

Meerdyke Solar Farm

05/10/2022

Reference number GB01T21/A18/11041722

MEERDYKE SOLAR FARM TRANSPORT STATEMENT



SYSTRA

MEERDYKE SOLAR FARM

TRANSPORT STATEMENT

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GLOSSARY

Abbreviation	Expanded Term
AADF	Average Annual Daily (Traffic) Flow
ATC	Automatic Traffic Counter
BESS	Battery Energy Storage System
CCTV	Closed Circuit Television system.
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
HGV	Heavy Goods Vehicles
KLWNC	Kings Lynn and West Norfolk Council
LGV	Light Goods Vehicles
NPPF	National Policy and Planning Framework
PP	Pinch Point
PV	Photovoltaic
TS	Transport Statement

1. INTRODUCTION

- 1.1.1 Systra Ltd ('Systra') has been appointed by Downing Renewable Developments LLP to prepare a Transport Statement ('TS') in support of an application for planning permission for a Solar PV Farm, which would be located 1.3km to the east of Wisbech in the King's Lynn and West Norfolk Council (KLWNC) area, as shown in **Figure 1**.



Figure 1. General Location

- 1.1.2 The purpose of this TS is to evaluate the existing transport infrastructure in the vicinity of the site, and to set out, and mitigate for, the key transportation impacts that may occur during the construction and operational phases of the development.

1.2 The Proposed Development

- 1.2.1 The Applicant is proposing to construct and operate a Solar PV Farm with associated infrastructure, including battery storage, with a generation capacity of up to 49.9MW. The Proposed Development would comprise: ground mounted solar panels and associated infrastructure including a substation, battery energy storage system (BESS), perimeter fencing, CCTV, an underground grid connection and access infrastructure.
- 1.2.2 A plan of the site and the local area is shown in **Figure 2**.



Figure 2. Site Location Plan

- 1.2.3 Extending to 86 hectares, the Application Site comprises of two parcels of land (East and West Arrays) and is currently used for agricultural purposes.
- 1.2.4 The surrounding area is predominantly rural in character, mainly comprising arable fields interspersed with drainage dykes, residential and farm related properties, woodlands, roads and tracks.

1.3 Scoping

Norfolk County Council

- 1.3.1 Pre-Application advice was sought from Kings Lynn and West Norfolk Council (KLNWC). The Norfolk County Council Highways Authority’s response noted the following:
 - That the main impacts on the public highway would be expected during the construction stage, rather than during the operational stage, where traffic is typically limited to occasional maintenance visits.
 - That a draft Construction Management Plan (CMP) should be submitted, setting out traffic profiles, vehicles routes and traffic management measures, and including swept path analysis where appropriate.
- 1.3.2 The response notes that particular attention should be given to the suitability of local access roads, some of which are single-track roads with limited passing opportunities.
- 1.3.3 This TS addresses each of the comments raised during the consultation process.

National Highways

1.3.4 National Highways provided a consultation response on 18th August 2022. The response stated the following:

- A Transport Assessment (TA) should be prepared as part of the planning application stage.
- The TA should set out the interaction of the site with the Strategic Road Network (the A47), identifying any measures that require mitigation.
- A Construction Traffic Management Plan (CTMP) be submitted with the application.

1.4 Policy & Guidance

1.4.1 The TS has been undertaken in accordance with the following local and nation transportation policy documents:

- National Policy and Planning Framework;;
- King's Lynn & West Norfolk Local Development Plan 2016-2026;
- Norfolk Local Transport Plan 2011-2026;
- Guidelines for Traffic Impact Assessment (1994) Institution of Highways and Transportation (IHT);
- Guidelines for the Environmental Assessment of Road Traffic (1993) Institute of Environmental Assessment (IEA) now the Institute of Environmental Management and Assessment (IEMA); and

1.4.2 All new or improved transport infrastructure will be designed in accordance with the standards provided in the Design Manual for Roads and Bridges (DMRB), with the agreement of KLNWC.

2. EXISTING TRANSPORT CONDITIONS

2.1 Introduction

- 2.1.1 Due to the semi-rural location of the site, there are no walking or cycling facilities or public transport services within the vicinity that could serve the development. It is noted that there will be no permanent staff based at the site once operational so the lack of access by sustainable transport modes should not be seen as a barrier to development of the site.
- 2.1.2 This section of the TS therefore focuses on the strategic and local road network in the area.

2.2 Surrounding Road Network

- 2.2.1 The Proposed Development is located in a relatively rural area, but road access is relatively good as the site sits just to the east of the A47. The key road links in the area are shown in **Figure 2**.

