

# The Drovers Solar Farm

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## Appendix 9.2: Traffic Assessment

Prepared by: Velocity

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# 1 INTRODUCTION

## 1.1 OVERVIEW

- 1.1.1 This Transport Assessment (TA) has been prepared by Velocity Transport Planning (VTP) on behalf of The Drovers Solar Farm Limited (the Applicant) in relation to an application for a Development Consent Order (DCO) for The Drovers Solar Farm (hereafter referred to as the 'Scheme').

## 1.2 THE SCHEME

- 1.2.1 The Scheme comprises the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating station and associated development comprising Battery Energy Storage System (BESS), a Customer Substation, and Grid Connection Infrastructure, including a new National Grid Substation.
- 1.2.2 The Scheme would allow for the generation and export of over 50MW Alternating Current (AC) of renewable energy, connecting into the National Electricity Transmission System (NETS) overhead line that passes through the Site. The Scheme is described within more detail in **Environmental Statement (ES) Chapter 5: Scheme Description [APP/6.1]**.
- 1.2.3 The national grid connection Point of Connection (PoC) will be at the new National Grid Substation located internally within the Scheme.
- 1.2.4 The Scheme would be located within the Order limits, also referred to as 'the Site'. The Order limits contain all elements of the Scheme comprising the Solar PV Site, the Customer Substation, the National Grid Substation, the BESS Compound, Grid Connection Infrastructure, Mitigation and Enhancement Areas, and the Highway Works shown in **ES Chapter 5: Scheme Description [APP/6.1]**.
- 1.2.5 Highway Works are sections of the highway network that will contain localised improvements, such as improvements to road edge where it is deteriorated, or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries. These areas will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to the Site as detailed within **ES Chapter 9: Transport and Access [APP/6.2]**.

## 1.3 REPORT PURPOSE

- 1.3.1 This TA is prepared as an Appendix to the Transport and Access assessment of the Scheme within **ES Chapter 9: Transport and Access [APP/6.2]**.
- 1.3.2 This TA is supported by an **outline Construction Traffic Management Plan (oCTMP) [APP/7.7]** and **outline Operational Traffic Management Plan (oOTMP) [APP/7.9]**.
- 1.3.3 Due to the nature of the Scheme as primarily infrastructure, it is noted that the primary transport impacts are associated with the construction phase, with a minimal amount of transport activity associated with the operational phases and the level of activity associated with replacement activities to be secured by way of requirement on the DCO. The traffic associated with operational and replacement activity is addressed within the **oOTMP [APP/7.9]**.



- 1.3.4 It is assumed that the decommissioning phase would be no worse than the construction phase and has therefore been assessed accordingly within **ES Chapter 9: Transport and Access [APP/6.2]**, however an **outline Decommissioning Strategy (oDS) [APP/7.10]** has been prepared to accompany the submission.
- 1.3.5 This TA has been prepared to set out the transport strategy for the Scheme, including an assessment of the relevant transport impacts and where appropriate, suitable mitigation against any significant effects.

## 1.4 CONSULTATION

- 1.4.1 Prior to submission, the Applicant engaged with key stakeholders and statutory consultees regarding transport and access matters through the Environmental Impact Assessment (EIA) process.
- 1.4.2 This included engagement with Norfolk County Council (NCC) as the local highway authority for the majority of the roads around the Scheme and National Highways (NH) as the highway authority for the A47.
- 1.4.3 A full account of this consultation is addressed in the **ES Appendix 9.1: Consultation and Legislation, Planning Policy, and Guidance [APP/6.4]**.

## 1.5 POLICY CONTEXT

- 1.5.1 A review of the legislation and policy relevant to the Scheme is included within **ES Appendix 9.1: Consultation and Legislation, Planning Policy, and Guidance [APP/6.4]**.

## 1.6 DOCUMENT STRUCTURE

- 1.6.1 Following this Introduction, the remainder of this TA is structured as follows:
- ⦿ **Section 2** – Site context;
  - ⦿ **Section 3** – The Scheme, proposals (access and construction programme);
  - ⦿ **Section 4** – Transport Impacts, including forecast vehicle movements during construction, operation and decommissioning; and
  - ⦿ **Section 5** – Conclusion.





## 2

## 2.1 SITE CONTEXT

2.1.1 This section of the TA summarises the existing context of the Scheme and its surrounding area from ES **Chapter 9: Transport and Access [APP/6.2]** and the baseline position from a transport perspective.

