

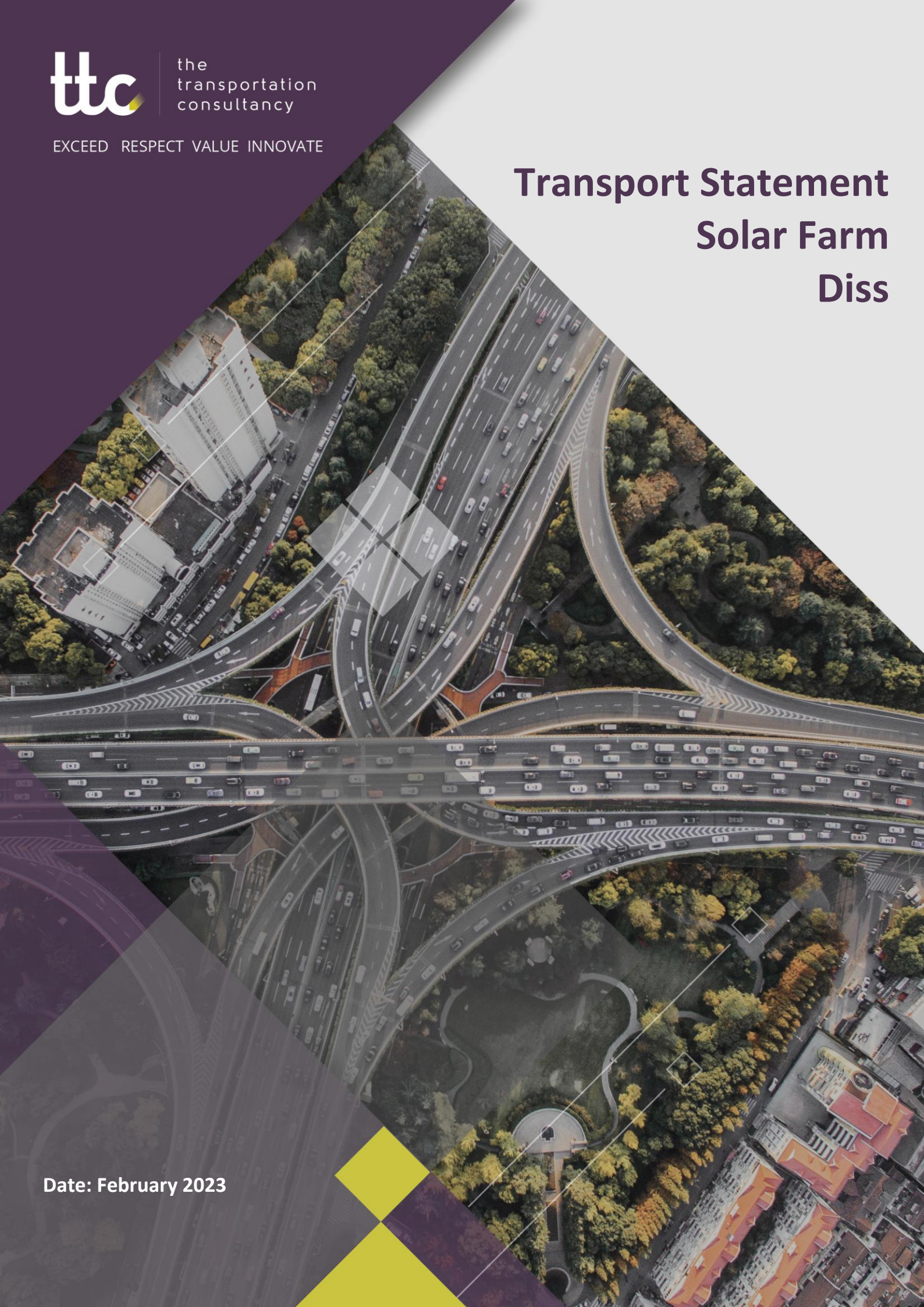


the
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EXCEED RESPECT VALUE INNOVATE

Transport Statement Solar Farm Diss

Date: February 2023



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1. Introduction

1.1 Overview

The Transportation Consultancy ('ttc') have been commissioned by the Zestech Asset Management Ltd to prepare a Transport Statement (TS) in support for the construction of a solar farm in Burston, Norfolk.

1.2 Purpose of Report

This Transport Statement has been prepared to accompany a planning application in relation to the construction of a solar farm on an existing agricultural field.

The impacts of the proposed solar farm will primarily occur during the construction phase and as a result, this report also includes a construction logistics management plan. The management plan identifies a safe and efficient transport route for vehicles to access the site during the construction period, with due consideration of the existing highway conditions.

1.3 Structure of Transport Statement

The remainder of this TS is structured as follows:

- **Chapter 2** – Local Policy.
- **Chapter 3** – Site Context.
- **Chapter 4** – Development Proposal.
- **Chapter 5** – Construction Logistics Management Plan.
- **Chapter 6** – Traffic Management.
- **Chapter 7** – Summary.

2. Local Policy

2.1 Overview

This chapter provides an examination of current transport and land use policies as they relate to the proposed development. This section reviews:

- National Planning Policy Framework (NPPF) (July 2021).
- Norfolk County Council Local Transport Plan 4 (LTP4) (2022).
- South Norfolk Joint Core Strategy (JCS) 2011-2026.

2.2 National Policy

National Planning Policy Framework (July, 2021)

In July 2021 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *'opportunities to promote walking, cycling and public transport use are identified and pursued.'*

Paragraph 110, pg. 31 identifies that plans and decisions should take account of whether:

- *b) safe and suitable access to the site can be achieved for all users;*
- *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

Paragraph 112, pg.32 identifies those developments should be located and designed where practical to:

- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

With regards to impacts on highways, Paragraph 111, states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives would be satisfied by the construction of the development.

2.3 Local Policy

Norfolk County Council (NCC) Local Transport Plan 4 (LTP4) Strategy 2021-2036

The LTP4 should aim to support and help achieve the Norfolk and Suffolk Economic Strategy (2017), NCC Environmental Policy and Together, for Norfolk 2019-2025. These policies aim to help grow the local economy and support businesses, provide clean green energy and strive towards 'carbon neutrality' and focus on growth and inclusivity.

South Norfolk Council Joint Core Strategy 2011-2026

Policy 3 of the JCS aims to:

- Minimise the reliance on non-renewable high-carbon energy sources and maximise the use of decentralised and renewable low-carbon energy sources and sustainable construction technologies.
- Provisions will be made for strategic enhancement of the electricity and gas supply networks to support housing and employment growth.

Policy 20 seeks to provide attractive, sustainable communities, to avoid placing an undue strain on existing services. Infrastructure that is essential to secure sustainable development will include:

- Local and renewable energy.

2.4 Summary

The planning policy described above collectively seeks to ensure that development is located in an area that can be safely and efficiently accessed, which will be demonstrated within this report.

Furthermore, the planning policy considered also seeks to ensure that the impacts of the development are properly considered and mitigated via the preparation of appropriate transportation reports to accompany the planning application and where necessary the provision of mitigation in order to temper the impacts of a given development, to ensure that any residual impacts are not "severe", which will also be demonstrated.