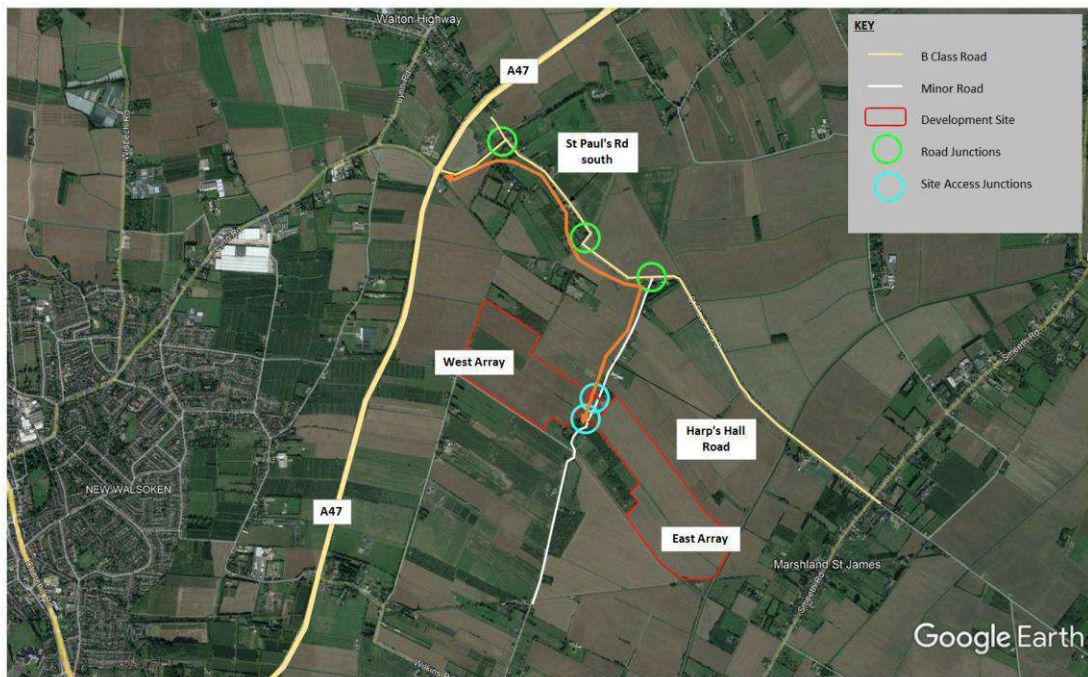


Figure 3. Local Road Network

- 2.2.2 The **A47** provides the main strategic route through the area and connects to King's Lynn and the A17 to the north-east, and to Peterborough and the A1(M) to the south-west. The A47 is a trunk road, and is managed by National Highways.
- 2.2.3 In the vicinity of the site, the A47 is a wide single carriageway road and is subject to the national speed limit. The road provides a regional distributor road function and carries high volumes of traffic and HGVs.
- 2.2.4 A Department for Transport (DfT) Automatic Traffic Counter (81047), located on the A47 immediately to the north of St Paul's Road South, recorded an Annual Average Daily Flow (AADF) of 18,238 vehicles, of which 8.3% were HGVs.



Figure 4. A47 / St Paul's Road Roundabout, looking south to St Paul's Road

- 2.2.5 **St Paul's Road South** connects into the A47 at the A47 / Lynn Road / St Paul's Road South four-arm roundabout, running in a south-west direction towards Marshland St James. En-route to the village, it serves a number of private buildings, as well as commercial premises, including farms. The road is a two-way road and has a speed limit of 60mph.

