

Leaford Solar Farm

06/12/2023

Reference number GB01T23A19.PROJ2000.2002

TRANSPORT STATEMENT



SYSTRA

LEAFORD SOLAR FARM

TRANSPORT STATEMENT

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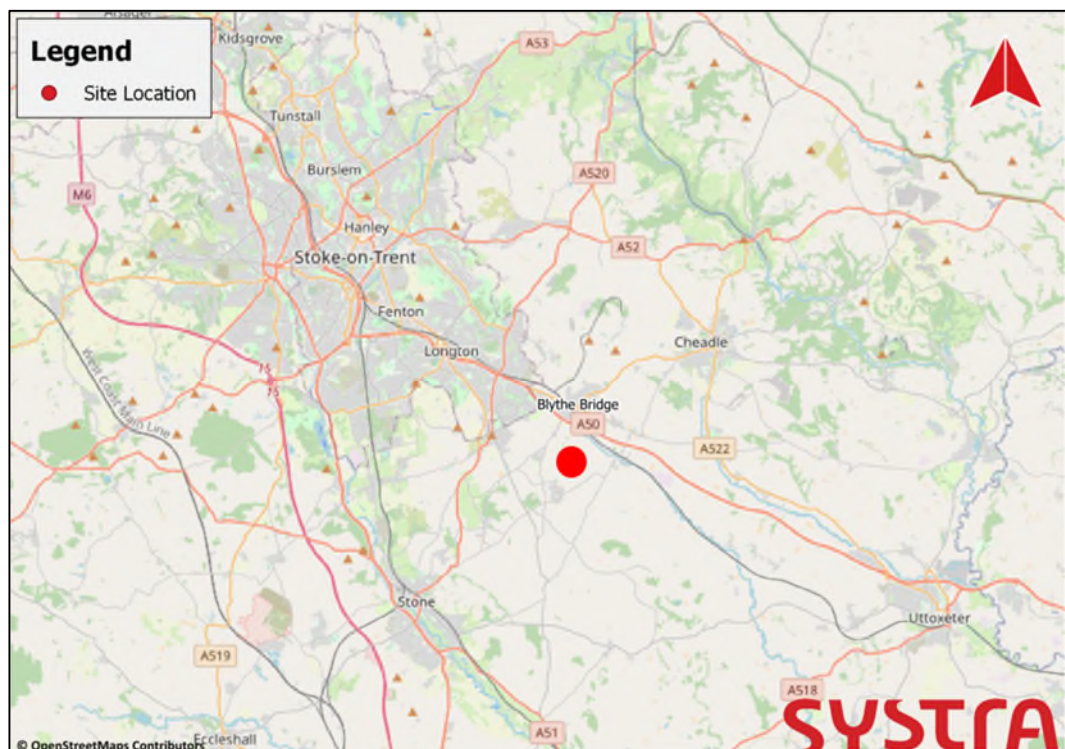
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1. SUMMARY

1.1 General

1.1.1 SYSTRA LTD (SYSTRA) has been appointed by Mabbett and Associates on behalf of Renewable Energy Systems Ltd (RES) to prepare a Transport Statement (TS) in support of an application for planning permission for the Leaford Solar Farm. The proposed development is located on land approximately 2km south of Blythe Bridge and to the northeast of Fulford which lies within the Stafford Borough Council (SBC) administrative area. The Roads Authority is Staffordshire County Council (SCC). The general site location and local area around the site 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 then integrated into the surrounding network without detriment to existing users including local residents.

1.2 The Proposed Development

1.2.1 The proposals are for the Construction and Operation of a solar farm with all associated works, equipment, necessary infrastructure and biodiversity net gains. The site will have a maximum generations capacity of 30MW. The Proposed Development would comprise: ground mounted solar panels and associated infrastructure, battery energy storage system (BESS), inverter stations, PCS station, perimeter fencing, grid substation and access infrastructure.

1.2.2 A plan of the site, anticipated to be approximately 69.21ha in area, and the local area is shown in **Figure 2**.

Figure 2. Site Location and Red Line Boundary



1.2.3 The Application Site comprises several parcels of land that are currently used for agricultural purposes. The land has a relatively flat topography.

1.2.4 The immediate vicinity of the site is predominantly rural in character, mainly comprising agricultural fields, residential and farm related properties, roads, and villages. To the north are the urban settlements of Blythe Bridge and Stoke-On-Trent.

1.3 Policy and Guidance

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

- NPPF (2023);
- Stafford Borough Local Plan (2020-2040) (Draft);
- Stafford Borough Integrated Transport Strategy (2018-2031);
- 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 Assessment (IEA) now the 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 SCC.

1.4 Report Structure

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

- Chapter 2 – Existing Conditions;
- Chapter 3 – Proposed Development and Associated Travel Characteristics;
- Chapter 4 – Measures to Support the Proposed Development; and
- Chapter 5 – Framework Construction Stage Traffic Management Plan.
- Chapter 6 – Summary and Conclusions

2. EXISTING CONDITIONS

2.1 Introduction

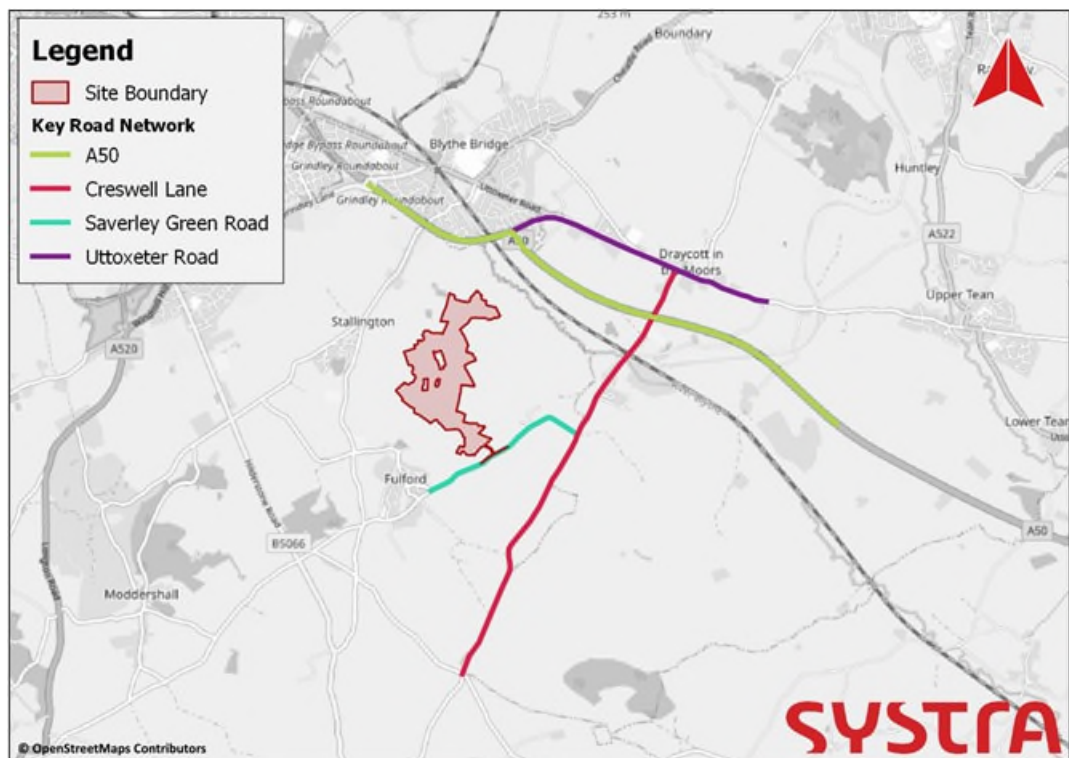
2.1.1 Due to the semi-rural location of the site, there are no walking or cycling facilities and very limited public transport services within the vicinity that could serve the development. Lift sharing and minibus use will, however, be promoted during the construction stage. It is noted that there will be no permanent staff based at the site once operational so the lack of access by sustainable transport modes should not be seen as a barrier to development of the site.

2.1.2 This section of the TS therefore focuses on the strategic and local road network in the area.

2.2 Surrounding Road Network

2.2.1 The Proposed Development is located in a semi-rural area, but with good access to the local and strategic road network. The key road links in the area are indicated by **Figure 3**.

Figure 3. Key Road Links



Saverley Green Road

2.2.2 Access to the site will be taken from Saverley Green Road which serves as a link between the villages of Fulford and Saverley Green. In the vicinity of the site, the road is a single carriageway semi-rural road with an approximate width of 6m-6.5m and the road is of a good standard. The road is lit and subject to a 30mph speed restriction within the villages of Fulford and Saverley Green. Outside of these areas it is unlit and subject to the national speed restriction.

2.2.3 The general characteristics of Saverley Green Road are demonstrated by **Figure 4**.

Figure 4. General Characteristics of Saverley Green Road



Cresswell Lane

2.2.4 Cresswell Lane (also marked as Sandon Road and Creswell Road) is a good standard semi-rural north / south road linking the villages of Cresswell and Hilderstone to Uttoxeter Road. The road is approximately 6.5m in width and lit in some areas. Between Uttoxeter Road and Saverley Green Road it is subject to a 40mph speed restriction.

