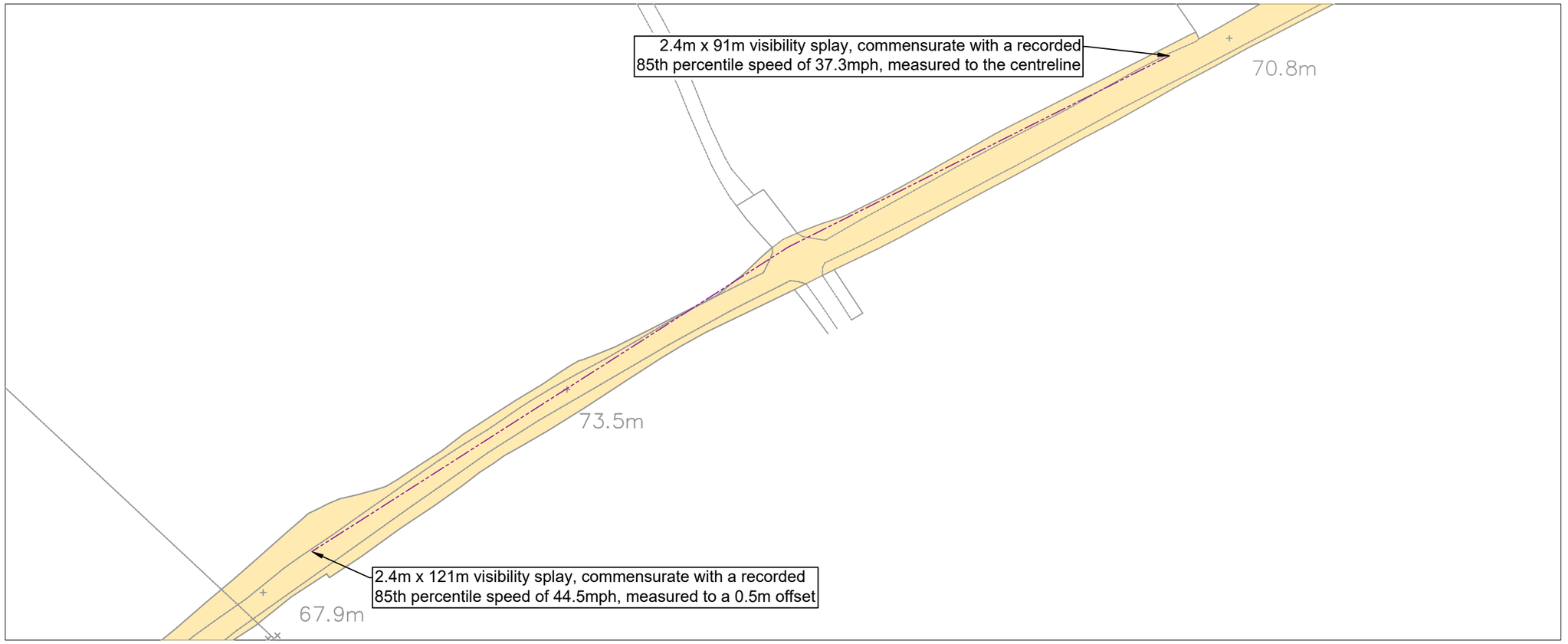
