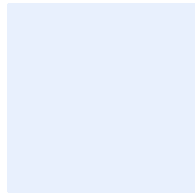
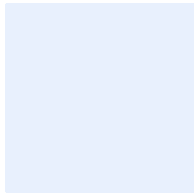
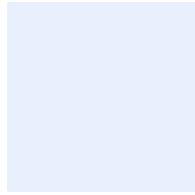
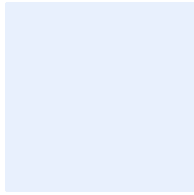


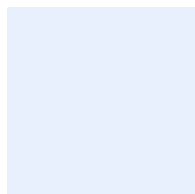
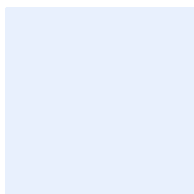
Spalding Solar Farm

08/07/2024

Reference number GB01T22186



TRANSPORT STATEMENT



SYSTRA

SPALDING SOLAR FARM

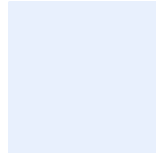
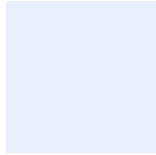
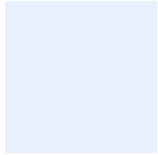
TRANSPORT STATEMENT

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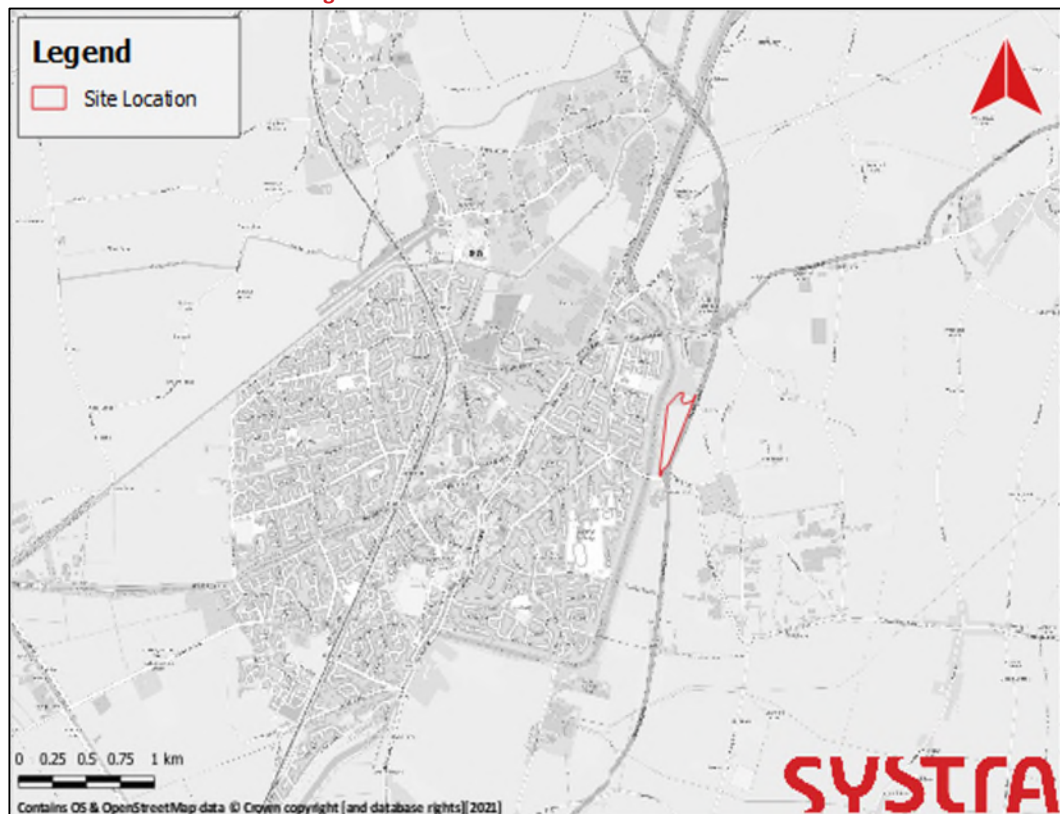
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1. INTRODUCTION

- 1.1.1 SYSTRA LTD (SYSTRA) has been appointed by ENVAMS Ltd on behalf of EDF Energy Renewables Ltd to prepare a Transport Statement (TS) in support of an application for planning permission for a Solar Farm at Spalding in Lincolnshire. The proposed development is located at the eastern boundary of Spalding, on land between the A16 and the Coronation Canal. The site lies within the South Holland District Council (SHDC) administrative area of Lincolnshire. The general site location in relation to the town of Spalding is indicated by **Figure 1**.