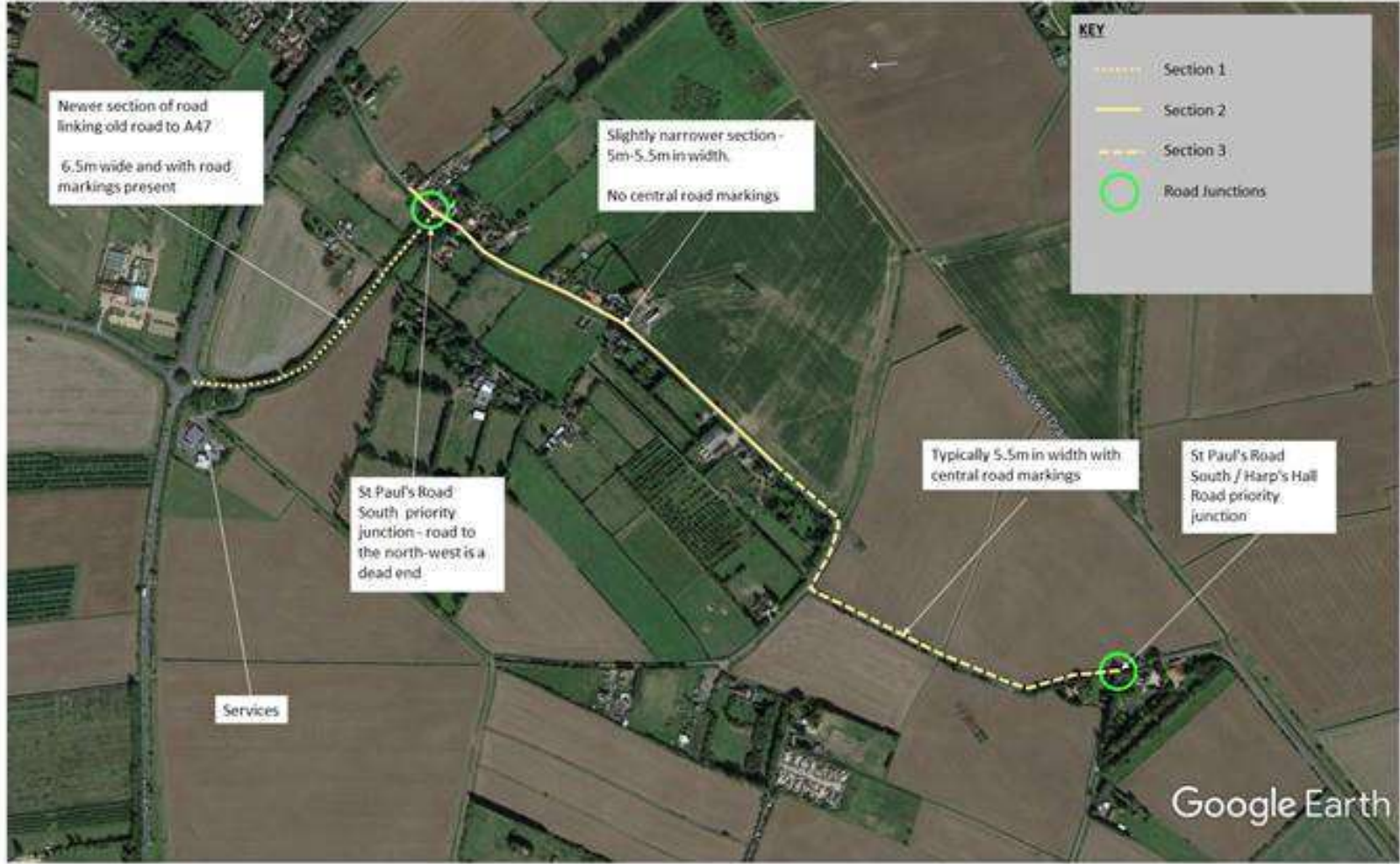


Figure 5. A47 / St Paul's Road South

2.2.6 As shown in **Figures 6-9**, the road width and carriageway markings vary slightly as it runs from west to east.



Figure 6. St Paul's Road South looking north-east to priority junction



Figure 7. St Paul's Road South – typical view on Section 2



Figure 8. St Paul's Road South – typical view on Section 3

2.2.7 Cars and LGVs are able to pass each other along the full section of St Paul's Road South between the A47 and Harp's Hall Road. Visibility is generally good, and at the tight right-hand and left-hand bend (shown on **Figure 9**), an increased road width is present to accommodate larger vehicles.



Figure 9. St Paul's Road South looking west at tight left-hand bend

- 2.2.8 There are certain sections of St Paul’s Road where HGVs can pass with care, but in most locations this would involve using the un-surfaced verges. Whilst HGV flows from the development are expected to be low (100 deliveries over the 34-week construction period) it is proposed to construct two formal passing places, where HGVs, or larger farm vehicles, will be able to comfortably pass each other. Further detail is provided in **Section 3.3**.
- 2.2.9 In addition, signs warning of construction traffic will be placed along St Paul’s Road. Further details are provided in **Section 5**.
- 2.2.10 **Harp’s Hall Road** joins St Paul’s Road South at a simple priority junction, and from there runs south between the East and West Arrays. **Figure 10** shows the St Paul’s Road South / Harp’s Hall Road priority junction.



Figure 10. St Paul’s Road South / Harp’s Hall Road priority junction

- 2.2.11 Harp’s Hall Road is a narrow, two-way road. Between St Paul’s Road South and the site, it is typically around 4.5m in width, but there are certain sections where the width reduces to around 4m.



Figure 11. Harp's Hall Road – typical view

2.2.12 The road has a direct alignment with good sightlines. Cars are able to pass each other (with care) on most sections of the road. There are no formal passing places, but there are five informal passing places at the junctions of the private accesses on this section of the road, as shown in **Figure 12**. Cars would need to pass larger vehicles, such as tractors or HGVs, at these informal locations.



Figure 12. Harp's Hall Road – informal passing places

2.2.13 Each of the passing places are shown by the figures displayed in **Table 1**.

Table 1. Harp's Hall Lane Passing Places

	<p>Passing Place 1 – The approach to St Paul's Road south allows space for a car to pass a tractor or larger vehicle</p>
	<p>Passing Place 2 – Is a bellmouth, with a 10m space that would allow a car to pull in to allow an HGV to pass.</p>
	<p>Passing Place 3 – Is a surfaced field entrance, with a 7m space that would allow a car to pull in to allow an HGV to pass. As shown in the photograph, the road width on this section is sufficient to allow two HGVs to pass with care.</p>
	<p>Passing Place 4 – Is a farm entrance, with a 7m space that would allow a car to pull in to allow an HGV to pass.</p>



Passing Place 5 – Is a large farm entrance, with an 11m space that would allow a car to pull in to allow an HGV to pass.

2.2.14 The information presented above demonstrates that there are suitable locations for cars and HGVs to pass on Harp’s Hall Lane. However, there are no locations where HGVs can comfortably pass each other if they meet. Two new HGV passing places are proposed on Harp’s Hall Road, which would be delivered as part of the development. These are discussed in more detail in **Section 3**.

2.3 Accident Statistics

2.3.1 The CrashMap (www.crashmap.co.uk) website has been used to establish the number of road traffic incidents that have occurred in the past five years (2017-2021) in the vicinity of the site. These are shown in **Figure 13**.

