



PROPOSED SOLAR FARM
AND BESS FACILITY,
BARDLING'S DROVE, SUTTON
ST. JAMES, SPALDING

TRANSPORT STATEMENT

OCTOBER 2024

PROPOSED SOLAR FARM AND BESS FACILITY, BARDLING'S DROVE, SUTTON ST. JAMES, SPALDING

TRANSPORT STATEMENT

INTEGRUM SPV 21004 LIMITED (INTEGRUM)

Planning Issue

Project no: 22709-001

Date: October 2024

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QUALITY MANAGEMENT

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PRODUCTION TEAM

AMA	Title
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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Integrum SPV 21004 Limited (Integrum) to produce this Transport Statement (TS) in connection with the submission of a planning application for a Solar Farm and Battery Energy Storage System (BESS) on land bisected by Bardling's Drove, Sutton St. James, Spalding, Lincolnshire. A copy of the site layout is attached at Appendix A.
- 1.1.2 The site is located some 1.5km west of Sutton St. James, Spalding. The site is bound to the north by Inley Drove and to the east, south and west by open agricultural land. There are several farms situated in the local area as well as a large commercial Arborist to the east and a self-storage facility to the south. The location of the site is shown indicatively at Figure 1.
- 1.1.3 The Local Planning Authority (LPA) is South Holland District Council, and the Local Highway Authority is Lincolnshire County Council (LCC).
- 1.1.4 The purpose of this TS is to set out the transport conditions of the proposed site including the suitability of the access arrangements during the construction and operational phases of the development, the expected traffic movements and measures that will be put in place to manage any potential transport impacts.
- 1.1.5 An indicative Construction Traffic Management Plan (CTMP) has also been prepared which sets out how construction traffic will be safely managed by the developer and its sub-contractors. This TS should be read in conjunction with the CTMP.

1.2 REPORT STRUCTURE

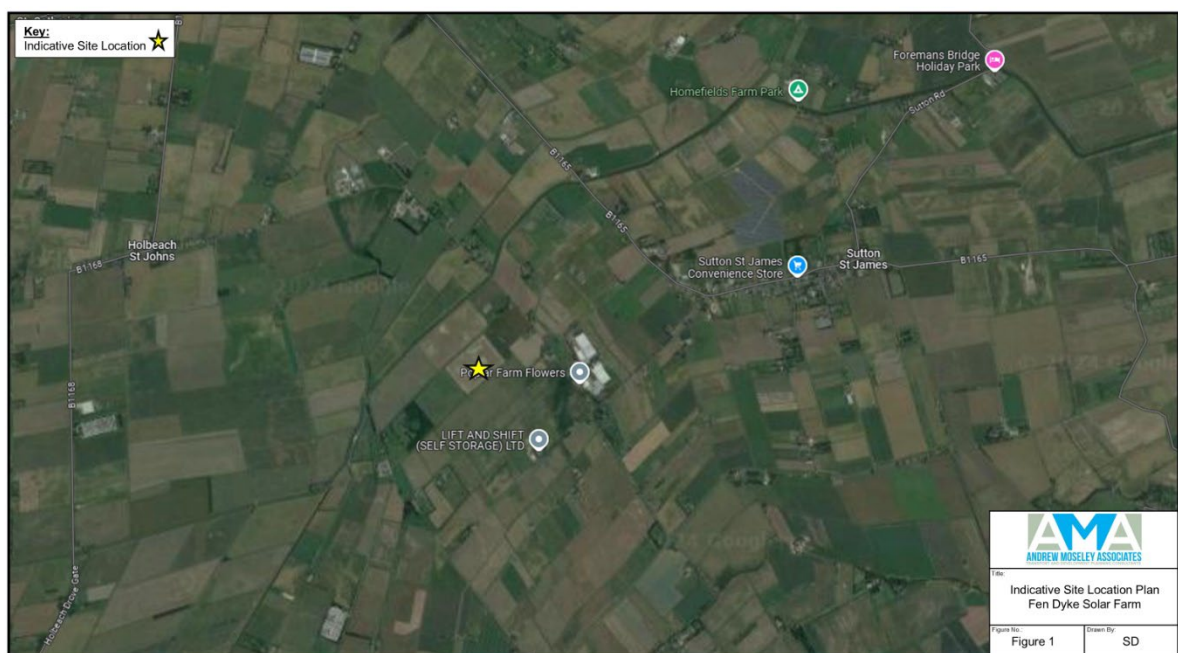
- 1.2.1 The structure of the report is set out as follows;
- ▶ Section 2 – describes in detail the site location, the local highway network and Public Rights of Way that are available within the vicinity of the proposed development site, as well as a review of the most recent collision data;
 - ▶ Section 3 – sets out the development proposals including the proposed access / egress arrangements and HGV routing proposals;
 - ▶ Section 4 – sets out the proposed vehicle routing and management of the construction phase;
 - ▶ Section 5 - sets out the potential development impacts including relevant mitigation measures; and
 - ▶ Section 6 – provides a summary of this TS derived from the review and analysis set out in the above sections.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1 The site is situated on land bisected by Bardling's Drove, some 1.5km west of Sutton St. James, Spalding. The site is bound to the north by Inley Drove and to the east, south and west by open agricultural land. There are several farms situated in the local area as well as a large commercial Arborist to the east and a self-storage facility to the south. The location of the site is shown indicatively at Figure 1.

Figure 1 – Indicative Site Location Plan



2.2 PUBLIC RIGHTS OF WAY

- 2.2.1 There are several Public Rights of Way (PRoW) which can be accessed within the vicinity of the proposed development which are summarised below:
- ▶ Public Bridleway SuSJ/2/3 – connects with other public bridleways to provide an east / west route along the South Holland Main Drain via Sutton St. James;
 - ▶ Public Bridleway Tydd/3/1 – connecting Birds Drove with Bythorne Bank; and
 - ▶ Public Bridleway SuSJ/1/1 – connecting Chapel Gate with New Fen Dike.

2.3 LOCAL HIGHWAY NETWORK

Bardling's Drove

- 2.3.1 Bardling's Drove is an unlit rural access road which measures approximately 3.6m in width. It is subject to the national speed limit and connects to Old Fen Dike via a split priority-controlled T-junction to the east and to New Fen Dike via a simple priority-controlled T-junction to the west. No

footways are provided, and it currently provides access to the fields that line the road as well as a small farm, vehicle storage area and three residential dwellings.

Inley Drove

- 2.3.2 Inley Drove is an unlit rural access road which measures approximately 3.6m in width. It is subject to the national speed limit and connects to Old Fen Dike via a simple priority-controlled T-junction to the east and to New Fen Dike via a simple priority-controlled T-junction to the west. No footways are provided, and it currently provides access to the fields that line the road as well as a farm and two residential dwellings.

Old Fen Dike

- 2.3.3 Old Fen Dike is a single two-way carriageway which measures approximately 6m in width. It is subject to the national speed limit and connects to Joy's Bank to the north and to the Broad Gate / Chapel Gate / Bad Gate Road cross roads to the south. No footways are provided, and it currently provides access to a small number of farm steads and a commercial agricultural business.

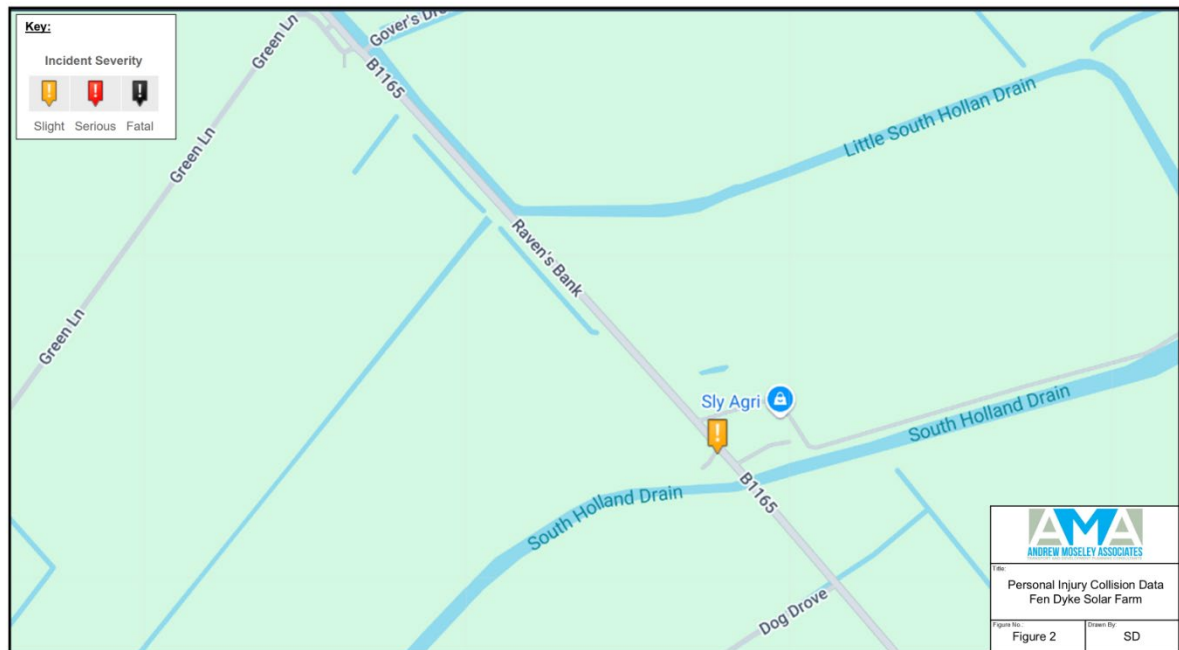
B1165

- 2.3.4 The B1165 is a key east / west route in the South Holland District, connecting a number of villages with the A1101 in the east and the A16 in the west. Within the vicinity of the site the road measures approximately 6.5m in width and is subject to a 40mph speed limit.
- 2.3.5 The site is considered to be well located for access to the local, regional, and strategic highway networks.

2.4 PERSONAL INJURY COLLISION DATA

- 2.4.1 A review of the existing road safety record on the surrounding roads has been undertaken using Crash Map, a database validated by the Department for Transport (DfT). The most recent five-year period has been considered (2022-2018) and the area under consideration includes the following roads and junctions:
- ▶ The entirety of Bardling's Drove, Inley Drove and Dog Drove;
 - ▶ The junctions of Bardling's Drove / New Fen Dike, Bardling's Drove / Old Fen Dike, Inley Drove / New Fen Dike, Inley Drove / Old Fen Dike / Dog Drove and Dog Drove / B1165; and
 - ▶ The length of the B1165 between Gover's Drove and Mill Lane.
- 2.4.2 One collision was recorded within the study area which can be viewed on Figure 2. It occurred approximately 170m north of the B1165 / Dog Drove junction in February 2022 and involved two vehicles resulting in slight injuries to one casualty. It is concluded that this incident is an isolated, one-off event and that there are no trends in collisions which would impact road safety in the study area.

Figure 2 – Personal Injury Collision Data



- 2.4.3 Given that there is no pattern to the existing collision record that indicates either a road alignment / geometry or highway safety issue on the local road network, it is not considered that the proposals will detrimentally impact highway safety. Furthermore, based on the infrequent nature of PICs within the vicinity of the site, it is considered that no further analysis of accident data is required.
- 2.4.4 In addition to the analysis set out above, Section 4.3 covers the safety and environmental management measures that will be implemented, and the CTMP sets out how construction traffic will be safely managed by the developer and its sub-contractors.

3 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

- 3.1.1 The proposals comprise the development of a 20MW solar development and 10MW BESS facility over a c. 43.73ha site located on land to the north of Bardling's Drove, Sutton St James, Spalding, Lincolnshire.
- 3.1.2 Construction is anticipated to occur over a period of 22 weeks. It is anticipated that construction activities, including deliveries of materials and components, would occur between 09:00 and 17:00 Monday to Friday and 08:00 and 13:00 on Saturdays, with no working or deliveries on Sundays or bank holidays. Given the surrounding area is predominantly farms, consideration will be given to the farming calendar and periods of peak vehicles movements for nearby farms i.e. harvest.
- 3.1.3 The construction programme is set out in detail at Section 3.3.