2.2.5 The general characteristics of Cresswell Lane are demonstrated by **Figure 5**.

Figure 5. General Characteristics of Cresswell Lane



- 2.2.6 It is noted that Cresswell Lane has a level crossing with the Crewe to Derby Railway Line at Cresswell village. This line sees infrequent service (approximately one service per hour in each direction) and permission must be sought for the crossing of large and slow vehicles. As per signage at the crossing “LARGE means over 61’-6” (18.75m) long or 9’-6” (2.9m) wide or 44 tonnes total weight, SLOW means 5mph or less”. The implications of this crossing are discussed in Section 5.3, although it is not seen as a barrier to development.

Uttoxeter Road

- 2.2.7 Uttoxeter serves as the main “through” road between Blythe Bridge and Draycott in the Moors and is of a good standard. The road is lit along its length and subject to a 40mph speed restriction.
- 2.2.8 The general characteristics of Uttoxeter Road are illustrated in **Figure 6**.

Figure 6. General Characteristics of Uttoxeter Road



A50

- 2.2.9 The A50 is the main trunk road in the vicinity of the site. The road provides a north-west / south-east link between Stoke-On-Trent, Uttoxeter, Derby, and Leicester. It is anticipated that the majority of development traffic will follow the route via the A50.
- 2.2.10 In the vicinity of the site the A50 is a two-lane dual carriageway road with each carriageway approximately 7.5m in width. The road is subject to a 70mph speed restriction and lit only in urban areas.

2.3 Accident Statistics

- 2.3.1 SYSTRA has referred to the CrashMap website (www.crashmap.co.uk) to establish the number of road traffic accidents that have occurred in the past five year (2017-2021) in the vicinity of the site. The results of this interrogation are presented in **Figure 7** and **Table 1**.

Figure 7. Accident History on the Surrounding Road Network

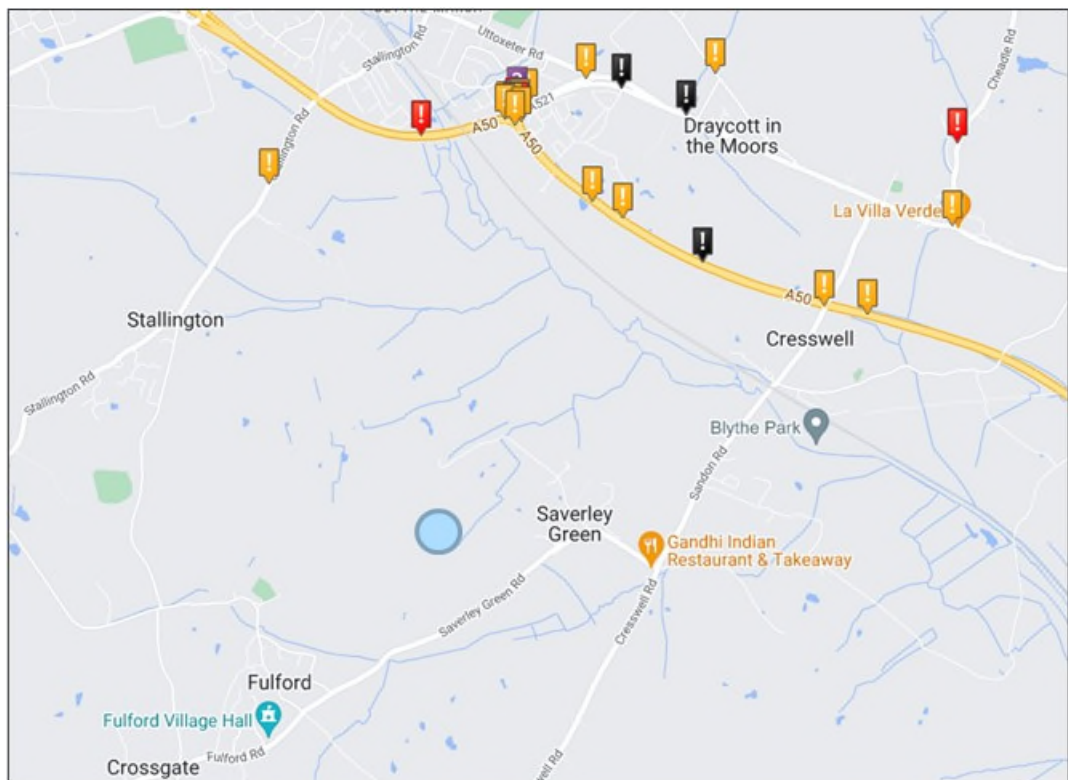


Table 1. Summary of Accident Statistics

LOCATION	SLIGHT	SERIOUS	FATAL	COMMENTS
Saverley Green Road	0	0	0	No reported accidents in the study period
Creswell Lane	0	0	0	No reported accidents in the study period
Uttoxeter Road	3	0	2	3 slight accidents occurred on Uttoxeter Road, 2 of which were in close proximity to the Tean Roundabout. Two fatal accidents in 2018 and 2019 involving 2 and 3 vehicles, respectively.
A50	9	2	1	9 slight accidents and 2 serious accidents, with the majority occurring in proximity to the Tean Roundabout. One fatal accident in 2021 involving 2 vehicles.

2.3.2 There have been no recorded accidents in the immediate vicinity of the site in the past 5 year period and none on the road that the development will take access from. The clustering of accidents around the Tean Roundabout is typical for such a junction with the level of flow that is experienced at that location. However, there have been three fatal accidents on the wider road routes that will be used to access the site. There does not appear to be a clustering in space or time with these accidents but the emerging CTMP should put forward measures to minimise and manage traffic so as not to increase the risk of accidents on the routes to site.

2.4 Accessibility and Baseline Summary

2.4.1 Due to the semi-rural location of the site, there are no walking or cycling facilities and very limited public transport services within the vicinity that could serve the development. Lift sharing and minibus use will, however, be promoted during the construction stage. It is noted that there will be no permanent staff based at the site once operational so the lack of access by sustainable transport modes should not be seen as a barrier to development of the site.

2.4.2 The site is located to the north of Saverley Green Road from which a new access will be taken. All roads in the vicinity of the site are of a good standard and suitable for two-way HGV movements.

2.4.3 The level crossing on Creswell Lane is noted but is not anticipated to affect vehicle movements associated with the development.

3. PROPOSED DEVELOPMENT

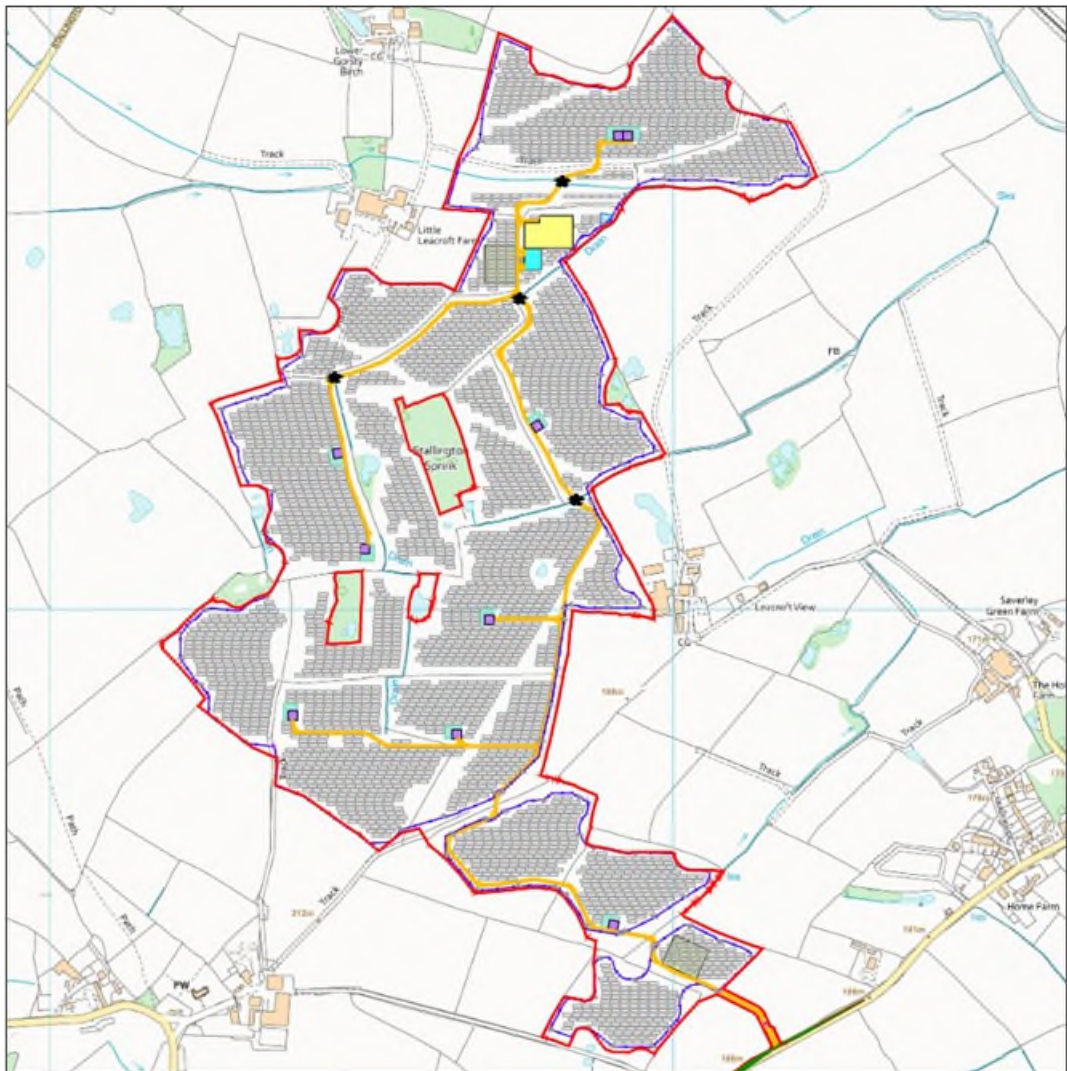
3.1 Site Layout

3.1.1 The Proposed Development will comprise:

- Ground mounted solar panels;
- Battery energy storage system (BESS);
- Inverters;
- PCS station;
- Fencing;
- Grid substation; and
- Access infrastructure.