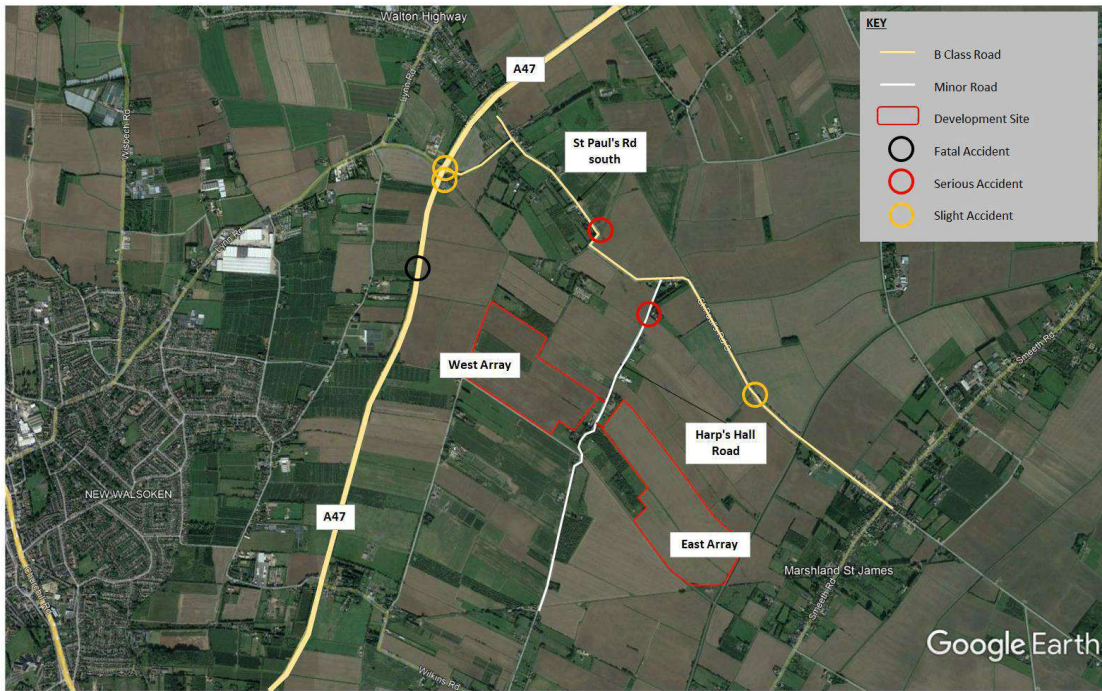


Figure 13. Road Accident Locations

2.3.2 Four incidents have occurred on St Paul’s Road South and Harp’s Hall Road, between the A47 and the site. These are summarised in **Table 2**.

Table 2. Summary of Accident Statistics

Location	Slight	Serious	Fatal	Comment
St Paul’s Road South	2	1	-	Two slight accidents in the vicinity of the A47 / St Paul’s Road South roundabout, and one serious accident at the tight right-hand bend halfway between the A47 and Harp’s Hall Road.
Harp’s Hall Road	-	1	-	One Serious accident just to the south of the junction with St Paul’s Road south.

2.3.3 Based upon the summary above, no particular clusters of accidents are apparent, and there does not appear to be any accident issues that would be exacerbated by the proposed development, providing that construction traffic is suitably managed. Proposed measures are set out in **Section 4**.

2.4 Road Network Summary

2.4.1 Due to the semi-rural location of the site, there are no walking or cycling facilities or public transport services within the vicinity that could serve the development. It has been assumed that all trips visiting the site will be by vehicle.

- 2.4.2 The site is located just to the east of the A47, which is connected to the site by St Paul's Road South and Harp's Hall Road. St Paul's Road South is a two-way road, typically between 5.5m and 6.5m in width. It can accommodate two-way HGV traffic, without the need for any changes to road width or geometry.
- 2.4.3 Harp's Hall Road is a narrow, two-way road. Between St Paul's Road South and the site, it is typically around 4.5m in width, but there are certain sections where the width reduces to around 4m.
- 2.4.4 The road has a direct alignment with good sightlines. Cars are able to pass each other (with care) on most sections of the road, but would need to pass larger vehicles, such as tractors or HGVs at one of five informal passing places. Two new HGV passing places are proposed to support the development.

3. PROPOSED DEVELOPMENT AND TRAVEL CHARACTERISTICS

3.1 Site Layout and Access

3.1.1 The proposed development is split into two arrays as shown in **Figure 14** and **Figure 15** below, and included in **Appendix A**.