3.2 ACCESS ARRANGEMENTS

- 3.2.1 As shown on the site layout plan provided at Appendix A, the development proposals cover four separate parcels of land.
- 3.2.2 Site accesses will be provided for each parcel of land as follows:
- ▶ Site 1 – Inley Drove – AMA-22709-SK-001 P04
 - Carriageway width: 8m
 - Eastern radius: 8m
 - Western radius: 6m
 - ▶ Site 2 – Bardling's Drove – AMA-22709-SK-002 P04
 - Carriageway width: 8m
 - Eastern radius: 8m
 - Western radius: 6m
 - ▶ Site 3 – Bardling's Drove – AMA-22709-SK-003 P03
 - Carriageway width: 8m
 - Eastern radius: 10m
 - Western radius: 6m
 - ▶ Site 4 – Bardling's Drove – AMA-22709-SK-004 P03
 - Carriageway width: 8m
 - Eastern radius: 8m
 - Western radius: 6m
- 3.2.3 The above accesses can be viewed at Appendix B and have been designed in line with the required construction vehicle specifications for the proposed development, ensuring that a 19.2m articulated HGV can suitably access and egress each site in forward gear. Swept path analysis has been undertaken for a variety of construction vehicles to ensure each vehicle can suitably access and egress each site in a forward gear. These are attached at Appendix C.
- 3.2.4 Visibility splays for each site are demonstrated in line with the standards set out in DMRB for a 60mph road. Where visibility cannot be achieved in line with DMRB, the following methodology has been adopted:

- ▶ Site 1 – Whilst 2.4m by 215m can be achieved to the east, to avoid the removal of any hedgerow, 90m is achievable to the west;
- ▶ Site 2 – Both the eastern and western visibility splays fall wholly within the hedgerow along Bardling's Drove, therefore, to avoid significant hedgerow removal, 2.4m by 43m visibility splays have been provided. Whilst a small proportion of hedgerow will need to be trimmed back to maintain these visibility splays, this is not considered to be significant;
- ▶ Site 3 – 2.4m by 215m can be achieved in both directions; and
- ▶ Site 4 - 2.4m by 215m can be achieved in both directions.

3.2.5 In summary, the visibility splays for Site 1 and 2 are considered appropriate for the proposed development given both Inley Drove and Bardling's Drove are very lightly trafficked. Vegetation within the client's land ownership and / or highway land will be maintained in line with standard field management practices, and, as discussed above, hedgerow removal is expected to be minimal.

3.2.6 Notwithstanding the above, it is proposed to implement traffic management at Site 2 during the construction phase to ensure the safe entry and egress of vehicles. These measures are subject to LHA approval and are discussed in further detail at Section 4.4 of this report.

3.3 PROPOSED CONSTRUCTION PROGRAMME

3.3.1 It is anticipated that the construction of the proposed site will take approximately 22 weeks. The proposed construction programme is set out below in Table 3-1.

3.3.2 The solar farm is proposed to operate for a period of 40 years. In lieu of any replacement of or extension to the life of the operation, all components including fencing would be removed at the end of that period. Elements of the above tasks may be undertaken concurrently with other tasks, such that there is likely to be considerable overlap within the construction / installation programme, which will lessen the need to bring components in en-masse, in turn reducing the need for stockpiling and risk of theft.

Table 3-1 – Construction Programme

Proposed Time Frames	Proposed Outputs
Phase 1 – 4 weeks	Site preparation, including access construction
Phase 2 – 16 weeks	Site civils
	Equipment deliveries
	Mechanical installation
Phase 3 – 2 weeks	Electrical installation

3.4 OPERATIONAL ARRANGEMENTS

3.4.1 During the operational phase, occasional maintenance of the solar panels will be required with nominal numbers of vehicle movements being generated. This is discussed in further detail at Section 5.

3.4.2 Swept path analysis is provided at Appendix D for a 17.5t Fire Tender which shows the vehicle suitably accessing and egressing each site in forward gear.

3.5 DECOMMISSIONING

- 3.5.1 The solar farm will operate for a period of 40 years. Following the expiry of planning permission, the site will be restored back to its original agricultural use and all structures will be removed.
- 3.5.2 A Traffic Management Plan for this stage will be provided at the appropriate time and in accordance with prevailing circumstances if required. It is expected that decommissioning of the site will involve a similar profile of vehicles as the construction phase, with processes predominantly in reverse of those which will be undertaken during the construction phase.
- 3.5.3 Given the site location, it is anticipated that the vehicle routing for the construction, operational and decommissioning phases will be identical.

4 VEHICLE ROUTING AND MANAGEMENT

4.1 MINIMISATION OF VEHICLE TRIPS

- 4.1.1 In order to maximise efficiency and minimise transportation costs, all components and materials delivered to site would be transported using the largest available payloads for vehicles suitable to the available access and local road network. The same is proposed in respect to the removal of components at the end of the operational life of the development.

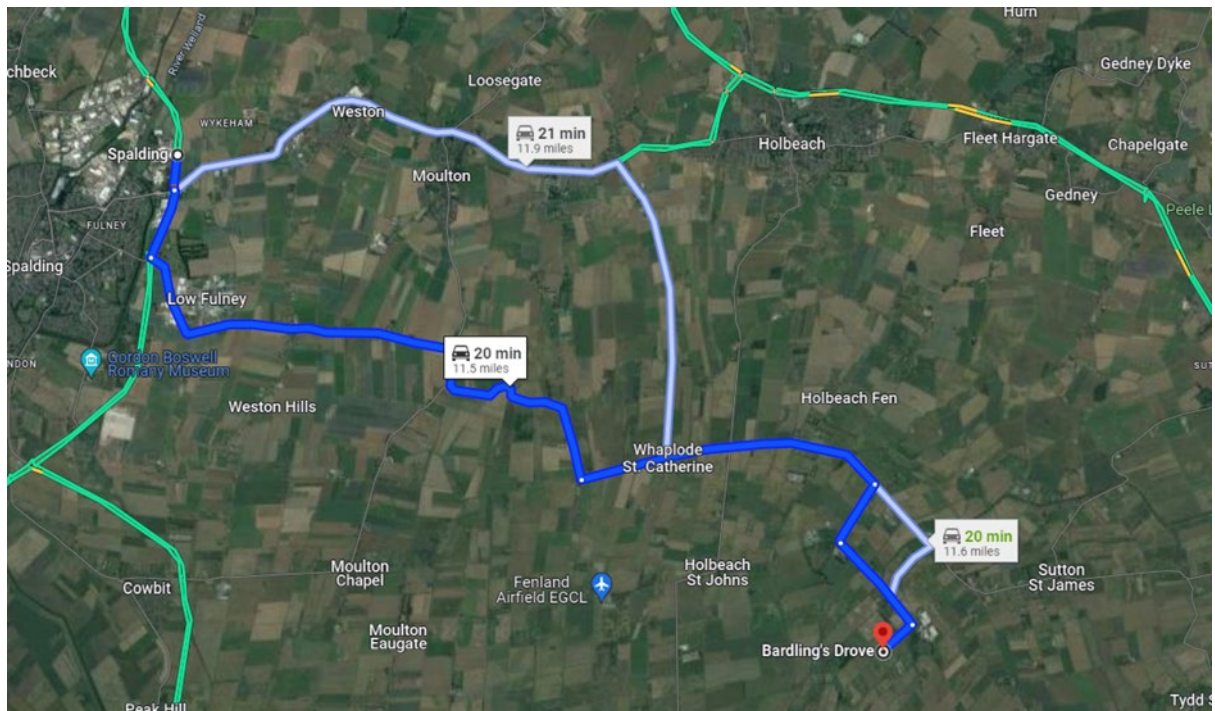
4.2 VEHICLE ROUTING

Construction vehicles will not be routed through the village of Sutton St James.

North

- 4.2.1 Construction vehicles arriving from the A1(M) to the north of the site will be routed via the A17 / A16. The A16 is located to the east of Spalding, and this route avoids the centre of Spalding as well as the market town of Holbeach. A birds eye view of the route vehicles will take from the north is included in Figure 3, below.

Figure 3 – Birds Eye View of Northern Routing



- 4.2.2 From the A16, vehicles will take the first exit onto B1165 Low Road / Ragnell Gate at the A16 / B1165 / Low Road roundabout. From here, vehicles will follow the route set out in Figure 4, overleaf.

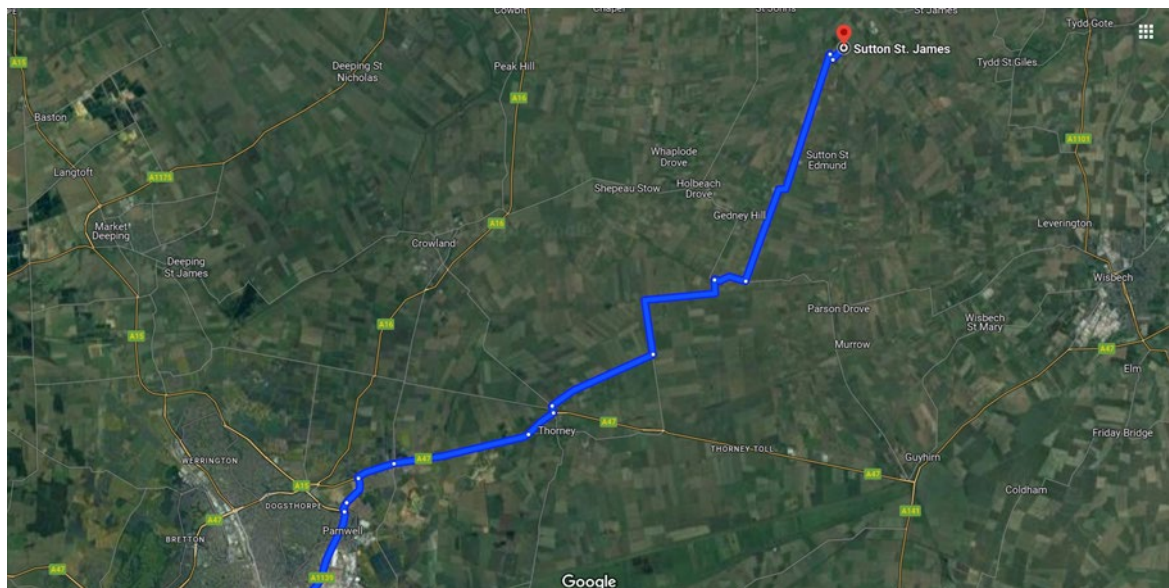
Figure 4 – Construction Routing from A1(M), North

- 🔄 At the roundabout, take the 1st exit onto Low Rd/B1165
 ⓘ Continue to follow B1165
 3.3 mi
- ↗ Slight right to stay on B1165
 2.2 mi
- ↶ Turn left onto Raven's Bank/B1165
 2.9 mi
- ✓ Take Old Fen Dike to Bardling's Drove
 4 min (2.0 mi)
- ↘ Turn right onto Jiggle's Gate
 0.6 mi
- ↑ Continue onto Old Fen Dike
 1.0 mi
- ↘ Turn right onto Bardling's Drove
 0.4 mi

South

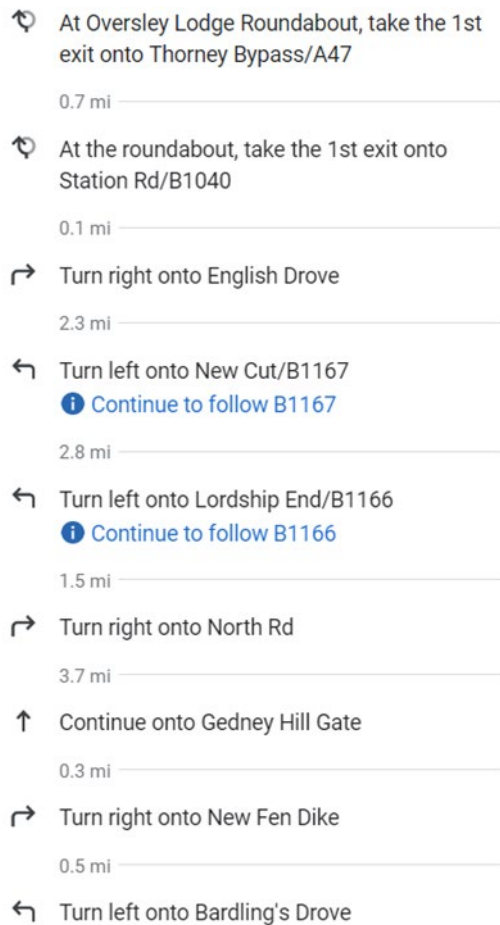
- 4.2.3 Construction vehicles arriving from the A1(M) to the south of the site will be routed via the A47 / B1167 / B1166. A birds eye view of the route vehicles will take from the south is included in Figure 5, below.