## 2.2 SITE LOCATION

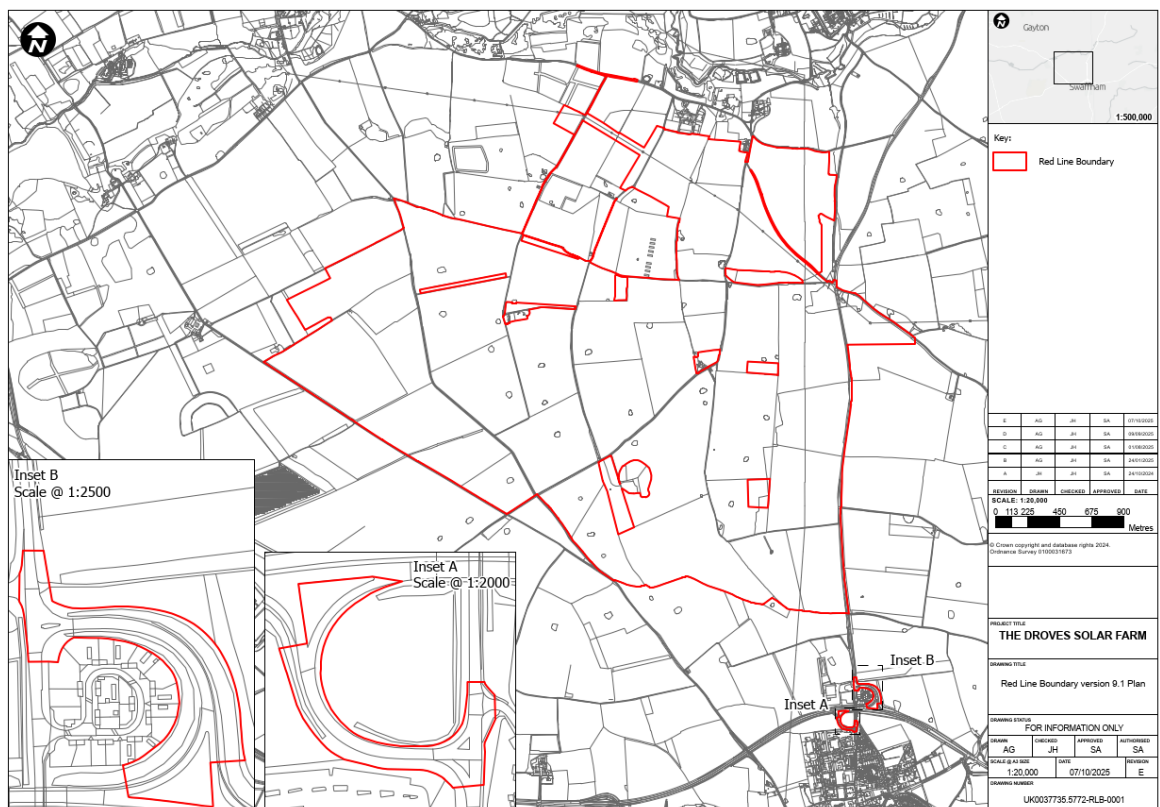
2.2.1 The Site is located between settlements of Swaffham to the north and King's Lynn to the south-east, near the villages of Castle Acre, South Acre and West Acre, on fields located in an area of countryside within Norfolk, located in East Anglia and the East of England region.

2.2.2 The Site comprises predominantly arable farmland north of Swaffham, Norfolk, with the Order Limits spanning multiple field parcels linked by existing farm tracks.

2.2.3 The A1065 forms the principal corridor along the Site's eastern edge, while the A47 Strategic Road Network (SRN) lies approximately 2km to the south providing east-west connections towards Norwich and King's Lynn. Local routes connecting the Site to the A47/A1065 include Narford Road, West Acre Road/Narford Lane, South Acre Road, Low Road and River Road.

2.2.4 A location plan is shown on **Figure 2-1**.

### Figure 2-1: Site Location Plan



## 2.3 HIGHWAY NETWORK

### STRATEGIC ROAD NETWORK (SRN)

- 2.3.1 The A47 forms part of the SRN and runs on an east–west alignment approximately 2 km south of the Site. It is a dual carriageway with a posted speed limit of 70 mph and is managed by NH. It provides strategic connections toward Norwich and King’s Lynn.