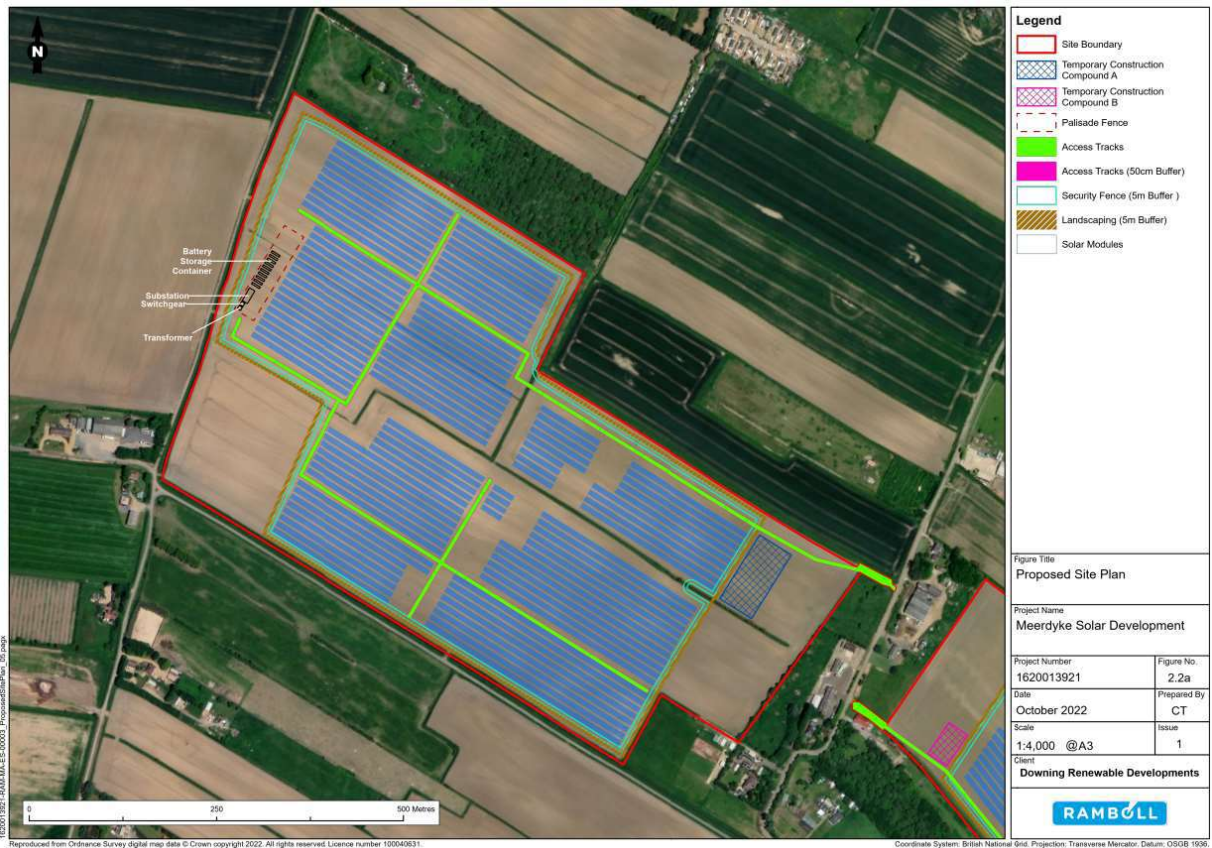


Figure 14. West Array



Figure 15. East Array

3.2 Site Access

3.2.1 **Figure 16** shows the two locations where new access points would be constructed, to provide access into the East and West Arrays.



Figure 16. Site Access locations

3.2.2 **Figure 17** shows a view of the access locations.



Figure 17. West Array and East Array Site Access locations

3.2.3 Site access gates will be set back sufficiently from Harp’s Hall Road to ensure that arriving vehicles will not obstruct traffic whilst waiting to enter the site.

3.2.4 Turning facilities within the site will allow vehicles to enter and leave the site in a forward gear.

3.3 Construction Stage

3.3.1 The biggest traffic impacts related to the development will occur during the construction stage.

Site Working Hours

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3.3.2 Work hours are expected to be between:

- 07:00 to 20:00 on weekdays; and
- 07:00 to 16:00 on Saturdays.
- No work will occur on a Sunday.

Construction Programme

3.3.3 The construction phase is anticipated to take place over a 34-week period.

Traffic Generation

3.3.4 During the construction phase the following vehicles will travel to the site on a regular basis:

- Heavy Goods Vehicles (HGV);
- Small / medium delivery vans (LGV); and
- Cars / small works vans.

3.3.5 There are expected to be a total of 100 HGV deliveries over the course of the 34-week construction period, at a rate of around three per week. No abnormal loads will be required.

3.3.6 Other vehicles will also be delivered to site early in the construction period. These will includes excavators, tractors and trailers, telehandlers and Mobile Elevating Work Platforms (MEWP). Once delivered, most of the on-site vehicles are expected to remain in place until each construction stage is complete.

3.3.7 The small and medium delivery vans will be delivering small construction materials as well as site consumables. The cars and small work vans will be carrying site staff and their tools to site.

3.3.8 The number of personnel on-site would vary during the construction process. There are typically expected to be between 10 and 15 personnel working on-site at any one time, with a peak of around 20 workers during the busiest construction period.

3.3.9 Peak staff vehicle movements (assuming an average car occupancy of 2) are therefore expected to be in the region of 10 inbound trips in the AM period, and 10 outbound trips in the PM period.

3.3.10 Staff will be expected to arrive on site by 7am, and will typically depart between 15:00 and 18:00. The arrival and departure of workers is unlikely to coincide with ‘traditional’ network AM and PM peak periods. Given the expected level of traffic generation, it is not anticipated that the development will create additional congestion or delay on the strategic or local road network.

3.3.11 Overall, the traffic volumes associated with the Proposed Development are expected to be modest.

3.3.12 As identified by KLNWC, the key aspect is how construction traffic (particularly HGVs) are managed to ensure their safe passage to the site along the local road network.

Construction Compound

3.3.13 A construction compound would be located close to the site access point to facilitate the construction of the proposed development. The compound provides sufficient space for:

- Staff welfare facilities;
- Storage of site vehicles and materials;
- The safe loading and unloading of materials; and
- Staff vehicle parking.

Route for Construction Traffic

3.3.14 Construction traffic will arrive from either direction on the A47. Vehicles will then travel 550m north-east on St Paul’s Road South, at which point they will turn right, and follow St Paul’s Road for a further 1.6km to reach the Harp’s Hall Road priority junction. Having turned right onto Harp’s Hall Road, traffic will continue south for just under 1km to reach either the West Array or East Array access point.

3.3.15 Construction traffic will retrace this route when leaving the site.

Signage

3.3.16 Warning signs would be in place along St Paul’s Road South and Harp’s Hall Road. **Figure 18** shows the proposed signing on St Paul’s Road South.



Figure 18. St Paul’s Road - Proposed Signage

3.3.17 The purpose of the signs on St Paul’s Road South will be to:

- Warn general traffic, and other road users (pedestrians, cyclists or equestrians) about the presence of construction traffic; and
- To direct construction traffic to the site, ensuring that they do not stray off the identified construction route.

3.3.18 In addition to the above, bespoke directional signs for the Meerdyke Site will be placed on the A47, both to the north and south of the A47 / St Paul’s Road South roundabout, to ensure that site traffic leaves the A47 at the correct junction.