Figure 1. General Site Location



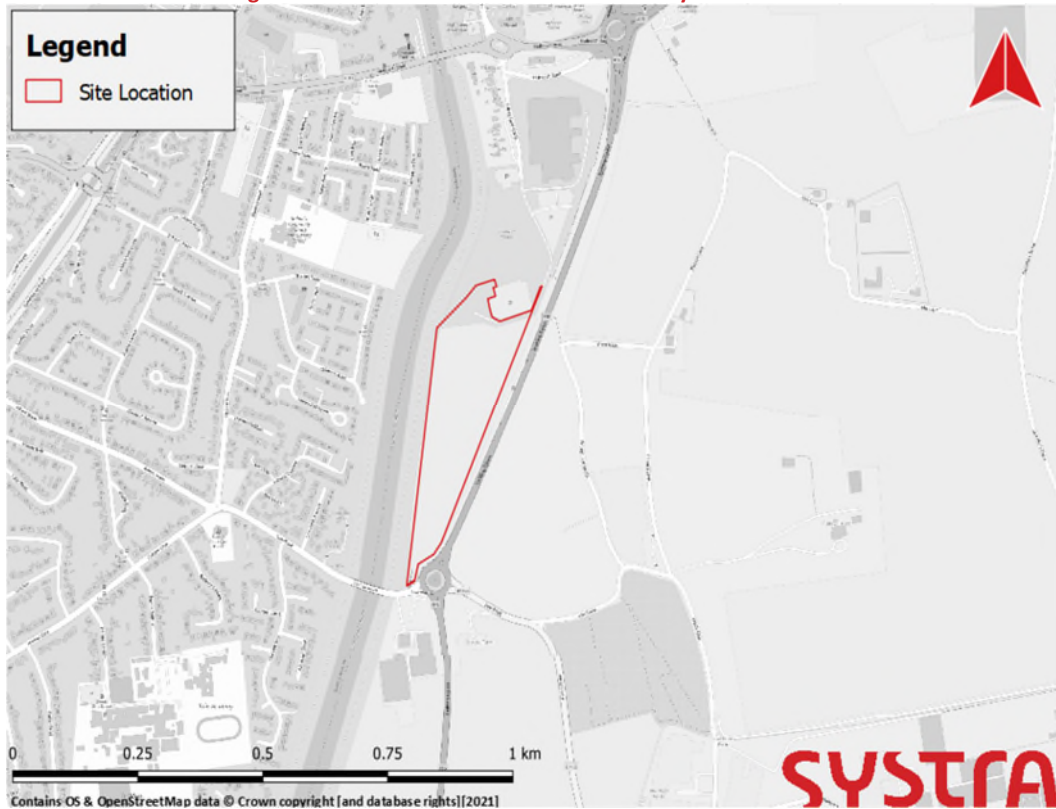
- 1.1.2 The purpose of this TS is to evaluate the existing transport infrastructure in the vicinity of the Site and set out the key transportation impacts that may occur during the construction phase of the development and when the Proposed Development becomes operational.
- 1.1.3 The report seeks to confirm that the proposed development at this location can be constructed with an acceptable transport impact and can be integrated into the surrounding network without detriment to existing users and local residents.

1.2 The Proposed Development

- 1.2.1 The Applicant is proposing to construct and operate a Solar PV Farm with associated infrastructure, with a generation capacity of up to 1.64 MW. The Proposed Development would comprise: ground mounted solar panels and associated infrastructure, strong inverters, transformer station, Ring Main Unit, perimeter fencing and underground cabling.

1.2.2 A plan of the site and the local area is shown in **Figure 2**.

Figure 2. Site Location and Red Line Boundary



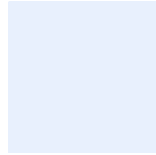
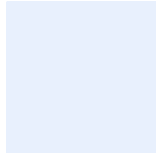
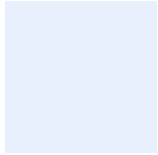
1.2.3 The proposed development is situated on land currently used for agricultural purposes, directly south of the Pilgrims UK site, between the A16 and the Coronation Canal. The site lies on the eastern boundary of the town of Spalding, with mainly agricultural land to the east of the site beyond the A16.

1.3 Policy and Guidance

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

- NPPF;
- South East Lincolnshire Local Plan;
- Lincolnshire County Council Local Transport Plan 5;
- Guidelines for Traffic Impact Assessment (1994) Institution of Highways and Transportation (IHT); and
- Guidelines for the Environmental Assessment of Traffic and Movement (2023), Institute of Environmental Management and Assessment (IEMA)

1.3.2 All new or improved transport infrastructure for the development will be designed in accordance with the standards provided in the Design Manual for Roads and Bridges (DMRB), local development design guidelines and to the agreement of SHDC.



1.4 Report Structure

1.4.1 Following this introductory chapter, the TS report structure is as follows;

- Chapter 2 – Existing Situation;
- Chapter 3 – Proposed Development and Associated Travel Characteristics; and
- Chapter 4 – Framework Construction Stage Traffic Management Plan.
- Chapter 5 – Summary and Conclusions

2. EXISTING TRANSPORT CONDITIONS

2.1 Introduction

- 2.1.1 Due to the nature of the proposed development it is likely that the majority of trips to the site during the construction phase will be by vehicle. Notwithstanding this, the site is accessible by sustainable modes such as walking, cycling and public transport which are summarised below.