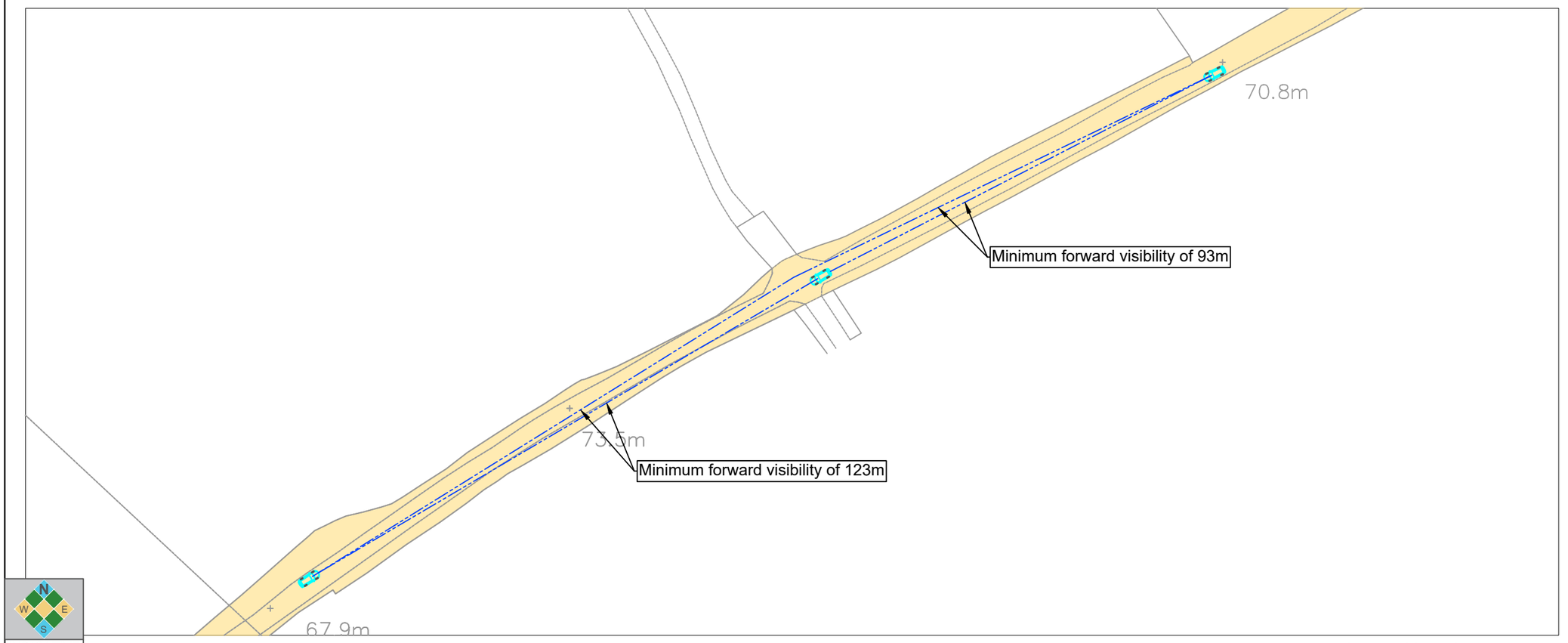
Appendix G