3.3.19 **Figure 19** shows the proposed signing on Harp’s Hall Road.



Figure 19. Harp’s Hall Road - Proposed Signage

3.3.20 The purpose of the signs on Harp’s Hall Road will be to:

- Warn general traffic, and other road users (pedestrians, cyclists or equestrians) about the presence of construction traffic;
- To direct construction traffic to the site, ensuring that they do not stray off the identified construction route;
- To identify the Site Access points; and
- To enforce the 10mph speed limit on Harp’s Hall Road for site traffic.

Passing Places

3.3.21 It is proposed to create three formal passing places on St Paul’s Road south to enable larger construction vehicles, and general traffic, to pass each other should vehicles meet. These are shown in **Figure 20** and in more detail in **Appendix B**.

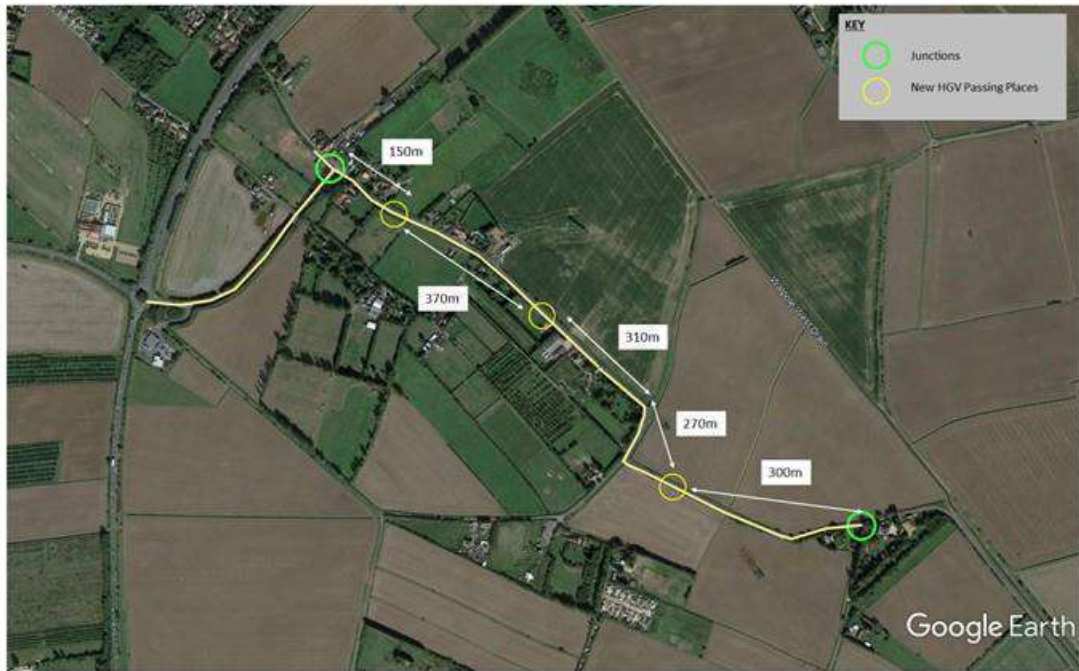


Figure 20. St Paul's Road South – New HGV Passing Places

- 3.3.22 **Figure 20** shows that when the new passing places are constructed, HGVs will be able to pass each other a maximum of 370m apart on St Paul's Road South.
- 3.3.23 **Figure 12** in **Section 2** identifies the 5 informal passing places on Harp's Hall Road, which are suitable for cars and HGVs are able to pass each other. However, aside from Passing Place 1, there are no locations where HGVs can comfortably pass if they meet.
- 3.3.24 It is proposed to create two passing places on Harp's Hall Road to enable larger construction vehicles, and general traffic, to pass each other should vehicles meet. These are shown in **Figure 21** and in more detail in **Appendix B**.