2.2 Sustainable Modes of Transport

Walking

- 2.2.1 The proposed development can be accessed by walking from the north of the town of Spalding via the A151 (which has adequate footway provision throughout) and Fulney Lane North. A narrow footway of approximately 1.5m width extends down the western edge of Fulney Lane North, into the industrial area. Once into the industrial area the footway switches to the eastern side of the lane. Footway provision on Fulney Lane North is illustrated by **Figure 3** below.

Figure 3. Footway Provision on Fulney Lane North



Source: Google Maps

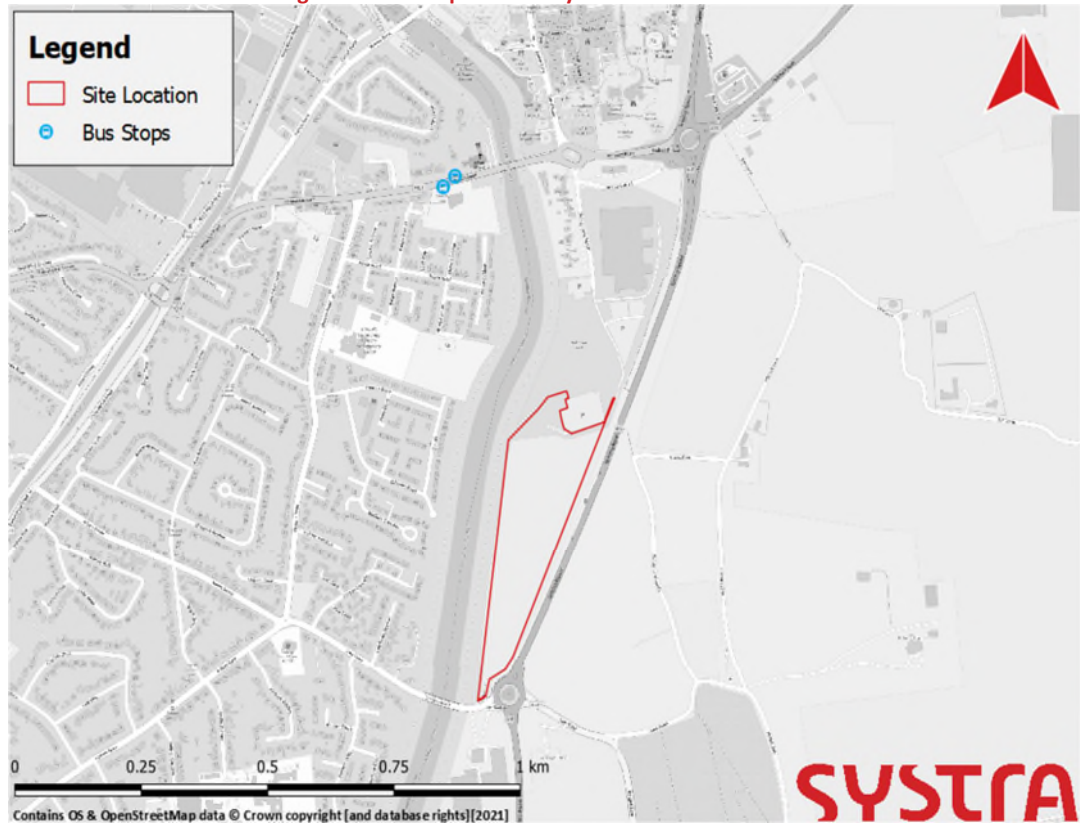
Cycling

- 2.2.2 It is possible for the proposed development to be accessed by cycling from the town of Spalding, via the A151 and Fulney Lane North. A section of the A151 approximately 230m west of the roundabout with the A16 includes a shared use footway and cycle lane, however any remaining parts of the route would have to be via the local road network.

Public Transport

- 2.2.3 The nearest bus stops to the site are located on the A151 at St. Pauls Church, a distance of approximately 850m and can be reached in an 8 minute walk from the site. **Figure 4** indicates the location of the bus stops in relation to the site.

Figure 4. Bus Stops in Vicinity of Site



- 2.2.4 Bus services operating from the A151 stops are indicated by **Table 1**.