Figure 5 - Birds Eye View of Southern Routing



- 4.2.4 Vehicles will follow the route set out in Figure 6, below:

Figure 6 - Construction Routing from A1(M), South



Summary

- 4.2.5 Each site access will be clearly signed in both directions. Other road users will be notified of the presence of construction traffic through the use of temporary signage on Bardling's Drove and Inley Drove subject to LHA approval. The routes set out above are considered suitable for construction vehicles.

4.3 SAFETY AND ENVIRONMENTAL MANAGEMENT

- 4.3.1 As previously discussed, it is proposed to implement traffic management at Site 2 during the construction phase to ensure the safe entry and egress of vehicles subject to LHA approval. This will take the form of signage indicating construction works and associated slow moving vehicles in advance of and at the entrance to Bardling's Drove from New Fen Dike to the west and Old Fen Dike to the east. A Banksman will oversee all construction vehicles entering and exiting Site 2 to ensure the safe and efficient delivery of materials to site and to minimise any potential conflicts with other highway users.
- 4.3.2 Loading and unloading activity would take place within the application site, within a temporary compound. Construction vehicles would be fitted with audible reversing warning devices, with reversing manoeuvres overseen by a Banksman.
- 4.3.3 Further details of the safety and environmental management of the construction phase is provided within the accompanying indicative CTMP.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 INTRODUCTION

- 5.1.1 This section sets out the methodology and parameters used in assessing the proposed development and its potential impact on the highway network.

5.2 DEVELOPMENT TRAFFIC GENERATION

- 5.2.1 The construction phase will be over a short-term period of just 22-weeks (110 construction days). It is considered that the construction of the proposed development will give rise to approximately 360 deliveries by HGV associated with the site set up and delivery and installation of the solar panels and battery storage components
- 5.2.2 A further 40 deliveries are anticipated in association with ad hoc materials and the access tracks that are required to build out the site.
- 5.2.3 Assuming the 400 deliveries arrive within the forecast 22-week construction period and between Monday to Friday, this equates, on average, to around four HGV deliveries (8 two-way vehicle movements) per day. This level of vehicle trip generation is not considered to be significant and will not result in a material impact on the local or strategic road networks.
- 5.2.4 In addition to the above, there will be a small number of construction movements associated with abnormal loads and smaller vehicles such as construction staff and sub-contractors. The abnormal loads are expected to generate very infrequent movements such as a crane which will arrive and depart the site once. The quantum of vehicles associated with construction staff and sub-contractors will have a nominal impact on traffic levels on the strategic and local road networks in the vicinity of the site. Furthermore, it should be noted that all vehicle movements associated with the construction phase will be restricted to a short temporary time frame of 22 weeks.
- 5.2.5 Any spikes in deliveries during the construction period will be minimised by a pre-planned schedule which the site manager and contractors will have copies of.
- 5.2.6 During the construction phase, car sharing will be promoted amongst contractors to reduce the trip generation of the site. Contractor parking will be provided on site, and this will be managed to ensure no overspill parking occurs on the local highway network.
- 5.2.7 During the operational phase of the proposed development, vehicle movements are anticipated to be low. Attendance to site will be for scheduled and ad hoc maintenance. This would likely give rise to four vehicle trips (eight two way trips) per month as a worst case. Vehicle movements to site during the operational phase will be associated with maintenance activities only and will therefore usually consist of a car or van.

6 SUMMARY

6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Integrum SPV 21004 Limited (Integrum) to produce this Transport Statement (TS) in connection with the submission of a planning application for a Solar Farm and Battery Energy Storage System (BESS) on land bisected by Bardling's Drove, Sutton St. James, Spalding, Lincolnshire.

6.1.2 This report demonstrates the following key points:

- ▶ An indicative CTMP has been prepared which sets out how construction traffic will be safely managed by the developer and its sub-contractors. This TS should be read in conjunction with the CTMP;
- ▶ Site accesses have been designed in line with the required construction vehicle specifications for the proposed development, ensuring that a 19.2m articulated HGV can suitably access and egress each site in forward gear;
- ▶ Swept path analysis demonstrates that a 17.5t Fire Tender can suitably enter and exit each site in forward gear;
- ▶ Each site access will be clearly signed in both directions. Other road users will be notified of the presence of construction traffic through the use of temporary signage on Bardling's Drove, Inley Drove, Old Fen Dyke and New Fen Dyke subject to LHA approval;
- ▶ At Site 2, signage will be provided indicating construction works and the presence of slow moving vehicles in advance of and at the entrance to Bardling's Drove from New Fen Dike to the west and Old Fen Dike to the east. A Banksman will oversee all construction vehicles entering and exiting Site 2 to ensure the safe and efficient delivery of materials to site and to minimise any potential conflicts with other highway users;
- ▶ Construction vehicles arriving from the A1(M) to the north of the site will be routed via the A17 / A16, and to the south of the site they will be routed via the A47 / B1167 / B1166. All routes to each site comprise classified A- and B-roads and as such are considered suitable to accommodate construction vehicles;
- ▶ No construction vehicles will be routed through the village of Sutton St James;
- ▶ The primary traffic generation periods associated with the proposals would be those during construction and decommissioning. It is forecast that such operations would generate 8 two-way movements per day within a 22-week period from Monday to Friday. This level of trip generation is not considered to be material, and any spikes in deliveries will be managed through a pre-arranged schedule which the site manager and all contractors will have copies of;
- ▶ During the operational phase, vehicle movements are anticipated to be minimal, with a maximum of four vehicle trips (eight two-way trips) per week which can be accommodated by the highway network without detrimental impact; and
- ▶ The level of traffic generation expected during the construction and the operational phase of the proposed development will have no major impact upon the operation, environment or character of the highway network, whilst the proposed hours of operation would limit impacts upon local amenity.

6.1.3 It is concluded that the proposals would not result in an unacceptable impact on highway safety, nor any severe cumulative impacts on the local road network, and as such are in accordance with the requirements of the National Planning Policy Framework.

- 6.1.4 Overall, there are no overriding traffic and transportation reasons why planning permission could not be granted.

APPENDICES

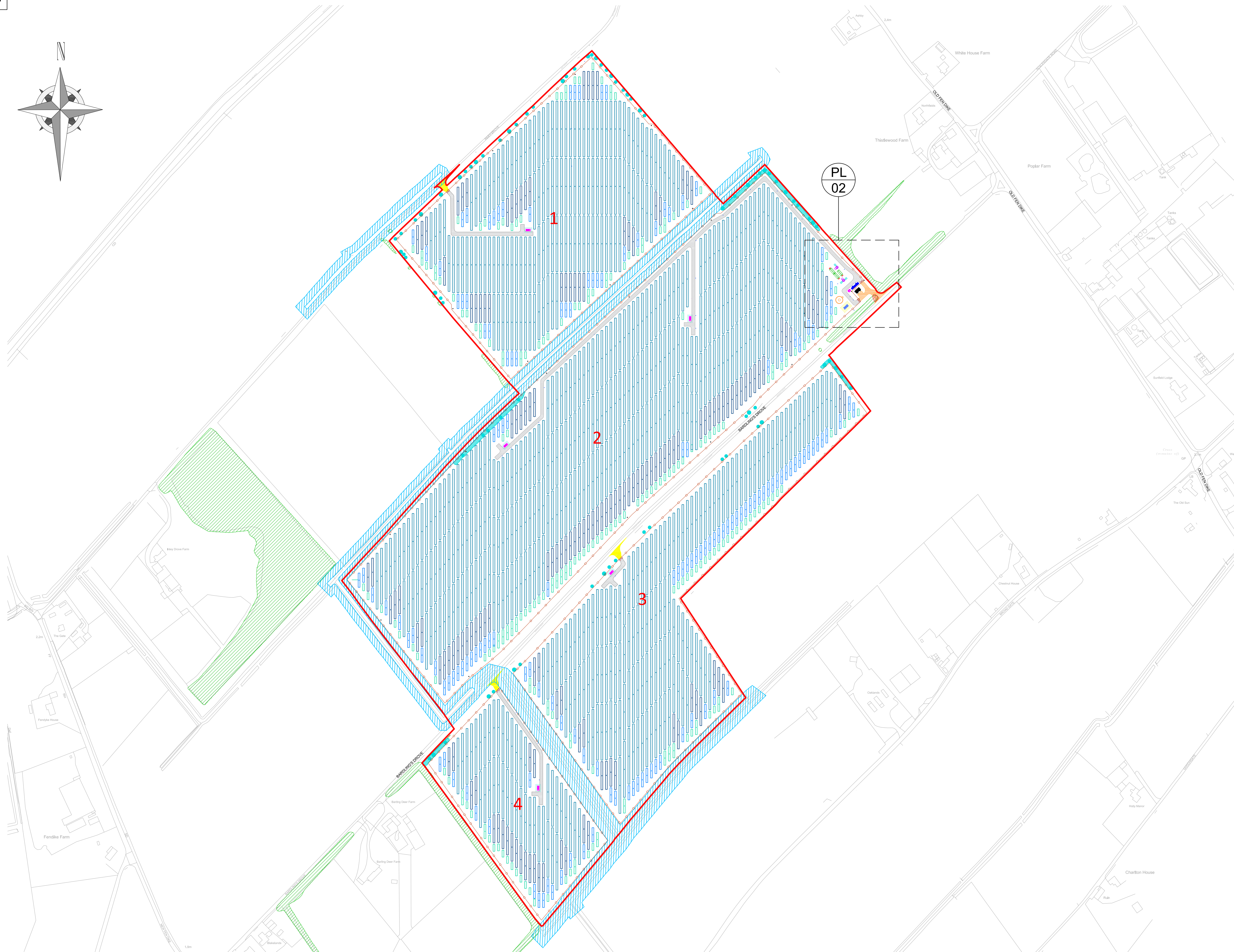
Appendix A – Proposed Site Layout

Appendix B – Access Drawings

Appendix C – Swept Path Analysis

Appendix A

PROPOSED SITE LAYOUT



0 50 100 150 200 250m

SCALE 1:2500

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Scaled dimensions must not be taken from this drawing. All dimensions are to be confirmed on site prior to commencement of work.