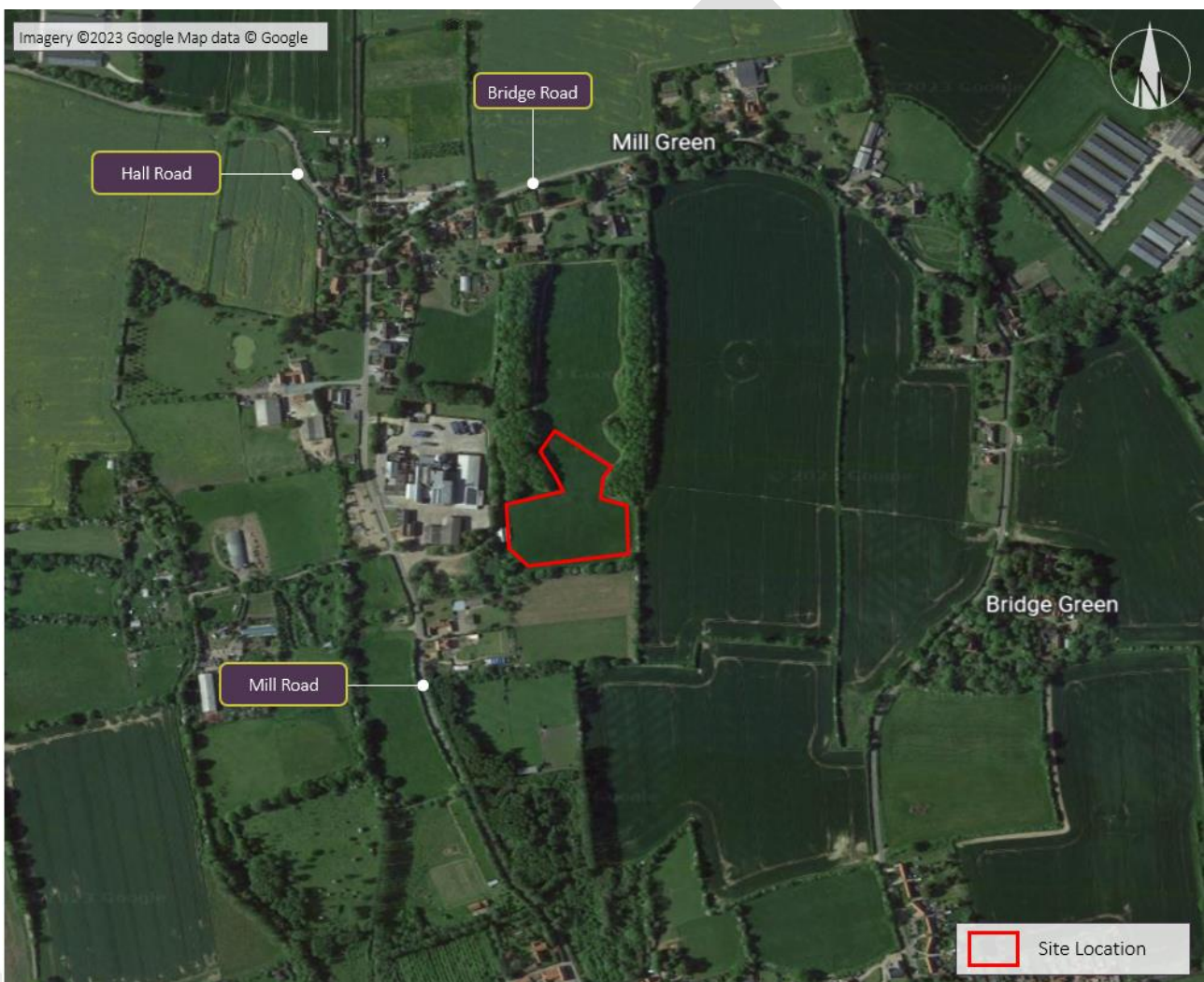
3. Site Context

3.1 Site Location

The site is situated in Burston, Norfolk, and is currently unused agricultural land. The site is bound by rural development to the north, agricultural land to the east and south, and by industrial units that produce food for livestock farming, to the west.

Figure 3.1 below illustrates the site's location within a local context.

Figure 3.1 Site in Local Context



3.2 Potential Routes to Access Site

Introduction

To inform the scope of this Transport Statement, a construction routing exercise has been conducted to determine which of the available routes that link the site with the ‘A’ classified highway network, would be most suitable to support the construction of the solar farm.

Route Analysis and Review

The potential routes to access the site from different ‘A’ classed roads have been identified and analysed. Each route has been ‘RAG’ rated in terms of distance, road restrictions, sensitive land uses and road quality, to identify which route would be the most suitable for the construction vehicles to access the site. The RAG classification is as follows:

- **Green** – high quality, no issues.
- **Amber** – reasonable quality, some issues.
- **Red** – poor quality, several issues.

Figure 3.2 illustrates the potential 3 routes which could be taken.

Figure 3.2 Access Routes to the Site

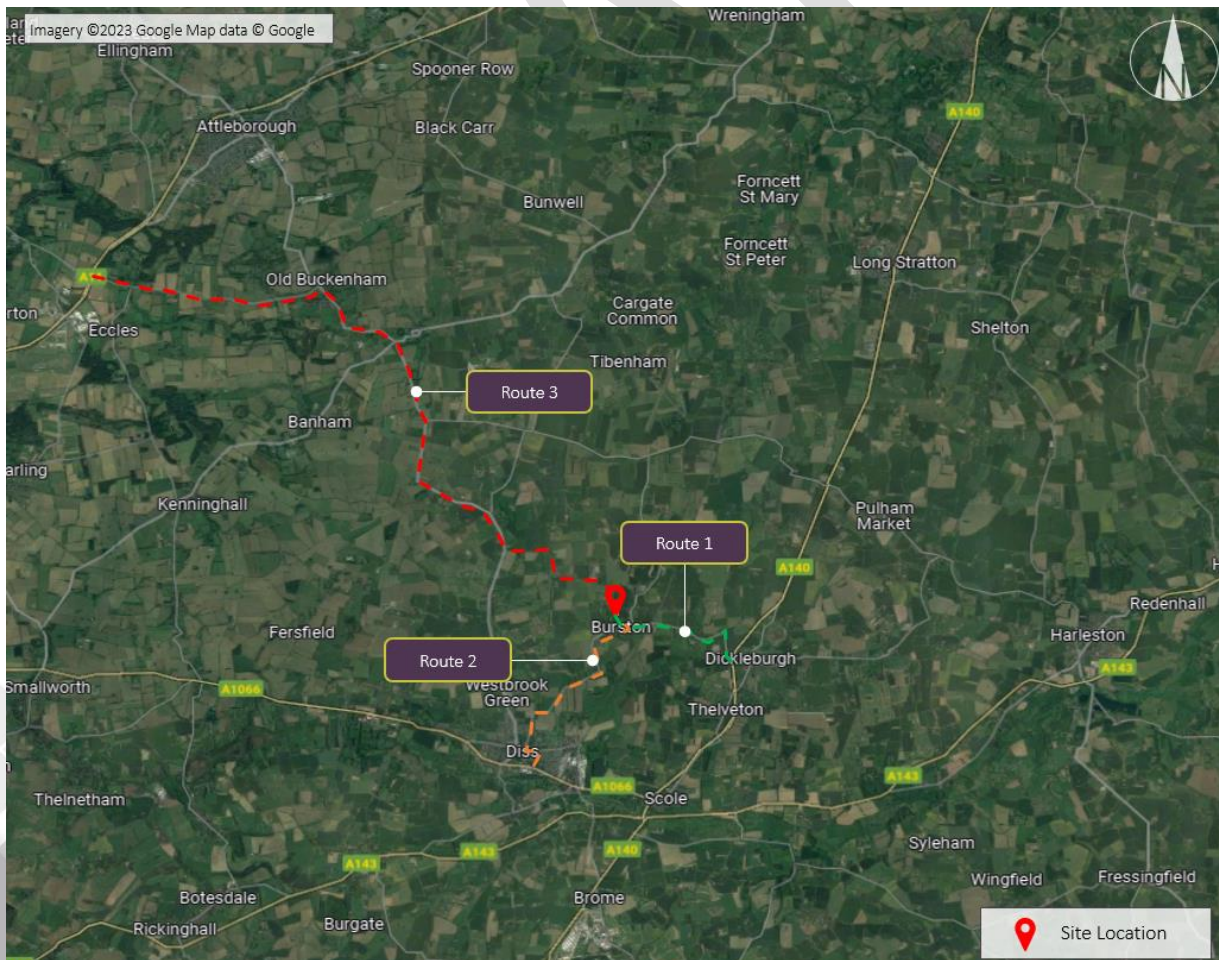


Table 3.1 sets out the results of the RAG assessment:

Table 3.1 RAG Rating of Potential Access Routes

Route	Description	Length	Restrictions	Sensitive Land	Road Quality	RAG
1	Exit off the A140 onto Dickleburgh Road - Burston Road - Station Road - Crown green road - Mill Road - Site access.	4.1km (6-minute drive)	2 Pinch points on Dickleburgh Road, where the road narrows. Rail crossing point, where drivers of large or slow vehicles must phone before crossing. Large vehicles are classed as 18.75m long or 2.9m wide or 44 tonnes total weight. Slow means 5mph or less. Vehicles of 7.5 tonnes are only permitted on Crown Green Road through Burston if they are loading or unloading.	Burston Primary school on Crown Green Road. Burston Chapel located at the South end of Mill Road.	Good quality wide roads, with line delineation. Skid risk on part of Station Road, and speed is reduced to 20mph as a result. Mill Road is of good quality, but no white-line delineation.	Green
2	Exit off the A160 in Diss onto Skelton Road. Turn left onto Fenze Road – Uplands Way – Walcot Road – Heywood Road – Burston Road – Durbridge’s Hill – Mill Road – Site access	6.0km (10-minute drive)	Vehicles of 7.5 tonnes are only permitted on Skelton Road through Diss if they are loading or unloading.	Requires traveling through suburbs of Diss. Assisted living residence at the south end of Burstone Road. Burston Primary school on Crown Green Road. Burston Chapel located at the South end of Mill Road.	High quality roads through Diss Town.	Yellow
3	Exit the A11 (London Road) onto Hargham Road – B1077 (Attleborough Road) – Ragmere Road – New Buckenham Road – Haugh Road – Mile Road – Short Green – The Street – Mill Road – Heywood Road – Black Heywood Road – Hall Road – Mill Road – Site access	17.3km (20-minutes)	Rail crossing point on Hargham Road, where drivers of large or slow vehicles must phone before crossing. Large vehicles are classed as 18.75m long or 2.9m wide or 44 tonnes total weight. Slow means 5mph or less. Vehicles of 7.5 tonnes are only permitted on Short Green through Diss if they are loading or unloading.	Old Buckenham Church, on far east end of Hargham road. All Saints Primary School on The Street.	Good quality roads (Hargham, B1077) Heywood Road narrow at points (c.3.0m) Black Heywood Road narrow at points (c.3.1m) Hall Road narrow at points (c.3.5m)	Red

As can be gauged from **Table 3.1** route 1 would be the most suitable route for the construction vehicles to access the proposed site. This is due to the short journey, high quality and quiet nature of the roads, and limited constraints along the route.

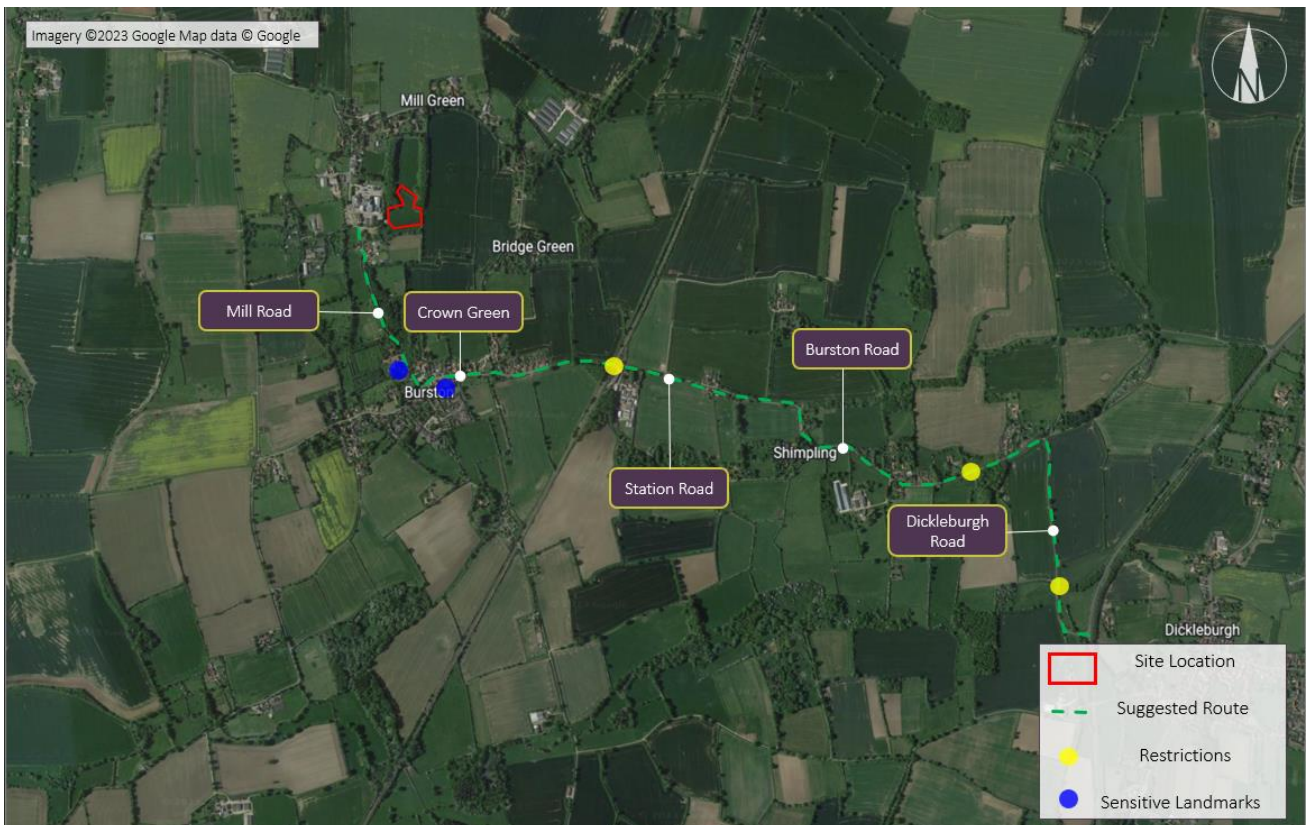
Notwithstanding the above, it is acknowledged that restrictions are in place at the railway crossing and this will need to be considered as part of the management plan, alongside any implications of passing the two sensitive land uses identified.

Further consideration of appropriate management measures is given in **Chapter 5/6**.

3.3 Highway Network of Proposed Route

Based on the outcome of the construction route selection exercise, the following describes the local highway network of route 1 which is the advised route. The local highway network along route 1 can be displayed in Figure 3.3 below.

Figure 3.3 Highway Network Along Proposed Route



Dickleburgh Road

Dickleburgh Road is a two-way single lane carriageway which runs on a north-west to south-east alignment. The carriageway is circa 7.7m wide but does have two pinch points where the road narrows to circa 3.7m in width. The carriageway has white line delineation markings and is subject to national speed limit, changing to ‘30mph’ when heading westbound onto Burston Road. There is no pedestrian footways or street lighting provided on this road.