Table 1. Local Bus Services

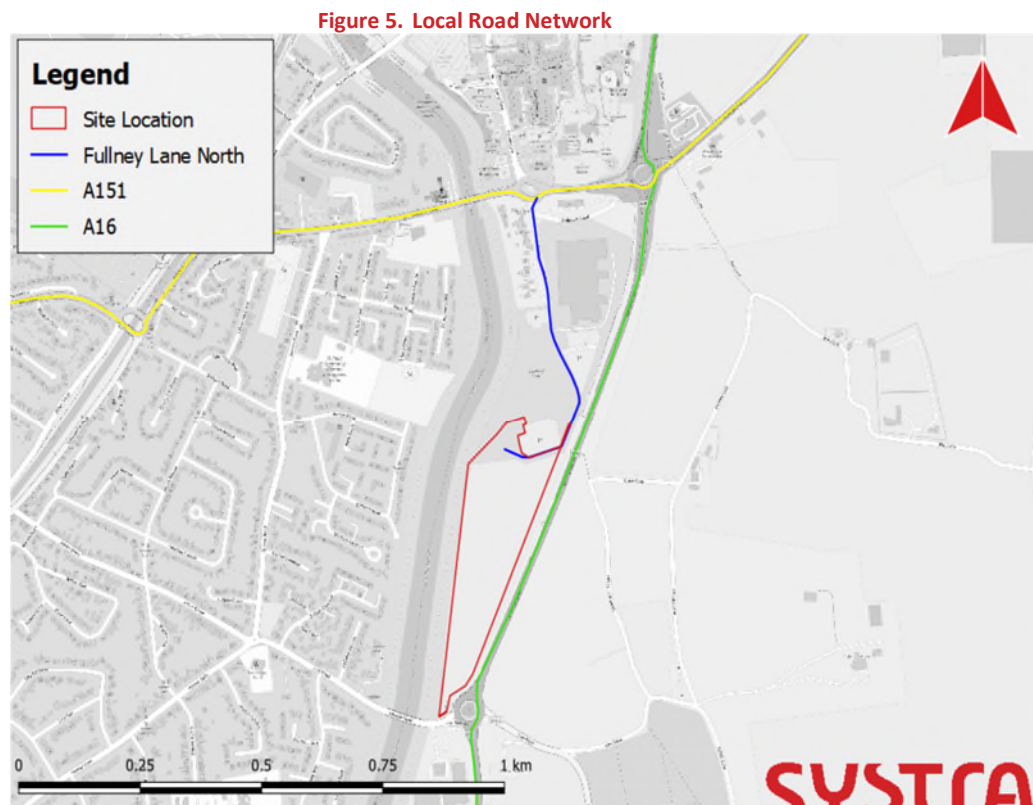
SERVICE	ROUTE	KEY DESTINATIONS	FREQUENCY		
			Mon -Fri	Sat	Sun
301/302	Bourne/Spalding - The Deepings/Stamford	Spalding St Pauls – Deeping St Nicholas – Stamford School– Bourne Bus Station	60 mins	No service	No service
505	Kings Lynn - Spalding	Kings Lynn Transport Interchange – Sutton Bridge – Spalding Bus Station	30 mins	30 mins	60 mins
IT2	Spalding Town Service	Spalding Bus Station – London Road – St Pauls PS- Health Centre - Spalding Railway Station	60 mins	No service	No service

2.2.5 Bus service 301/302 provides a regular weekday service connecting the local towns of Bourne, Spalding and Stamford. Bus route 505 provides a frequent service to Kings Lynn where connections can be made to onward nationwide travel, and bus route IT2 provides a local service within Spalding.

2.2.6 Whilst the development site is potentially accessible by public transport, due to the nature and location of the proposed development it is likely that the majority of trips to the site during the construction phase would be made by vehicle.

2.3 Surrounding Road Network

2.3.1 The Application Site is located to the east of the town of Spalding and has excellent connections to the local road network. The key road links in the area are indicated by **Figure 5**.



A16

2.3.2 The **A16** lies to the east of the proposed development site and provides a main road link in a north / south axis and generally forms the eastern boundary of Spalding. The **A16** routes north from Spalding through Boston to Grimsby, and south from Spalding to Peterborough.

2.3.3 In the vicinity of the site, the A16 is a two way single carriageway road with an approximate width of 7.3m and is subject to the national speed limit. The road provides a distributor road function and is suitable for HGVs.

2.3.4 The general characteristics of the A16 are demonstrated by **Figure 6** below.

Figure 6. General Characteristics of the A16



Source: Google Maps

A151

- 2.3.5 The A151 lies to the north of the proposed development site and provides a main road link in an east / west axis. The A151 intersects with the A16 at a roundabout approximately 700m northeast of the site. The A151 routes east from Spalding to Holbeach, and west through the centre of Spalding to the town of Bourne.
- 2.3.6 In the vicinity of the site, the A151 is a two way single carriageway road with an approximate width of 6.5m-7.0m and is subject to the national speed limit to the east of the A16 and a 30mph limit within the town of Spalding.
- 2.3.7 The general characteristics of the A151 (east of the A16) are demonstrated by **Figure 7** below.