Revisions:

Revision	Date	Revision Notes	Drawn	Inspected
01	09.07.24	First Issue	OM	SH
02	11.07.24	Site & Notes Amended	OM	SH
03	26.07.24	RLB & Access's Amended	CS	SH
04	23.07.24	Field Numbers Fored	OD	SH
05	31.07.24	Site Layout Amended	OM	SH
06	14.08.24	RLB & Easement Amended	CS	SH
07	22.08.24	BESS Compartment amended	JM	SH
08	23.08.24	Detail Amended	JM	SH
09	03.09.24	Battery Spacing Amended	GM	SH
10	09.09.24	Accesses Compartment Amended	JM	SH
11	13.09.24	Internal Track Amended	OM	SH
12	20.09.24	BESS Compartment Amended	OM	SH
13	27.09.24	BESS Controls Amended	JM	SH

LEGEND:

-
- PLANNING APPLICATION
BOUNDARY
- DNO ACCESS ROUTE
- EXISTING SITE ACCESSES
- INTERNAL ACCESS
- PERIMETER FENCE LINE

-  9M EASEMENT AROUND IDB DRAINS 
- VEGETATION:**
-  EXISTING VEGETATION 
-  VEGETATION TO BE REMOVED 
-  PROPOSED VEGETATION 

SITE INFRASTRUCTURE:

- | | | | |
|---|--------------------------|---|---------------------------|
|  | SECURITY GATE |  | BESS BATTERY UNIT |
|  | POWER CONVERSION STATION |  | BATTERY INTERFACE CABINET |
|  | CCTV CAMERA |  | PROJECT CONTROL ROOM |
|  | 240,000L WATER TANK |  | DNO CONTROL ROOM |
|  | 3-BAY CAR PARK |  | SOLAR INVERTOR |
|  | AUX TRANSFORMER |  | ATTENUATION BASIN (SuDs) |
|  | DRAINAGE |  | BESS AREA |

INDICATIVE PV MODULE LAYOUT:

-
- PV MODULES

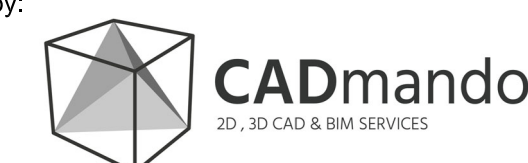
Project: **Fendyke Solar Farm**
Bardling's Drove,
Sutton St. James
Spalding
PE12 0JN

Consultant:



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Status:

PLANNING

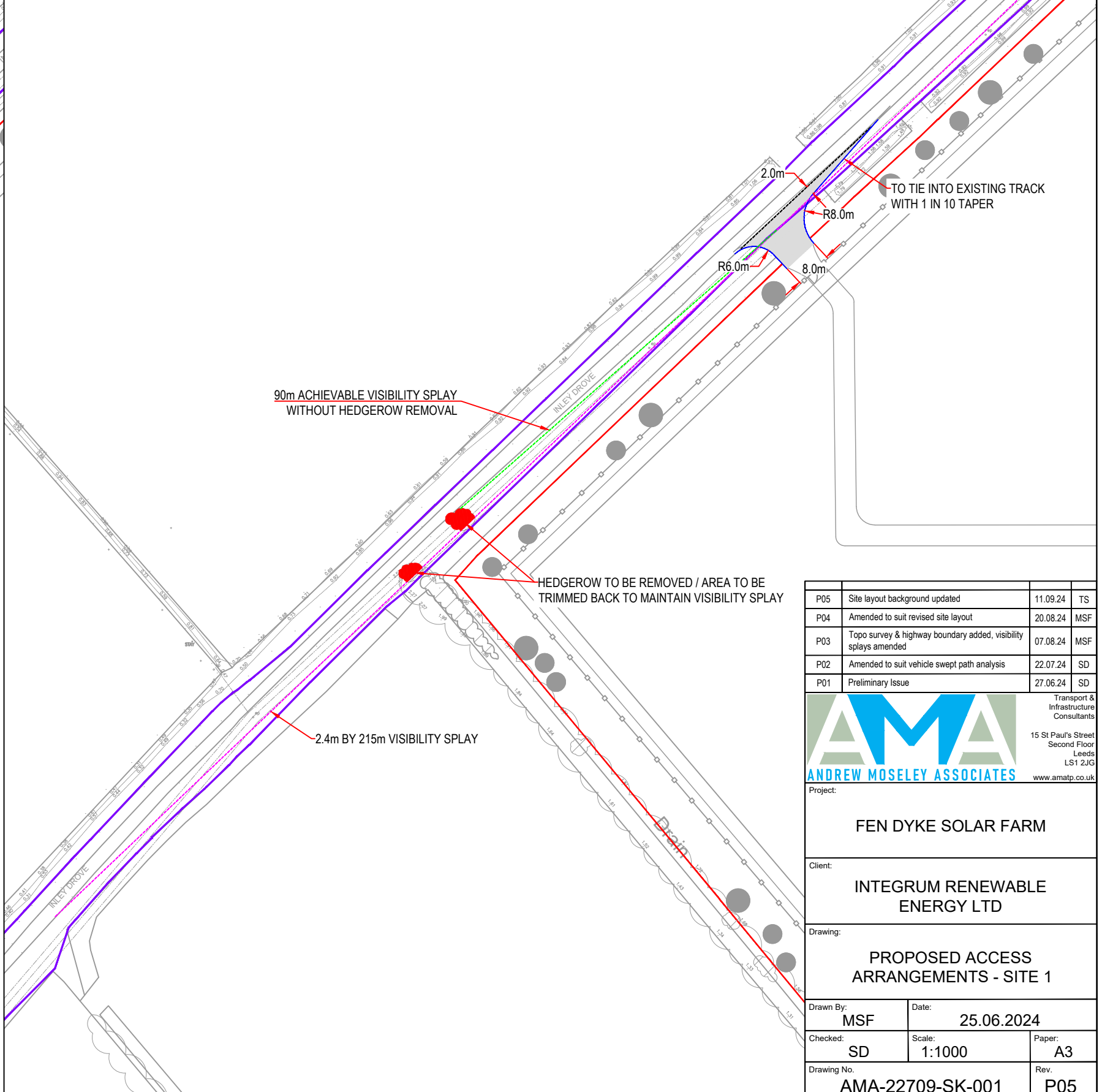
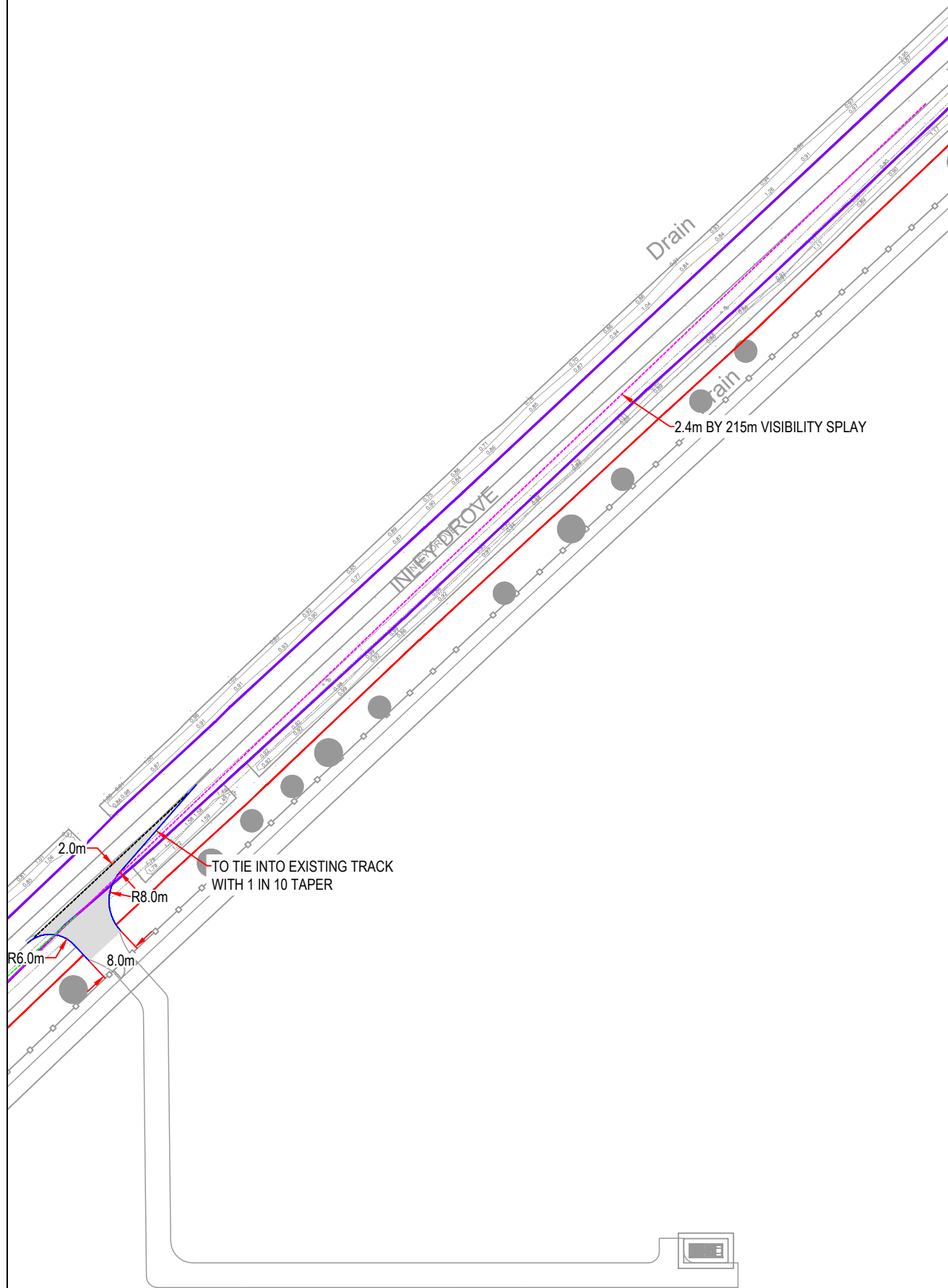
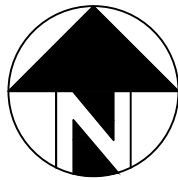
Drawing Title:

Fendyke Solar Farm Site Layout Plan

Drawn: OM	Checked: SH	First Issued: 09.07.2024
Project Code: IRE004-		Drawing Number: PL-03
Sheet Size: A1	Scale: 1:2500	Revision: 13

Appendix B

ACCESS DRAWINGS



P05	Site layout background updated	11.09.24	TS
P04	Amended to suit revised site layout	20.08.24	MSF
P03	Topo survey & highway boundary added, visibility splays amended	07.08.24	MSF
P02	Amended to suit vehicle swept path analysis	22.07.24	SD
P01	Preliminary Issue	27.06.24	SD