Burston Road

Burston Road is a two-way single lane carriageway which runs on a north-west to south-east alignment. The carriageway is circa 6.0m wide and is subject to a ‘30mph’ speed limit. The carriageway has white line delineation markings along the road and there are no pedestrian facilities provided. There are no pedestrian facilities or street lighting provided.

Station Road

Station Road is a two-way single lane carriageway, running on a west to east alignment. The road is circa 6.4m wide and is subject to national speed limit but changes to '30mph' when entering Burston village. At the mid-way point of the road there is a rail crossing point. The carriageway has white line delineation markings and does not provide pedestrian facilities or street lighting.

Crown Green

Crown Green is a two-way single lane carriageway, running on a west to east alignment. The carriageway is circa 5.5m wide, provides white delineation markings and is subject to a '30mph' speed limit. The road also provides a pedestrian footway (circa 2.0m wide) on the south side of the road due to a school, playground and pub being accessible from the road. No street lighting is provided.

Mill Road

Mill Road is a two-way single lane carriageway which runs on a north to south alignment. Mill Road connects the Hall Rd/Bridge Rd/Mill Rd junction to Burston Village. The carriageway is circa. 6m wide with no white line markings on the road and is subject to a 30mph speed limit. Pedestrian infrastructure is only located outside of residential properties and is not available along large stretches of the road, and no street lighting is available.

3.4 Highway Safety (Personal Injury Accident Data)

Personal Injury Accident (PIA) data has been extracted from Crashmap (www.crashmap.com) for the most recent 5-year period (2017-2021). The data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport each year.

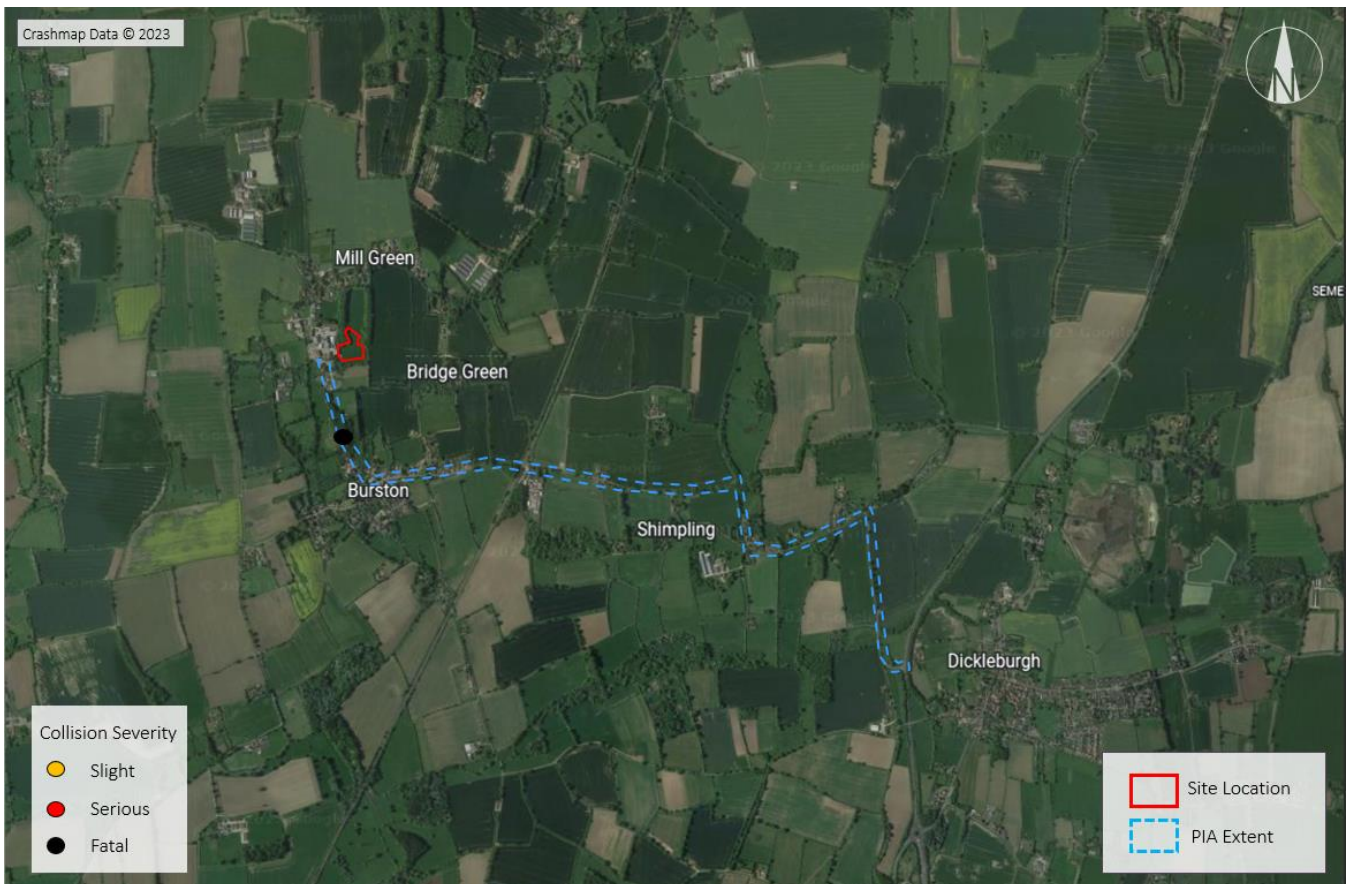
The purpose of assessing recorded PIAs is to determine whether there is a history of accidents along the proposed route and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal:** any death that occurs within 30 days from causes arising out of the accident.
- **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

Figure 3.3 highlights the assessment of the PIA area along route to the proposed site.

Figure 3.4 Recorded PIAs Along Route 1 (2017-2021)



As can be gauged from **Figure 3.3** one accident has been recorded in the last 5 years within the PIA area for route 1. This incident was a fatal and occurred on Mill Road. The incident was between two 7.5 tonnes good vehicles and a motorcyclist which led to the death of the motorcyclist. The causation of the incident was issued as driver error and not due to any highway safety issues. The full report on the incident can be viewed in **Appendix A**.

Although there has been one fatal incident within the PIA area, the lack of any other incidents within the last 5-years along the entirety of route, means the annual accident rate equates to 0.2 accidents per annum. This level of recorded annual incidents is not considered to be significant, though reference to a fatal accident will be communicated to all construction staff to ensure vigilance when travelling to the site.

3.5 Sustainable Accessibility

Walking

Given the rurality of the site location, there is very limited pedestrian infrastructure along the local highways. However, there are several Public Right of Way (PRoW) footpaths in proximity to the site that facilitate traffic free access around Burston and towards neighbouring villages. Local footpaths are shown in **Figure 3.4** below.