3.1.2 The layout of the development is illustrated in **Figure 8** and included in **Appendix A**.

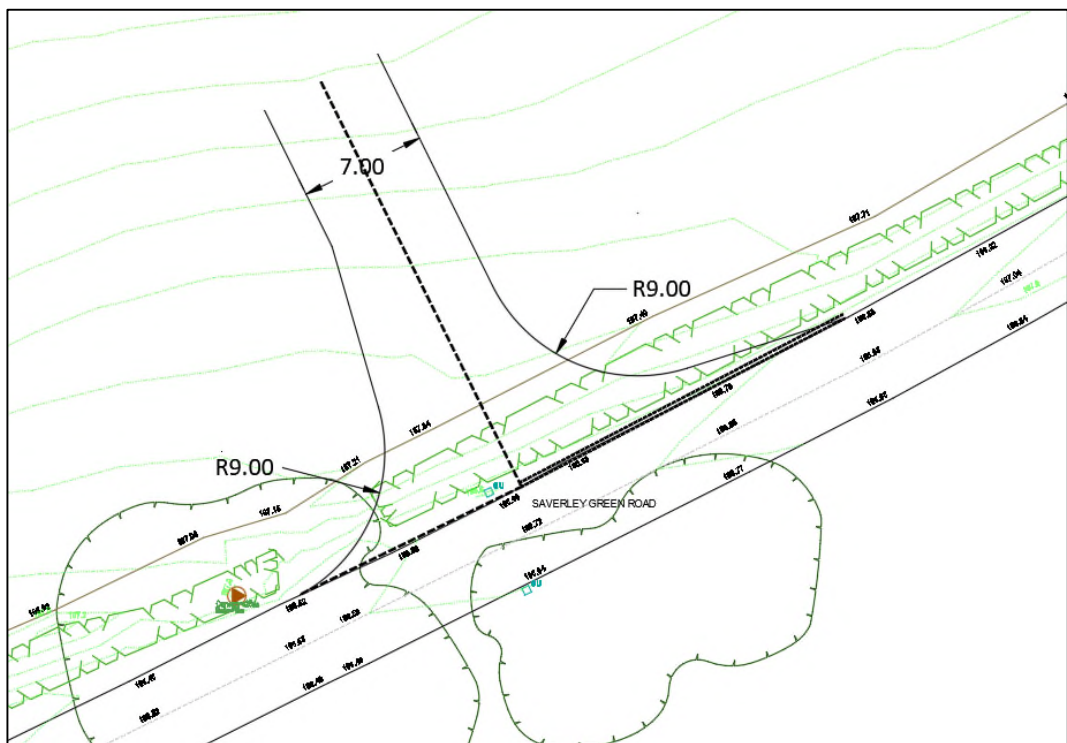
Figure 8. Proposed Site Layout



3.2 Site Access

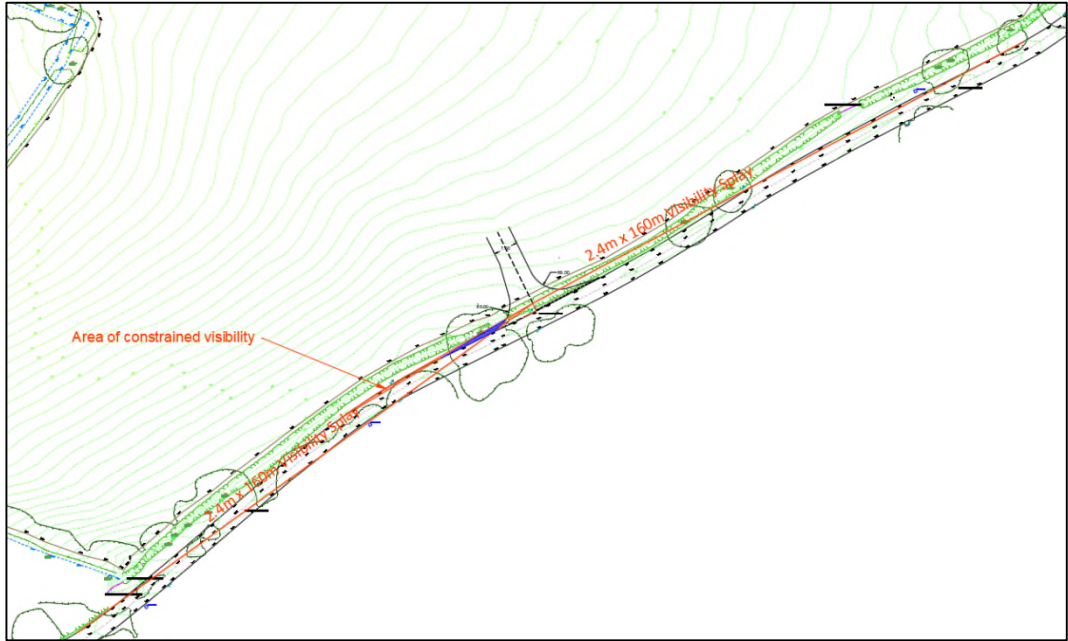
- 3.2.1 The proposed development will have one new vehicular access point, taken from Saverley Green Road. The access will take the form of a simple priority junction. **Figure 9** illustrates the general arrangement of this access, with detailed drawings and swept path assessments provided in **Appendix B**.
- 3.2.2 The preliminary design has been developed in accordance with DMRB 123. A detailed design for the junction will come forward post planning but a preliminary design has been undertaken at this stage with the access junction located to maximise visibility splays and to minimise the loss of trees and hedgerows. The preliminary location of the junction has been placed to coincide with an existing field entrance so as to minimise hedgerow loss. Approximately 16m of hedgerow will be removed to accommodate the junction.

Figure 9. General Arrangement of Proposed Access



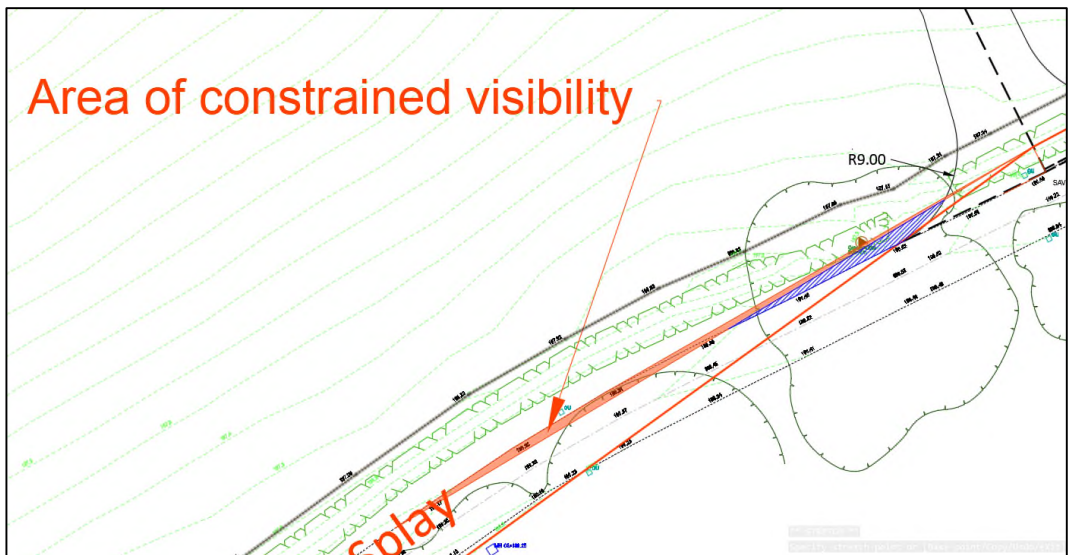
- 3.2.3 Saverley Green Road is subject to a 60mph speed restriction and any DMRB compliant junction would subsequently require visibility splays of 215m in each direction. However, speed surveys conducted during October 2023 at the proposed access location indicate that the 85th percentile speeds are 45.7mph and 46.2mph in the east- and west-bound directions, respectively. As such, it is considered that a reduced visibility splay of 160m is applicable for a design speed of 50mph. These visibility splays are achievable and are illustrated by **Figure 10**.

Figure 10. Visibility Splays for Proposed Access



- 3.2.4 In order to maintain the visibility splays, approximately 46m of hedgerow will need to be trimmed to a height of 1.05m.
- 3.2.5 To comply with DMRB CD123 Section 3.9 an additional area of visibility has been included for visibility to the west which is drawn tangentially to the bend. This additional visibility is illustrated in more detail in **Figure 11**.