C1131 Visibility Assessment





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Adopted Highway Boundary

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
South-Western Access Visibility Assessment Drawing

STATUS:
PLANNING

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	13.09.21	BF	BQ	BQ

JOB NO:	DRAWING NO:	REVISION:
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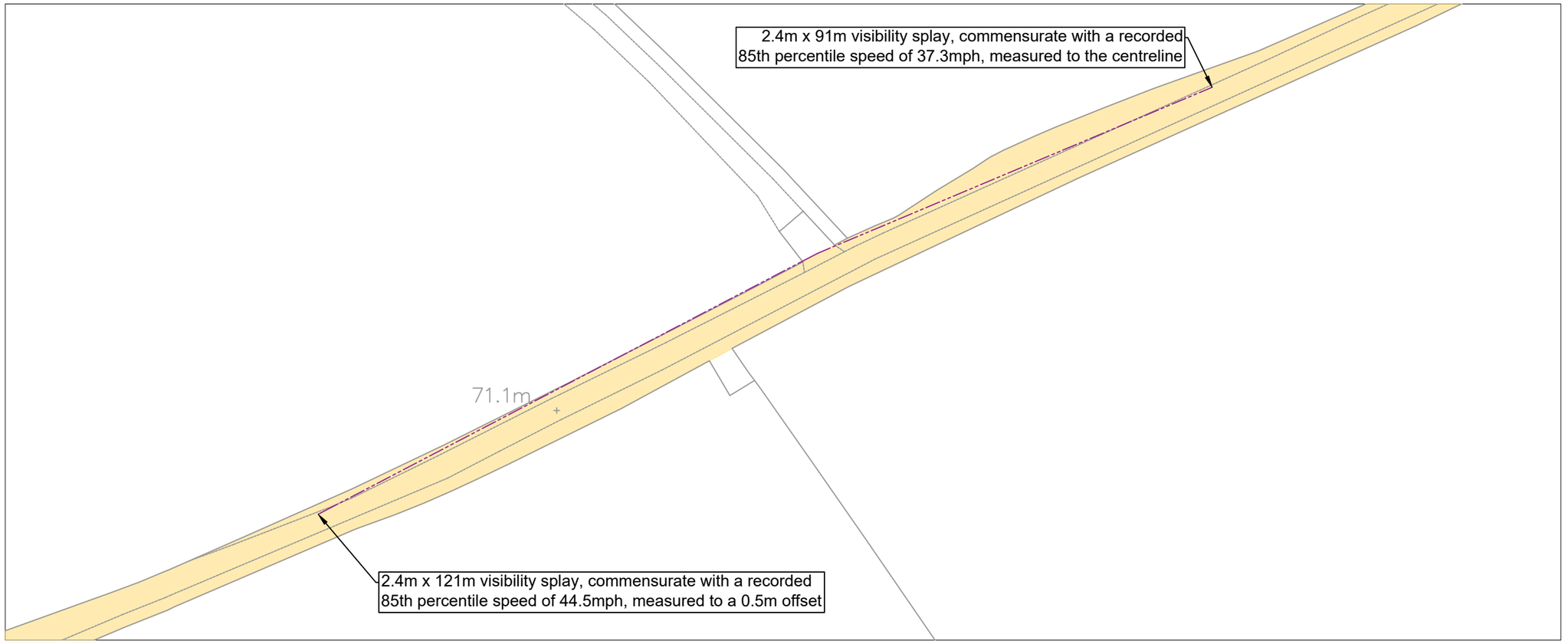