Figure 3.5 Local PRow footpaths

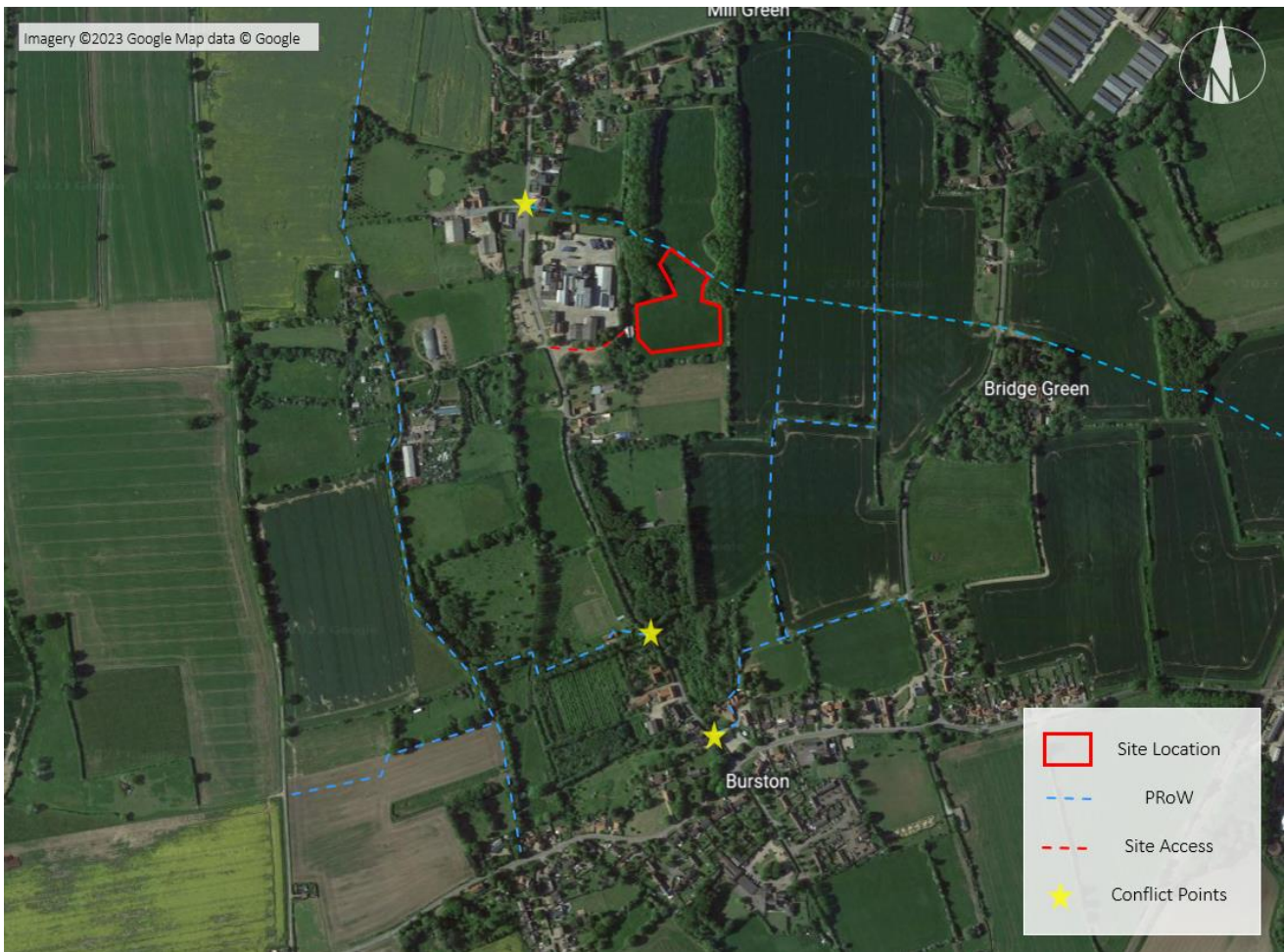
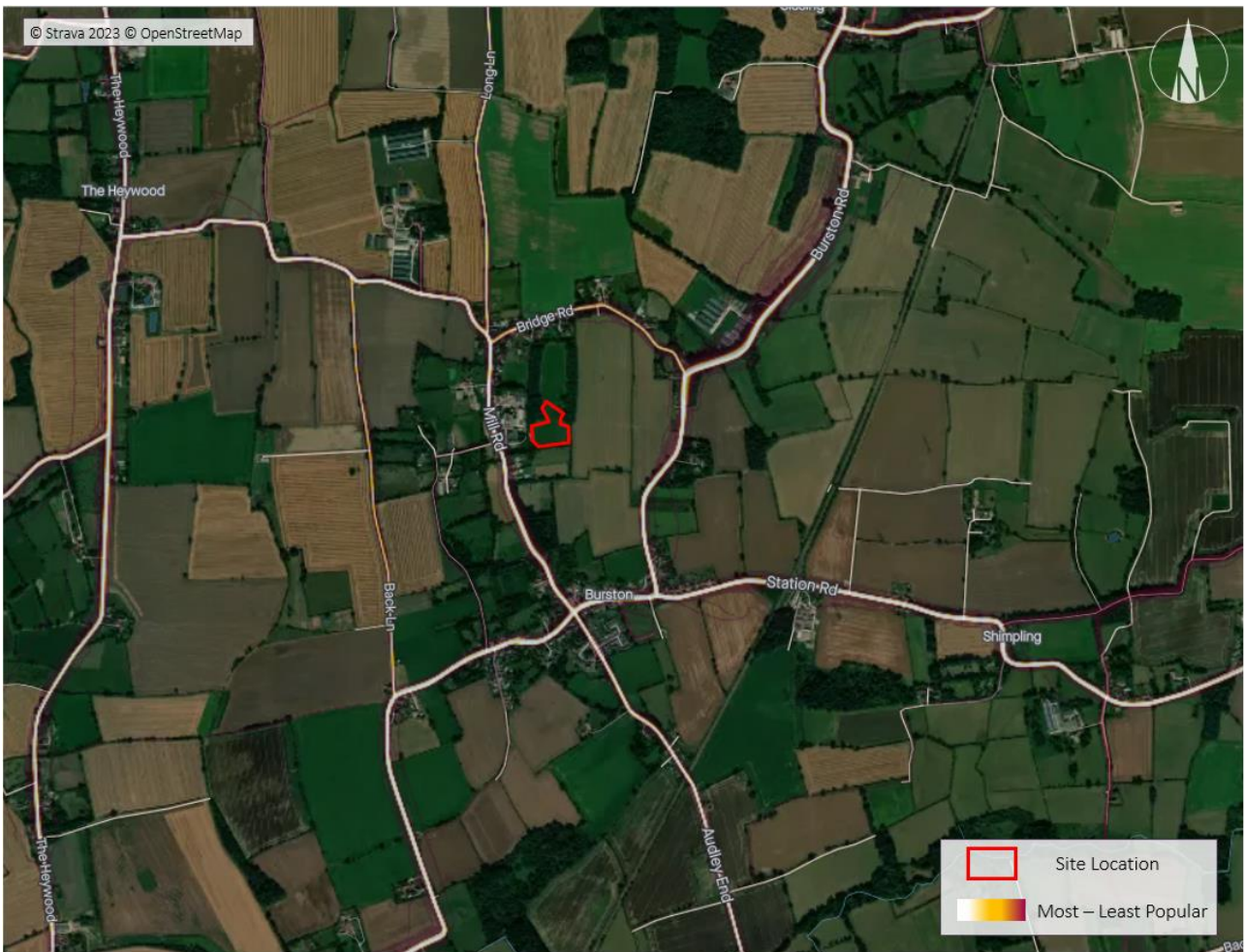


Figure 3.4 highlights the PRow footpaths in relation to the site and shows how pedestrians can commute around Burston without travelling along the roadside. However, as identified within Figure 3.4 there are three conflict points on Mill Road where the PRow meets the carriageway and as there is no pedestrian facilities on this road, there is a risk of pedestrians walking along the carriageway. These conflict points will be communicated to the construction team by the appointed Principal Contractor.

Cycling

Within the vicinity of the proposed development, there are no cycle paths or designated cycle routes in the local area. However, given the quiet rural nature of the surrounding highway network it can be evidenced from Strava Heat Mapping, which captures recorded user activities, that the local network is well utilised. An extract from Strava is presented within Figure 3.5.