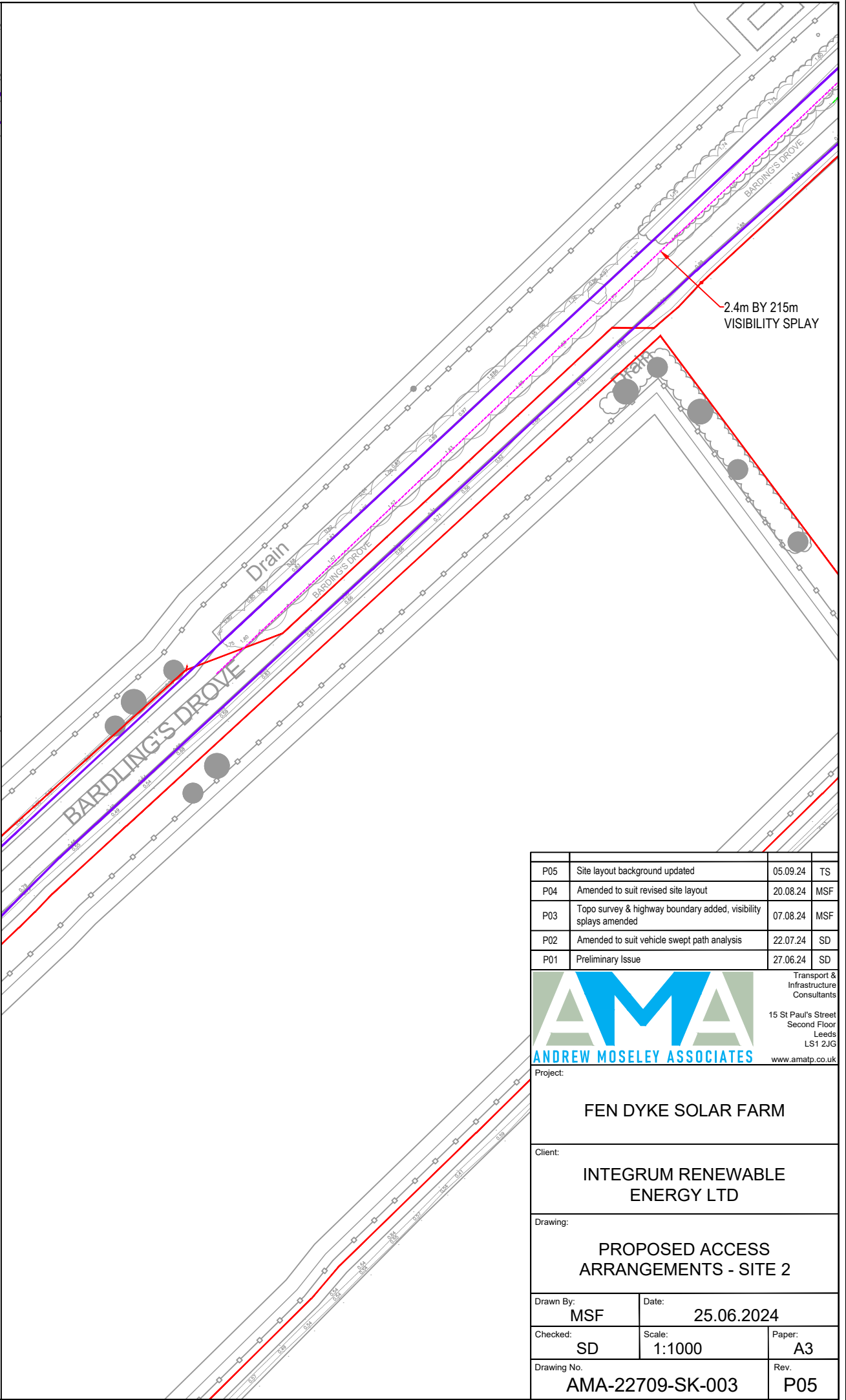
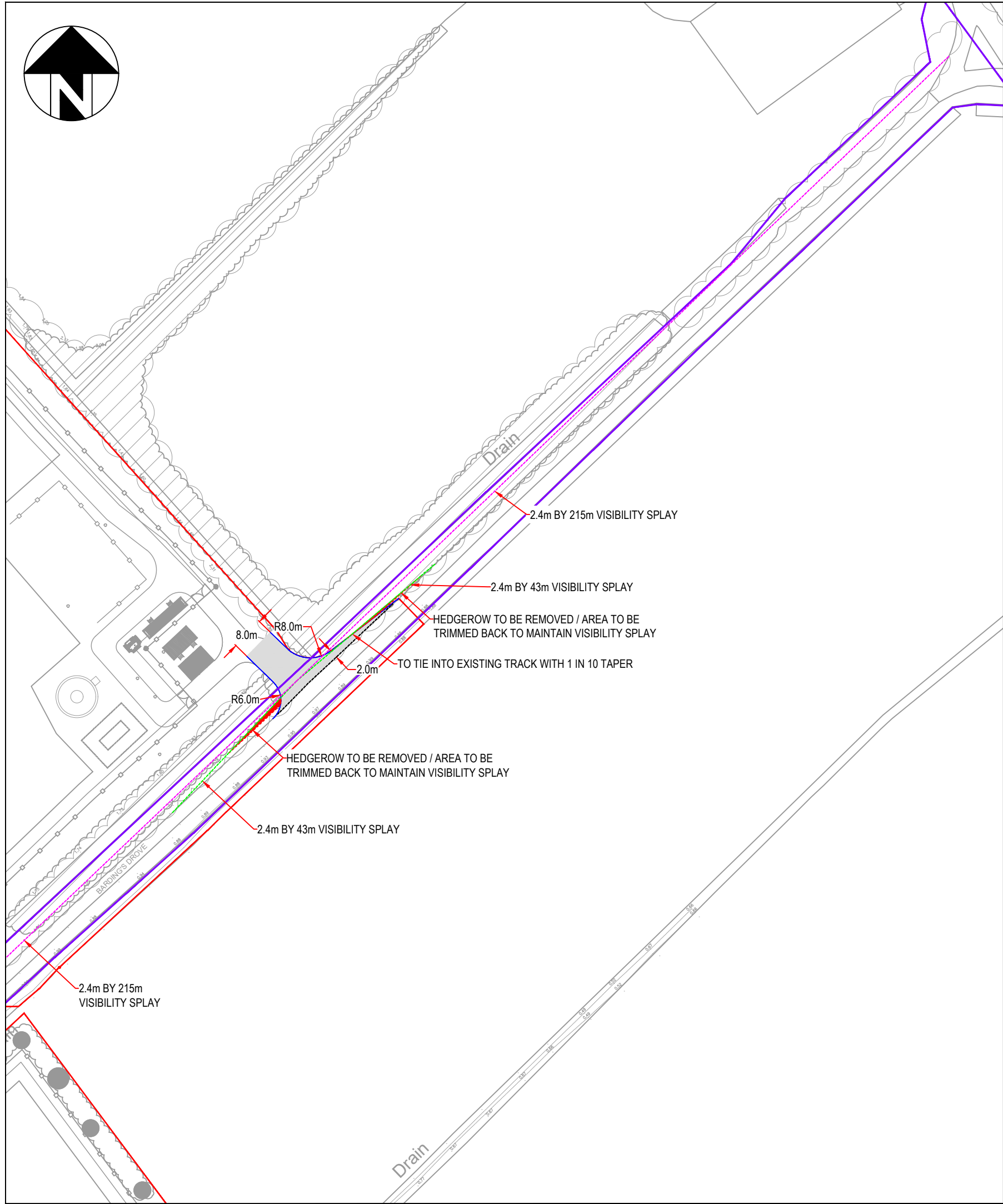
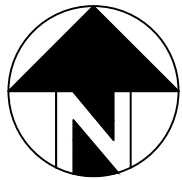
ANDREW MOSELEY ASSOCIATES

Transport & Infrastructure Consultants

15 St Paul's Street
Second Floor
Leeds LS1 2JG

www.amatp.co.uk

Project:			FEN DYKE SOLAR FARM		
Client:			INTEGRUM RENEWABLE ENERGY LTD		
Drawing:			PROPOSED ACCESS ARRANGEMENTS - SITE 1		
Drawn By:		Date:			
MSF		25.06.2024			
Checked:		Scale:		Paper:	
SD		1:1000		A3	
Drawing No.			Rev.		
AMA-22709-SK-001			P05		



P05	Site layout background updated	05.09.24	TS
P04	Amended to suit revised site layout	20.08.24	MSF
P03	Topo survey & highway boundary added, visibility splays amended	07.08.24	MSF
P02	Amended to suit vehicle swept path analysis	22.07.24	SD
P01	Preliminary Issue	27.06.24	SD



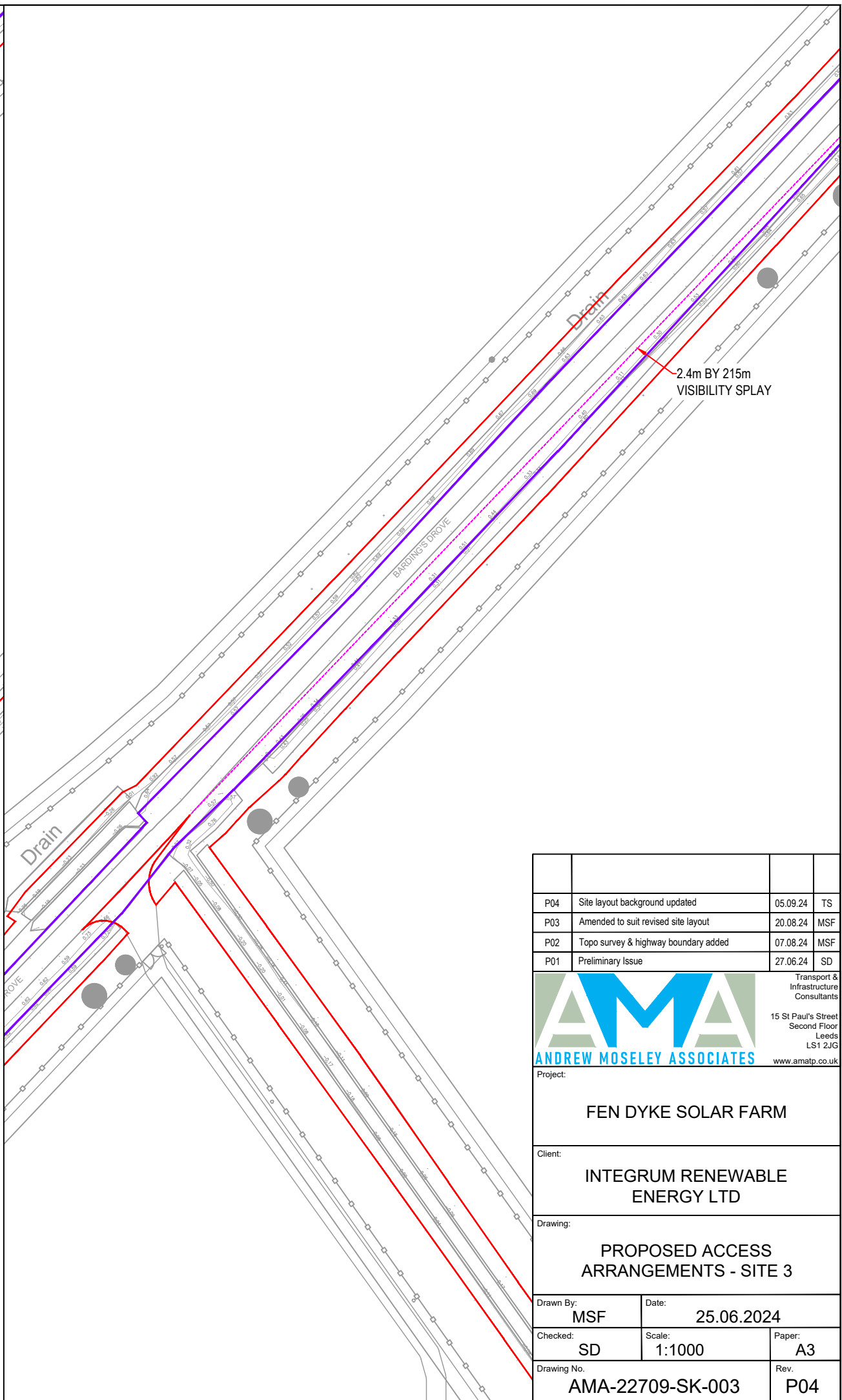
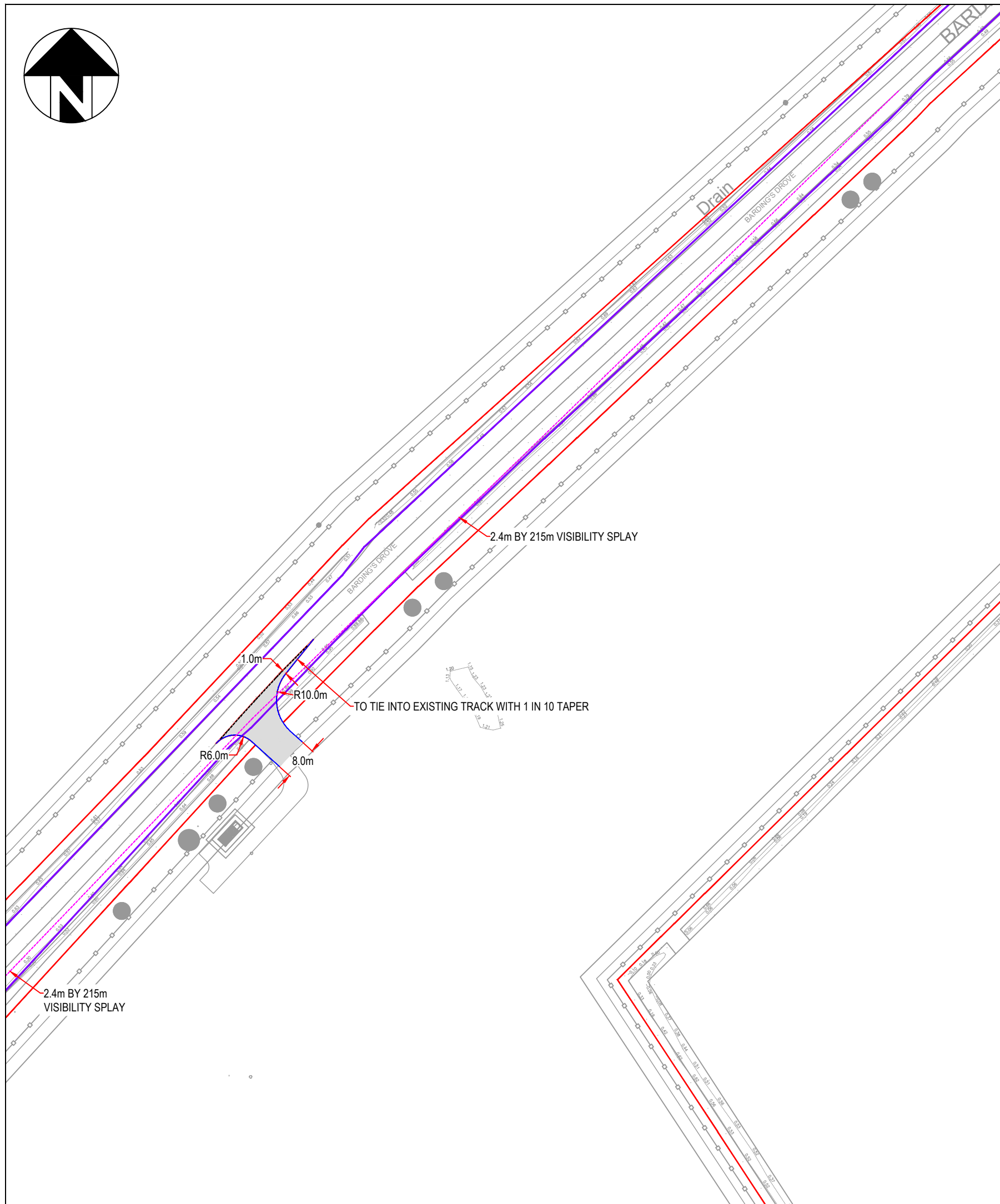
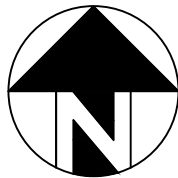
ANDREW MOSELEY ASSOCIATES