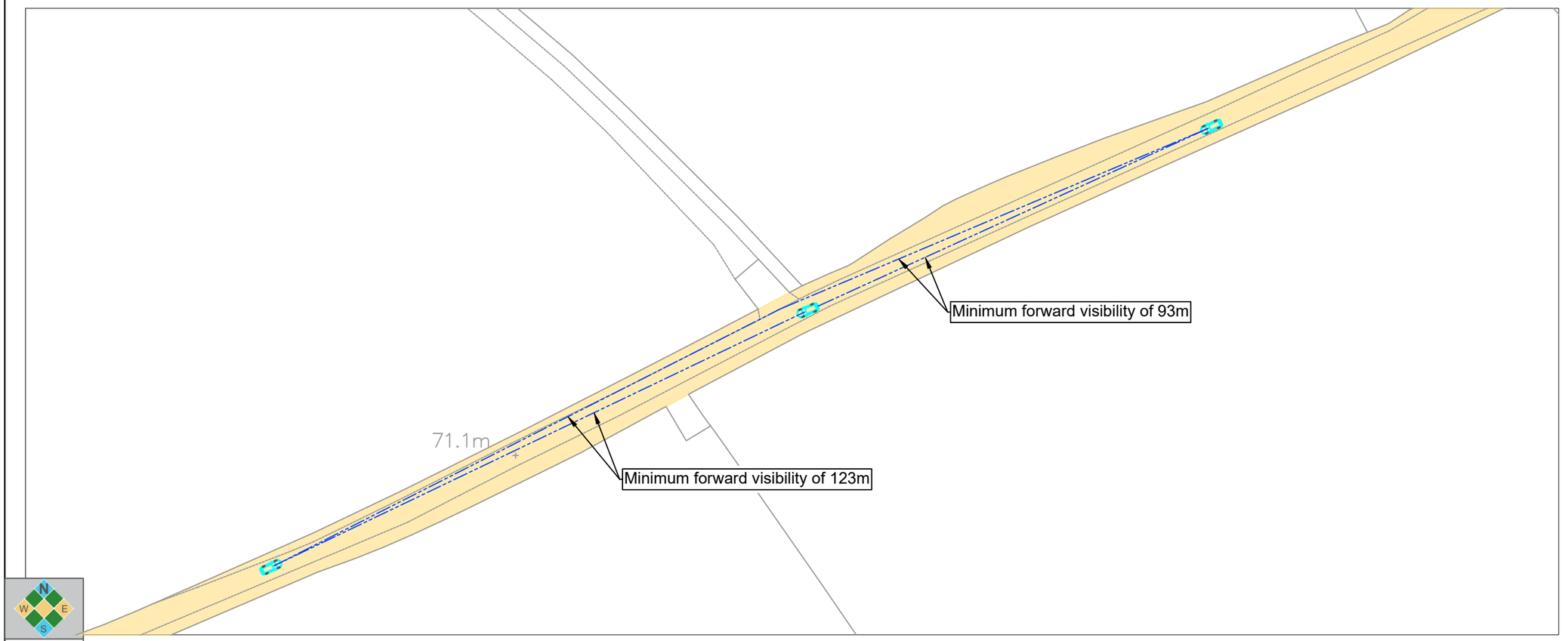

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Adopted Highway Boundary

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
North-Eastern Access Visibility Assessment Drawing

STATUS:
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21-0299	SK02	-

COTSWOLD TRANSPORT PLANNING

Appendix H

Highway Boundary Data

LOCATION: WESTHIDE

SCALE 1:2500

This plan is based on information that is currently available to the County of Herefordshire District Council. It is given on the strict understanding that neither the Council or any of its officers will be held responsible for the accuracy of this information or accept any liability whatsoever for any error or omission therein, or direct or consequential loss or damage arising from the interpretation or use of the information supplied. With regard to scale, this plan may be subject to distortions in scale and any measurements scaled from this plan may not match measurements between the same points on the ground. Please also be aware that the Ordnance Survey mapping that forms the basis of this plan may be up to 2 metres out at this scale. The enquirer should rely on the results of their own investigations.

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Herefordshire Council, Highways and Transportation,
Plough Lane, Hereford, HR4 0WZ.
Tel: 01432 260000
Fax: 01432 383031