Figure 3.6 Heatmap for Cyclist Activity in Relation to the Site



From a review of the 2011 Census dataset ‘Method of Travel to Work’ for the workplace population of the Lower Super Output Area (MLOA) South Norfolk 014B (where the site resides), it has been established that only 2.4% commute to work by bicycle. As a result, it is likely that the majority of cycling in the area is for leisure and sporting purposes, rather than for commuting to work. It is therefore likely that cycling will take place over weekends and outside of the typical working day.

Notwithstanding the above, all construction personal and delivery companies will be notified of the presence of vulnerable road users. Further details are included within **Chapter 5/6**.

4. Development Proposal

4.1 Project Description

The proposed development comprises:

- The construction of a 1.2MW solar farm with bifacial solar photovoltaic (PV) panels mounted on metal frames.
- New access tracks.
- Underground cabling.
- Perimeter fencing with access gate.
- One temporary construction compound.
- Substation and all ancillary grid infrastructure and associated works.

The Proposed Development will result in the production of clean energy from a renewable energy resource (daylight) and will also involve additional landscaping including hedgerow planting and improved biodiversity management.

A copy of the site layout is included within **Appendix B**.

4.2 Access

The proposed development will be accessed via an existing site access from Mill Road. The access is used as a service entrance to the existing Food Processing Unit and is capable of accommodating HGV traffic.

The location of the access relative to the development is illustrated within **Figure 4.1**.

Figure 4.1 Site Access Location



4.3 Temporary Site Construction Compound

One temporary construction compound will be required during the construction phase of the Proposed Development. The proposed compound consists of an area of approximately 20m by 15m, in a rectangular shape. The compound will contain the following:

- Temporary site facilities (Port-a-Cabin type) to be used for site office and welfare facilities, including welfare facilities with provision for sealed waste storage and removal.
- Container storage unit(s) for tools and equipment storage.
- Container storage unit(s) for components and materials.
- Refuelling compound for construction vehicles and machinery.
- Chemical toilets.
- Adequate parking area for cars, construction vehicles and machinery.
- Designated skips for construction waste.
- Wheel washing facility.

4.4 Construction Parking

It is forecast that there will be approximately 10 staff on site at any one time during the construction period, although this will vary subject to the overall programme of works. It is likely that there will be a degree of vehicle sharing by staff and therefore, less than 10 staff vehicles (estimated maximum at 5-7 per day at peak construction periods) are expected to arrive on site each day. Staff vehicle sharing will be actively encouraged to reduce vehicular movements.

Upon entrance/exit to and from the Site, workers vehicles will report directly to the area of hard standing at the temporary site construction compound, where there will be sufficient space for parking and turning. Site opening and closing will be outside morning and evening peak traffic times, minimising local traffic disruption during busy periods.

No parking will be allowed for construction workers on the public road network in the vicinity of the site. A number of additional unscheduled visits may be required throughout the construction period for site inspections and due to unforeseen circumstances, which is accounted for in the parking requirements specified.

4.5 Turning Facilities

The construction compound will provide adequate space for vehicle manoeuvring and turning, and all HGV deliveries will report here for unloading. The turning area will ensure that all vehicles will ingress and egress in a forward gear to maintain safety on the public highway.

4.6 Site Security

For security and safety purposes, the site will be closed to the general public via security fencing and a locked gate. The security fence installed around the perimeter of the solar farm will be erected at the start of the construction programme and will remain for the duration of the operation until decommissioning of the solar farm.

Access to the construction site during construction hours will be controlled by personnel located at the entrance of the site. All visitors will sign in and out with security.

Visitors to the site will be given a Health and Safety site induction, provided with Personal Protective Equipment (PPE), and will remain with an appropriately trained escort at all times.

4.7 Public Right of Ways (PRoW)

There is a PRoW routing along the northern site boundary, which will remain open during the construction period.

There will also be a dedicated Community Liaison Officer to engage with local residents, throughout the construction and operational phases.

4.8 Traffic Generation

Components which are required to construct the solar farm will arrive by HGV (max size 18.75m length, 44 tones weight).

The Applicant has advised that an estimate of 24 deliveries will be required for the construction of the solar farm. The number of movements broken down by type is presented within **Table 4.1**:

Table 4.1 Construction Traffic Generation

Activity	Type of Vehicle	Total Number of Deliveries
Solar modules & Mounting Structures	Max 18.5m HGV	9 (18 two-way movements)
Inverters/Transformers	10m Rigid	1 (2 two-way movements)
Substation	10m Rigid and 18.5m HGV	1(2 two-way movements)
Internal Access Tracks	10m Rigid	5 (10 two-way movements)
General	JCB by low loader	1 (2 two-way movements)
Other (temporary welfare compound buildings, fencing, CCTV, etc.)	Max 18.5m HGV	7 (14 two-way movements)
	TOTAL	24 deliveries (48 two-way movements)

The deliveries outline in **Table 4.1** will be spread across the construction programme and are unlikely to conceded two HGV movements a day. With reference to **Section 4.4** it is anticipated that staff vehicle movements will be in the region of 14 two-way movements a day, which will primarily occur outside of the normal highway peak hours. As a result, it is anticipated that the level of traffic generated during the construction period will not have a discernible impact on the safe operation of the local highway network.

4.9 Construction Programme

The construction programme for the installation period of the solar farm is comprised of three phases:

- ▶ Mobilisation – 5 days
- ▶ Installation window – 85 days
- ▶ Demobilisation – 10 days

The approximate time frame for the construction of the solar farm is estimated to take 100 days over a 17-week period, on the basis of a 6-day working week. **Table 4.2** below displays a time frame of the construction period, and the full programme is displayed in **Appendix C**.

Table 4.2 Construction Time Programme

Installation Phases	Time (Weeks)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Mobilisation																	
Installation Window																	
Demobilisation																	

During the Mobilisation phase the site is likely to experience c.13 two-way construction vehicle movements for the installation of access tracks, delivery of JCB and temporary welfare facilities. The installation window will likely see 22 two-way construction vehicle movements, which deliver the materials and resources to construct the solar farm. Also, during this phase there will be 14 two-way daily staff vehicle movements over a 14-week period. Finally, the demobilisation period will last two weeks and will likely experience c.13 two-way construction vehicle movements for the removal of temporary track way, JCB and other welfare facilities.

DRAFT

5. Construction Logistics Management Plan

5.1 Construction Access Routes and Strategy

Until a Principal Contractor is appointed the sources of construction materials and supplies is, at the time of writing, unknown. As a result, the following key considerations have been taken into account for delivering the access route strategy to the proposed development:

- Use the shortest route available from the location of the access points to the Strategic Road Network (SRN).
- Use a sliding scale approach with regards to route assignment and road classification, utilising the 'A' classified highway network as far as practicable, before resorting to lower classifications of highway.
- Avoid settlements and sensitive receptors (schools, retail areas), wherever possible.

An appraisal of the available routes has been undertaken and a single suitable route has been identified. The appointed contractor will be informed of the preferred route and advised that any amendments to the route would be at the discretion of the Council.

5.2 Delivery Booking System

On a weekly basis, the appointed Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers, the Site Manager will ensure that construction deliveries are managed in an efficient manner, with minimal disruption and delays.

It is proposed that temporary signage would be used to highlight the entrance to the Site and to direct construction traffic to the site via the public road network. The Applicant will provide banksmen to assist with the manoeuvring of delivery vehicles to and from the site, as well as internal site movements.