Transport &
Infrastructure
Consultants

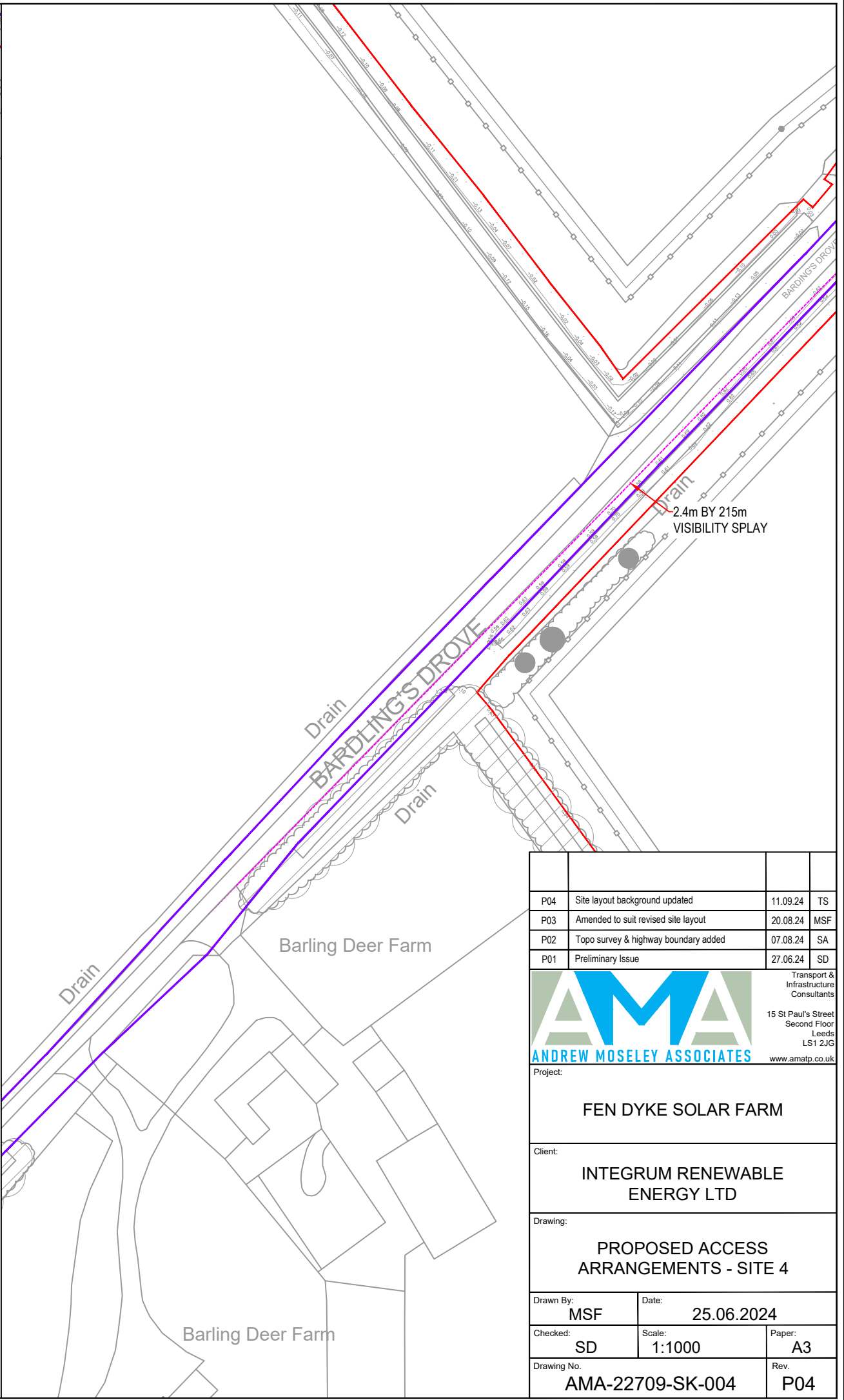
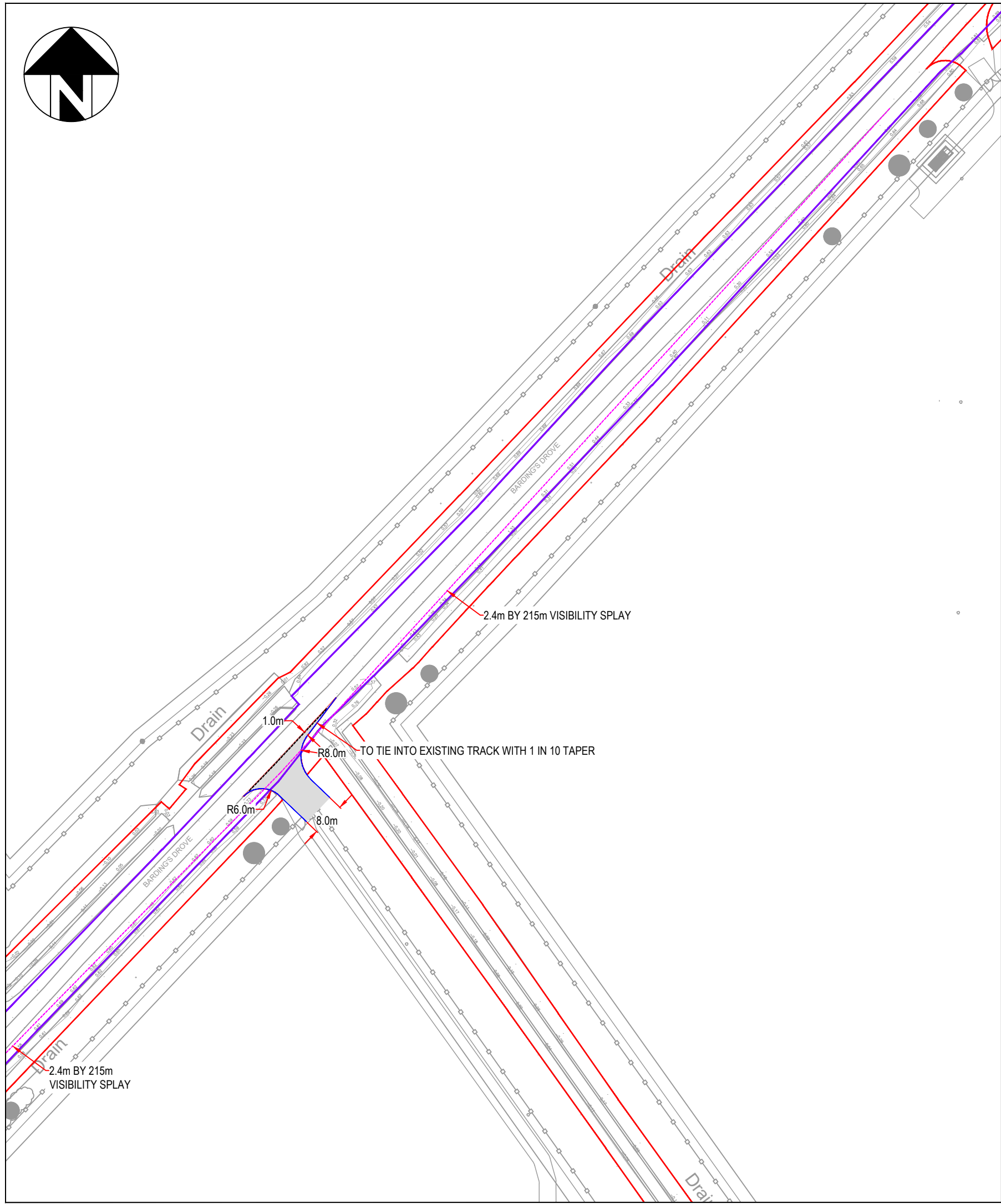
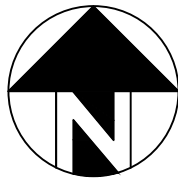
15 St Paul's Street
Second Floor
Leeds
LS1 2JG

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Project: FEN DYKE SOLAR FARM		
Client: INTEGRUM RENEWABLE ENERGY LTD		
Drawing: PROPOSED ACCESS ARRANGEMENTS - SITE 2		
Drawn By: MSF	Date: 25.06.2024	
Checked: SD	Scale: 1:1000	Paper: A3
Drawing No. AMA-22709-SK-003		Rev. P05