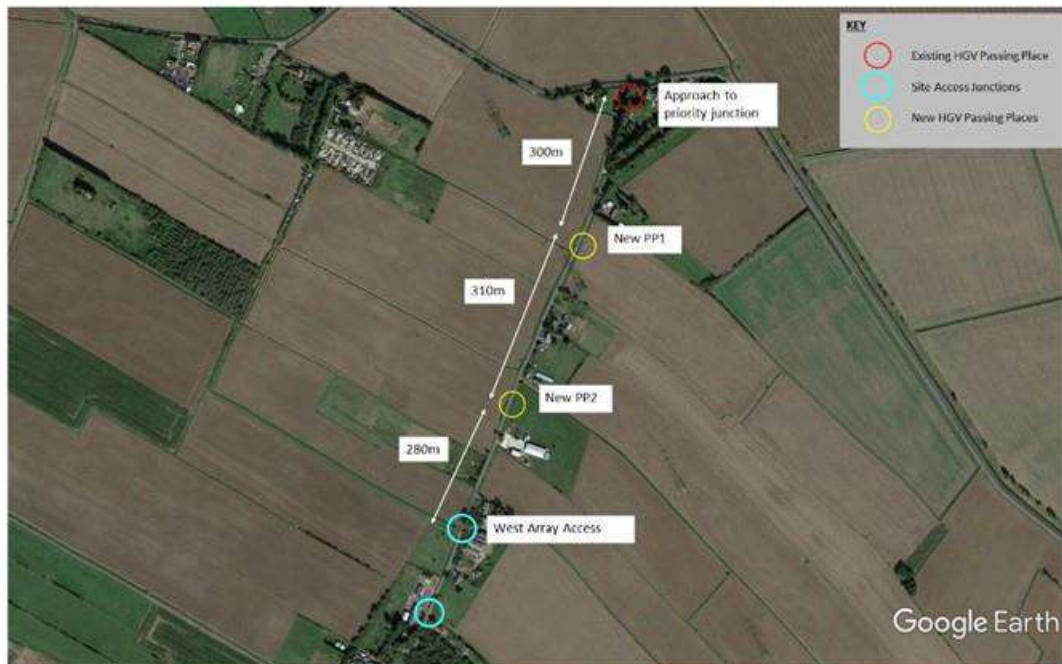


Figure 21. Harp's Hall Road – New HGV Passing Places

3.3.25 **Figure 21** shows that when the new passing places are constructed, HGVs will be able to pass each other every 280m to 310m apart on Harp's Hall Road. It also shows that there is good visibility between PP1, PP2 and the West Array access, so HGV's would be able to see oncoming vehicles, and be able to wait at the most suitable passing point.

3.3.26 The proposed new passing point locations are shown in more detail in **Table 3**.

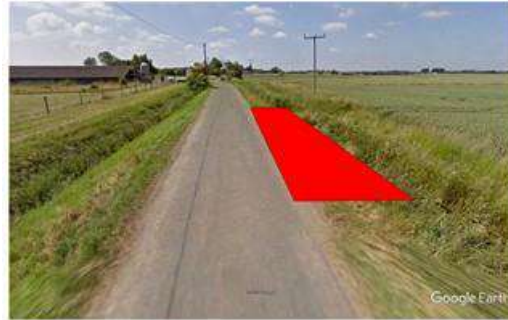
Table 3. Passing Point Photographs



AERIAL VIEW



STREETVIEW



3.3.27 All passing places are subject to agreement with the local roads authority.

3.4 Operational Phase

- 3.4.1 During operation, the Proposed Development will be largely autonomous and does not require resident staff.
- 3.4.2 There will be a small number of regular trips to site, comprising of oil deliveries, regular maintenance visits and associated parts deliveries.
- 3.4.3 The operational stage of the development will not give rise to a significant number of additional vehicle trips. As such, the impact on traffic levels on the road network surrounding the site will be negligible.

3.1 Decommissioning Phase

- 3.1.1 Planning permission is being sought for a 30-year operational period, at which point the development would be decommissioned.
- 3.1.2 In terms of traffic generation and on-site activity, the decommission stage is expected to be similar to the operational stage. It is usual for a decommissioning CTMP to be provided ahead of this operation.

4. FRAMEWORK CONSTRUCTION STAGE TRAFFIC MANAGEMENT PLAN (CTMP)

- 4.1.1 The following section sets out a framework for a CTMP that will be put in place to support the construction of the Solar Farm. The final CTMP (normally submitted when the contractor has been appointed) will identify measures to reduce the number of construction vehicles as well as identifying measures to mitigate the impact of vehicles during the construction period.
- 4.1.2 The CTMP will confirm the programme of works, the agreed route to Site and details of a Site Liaison Officer who will have responsibilities for managing traffic and transport impacts and associated environmental effects. The CTMP will also identify measures to reduce and manage construction staff travel by private car, particularly single occupancy trips.

4.2 Measures to Minimise and Mitigate Construction Traffic Impacts

- 4.2.1 There are a number of traffic management measures which can be implemented to reduce the impact of HGVs. These measures are described below.

Minimise the Volume of Imported and Exported Material

- 4.2.2 In order to minimise the volume of imported material it is anticipated that a proportion of materials (stone, topsoil etc.) would be sourced/re-used from within the boundaries of the Proposed Development site.

Delivery Control

- 4.2.3 The appointed contractor for the Proposed Development will be required to plan and manage deliveries and collections from the site to minimise the impact on the surrounding road network and to minimise the impact on the local community.

- 4.2.4 The contractor will ensure the following measures during the construction period:

- As far as possible, delivery of materials will not be within the morning and evening road network peaks;
- The number of delivery trips will be minimised through a combination of consolidated ordering, rationalising suppliers, and consolidated deliveries; and
- On-site waste will be minimised through recycling and re-use.

Dust and Debris

- 4.2.5 In order to reduce mud and debris being deposited onto the local road network in the vicinity of the Proposed Development access point, a wheel washing facility will be installed. A road sweeper can also be deployed if needed to ensure that the adjacent public road is kept free of dust and dirt.

4.3 Designated Construction Vehicle Route to Site

- 4.3.1 As set out in **Section 3**, a clear construction route has been identified. Construction deliveries will be restricted to this route. The following measures will be implemented on the route.

Passing Places

- 4.3.2 As set out in **Section 3**, it is proposed to create three formal passing places on St Paul’s Road South, and a further two passing places on Harp’s Hall Road to enable larger construction vehicles, and general traffic, to pass each other should vehicles meet.

Speed Limit

- 4.3.3 A 10mph speed limit for all site traffic will be implemented on Harp’s Hall Road.

Signage

- 4.3.4 Temporary construction signage will be erected on the local road network in the vicinity of the Proposed Development site to warn people of construction activities and associated construction vehicles.
- 4.3.5 The proposed signage scheme is set out in **Figures 19** and **20** in **Section 3**.