Figure 7. General Characteristics of the A151



Source: Google Maps

Fulney Lane North

- 2.3.8 Fulney Lane North runs in a north/ south direction from the A151 roundabout with Camel Gate at the north-eastern edge of Spalding. The lane provides access for a number of residential properties and caravans, and several large industrial units including Pilgrims UK and David Wood Baking Ltd.
- 2.3.9 Fulney Lane North is marked as 'No through route' and currently terminates at the southern end of the Pilgrims UK site. The initial 200m section from the A151 is fronted by residential properties and caravans on the western side and is subject to a 30mph speed limit. Beyond this point, the lane has a barrier controlled entry and extends through industrial land. This section is subject to a 10mph speed limit, with speed bumps and uncontrolled pedestrian crossing points at regular intervals along the remaining section of the route.
- 2.3.10 The general characteristics of Fulney Lane North are demonstrated by **Figure 8** below.

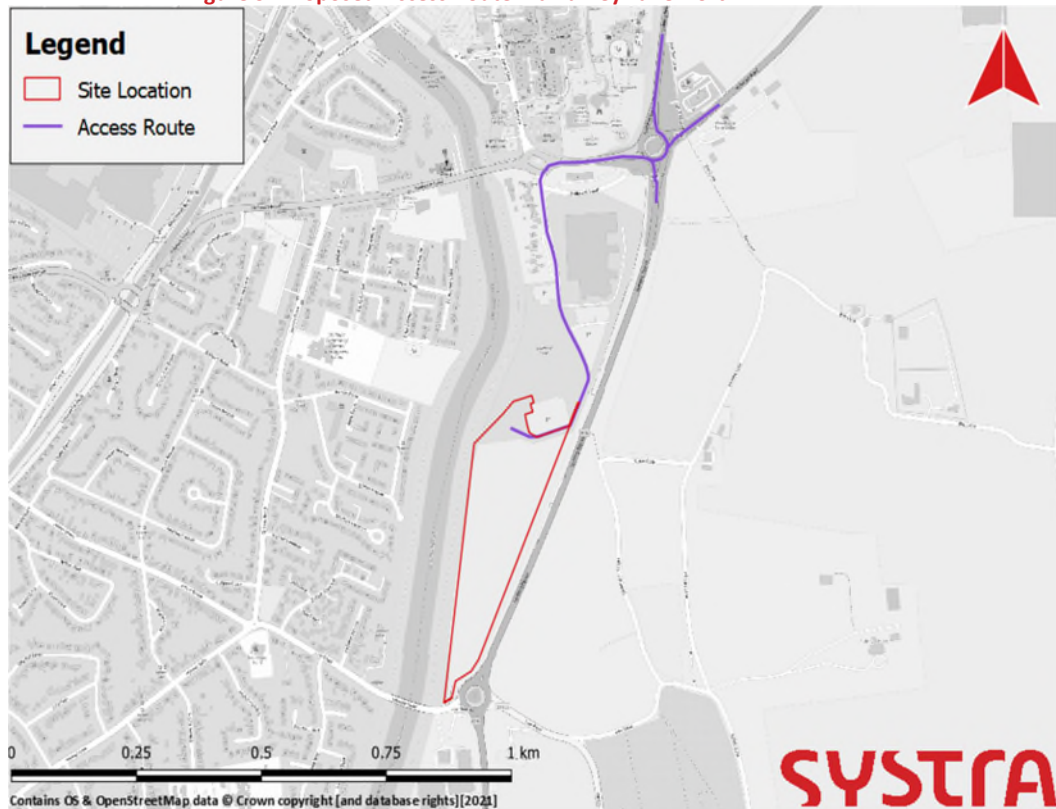
Figure 8. General Characteristics of Fulney Lane North



Source: Google Maps

- 2.3.11 Access into the site is proposed via the A151 and Fulney Lane North, with the site access located at the southern extent of the existing Fulney Lane North, as illustrated in **Figure 9** below.

Figure 9. Proposed Access Route Via Fulney Lane North



- 2.3.12 Fulney Lane North currently serves several large industrial units and as such is established as a suitable route for heavy goods vehicles.

2.4 Accident Statistics

- 2.4.1 The most recent available data from the CrashMap (www.crashmap.co.uk) website has been used to establish the number of road traffic accidents that have occurred in the past five years (2018-2022) in the vicinity of the site. These are shown in **Figure 10**.

Figure 10. Road Accident Locations



Source: www.crashmap.co.uk

2.4.2 There have been 21 accidents on the A16, A151 and Fulney Lane North surrounding the site. These are summarised in **Table 2**.

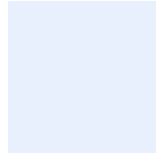
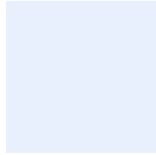
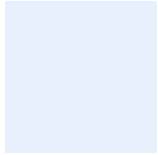
Table 2. Summary of Accident Statistics

LOCATION	SLIGHT	SERIOUS	FATAL	COMMENT
A16	5	1	-	There have been five slight and one serious accident, on the A16 in the vicinity of the study area in the previous five years, three of which occurred at the A16/A151 roundabout.
A151	7	3	0	There have been three serious accidents on the A151 in the previous five years.
Fulney Lane North	1	-	-	One slight accident involving one vehicle and one casualty in 2018 on Fulney Lane North.