Figure 11. Additional Area of Visibility for Proposed Access



- 3.2.6 The blue hatched area in the Figure indicates the area of visibility that is achievable. The orange area indicates the sliver of carriageway that is not visible due to the mature tree to the east of the proposed junction. This segment is a maximum of 0.75m in width at the very edge of the carriageway. A vehicle centred in the running lane will still be clearly visible.
- 3.2.7 In order to ensure that the proposed site access junction is suitable for delivery vehicles, the junction has been subject to a swept path assessment. The largest delivery vehicle is anticipated to be the UK maximum legal articulated design vehicle.
- 3.2.8 While there may be a small number of larger vehicles required these will form “a very small percentage of the total number of vehicles” (DMRB CD123 Section 5.2). Therefore, the swept paths of these vehicles do not need to be demonstrated.
- 3.2.9 Swept path analysis for this vehicle is standard for DMRB compliant junction design. The design vehicle is 16.48m in length and 2.55m in width. A dimensioned drawing of this vehicle is included in **Appendix B** as drawing **VEH_01**.
- 3.2.10 **Figure 12 and 13** illustrates the proposed site access junction with swept path assessments for vehicles coming from and going to the east. These drawings are also provided in **Appendix B**.

Figure 12. Swept Path Assessment Drawing SPA_01

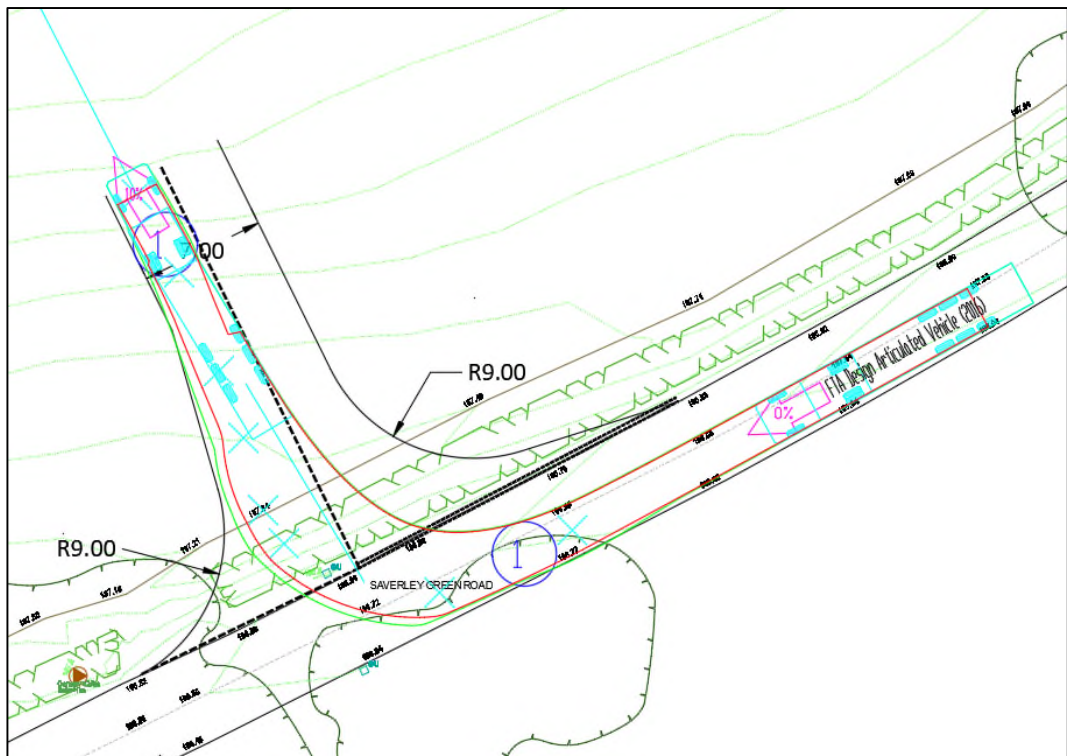
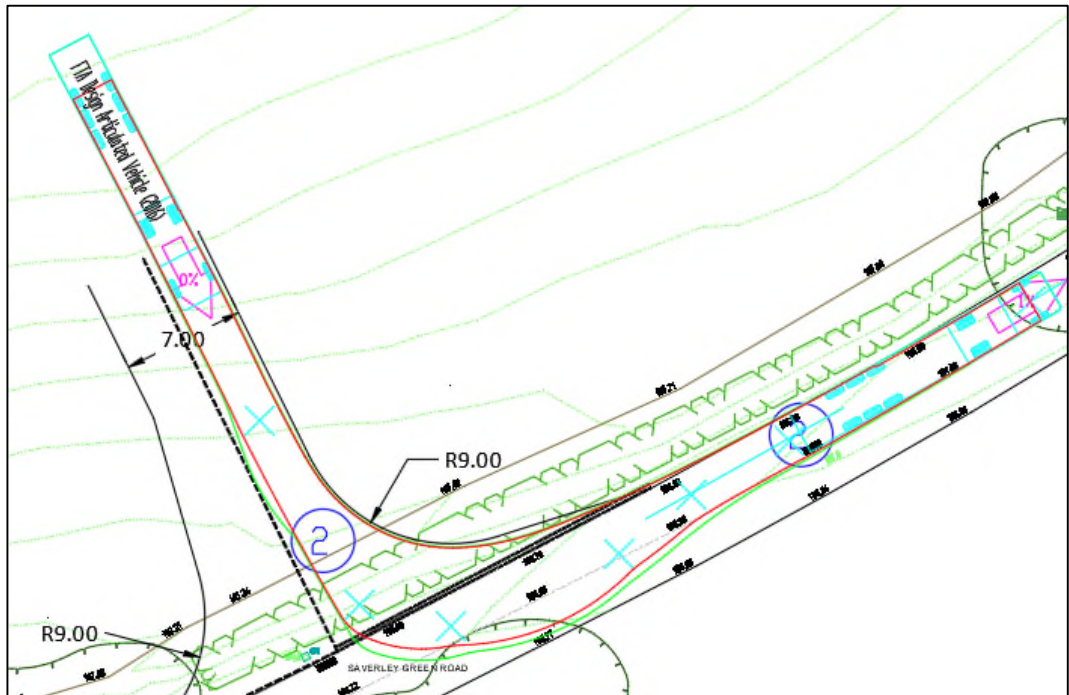


Figure 13. Swept Path Assessment Drawing SPA_02



3.2.11 The swept path assessment illustrates that the proposed junction is sufficient for providing access for the maximum legal articulated vehicles to the proposed development.

3.3 Construction Stage

3.3.1 Due to the Proposed Development being largely autonomous in nature, the vehicle trip generation is expected to be negligible at the operational stage (10-15 vehicles per year). Furthermore, it is not possible to obtain appropriate data regarding trip generation from the TRICS database for developments of this type.

3.3.2 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

3.3.3 Work hours are expected to be between:

- 07:00 to 19:00 on weekdays;
- 08:00 to 16:00 on Saturdays;
- 0800 to 1600 on Sundays.

Types of Vehicles

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

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

3.3.5 The larger HGVs will be carrying plant and machinery to the site along with the Solar PV panels and batteries for the storage units. It is not anticipated that any abnormal loads will be required to serve the development. Should the need for a Special Types General Order (STGO) vehicle(s) be identified during the development of the final delivery solution, the route will be fully assessed, and suitable measures implemented eg the use of escort vehicles, as required by law.

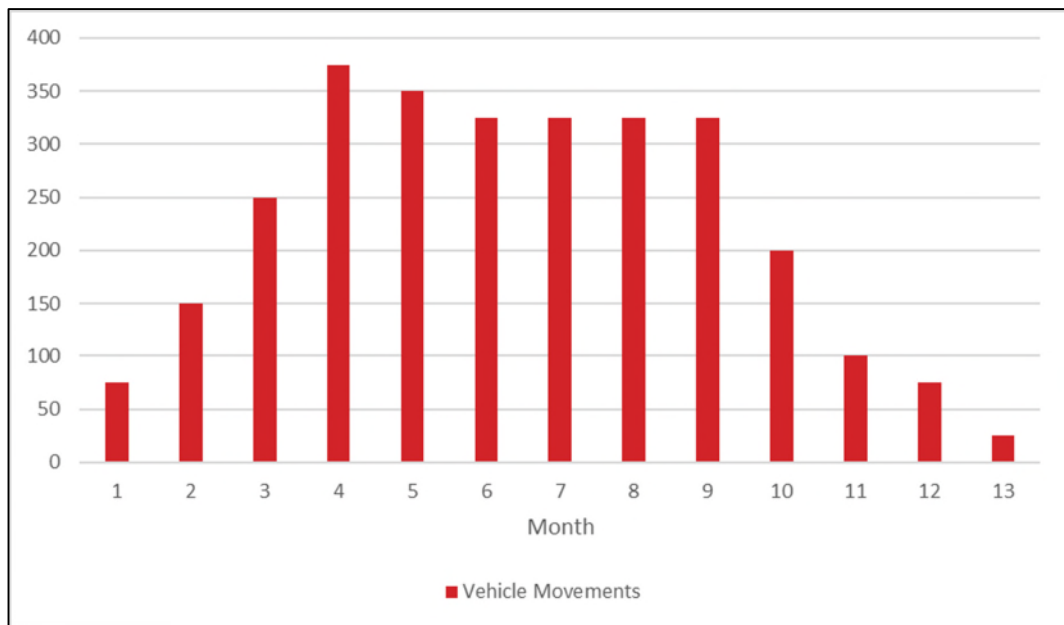
3.3.6 The small and medium delivery vans will be delivering small construction materials as well as site consumables. The cars and small work vans will be carrying site staff and their tools to site.