Hauliers will be required to contact the Site Manager to give an indicative delivery time, to ensure that the delivery space and banksmen are ready for their arrival on site.

To avoid any vehicles waiting, sufficient time will be provided between deliveries to allow for any delays (such as loading/unloading taking longer than expected).

Deliveries will be managed and scheduled to ensure that no vehicles would have to wait on the surrounding road network.

5.3 Vehicle Size

With reference to **Section 3.2**, it has been identified that there are two 'pinch points' and a railway crossing with limitations on the size and weight of vehicle that can cross without prior notification.

The appointed Principal Contractor will be advised of the constraints, and it is likely that all deliveries can be made by vehicles which comply with the requirements. The appointed Principal Contractor will be responsible for ensuring all delivery and haulage companies are made aware of the constraints to avoid any damage to existing infrastructure and/or avoid any deviations from the preferred route unless explicitly agreed by the Council.

5.4 Compliance

A series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements set out in this report are not achieved. It is anticipated that these mechanisms will be determined at a later stage and may include:

- Risk Assessment Method Statement (RAMS) - this will include site inductions for contractors, briefing on obligations of the Principal Contractor's standards, induction and adherence to RAMS procedures, driver inductions and compliance guidance; and
- Actions - to be employed if the commitments outlined within documents are breached.

5.5 Timing Restrictions

All traffic movements will be carried out between the hours of 07.00 to 19.00 on Monday to Friday and 08.00 to 16.00 on Saturdays. Outside of these times works are limited to:

1. Commissioning and testing and
2. Works required in an emergency where there is the potential of harm or damage to personnel, plant, equipment, or the environment, provided the developer retrospectively notifies the Council of such works within 24 hours of their occurrence.

Deliveries, where possible, will be scheduled to avoid peak times where relevant, e.g. avoiding rush hours and after school drop off and pick up times.

5.6 Operational Period

The operational phase of the solar farm is anticipated to have negligible trip generation potential with approximately 10-15 Light Goods Vehicles (LGVs) expected every year for scheduled maintenance checks, with additional visits required to attend to remedial issues when necessary. The operational access point will use the same entrance to the site as during the construction period.

5.7 Decommissioning Period

The number of HGVs required for the decommissioning period will be similar to site mobilisation as detailed within **Section 4.9**.

6. Traffic Management

6.1 Traffic Signage

Access Route and Pointing Signage

Temporary signage will be erected along the construction traffic route on the local highway network to provide directional routeing information for construction vehicles, to ease navigation between the Strategic Highway Network and the construction sites.

All drivers will be made aware of the prescribed construction routes prior to accessing any part of the site.

Access Road Signage

In addition to the above, temporary signage will be erected along the proposed construction access roads where necessary. The signage will provide construction vehicle drivers with information on the distances to construction sites (destinations) and warning (hazard) information related to potential vehicle conflict or pedestrian conflict areas.

Temporary Diversion Signage

In the event that temporary diversions are required, temporary signage will be installed by the appointed Principal Contractor in accordance with relevant signage design guidance.

It is not anticipated that such diversions will be required but should such a requirement be identified by the Principal Contractor, then the relevant highway authorities will be consulted with and planned diversions will be agreed in accordance with the NRASW Act.

General

All signage will be provided in accordance with Traffic Signs Regulations and General Directions (TSRGD) published by the DfT.

6.2 General Traffic Management Measures

HGV & LGV Construction Vehicle Records

All HGV and LGV construction vehicle movement associated with the proposed development will be recorded and timed as vehicles enter and leave all construction sites as part of a delivery management system (DMS). The DMS will be prepared and submitted to the Local Highway Authorities by the appointed Principal Contractor.

HGV Traffic Movement Restrictions

HGV movements associated with the Project will normally take place during the core working hours.

However, vehicles finishing at the working area at the end of a working day shall be permitted to leave site (i.e. a one-way movement from the working area along the access road to the local highway network or strategic road network) outside of these hours, though the appointed Principal Contractor will seek to avoid such incidents from occurring.

HGV Emissions

All road-based vehicles used in the construction of the Project will be to a EURO standard V class or better.

Banksmen or Presence of Qualified Personnel

Qualified personnel (banksmen) will be placed at key locations when necessary, during the construction of the Project. Key locations are likely to be limited to the construction access.

Cleaning of Vehicles

All vehicles exiting from the construction access will be checked and cleaned manually (or if it is deemed necessary, will pass through the wheel cleaning facility) prior to using the public highway to prevent the debris from being transferred off the site onto the road. If required, a road sweeper will be utilised to further ensure that the local highway network remains safe and clear of debris.

Liaison with Site Users

The Principal Contractor will be responsible for liaising with the occupier of the Food Processing Unit to minimise the interaction between the occupier's vehicle movements and construction traffic.

In instances where a conflict does occur, construction vehicles will be expected to give way to the occupier's vehicles, when it is safe to do so.

6.3 Highway Condition Surveys

The access point onto Mill Road will be inspected. The inspection shall take place before first use, at frequent intervals during the construction programme and following final use, to ensure that the surface of the highway remains in good repair and highway safety is maintained. The frequent inspections will also enable any repairs to be made in a timely manner throughout the construction period.

At the end of the construction period, the accesses and crossing points shall be inspected and a programme of works to restore them to the condition they were in before the construction period began will be agreed with the Council.

A photographic record of the condition will be made and submitted to the Council.

6.4 Information Packs and Communication

Information packs will be provided to all contractors which will form part of the contractual agreement between the contractors and the Applicant.

The information pack will contain the details of the following requirements:

- HGV restrictions.
- Locations of sensitive land uses, PRoW access points and advice on the use of the local highway network by cyclists.
- Construction route, including the locations of width constraints.
- Non-Compliance guidance.
- Complaints procedure.

- CTMP protocols and indications required for all contractors including a code of good practice.
- Guidance on standard communication procedures between contractors and site.
- CTMP contacts (emergency and non-emergency).
- Information packs and communications details will be shared with the highway authorities ahead of any construction works accessing the site.

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7. Summary

This report outlines the overall framework for managing the movement of construction and delivery traffic to and from the Proposed Development, as well as considering the type of traffic it will generate. The traffic assessment for the operational and decommissioning phases were also considered.

Impacts from the operational phase of the site, consisting of between 10-15 LGVs per year, is not considered to be 'significant' and therefore a full Transport Assessment is not required. However, elements of the NPPG which are relevant to this project, namely, to include details of the existing conditions and issues relating to the Proposed Development, have been considered in this Transport Statement.

Increased volumes of traffic will be generated by the Proposed Development during the construction period. However, the overall volumes of traffic generated are considered to be quite low. During the anticipated 17-week construction period, a total of 24 HGV deliveries will be made to the Site.

The haulage route will likely comprise:

- Exit off the A140 onto Dickleburgh Road - Burston Road - Station Road - Crown Green Road - Mill Road - Site access.

The site will be accessed from an existing service access, currently utilised by a Food Processing Unit. The access currently accommodates HGV traffic and does not require any winding or improvement.

The Applicant will conduct a pre- and post-construction condition survey of Mill Road that the site is accessed from, from the public road up to the site access point. The Applicant will be liable to repair any damage to the road attributed to the construction of the Proposed Development.

The Transport Statement sets out a variety of specific mitigation measures that will be implemented during construction that will minimise the impact of the construction traffic on the environment and local communities; these include:

- Limitations on working times and HGV scheduling.
- Site security and signage.
- Measures to control emissions of dust and other airborne contaminants.

Based on the content of this Transport Statement, it is considered that the development is supportive of National, Regional and Local Transport policy.