2.4.3 Based upon the summary above, there has only been one slight accident on Fulney Lane North and that was located in the northern section outwith the industrial area. There have been a number of (mostly slight) accidents on the A16 and A151 but the accident history is fairly typical of busy “A” roads of this nature. There do not appear to be any accident issues that require special consideration as part of the application, providing that construction traffic is suitably managed. Proposed construction traffic management measures are set out in **Chapter 4**.

2.5 Accessibility and Baseline Summary

- 2.5.1 Whilst it has been demonstrated that the site is accessible by sustainable modes, due to the nature of the proposed development it is likely that the majority of trips to the site will be by vehicle over the temporary construction period. No staff will be based at the site once operational so these trips are concerned with the construction period only.
- 2.5.2 The site is located between the A16 and the Coronation Canal, on land south of the Pilgrims UK site to the north east of Spalding.
- 2.5.3 The site will generally be accessed from the A16 from the north or south, or the A151 from the east, all of which are good standard 60mph single carriageway roads suitable for HGV loads and provide access to the wider strategic road network.
- 2.5.4 The route to site would then continue via the A151 and Fulney Lane North. The lane provides access for a number of residential properties and several industrial units including Pilgrims UK and David Wood Baking Ltd.
- 2.5.5 Access to the site will be taken at the southern end of Fulney Lane North, to the south of the existing Pilgrims UK site. Fulney Lane North is established as route capable of accommodating HGV traffic due to the industrial nature of the area.



3. PROPOSED DEVELOPMENT AND TRAVEL CHARACTERISTICS

3.1 Proposed Development

3.1.1 The proposed development is organised contains the following elements:

- 2 No. solar arrays containing ground mounted tilted solar panels
- String Inverters
- Ring Main Unit
- Transformer station
- Underground cabling
- Security fence with CCTV