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

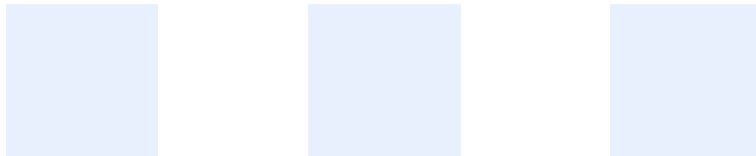
Traffic Generation

3.3.8 The construction phase of the Proposed Development is anticipated to last approximately 12 months. During this time, there are expected to be approximately 2,900 vehicle trips associated with the construction phase, including visitors. **Figure 14** provides a summary of the anticipated number of vehicle trips across the whole construction period – including post-construction movements prior to operation. It is anticipated that ~825 one-way HGV vehicle movements will be associated with the construction phase over the 12 month period.

Figure 14. Anticipated Vehicle Trips During Construction Phase



- 3.3.9 It is anticipated that there will be approximately 825 one-way HGV trips over the 12 month construction period. Assuming an equal split of HGV journeys it is anticipated that there will be 70 one-way HGV journeys a month. Assuming a 6 day working week and 4 and a half weeks in a month this equates to approximately 27 working days a month, 5 two-way HGV trips per day and 31 two-way HGV trips per week.
- 3.3.10 Staff will be expected to arrive on site by 07:00, and will typically depart between 15:00 and 19:00. The arrival and departure of workers is unlikely to coincide with ‘traditional’ network AM and PM peak periods. Given the expected level of traffic generation, it is not anticipated that the development will create additional congestion or delay on the strategic or local road network.
- 3.3.11 Overall, the traffic volumes associated with the Proposed Development are expected to be modest. 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 Compounds

3.3.12 Two construction compounds will be located close to the site access point to facilitate the construction on the proposed development. The compounds provide sufficient space for:

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

3.4 Traffic Impact

3.4.1 Taking the level of trip generation 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 insubstantial and we anticipate that the impact on existing road users will also be minimal and insignificant.

3.5 Operational Phase

3.5.1 During operation, the proposed development will be largely autonomous and does not require resident staff.

3.5.2 There will be a small number of regular trips to site, comprising of deliveries, regular maintenance visits and associated parts deliveries.

3.5.3 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.

3.6 Decommissioning Phase

3.6.1 In terms of traffic generation and on-site activity, the decommission stage is expected to be similar to the construction stage. It is usual for a decommissioning CTMP to be provided ahead of this operation.

4. MEASURES TO SUPPORT DEVELOPMENT

4.1 General

4.1.1 The following section considers the integration of the Proposed Development into the surrounding transport network along with consideration of the measures that are likely to be needed to support the Proposed Development during the construction and operational phases.

4.2 Walking

4.2.1 It is not anticipated that the Proposed Development will generate a significant number of pedestrian trips in terms of trips to and from the development, given the site's nature and operational requirements.

4.2.2 There will likely be a level of walking associated with the operation of the facility, but such activity would all be within the Application Site boundary. As such it is not proposed to provide any pedestrian infrastructure improvements external to the site.

4.3 Cycling

4.3.1 The low number of staff (and infrequent nature of staff visits) associated with the Proposed Development is unlikely to generate a notable cycling demand. Given the rural nature of the site location, there are opportunities to cycle on classified roads that are conducive to cycling movements. It is considered that there is no requirement to provide dedicated cycling infrastructure as part of the development proposals.

4.3.2 Care will, however, be needed during the construction stage to ensure the safety of cyclists on the access route to the site is maintained. This would be covered by the construction stage traffic management plan and it is likely that additional signing may be required to raise awareness of cycle activity and reduce the nature of any conflict points.

4.4 Local Road Network

4.4.1 Access to the Proposed Development will be taken via Saverley Green Road and a newly constructed access junction. No physical modifications are proposed for Saverley Green Road as it currently accommodates heavy goods vehicles associated with nearby farms and other activities.

4.4.2 The access junction into the development will be constructed to be compliant with DMRB design standards. The Proposed Development will be gated for the purposes of maintaining security and safety at the site and the bellmouth and initial section of the access road will be surfaced in tarmac to prevent dust and dirt from being deposited on the public road.

4.4.3 Operational traffic generation from the Proposed Development is considered to be negligible in comparison to the existing traffic on the network. It is therefore concluded that there will be no requirement to provide any off-site highway improvements to support the Proposed Development beyond the Access junction.

5. FRAMEWORK CONSTRUCTION STAGE TRAFFIC MANAGEMENT PLAN (CTMP)

5.1.1 The following section sets out a framework for the CTMP that would be put in place to support the construction of the proposed solar farm 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.

5.1.2 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 impact and associated environmental effects. The CTMP will also identify measures to reduce and manage construction staff travel by private car, particularly single occupancy trips.

5.2 Measures to Minimise and Mitigate Construction Traffic Impacts

5.2.1 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

5.2.2 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

5.2.3 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.

5.2.4 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.
- Reduction in the amount of aggregates used on-site by means of alternative construction techniques;
- Application of a reduce-reuse-recycle philosophy to all waste processing activities;
- HGVs accessing the site will be restricted to the identified construction access route, where practical, so that the effects of the construction traffic can be managed and monitored while preventing impacts on other routes.

Dust and Debris

5.2.5 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.

Speed Limit

5.2.6 All construction vehicles will be expected to follow the relevant national speed limits for type and size of vehicle being used. Local residents / other road users should be able to report any instances of speeding to the Site Liaison Officer who will take necessary action to prevent a repeat.

5.2.7 On-site operatives will be briefed on the speed limit through induction sessions and through regular staff briefings. Other parties responsible for site deliveries will also be instructed on any additional restrictions put in place. The speed limit currently in operation along Saverley Green Road is 60mph (although actual speeds are much lower).

5.2.8 It is proposed to put a contractor speed limit in place on the final approach to the site. The extent of this would be agreed with the Highway Authority.

Signage

5.2.9 Temporary construction signage will be erected on the local road network in the vicinity of the Proposed Development to warn people of construction activities and associated construction vehicles which would be turning at the access junction.

5.2.10 The purpose of additional signage is to provide driver information and to maintain road safety along the construction vehicle route. The exact nature and location of signage will require to be confirmed with Staffordshire County Council Highways.

Car Parking

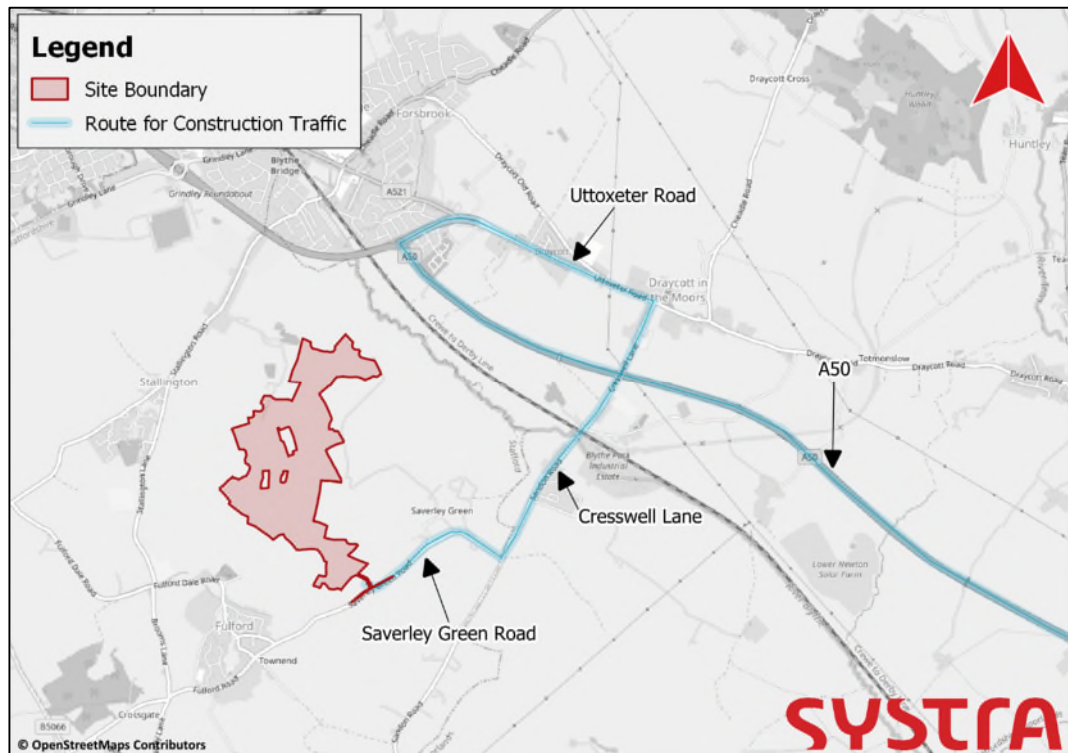
5.2.11 Car parking for the workforce will be provided entirely within the confines of the site boundary and will not be permitted on the adjacent road network so as to minimise the effect on existing road users. Car sharing will be promoted to construction staff by the contractor during the induction process.