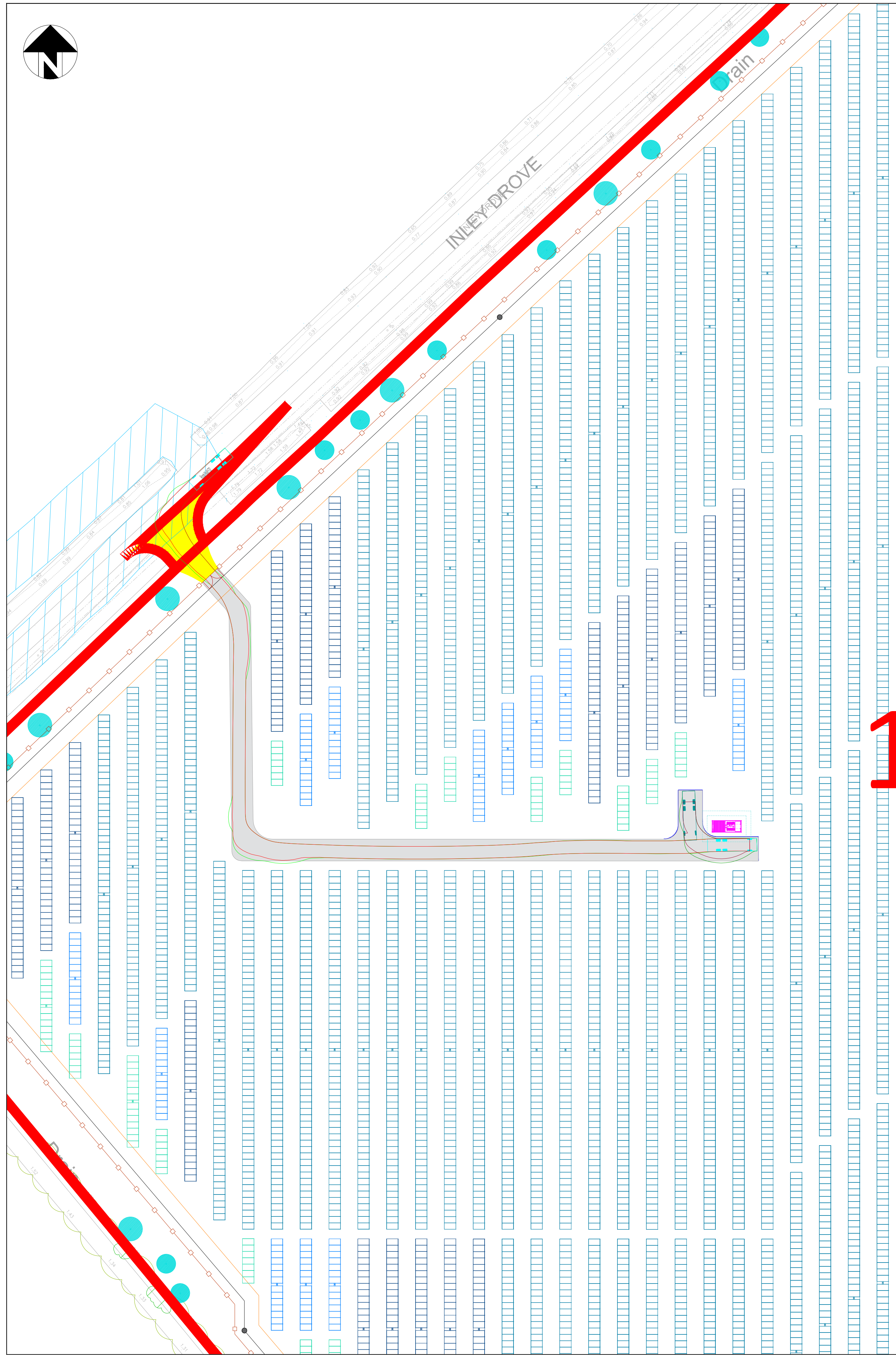
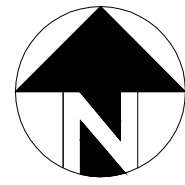
P04	Site layout background updated	05.09.24	TS
P03	Amended to suit revised site layout	20.08.24	MSF
P02	Topo survey & highway boundary added	07.08.24	MSF
P01	Preliminary Issue	27.06.24	SD
AMA ANDREW MOSELEY ASSOCIATES Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: FEN DYKE SOLAR FARM			
Client: INTEGRUM RENEWABLE ENERGY LTD			
Drawing: PROPOSED ACCESS ARRANGEMENTS - SITE 3			
Drawn By: MSF		Date: 25.06.2024	
Checked: SD		Scale: 1:1000	Paper: A3
Drawing No. AMA-22709-SK-003			Rev. P04



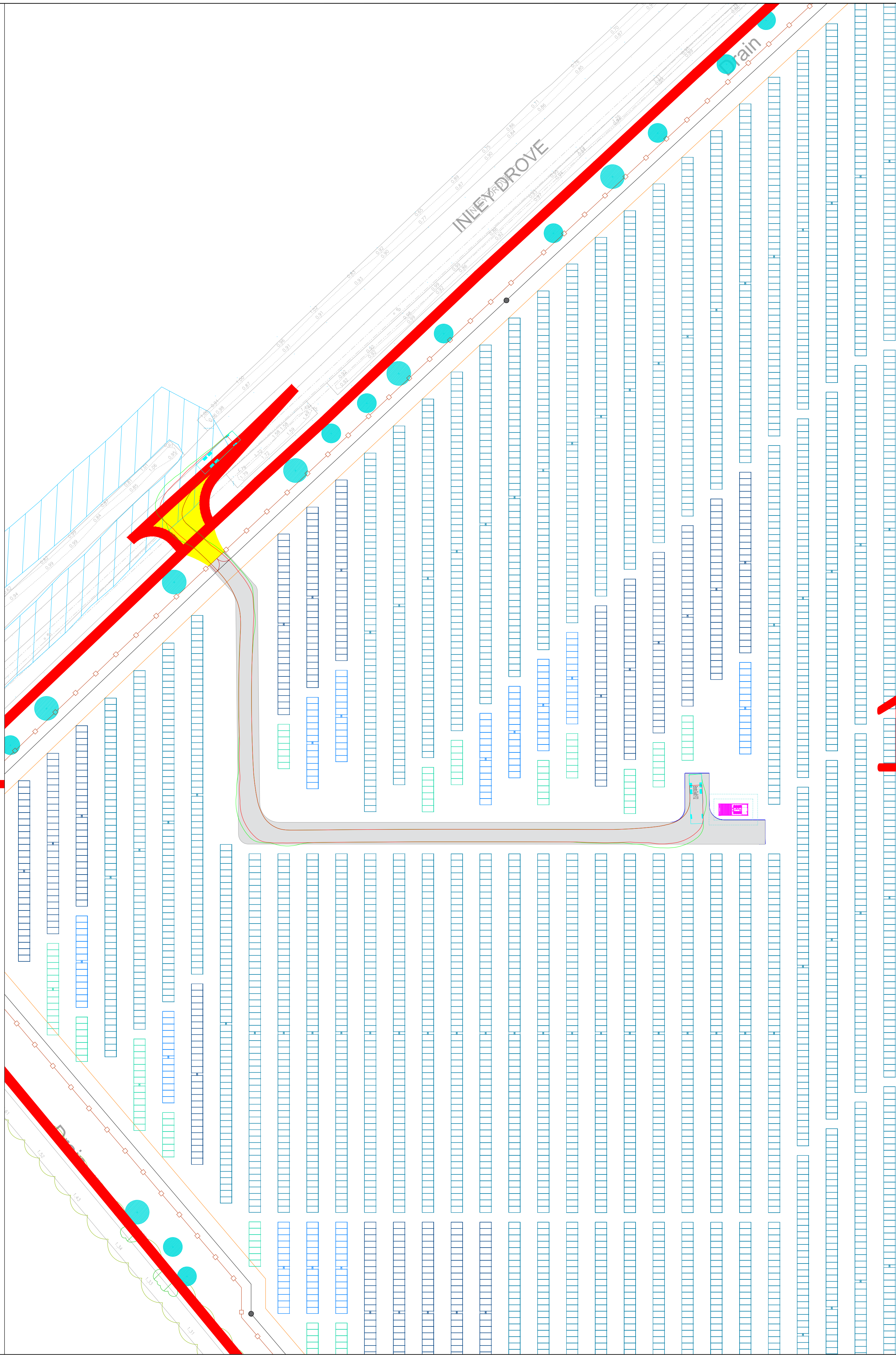
P04	Site layout background updated	11.09.24	TS
P03	Amended to suit revised site layout	20.08.24	MSF
P02	Topo survey & highway boundary added	07.08.24	SA
P01	Preliminary Issue	27.06.24	SD
 ANDREW MOSELEY ASSOCIATES		Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk	
Project:			
FEN DYKE SOLAR FARM			
Client:			
INTEGRUM RENEWABLE ENERGY LTD			
Drawing:			
PROPOSED ACCESS ARRANGEMENTS - SITE 4			
Drawn By:		Date:	
MSF		25.06.2024	
Checked:		Scale:	Paper:
SD		1:1000	A3
Drawing No.			Rev.
AMA-22709-SK-004			P04

Appendix C

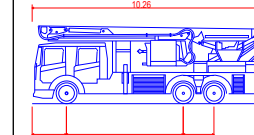
SWEPT PATH ANALYSIS



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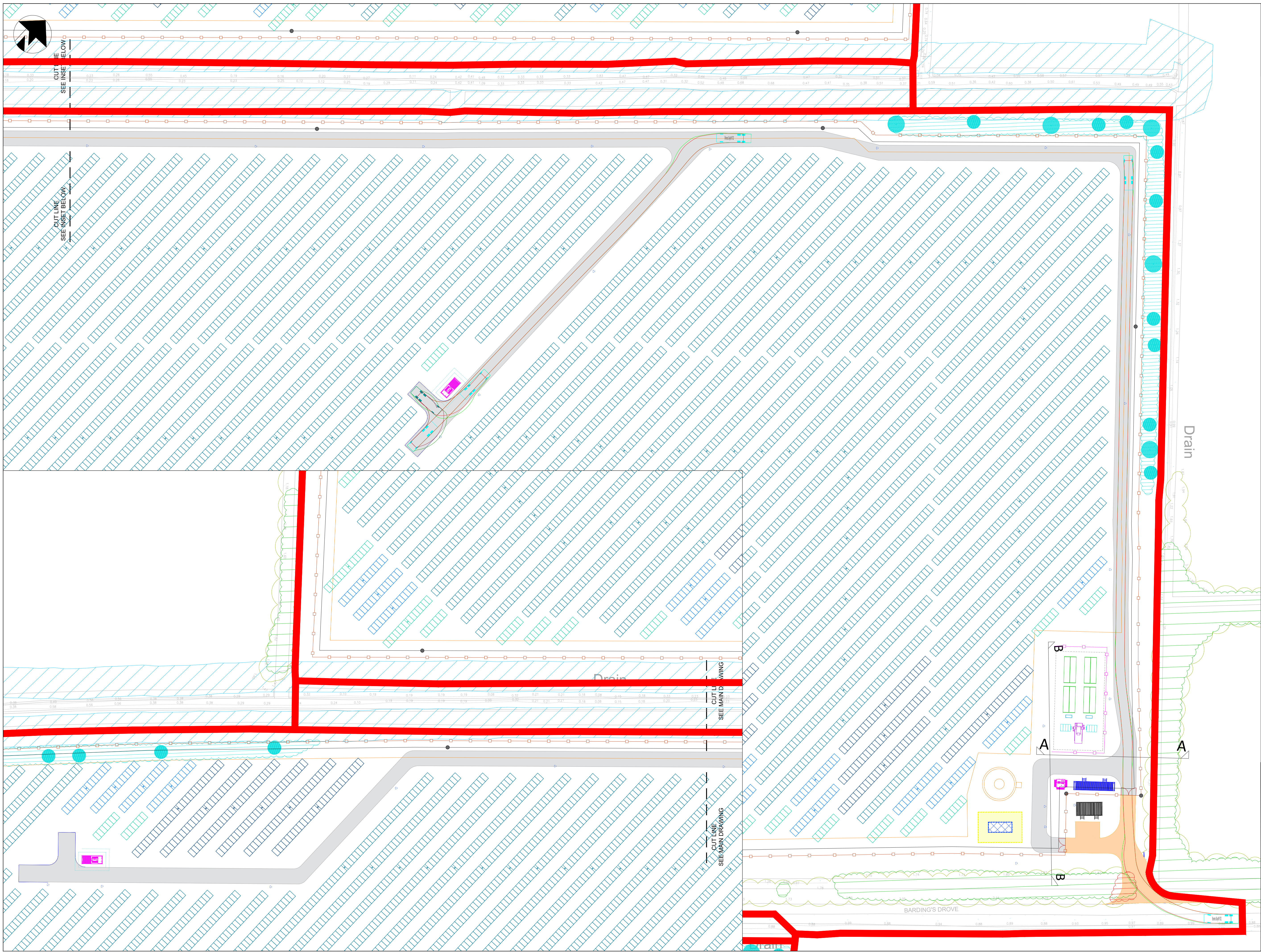
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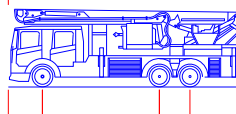