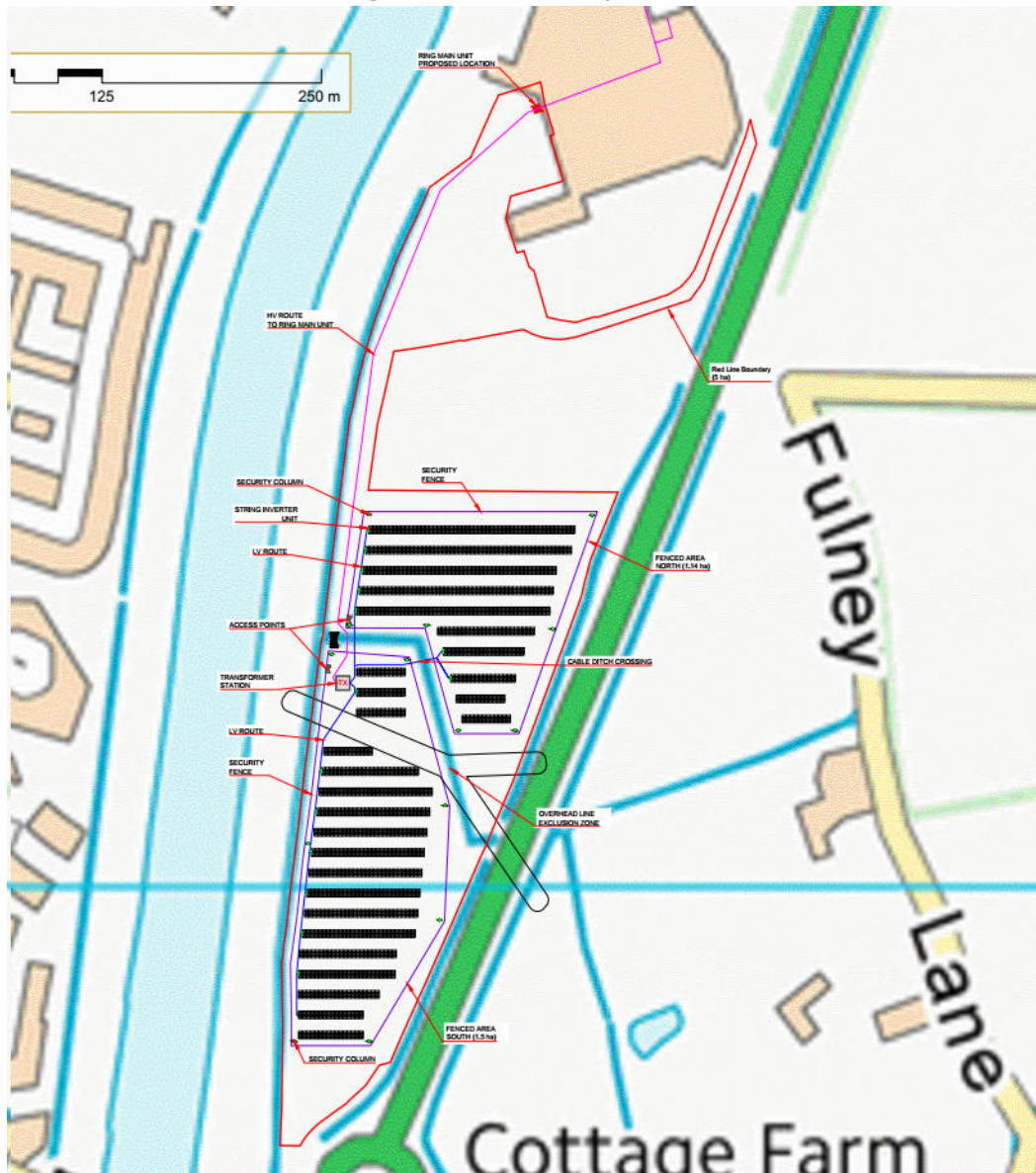
3.2 Site Access

3.2.1 Access to the site will be taken from the southern extent of Fulney Lane North, to the south of the Pilgrims UK site. Fulney Lane North currently serves several large industrial units and is established as a suitable route for HGV's. No new junctions from the public road network will be required.

3.3 Site Layout

3.3.1 The layout for the proposed development is indicated by **Figure 11** below, with the full drawing included at a larger scale within **Appendix A**.

Figure 11. Site Layout



Source: EDF Renewables

3.4 Construction Stage

- 3.4.1 Due to the nature of the Proposed Development being largely autonomous in nature, the vehicle trip generation is expected to be negligible at the operational stage. Furthermore, it is not possible to obtain appropriate data regarding trip generation from the TRICS database for developments of this type.
- 3.4.2 Taking the above into account, any concentration of vehicle trips to the Proposed Development will be during the construction phase of the development, and as such, a first principles approach has been applied using forecasted data provided by the applicant to quantify the level of vehicle trip generation during the construction phase.

Site Working Hours

3.4.3 Work hours are expected to be between:

- 07:00 to 19:00 on weekdays;
- 07:00 to 16:00 on Saturdays;
- No work will occur on a Sunday or Bank Holidays.

Construction Programme

3.4.4 The construction phase is anticipated to take place over a 6 month period, with the development becoming operational after this time. Temporary access track will be removed and the site reinstated during the remaining months of the construction programme.

Traffic Generation

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

- Heavy Goods Vehicles (HGV) comprising articulated delivery vehicles, concrete trucks and hydraulic cranes;
- Small / medium delivery vans (LGV); and
- Cars/ small works vans.

3.4.6 There are expected to be a total of 4,740 vehicle trips over the course of the 6 month construction period, with an average of 790 vehicle trips per month. This includes all staff vehicle trips and deliveries. This equates to approximately 198 per week, or 33 per day over a six day week. No abnormal loads will be required to bring components to the site. The solar panels and other materials can all be brought to site using standard sized HGVs.

3.4.7 Other vehicles will also be delivered to site early in the construction period. These will include excavators, dumper trucks, 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.

3.4.8 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.

3.4.9 Staff will be expected to arrive on site by 07:00, 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.

3.4.10 Overall, the traffic volumes associated with the Proposed Development are expected to be modest and are not expected to have any significant impacts on the road links and junctions within the study area.

- 3.4.11 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

- 3.4.12 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

- 3.4.13 Given the location of the development, it is expected that construction traffic will utilise a number of strategic routes including the A16 and A151 before accessing the site via Fulney Lane North where site access will be taken from.
- 3.4.14 There are no specific routes that need to be avoided as part of the construction stage of the proposed development and the identified routes are all currently used by HGVs.

3.5 Traffic Impact

- 3.5.1 Taking the level of trip generation, the standard of the road links and the distribution of the traffic into consideration, it can be concluded that the construction phase of the Proposed Development will not give rise to a significant number of additional vehicle trips. As such, the impact of traffic levels on the road network surrounding the Proposed Development will be negligible and we anticipate that the impact on existing road users will also be minimal and insignificant.

3.6 Operational Phase

- 3.6.1 During operation, the proposed development will be largely autonomous and does not require resident staff.
- 3.6.2 There will be a small number of regular trips to site, comprising of deliveries, regular maintenance visits and associated parts deliveries.
- 3.6.3 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.

3.7 Decommissioning Phase

- 3.7.1 Planning permission is being sought for a 40-year operational period, at which point the development would be decommissioned.
- 3.7.2 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 the CTMP that would be put in place to support the construction of the proposed Spalding Solar development. The final CTMP (normally submitted when the contractor has been appointed and in advance of construction) will identify measures to mitigate the impact of vehicles during the construction period and will build on this framework plan.