5.3 Designated Construction Vehicle Route To Site

5.3.1 It is expected that the majority of traffic will arrive from the strategic road network via the A50. Traffic will then take Uttoxeter road east from the Tean Roundabout. After approximately 1.8km vehicles will take the right-hand turn into Cresswell Lane. Vehicles will then travel along Cresswell Lane for approximately 2km, taking caution around the level crossing. Traffic will then take the right-hand turn into Saverley Green Road before travelling approximately 1.1km to the proposed site access.

5.3.2 The proposed route for construction traffic is illustrated in **Figure 15**.

Figure 15. Route for Construction Traffic



5.3.3 With regards to the level crossing on Cresswell Lane, the site is anticipated to be predominantly serviced by standard HGVs during the construction stage and LGVs during the operation phase. However, a small number of Abnormal Indivisible Load vehicles under the Special Types General Order (STGO) may also be required for delivery of larger components. Should the need for an STGO vehicle(s) be identified during the development of the final delivery solution, the route will be fully assessed, and suitable measures implemented e.g. the use of escort vehicles, the relevant notifications made, and permissions sought, as required by law.

5.3.4 The route for construction vehicles would be identified by the CTMP and use of the route can be written into the Contractor Obligations to ensure that unsuitable routes are not used to access the development site.

5.3.5 The contractor will be required to put an induction procedure in place with regular updates provided to all drivers to establish and promote an overall culture of safety and awareness of other road users.

5.3.6 There will be no convoy driving of HGV's or site staff vehicles permitted. Drivers will be asked to resolve convoys by spacing out if this arises during routing to site.

5.4 Staff Induction & Code of Conduct

5.4.1 All site staff will be informed about traffic management arrangements and procedures via site induction packs.

5.4.2 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.

5.4.3 In addition to the Driver CPC qualification, regular 'in-house' coaching will be provided to ensure drivers maintain best practice when operating HGVs.

5.4.4 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.

5.4.5 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.

5.5 Sustainability

5.5.1 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.

5.6 Contracts and Emergency Procedures

5.6.1 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.

5.6.2 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.

5.7 Implementation of the CTMP

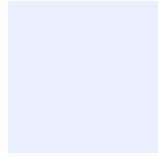
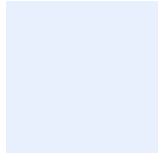
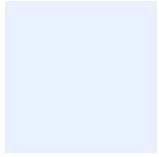
- 5.7.1 The implementation of the CTMP will be the responsibility of the appointed principal contractor. Further evolution of the CTMP may be required during the construction period itself.
- 5.7.2 The main contractor may employ a number of sub-contractors on the Site, and all will fall under the umbrella of the CTMP and will have an obligation to adhere to the CTMP.
- 5.7.3 A Site Liaison Officer will require to be identified for the project who will be the key point of contact for the CTMP.
- 5.7.4 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.

5.8 Monitoring of the CTMP

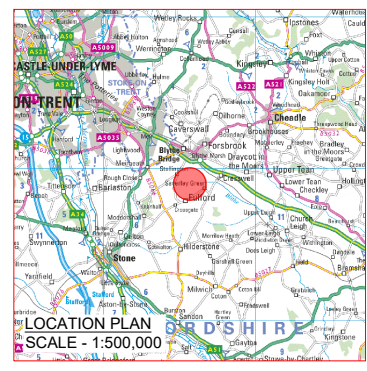
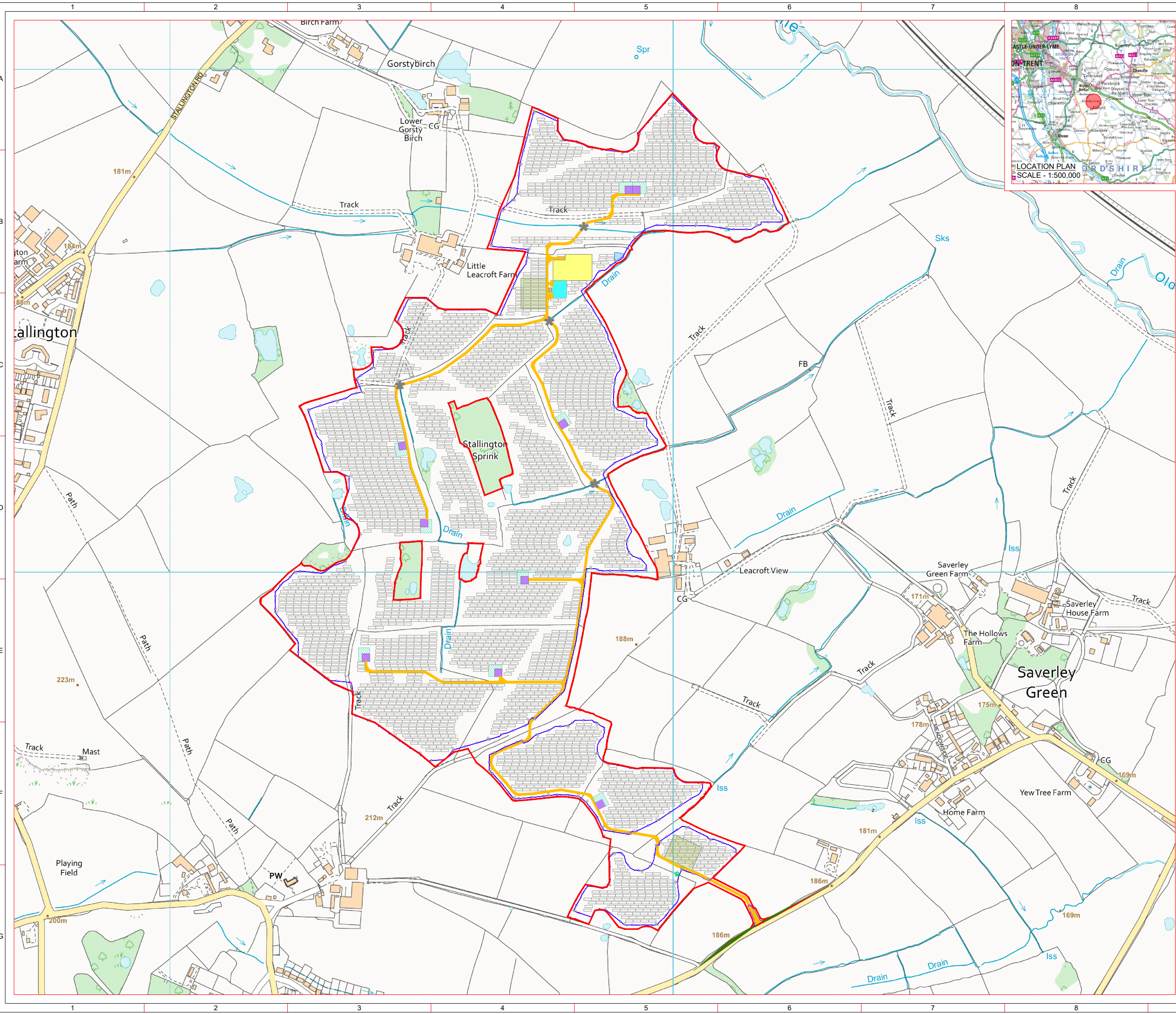
- 5.8.1 The CTMP will be monitored by the Liaison Officer who in turn will report to the Roads Authority (Staffordshire County Council) in relation to any required changes to the CTMP.

6. SUMMARY AND CONCLUSIONS

- 6.1.1 SYSTRA LTD (SYSTRA) has been appointed by Mabbett and Associates on behalf of Renewable Energy Systems Ltd (RES) to prepare a Transport Statement (TS) in support of an application for planning permission for the Leaford Solar Farm.
- 6.1.2 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 Framework Construction Stage Traffic Management Plan (CTMP). A preliminary design of the site access junction from Saverley Green Road has also been prepared to demonstrate that safe and efficient access point can be achieved for the construction and operational stages of the development.
- 6.1.3 Given the location and nature of the development, a high proportion 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 for servicing and maintenance.
- 6.1.4 Access from the trunk road network will be taken from the A50 at Tean Roundabout via Uttoxeter Road. Construction traffic will then take Cresswell Lane and Saverley Green Road to reach the proposed site access. All roads on the construction traffic route appear to be of a good standard and suitable for HGVs.
- 6.1.5 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.
- 6.1.6 It is therefore concluded that the proposed development can be accommodated at the proposed location without significant detriment to existing road users or local residents.



Appendix A – Site Layout



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2023 LICENCE NUMBER 0100031673.