### LOCAL ROAD NETWORK (LRN)

#### A1065

- 2.3.2 The A1065 is a single carriageway road running on a north–south alignment towards the Site’s eastern boundary. Speed limits vary, with 30 mph sections through built-up areas and the national speed limit (60 mph) in rural stretches.
- 2.3.3 Where the A1065 runs close to the Site’s eastern boundary it is subject to a 60-mph limit. The A1065 connects Swaffham to Fakenham and forms a key junction with the A47 via the Fakenham Road interchange. It serves as an important link for local and regional traffic movements.

#### WEST ACRE ROAD / NARFORD LANE

- 2.3.4 West Acre Road is a single carriageway running north-west from Swaffham before becoming Narford Lane. It forms a priority junction with Lynn Road to the south. Speed limits vary, with 30 mph restrictions towards the southern end, transitioning to the national speed limit (60 mph) northwards through the Site area up to Narford Road further north.

#### NARFORD ROAD

- 2.3.5 Narford Road is a single carriageway subject to the national speed limit (60 mph). It forms a priority junction with the A47 to the west of the Site and connects north to Low Road and subsequently River Road, before re-joining the A1065 to the east via South Acre Road.

## 2.4 STUDY AREA

- 2.4.1 The Study Area for the TA has been defined through baseline traffic surveys with NCC. It covers all routes expected to be affected by construction traffic as well as some additional locations that have been specifically requested by NCC.
- 2.4.2 The Study Area comprises the following survey locations, with baseline data collected in two phases. The October 2024 survey was undertaken as it takes place in a ‘traffic neutral’ period outside of any School holidays or the Summer. It is noted that this period also coincides with the Beet Harvest in the area.
- 2.4.3 The follow up summer survey in August 2025 was undertaken at the request of NCC and stakeholders who advised that traffic fluctuates and can increase significantly over the Summer with people travelling to the coast.
- 2.4.4 The 2024 surveys covered the primary access routes and the A1065 corridor that will be used by vehicles associated with the Scheme, while the 2025 supplementary surveys were added at NCC's request to capture additional local roads and validate seasonal variations though these additional links are unlikely to be used by traffic associated with the Scheme.



**2.4.5 October 2024 Survey Locations (Links 1-9):**

- Link 1: A1065 South
- Link 2: A1065 Mid
- Link 3: South Acre Road North
- Link 4: A1065 North
- Link 5: South Acre Road South
- Link 6: West Acre Road
- Link 7: Narford Lane
- Link 8: River Road South
- Link 9: River Road North

**2.4.6 Summer 2025 Supplementary Survey Locations (Links 10-16):**

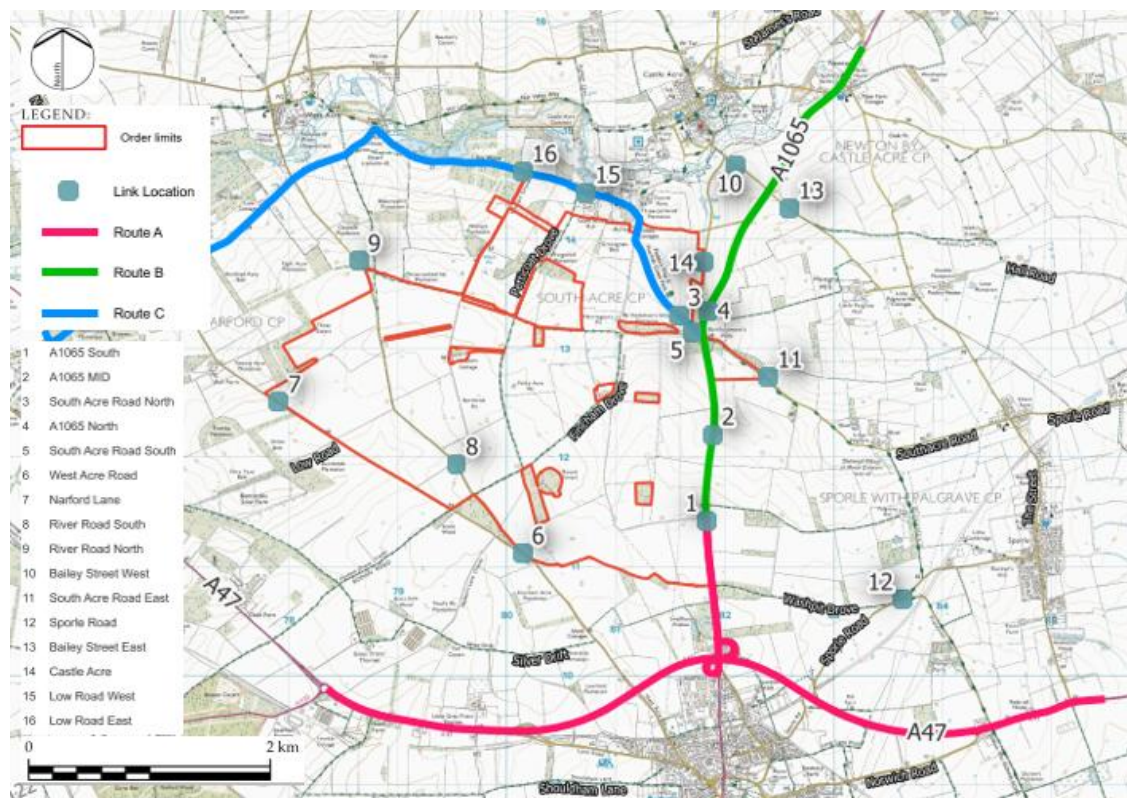
- Link 10: Bailey Street West
- Link 11: South Acre Road East
- Link 12: Sporle Road
- Link 13: Bailey Street East
- Link 14: Castle Acre
- Link 15: Low Road West
- Link 16: Low Road East