COTSWOLD
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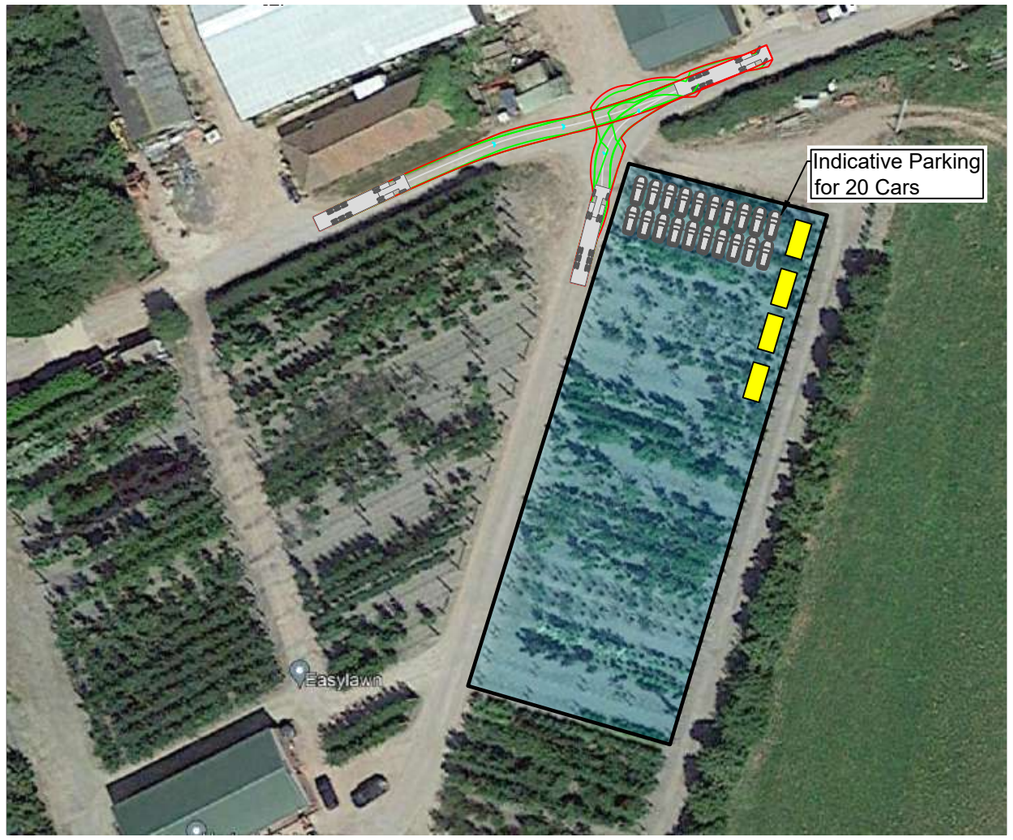
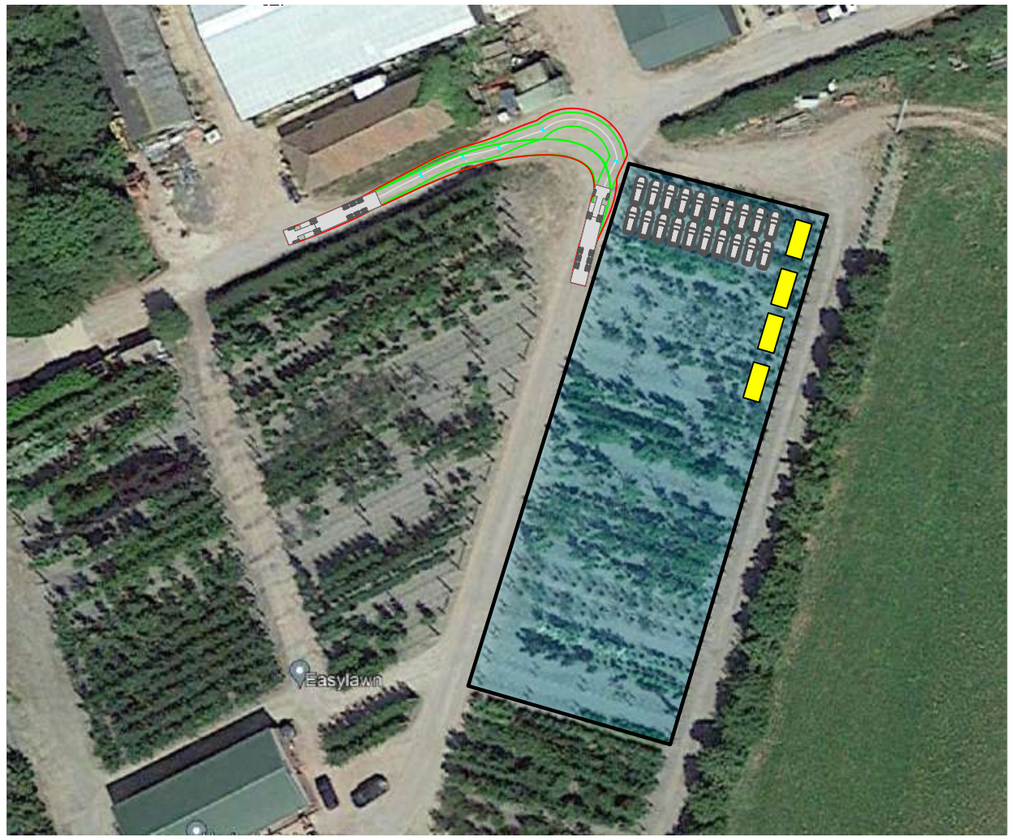
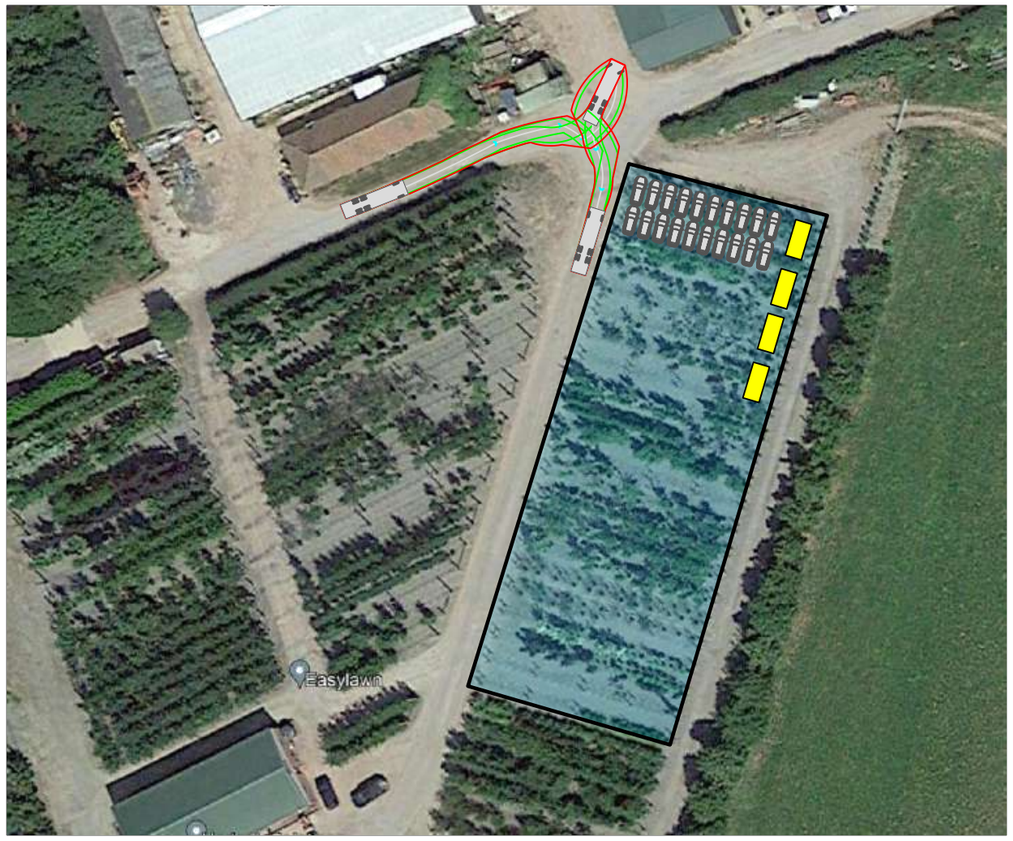
Appendix I

Indicative Construction
Compound Layout

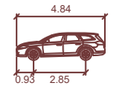






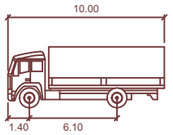
Indicative Construction Compound / Storage Area

Indicative Welfare / Compound Facilities



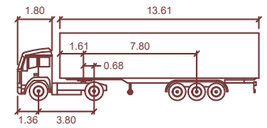
2012 Ford Mondeo Wagon

	meters
Width	1.89
Track	1.89
Lock to Lock Time	6.0
Steering Angle	34.7



LRIGID

	meters
Width	2.50
Track	2.47
Lock to Lock Time	6.0
Steering Angle	37.6



Artic

	meters		
Tractor Width	2.55	Lock to Lock Time	6.0
Trailer Width	2.55	Steering Angle	42.7
Tractor Track	2.55	Articulating Angle	70.0
Trailer Track	2.55		

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-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Ersun (Westhide SPV) Ltd

PROJECT:
Proposed Solar Farm, Westhide, Hereford

TITLE:
Indicative Construction Compound / Access Drawing

STATUS:
PLANNING

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	14.09.21	BF	BQ	BQ

JOB NO:	DRAWING NO:	REVISION:
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