- KEY:**
- SITE BOUNDARY
(OUTSIDE OF LINE DENOTES BOUNDARY)
 - PROPOSED ACCESS TRACK
 - INDICATIVE SOLAR PV ARRAY
 - INVERTER & BATTERY STORAGE AREA
 - HARDSTAND
 - SUBSTATION COMPOUND
 - AC-AC STORAGE COMPOUND
 - TEMPORARY CONSTRUCTION COMPOUND
 - FENCE LINE
 - GATE (FENCE)
 - ✱ WATERCOURSE CROSSING
 - ▶ CCTV
 - SITE ENTRANCE - VISIBILITY SPLAY
 - PROPOSED ATTENUATION POND
 - SPARES CONTAINERS
 - ⬠ NEW HEDGEROW GAP FOR ACCESS

3	FG	MK	WB	2023-11-16	Infrastructure layout update
2	FG	MK	CC	2023-10-23	Site boundary update
1	FG	MK	CC	2023-10-19	First Issue
ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES

PURPOSE PERMITTING	COORDINATES OSGB 1936
SCALE 1:7,000 @A3	DATUM N/A
LAYOUT DRAWING N/A	T-LAYOUT NO N/A

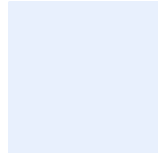
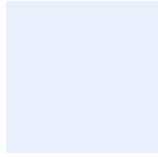
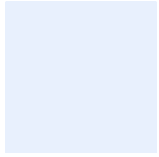
PROJECT TITLE
LEAFORD SOLAR

DRAWING TITLE
**FIGURE 4
INFRASTRUCTURE LAYOUT**

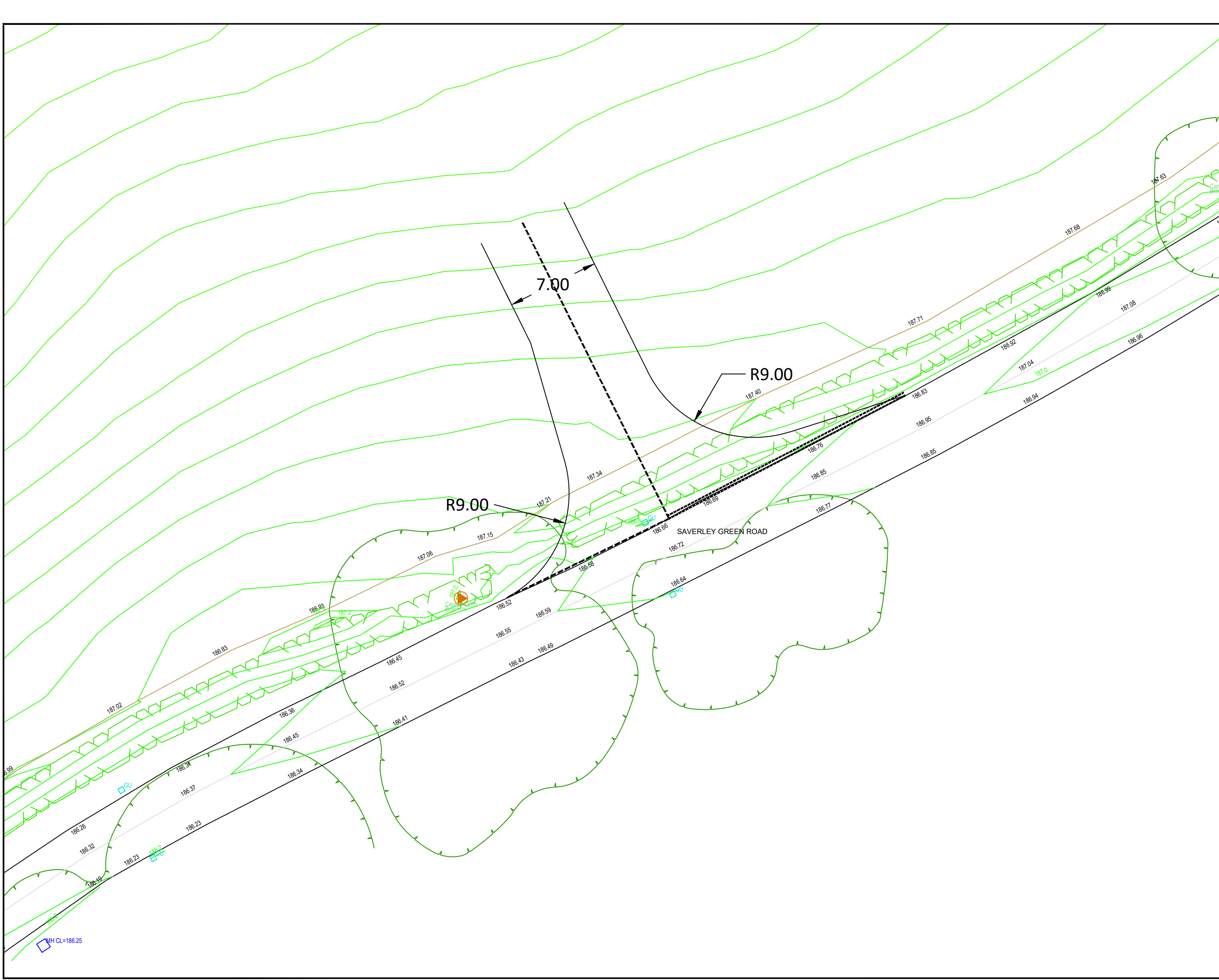
RES DRAWING NUMBER 05004-RES-LAY-DR-PT-004	REV 3
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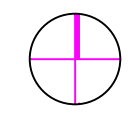
BEAUFORT COURT,
 EGG FARM LANE,
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 HERTS WD4 8LR, UK
 TEL +44 (0) 1923 299200
 WWW.RES-GROUP.COM



Appendix B – Access Junction Design



- Notes:**
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated



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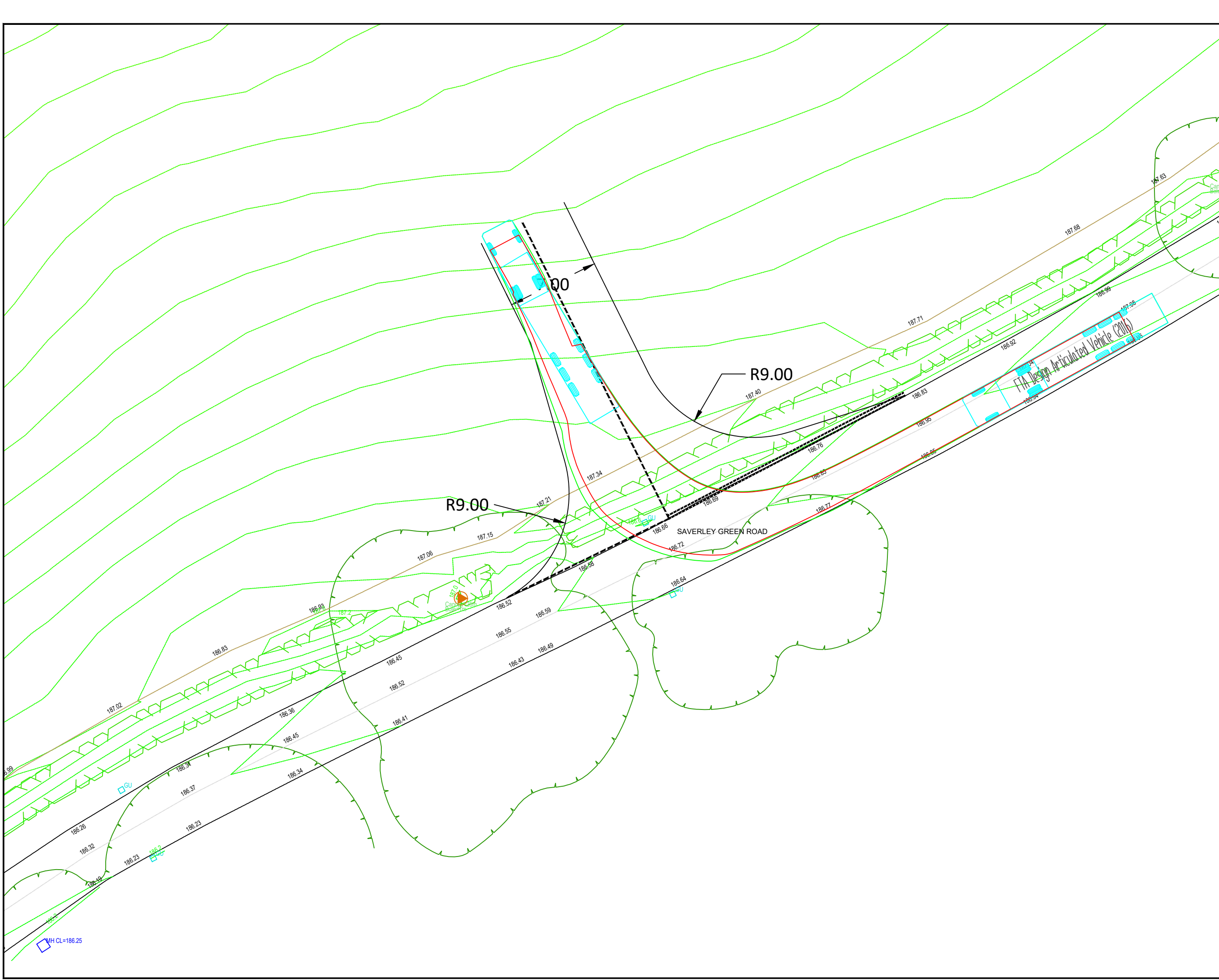
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Tel: 0131 460 1847

Client
Mabbett

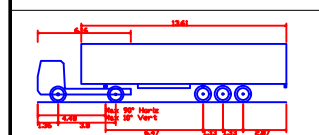
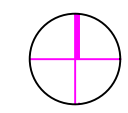
Project
Leaford Solar Farm

Title
**Proposed Vehicular Access
Option 2
General Arrangement**

Drawn AMS	Checked ADV	Approved ADV
Original dwg. size A3L	Date 04/10/23	Scale 1:250
Drawing Status INFORMATION		Drawing Number GA_02
		Rev. A



- Notes:
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated



FTA Design Articulated Vehicle (2016)
 Overall Length 15.480m
 Overall Width 2.550m
 Overall Body Height 3.370m
 Max. Body Ground Clearance 2.170m
 Max. Truck Width 2.400m
 Lock to Lock Wheel 2.900m
 Kerb to Kerb Turning Radius 6.600m