Road Condition Survey

- 4.3.6 It is recognised that the increase in HGV movements on the local road network may result in accelerated wear and tear to the carriageway. In order to address this situation, it is proposed that a road condition survey is undertaken jointly by the highways authority and representatives of the developer.
- 4.3.7 The survey will cover Harp’s Hall Road between St Paul’s Road South and the site.
- 4.3.8 This process will run separately to this CTMP, but the steps can be summarised as follows;
- A full structural and condition survey will be undertaken on the agreed roads to establish the existing condition before construction commences;
 - During the construction period, the contractor (in consultation with Norfolk County Council) will monitor the condition of the road and will repair damage and wear as necessary to ensure that an acceptable running surface is maintained for all road users;
 - On completion of the project, a further survey would be undertaken to establish the condition of the route; and
 - A scheme of remedial works would be agreed with KLNWC to repair any structural defects with the road and to repair the road surface where necessary.
- 4.3.9 This will ensure that any damage is recorded, and measures taken to repair such damage.

4.4 Staff Induction & Code of Conduct

- 4.4.1 All site staff will be informed about traffic management arrangements and procedures via site induction packs.
- 4.4.2 Transportation of materials to and from the site will be conducted by HGV vehicles operated by drivers with an in-date Driver Certificate of Professional Competence (CPC) qualification.
- 4.4.3 In addition to the Driver CPC qualification, regular ‘in-house’ coaching will be provided to ensure drivers maintain best practice when operating HGVs.

4.4.4 Drivers will be fully inducted and enrolled into a code of conduct which outlines how driving duties should be undertaken. The driver’s code of conduct should include guidance on the following:

- Required license categories;
- General vehicle operation and highway code;
- Drivers working hours / fatigue management;
- Breakdowns / RTC / Emergencies;
- Use of electronic devices;
- Drug and Alcohol policy; and
- Behavioural expectations.

4.4.5 The items listed above are not exhaustive and are only indicative of the elements that should be included in the driver’s code of conduct document.

4.5 Sustainability

4.5.1 The appointed contractor will plan and execute the construction of the Proposed Development with a demonstrably high regard to sustainability. In particular the following objectives will be put in place:

- Minimisation of vehicle movements to / from the site;
- Promotion of shared transport arrangements for site operatives;
- Thorough pre-planning of operations on-site to optimise the redistribution of earthworks materials together with minimisation of haul distances;
- Reduction in the amount of aggregates used on-site by means of alternative construction techniques;
- Application of a reduce-reuse-recycle philosophy to all waste processing activities; and
- Conforming to construction / building codes of practice in relation to sustainability objectives and procedures.

4.6 Contracts and Emergency Procedures

4.6.1 The main contractor will be responsible for creating a final list of stakeholder contacts and ensuring this list is kept up to date on an on-going basis. Stakeholder contacts would include the roads authority, emergency services, and local businesses and residents.

4.6.2 The principal contractor will be responsible for preparing an Emergency Plan for the site. The Emergency Plan will contain information and details of procedures in the event of emergencies. Construction staff would be informed of the Plan and information provided in relation to the location of the nearest hospital, fire assembly points and inclement weather procedures.

4.7 Implementation of the CTMP

4.7.1 The implementation of the CTMP will be the responsibility of the appointed principal contractor. Further evolution of the CTMP may be required during the construction period itself.

- 4.7.2 The main contractor may employ a number of sub-contractors on the Site, and all will fall under the umbrella of the CTMP and will have an obligation to adhere to the CTMP.
- 4.7.3 A Site Liaison Officer will require to be identified for the project who will be the key point of contact for the CTMP.
- 4.7.4 The Liaison Officer will be responsible for the co-ordination of all elements of traffic and transport during the construction process. This person will liaise with the local community so that the community have a direct point of contact within the Developer's organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or site operation.

4.8 Monitoring of the CTMP

- 4.8.1 The CTMP will be monitored by the Liaison Officer who in turn will report to the Roads Authority (Norfolk County Council) in relation to any required changes to the CTMP.

5. CONCLUSION

- 5.1.1 This Transport Statement has considered the impact of the proposed Solar Farm on the transport network.
- 5.1.2 The main transport impacts will occur during the construction stage. Once operational, the Solar Farm will generate a very small number of vehicle trips.
- 5.1.3 The construction period is expected to last for around 34 weeks. At peak times, there are expected to be 20 workers on site, which could generate 10 vehicle trips in each of the AM and PM peak periods, although these are unlikely to coincide with peak times on the road network. Staff will be expected to arrive on site by 7am, and will typically depart between 15:00 and 18:00.
- 5.1.4 The key focus of this Transport Statement is to set out how construction traffic (particularly HGVs) are managed to ensure their safe passage to the site along the local road network. The following main measures are proposed:
- An official Construction Traffic Route has been identified, between the A47 and the site, which will run along St Paul’s Road South and Harp’s Hall Road.
 - Warning signs will be in place along St Paul’s Road South and Harp’s Hall Road. These will:
 - Warn general traffic, and other road users (pedestrians, cyclists or equestrians) about the presence of construction traffic; and
 - Direct construction traffic to the site, ensuring that they do not stray off the identified construction route.
 - A 10mph speed limit for construction traffic will be implemented along Harp’s Hall Road.
 - Three new HGV passing spaces will be created on St Paul’s Road South.
 - Five existing informal passing places for cars are in place on Harp’s Hall Road, between St Paul’s Road South and the site. Two new HGV passing places will be created, which will be suitably spaced and enjoy good inter-visibility, to minimise the impact of HGV deliveries.
 - A Construction Traffic Management Plan will be implemented (a Draft CTMP has been provided as part of the TS). This will be the responsibility of the appointed contractor, and will be managed by a named Liaison Officer, who will be responsible for the co-ordination of all elements of traffic and transport during the construction process