Appendix A

PIA Data

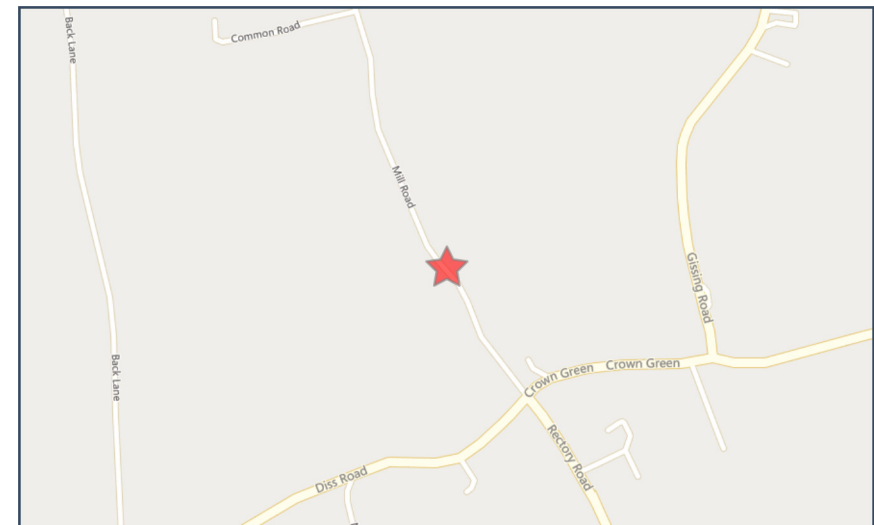
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Validated Data

Crash Date: Monday, September 07, 2020 **Time of Crash:** 7:40:00 AM **Crash Reference:** 2020360978858

Highest Injury Severity:	Fatal	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Norfolk			Number of Vehicles:	3
Local Authority:	South Norfolk			OS Grid Reference:	613628 283390
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over		4 Male	46 - 55	Vehicle is reversing	Back	Journey as part of work	None	None
2	Motorcycle over 500cc		11 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
3	Goods vehicle 7.5 tonnes mgw and over		4 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

Casualties

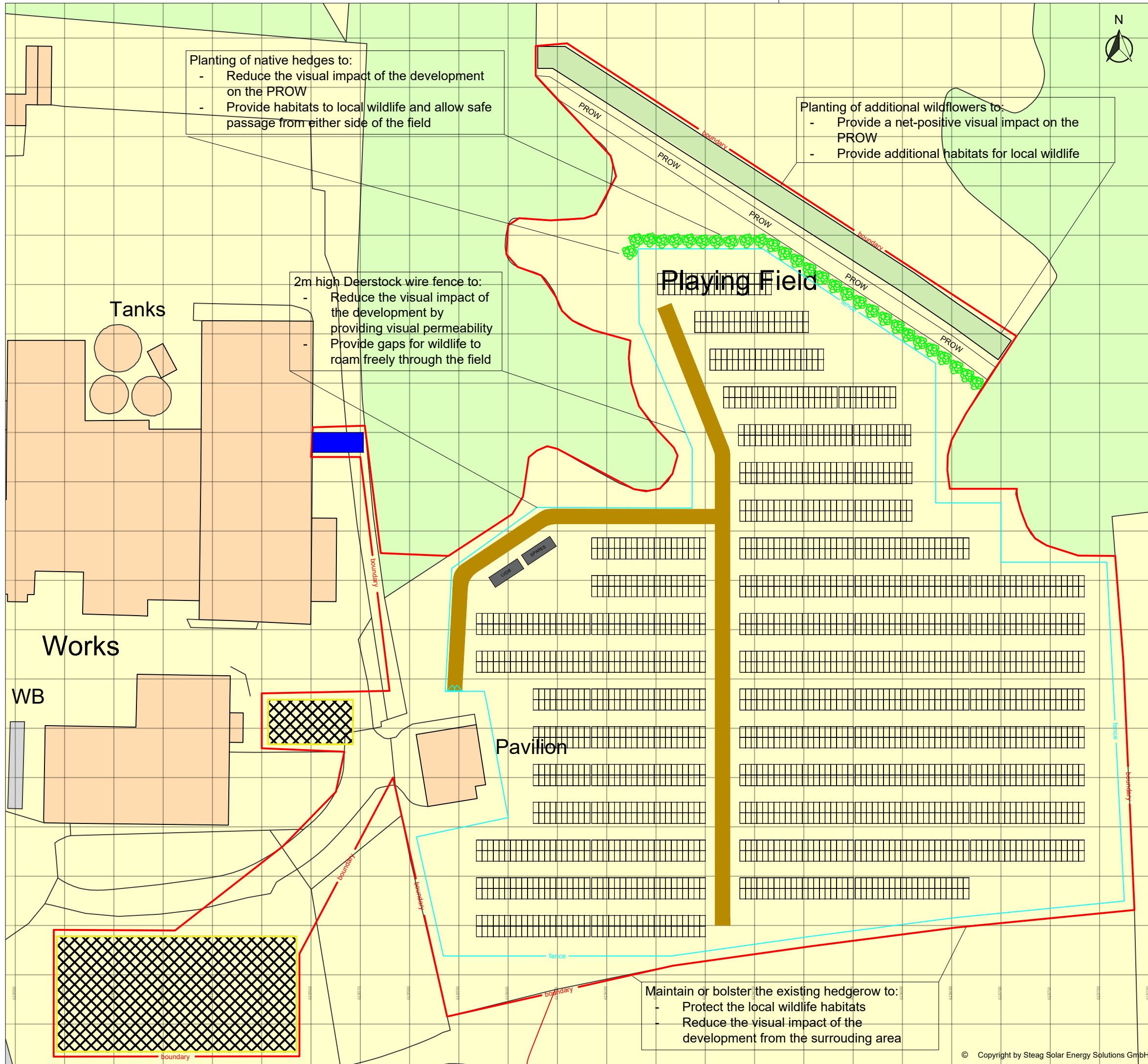
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Fatal	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix B Site Layout

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Legend

Planning Boundary	Trees/bushes
Fence	Green area
Module tables	Gate
LV PVDB Container	Gantry for AC Cables
Spares Container	Temporary site road
Temporary Construction Area	

Project Notes

Substructure:	TBC
Row distance:	TBC
Inverter:	10no.
PV-Module:	2,200no.
Total PV capacity (DC):	1,199.00 kWp

General Notes

Coordinates: 52°24'38.82"N, 1° 8'23.80"E
 Ground level height: 43m
 Fence: approx. 600 m (2m high)
 Built-up road, permanent: N.A
 Solar Farm Development Area: approx. 2.06 ha
 Total Lot area: approx. 8.20 ha

All measurements in metres (m)

No clearance areas required for the Temporary Construction Areas

Additional Spares container added per Octopus' Technical Specifications

Client	Project address
	Burston Mill, Mill Road, Burston, IP22 5TJ

09			
08			
07			
06			
05			
04			
03			
02	13/01/2023	Construction area added and fenceline amended	MS/RD
01	15/12/2022	Updated fence line and TX position	MS/DH
00	09/12/22	First Draft	MS
	Date	Remarks	draw/check

Designed by STEAG Solar Energy Solutions (UK) Limited

STEAG Solar Energy Solutions

48 Warwick St. City of Westminster
London
W1B 5AW
www.sens-energy.com

Project
ForFarmer Burston

Drawing
Planning Layout

Status

Preliminary Execution As-Built

Based
OS MasterMap Topography Layer

Scale 1:750	Size A3	Filename 230106_BUR_Planning Drawings.dwg
Rev: 02	Plan-ID: LAY-01	

Appendix C

Construction Programme

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