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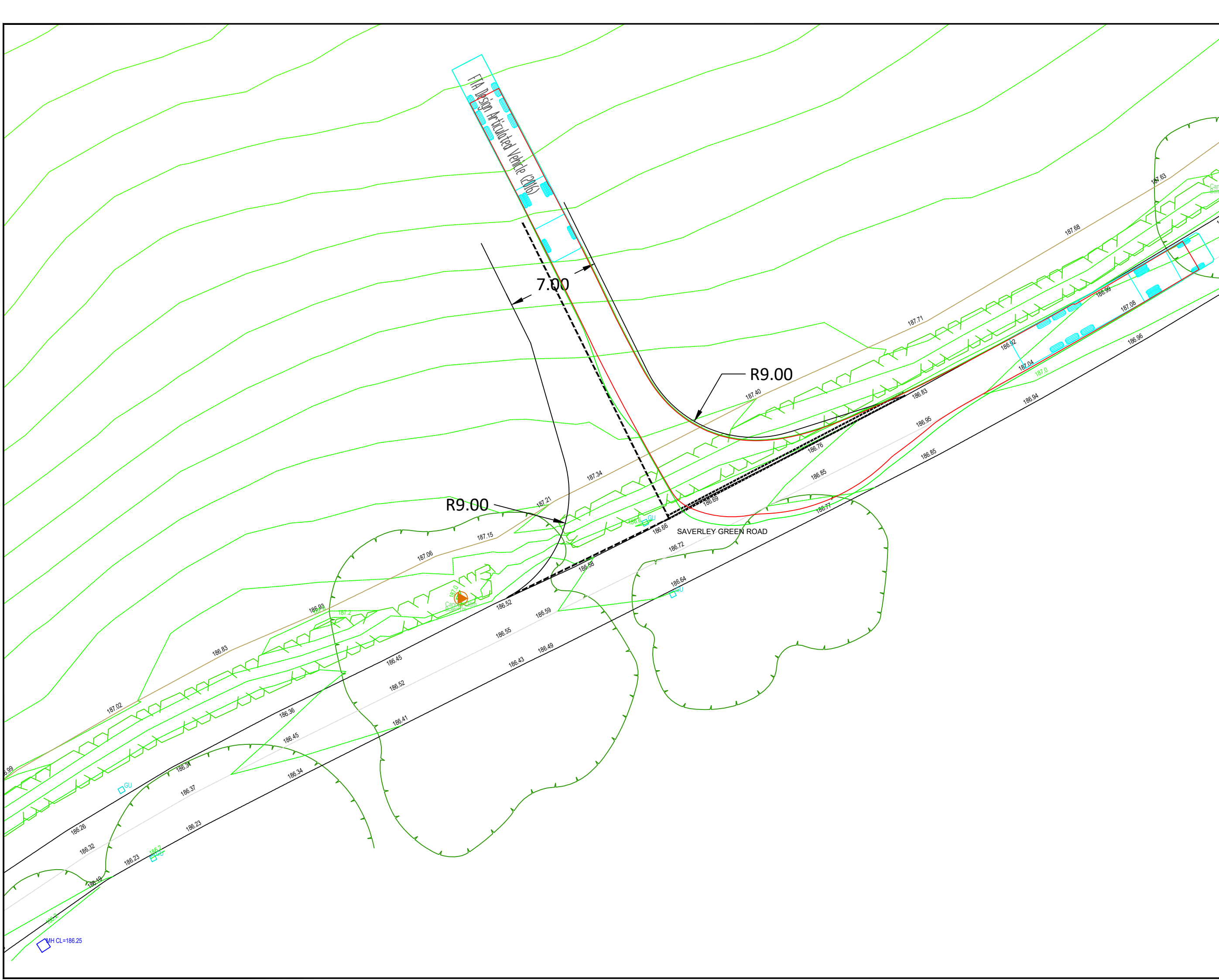
Prospect House
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 Tel: 0131 460 1847

Client
Mabbett

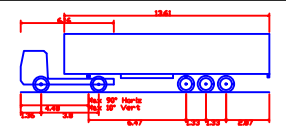
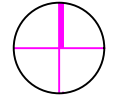
Project
Leaford Solar Farm

Title
Proposed Vehicular Access Swept Path Assessment

Drawn	AMS	Checked	ADV	Approved	ADV
Original dwg. size	A3L	Date	04/10/23	Scale	1:250
Drawing Status	INFORMATION	Drawing Number	SAP_01	Rev.	A



- Notes:
1. Do not scale from drawing
 2. All dimension in meters unless otherwise stated



FTA Design Articulated Vehicle (2016)
 Overall Length 15.48m
 Overall Width 2.50m
 Overall Body Height 3.37m
 Max. Body Ground Clearance 0.57m
 Max. Truck Width 2.70m
 Lock to Lock Wheel 2.05m
 Kerb to Kerb Turning Radius 6.60m

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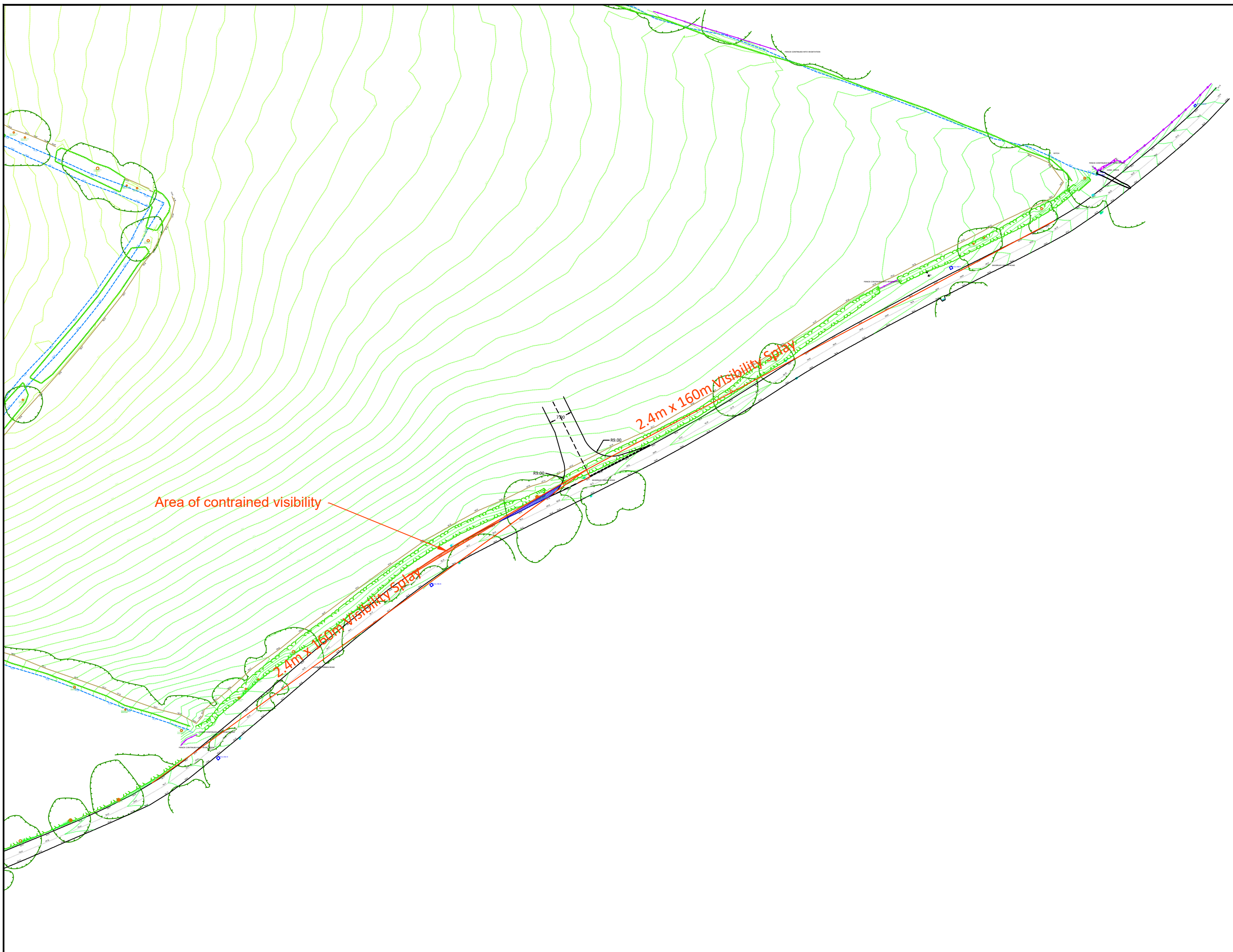
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Client
Mabbett

Project
Leaford Solar Farm

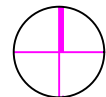
Title
Proposed Vehicular Access Swept Path Assessment

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Drawing Status	INFORMATION	Drawing Number	SAP_02	Rev.	A



Notes:

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Client
Mabbett

Project
Leaford Solar Farm

Title
**Option 2
2.4m x 160m Visibility Splay**

Drawn	Checked	Approved
AMS	ADV	ADV
Original drg. size	Date	Scale
A3L	04/10/23	NTS
Drawing Status	Drawing Number	Rev.
INFORMATION	VBS_02	B

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