

Mr Andrew Matthias

### Solar Farm Access

I have been involved in Commercial road transport for over 40 years and have a wealth of experience in both driving and operating lorries. I conduct a lot of site and route surveys for my company involving complex loads which are from Abnormal loads involving size and weight issues and access issues as well as standard transport loads

The route to the Solar Farm is using roads completely inadequate to cope with the demands that will be imposed upon them.

The route travels from the A46 at East Bridgford and travels through the villages of Car Colston, Hawksworth Thoroton and Car Colston on return to the A46.

The roads/ lanes are in the main: unable to support 2 lorries passing each other without pulling off the carriageway onto the verges due to the width of the road being in some places making it necessary for cars to need to edge on to the verges to pass.

The roads are used by local traffic ,Farmers , Horse riders , Pony and trap riders ,Cyclists ,Hikers and locals out having a stroll walking there dogs.

All the roads are lined with hedgerows and the abundance of wildlife using these important habitats will undoubtedly be damaged by the increase in heavy traffic causing increase in noise , rubbish and inevitably damage to the hedgerows through spray coming off the lorries when its wet onto the hedges and polluting the eco system of our wildlife

Large HGV 's pose significant risks to the users of our lanes as the space and distance needed for lorries to pass in particular horse

riders and cyclists is not available to execute safely . Distance vision is restricted due to many bends , especially coming through Car Colston, where you cannot go round the double blind bends without crossing the imaginary middle of the road and if something is coming in the opposite direction the potential for an accident is greatly heightend.

Bearing in mind that the majority of the lorries coming through will not be familiar with the area and the potential hazards ahead of them .No route map or site delivery advice can anticipate what is going to be met traveling to and from the site

Since Moy Park opened the chicken farm on the edge of Orston village the state of our local roads in particular the stretch from East Bridgford to Orston has deteriorated to a very bad state of disrepair and these lorries are not carrying anything near the weights the solar farm traffic will be and Moy Park use a lot of rigid vehicles these I understand will mostly be artics

At present the main strain on the lanes comes from farm traffic but these vehicles travel much slower than normal traffic, are generally driven by people who are familiar with the area and anticipate the potential hazards on the local road area .

Additionally lorries transfer their weight to the road surface in a more damaging effect than farm traffic as they are designed for main road standards. A tractor and its trailer transfers its weight to the road surface in a less aggressive way due to the size and width of the tyres and a different softer compound construction of the tyres reducing the pressure transferred to the road surface by making the actual surface contact to the road much larger and therefore reducing the pressure on the road surface. Artic lorries coming to this site will be triaxle trailers with fixed axles which

when they take the tight turns especially into Thoroton Lane off Hawksorth Road and again at the end of Thoroton Lane into Thoroton will soon have the road surface ripped up into gravel and pot holes as the tyres scrub against the surface and wear it away.

There are only a couple of places where lorries can pass each other whilst remaining on the road surface in the rest of the route they will have to drive onto the verges , Thoroton lane is not wide enough for 2 cars to pass each other

This is both unacceptable and potentially dangerous. Running right on the edge of the road will soon break up the shoulder of the surface as these are neither designed or built to cope with the weight imposed on them and will simply crumble away under the strain. If you observe the edges of the roads especially Hawksorth crossroads to Orston take note of the edges and see how much has been both filled and in need of filling/repairing this is because the edge has no supporting sub base and is simply slipping into the verge. When a lorry is on this edge the camber of the road is naturally making the lorry lean to the edge of the road and now it is presenting a third more of its weight that few inches of tarmac. The verges are edged in a lot of places with drainage dykes and ditches and the verges are usually soft so lorry on that will have a high risk of sinking into the soft ground and getting stuck or even the potential to tip over due to the imbalance caused by sinking.