4.1.2 The CTMP will confirm the programme of works, the agreed construction routes to Site and details of a Site Liaison Officer who would 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 Materials

4.2.2 In order to minimise the volume of imported material it is anticipated that a proportion of materials (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 dust and debris being deposited onto the local road network in the vicinity of the Proposed Development access point, a wheel cleaning 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 Construction traffic will arrive via the A151 which links to the A16. It is proposed that the A151 and A16 are designated as acceptable access routes for development traffic as well as Fulney Lane North where access to the site will be taken.
- 4.3.2 There are no specific routes that need to be avoided as part of the construction stage of the proposed development.

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 producing 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.

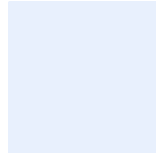
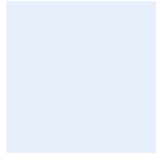
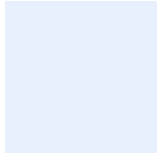
4.7 Implementation Of The CTMP

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.

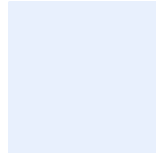
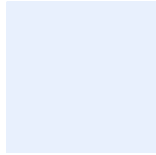
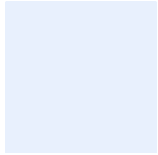
4.7.3 A Site Liaison Officer will require to be identified for the project who will be the key point of contact for the CTMP.

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 (South Holland District County Council) in relation to any required changes to the CTMP.



5. SUMMARY AND CONCLUSIONS

- 5.1.1 SYSTRA Ltd (SYSTRA) has been appointed by ENVAMS Ltd on behalf of EDF Energy Renewables Ltd to prepare a Transport Statement (TS) in support of an application for planning permission for a Solar Farm at Spalding.
- 5.1.2 This Transport Statement has considered the access strategy for the development as well as the suitability of the road network around the site to serve the development. The impact of the proposed solar farm on the transport network has been considered and mitigation proposed in the form of a Construction Stage Traffic Management Plan (CTMP).
- 5.1.3 Given the nature of the development, the majority of the construction stage trips are expected to be made by private vehicle. Once operational, the solar farm will generate a very small number of vehicle trips.
- 5.1.4 The construction period is expected to last for 6 months. There are expected to be approximately 33 vehicle trips to the site per day, although these are unlikely to coincide with peak times on the road network. Staff will be expected to arrive on site by 07:00, and will typically depart between 15:00 and 18:00.
- 5.1.5 The site is well-located for a development of this nature, being within close proximity to the strategic road network, and having suitable HGV access routes via local roads.
- 5.1.6 Access will be taken from Fulney Lane North which routes through an existing industrial area and is suitable for HGV traffic.
- 5.1.7 Only a small number of vehicle trips will be generated by the development during the construction stage. Once operational, only maintenance visits will be required. The TS concludes that the development proposals can be accommodated without detriment to the local road network at both the construction and operational stages.
- 5.1.8 The framework CTMP produced demonstrates that adequate arrangements can be put in place to minimise and manage the environmental / traffic impacts from the construction phase of the development.



APPENDIX A – Site Layout Plan



- Notes:
1. All dimensions to be confirmed on site prior to installation,
 2. All dimensions are indicative only and in mm unless otherwise specified,
 3. Drawing based on satellite data:
Imagery date: 21/04/23

Reference drawings		
Drawing name	Rev	Date

Legend:	
	Red-line boundary (RLB)
	Perimeter fence
	HV cable route
	Security column
	Ring main unit (RMU)
	Gate
	Transformer station
	String Inverter Unit

System description:	
DC Power kWp:	1640.76
AC Power kVA:	1,400

No. of modules:	2,904
Module type:	Canadian Solar CS6W 565MS 565Wp
Dimensions:	2278x1134x30 mm

Substructure type:	4 rows of modules in landscape
Modules per string:	Varies
Number of strings:	112
Tilt angle:	25°
Shading angle:	N/A
Azimuth from South:	0°

Inverter model:	DNO Compliant model as available
Inverter power, kVA:	TBC
No. of inverters:	TBC
DC / AC ratio:	TBC

Capacity per area:		
Area	Module qt.	Capacity, kWp
N	1320	745.8
S	1584	894.96
TOTAL	2904	1640.76



Revisions:					
Rev	Date	Comments	Drawn	MB	Approved
A	21/04/23	First Issue	MC	MB	
B	05/05/23	Various Changes	MC	CM&A	
C	16/05/23	Module, Inverter and Layout Changes	MC	CM&A	
D	29/04/23	Module, Inverter and Layout Changes	MC	CM&A	

Project: Pilgrim's UK - Spalding
Location: Spalding
PE12 6EP
United Kingdom
52.792581° , -0.128068°
Title: PV Layout

Drawn: RPP / MZ
Scale: 1:1000@A1
Drawing No: PILGR-SPALD-100
Checked: MB
Date: 21/04/23
Rev: C

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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