Bronto Skylift F32
Overall Length 10.200m
Overall Width 2.500m
Overall Body Height 3.400m
Min Body Ground Clearance 1.400m
Track Width 2.600m
Lock to Lock 1.9m
Kerb to Kerb Turning Radius 7.400m



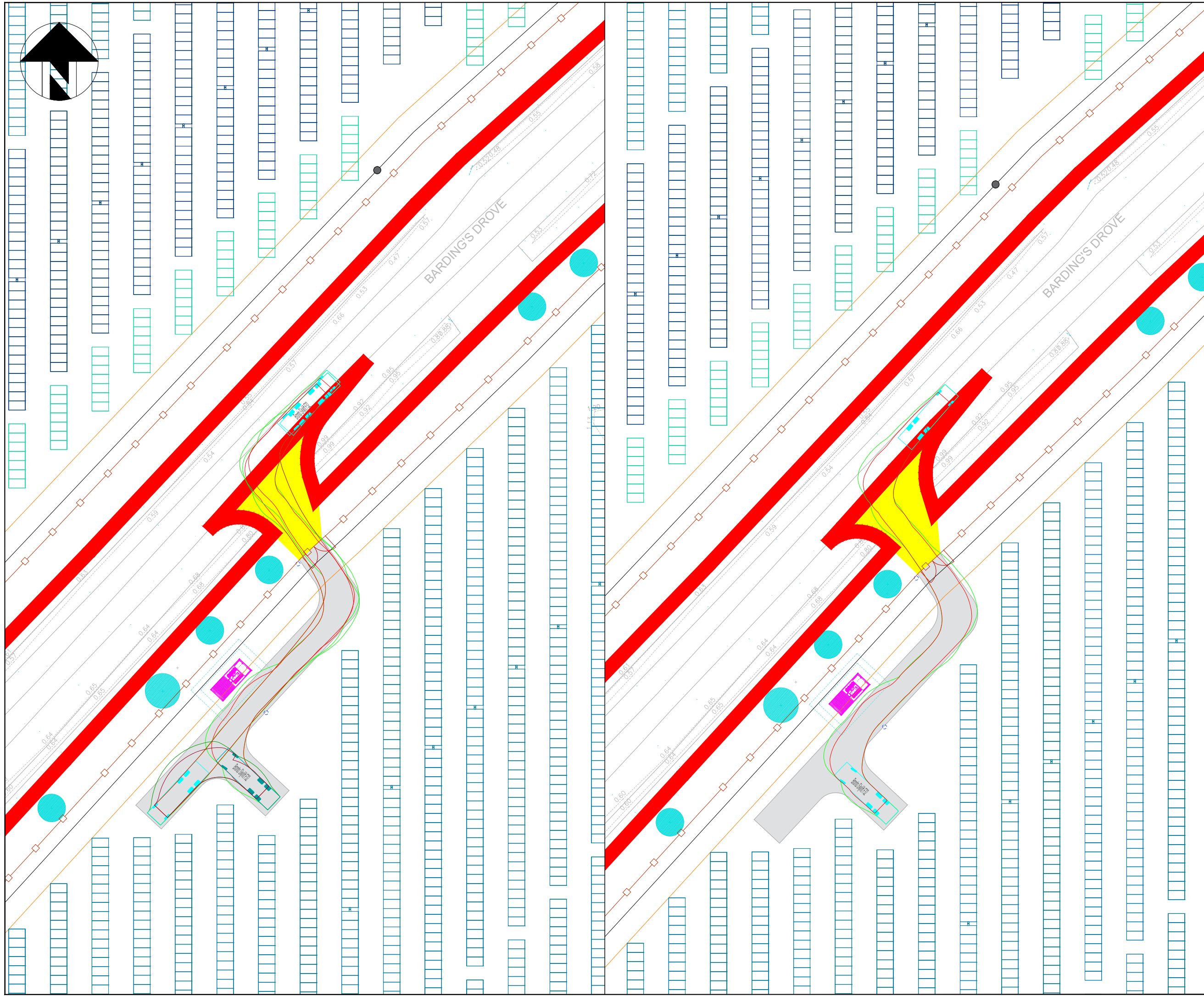
Project	FEN DYKE SOLAR FARM	
Client	INTEGRUM RENEWABLE ENERGY LTD	
Drawing	BRONTO SKYLIFT F32 FIRE TENDER SWEEP PATH ANALYSIS - SITE 1	
Drawn by	MSF	Date: 22.07.2024
Checked	SD	Scale: 1:500
Drawing No.	AMA-22709-ATR-021	Paper: A3 Rev: P01





Bronto Skylift F32
Overall Length: 10.200m
Overall Width: 2.500m
Overall Height: 3.400m
Min. Top Ground Clearance: 1.400m
Track Width: 2.600m
Lock to Lock: 1.50m
Kerb to Kerb Turning Radius: 7.400m

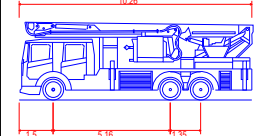
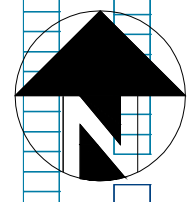
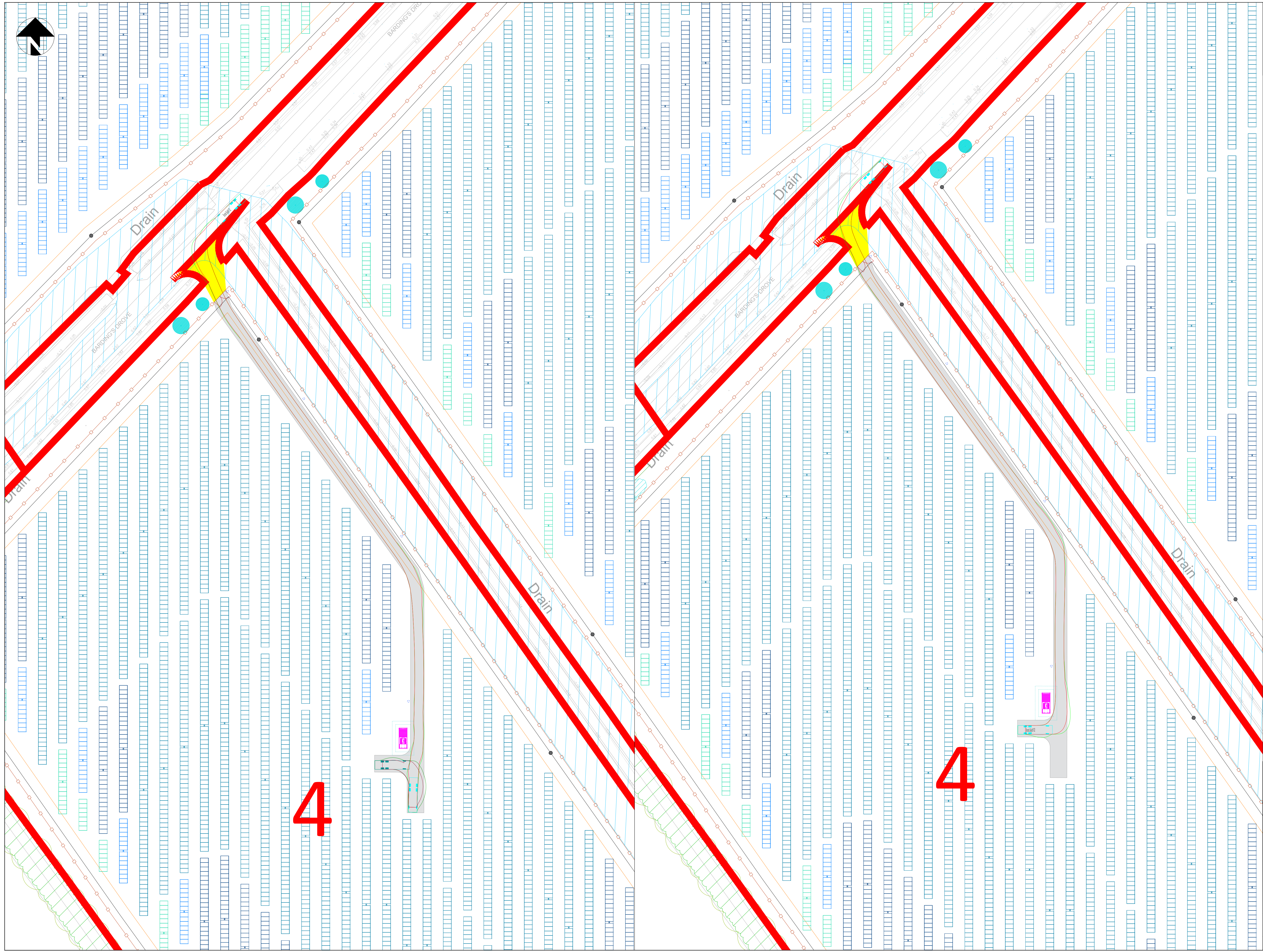
P01	Preliminary Issue	12.05.24	TS
 ANDREW MOSELEY ASSOCIATES		Transportation Infrastructure Consultants 15 St Pauls Street Second Floor Leeds LS1 2JG www.ama.co.uk	
Client: INTEGRUM RENEWABLE ENERGY LTD			
Drawing: BRONTO SKYLIFT F32 FIRE TENDER SWEEP PATH ANALYSIS - SITE 2			
Drawn By: MSF	Date: 22.07.2024	Paper: A3	
Checked: SD	Scale: 1:500	Rev: P01	
Drawing No: AMA-22709-ATR-022			



Bronto Skylift F32
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

10.260m
2.600m
3.500m
0.435m
2.600m
5.00s
7.400m

P01	Preliminary Issue	12.09.24	TS
 ANDREW MOSELEY ASSOCIATES		Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk	
Project:			
FEN DYKE SOLAR FARM			
Client:			
INTEGRUM RENEWABLE ENERGY LTD			
Drawing:			
BRONTO SKYLIFT F32 FIRE TENDER SWEPT PATH ANALYSIS - SITE 3			
Drawn By: MSF		Date: 22.07.2024	
Checked: SD		Scale: 1:500	Paper: A3
Drawing No. AMA-22709-ATR-023			Rev. P01



Bronto Skylift F32
Overall Length 10.200m
Overall Width 2.500m
Overall Height 3.400m
Bed Top Ground Clearance 1.400m
Track Width 2.600m
Lock to Lock 5.00m
Kerb to Kerb Turning Radius 7.400m

P01 Preliminary Issue 12.05.24 15



Project: FEN DYKE SOLAR FARM

Client: INTEGRUM RENEWABLE ENERGY LTD

Drawing: BRONTO SKYLIFT F32
FIRE TENDER
SWEEP PATH ANALYSIS - SITE 4

Drawn by: MSF Date: 22.07.2024
Checked: SD Scale: 1:500 Paper: A3

Drawing No: AMA-22709-ATR-024 Rev: P01



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