**2.4.7** The 2024 surveys covered the primary access routes and the A1065 corridor, while the 2025 supplementary surveys were added at NCC's request to capture additional local roads and validate seasonal variations.

**2.4.8** Baseline traffic data was collected through ATC surveys at strategic locations across the local highway network within the defined Study Area. Surveys were undertaken using Automatic Traffic Counters (ATCs), with the survey extents are illustrated in **Figure 2-2**.



Figure 2-2: Location of ATC Surveys



2.4.9 A summary of survey data is provided in **Table 2-1**.

Table 2-1: Baseline Traffic Survey Overview

| LINK | HIGHWAY LINK          | OBSERVED 2024 AADT |      |       | OBSERVED 2025 AADT |      |    | CHANGE 2024-2025 |      |
|------|-----------------------|--------------------|------|-------|--------------------|------|----|------------------|------|
|      |                       | TOTAL              | HGVs | HGV % | Total              | HGVs | %  | Total            | HGVs |
| 1    | A1065 South           | 7937               | 332  | 4%    | 9848               | 344  | 3% | 1911             | 12   |
| 2    | A1065 MID             | 7819               | 371  | 5%    | 9609               | 300  | 3% | 1790             | -71  |
| 3    | South Acre Road North | 199                | 10   | 5%    | 268                | 7    | 3% | 69               | -3   |
| 4    | A1065 North           | 7125               | 398  | 6%    | 8952               | 299  | 3% | 1827             | -99  |
| 5    | South Acre Road South | 240                | 7    | 3%    | 286                | 9    | 3% | 46               | 2    |
| 6    | West Acre Road        | 329                | 15   | 5%    | 671                | 11   | 2% | 342              | -4   |
| 7    | Narford Lane          | 234                | 14   | 6%    | 560                | 11   | 2% | 326              | -3   |
| 8    | River Road South      | 99                 | 2    | 2%    | 111                | 2    | 2% | 12               | 0    |
| 9    | River Road North      | 100                | 2    | 2%    | 117                | 2    | 2% | 17               | 0    |
| 10   | Bailey Street West    | *                  | *    | *     | 86                 | 1    | 1% |                  |      |
| 11   | South Acre Road East  | *                  | *    | *     | 190                | 5    | 3% |                  |      |
| 12   | Sporle Road           | *                  | *    | *     | 581                | 7    | 1% |                  |      |
| 13   | Bailey Street East    | *                  | *    | *     | 64                 | 1    | 2% |                  |      |
| 14   | Castle Acre           | *                  | *    | *     | 545                | 3    | 1% |                  |      |
| 15   | Low Road West         | *                  | *    | *     | 299                | 5    | 2% |                  |      |
| 16   | Low Road East         | *                  | *    | *     | 318                | 10   | 3% |                  |      |





*\*Additional survey locations (Links 10-16) were added in summer 2025 at NCC's request to provide wider network coverage. As these are supplementary locations identified after the initial 2024 survey programme, no comparative 2024 data is available however no construction traffic is proposed to use these routes.*

- 2.4.10 The comparative analysis between survey periods for Links 1-9 reveals that whilst the summer 2025 surveys demonstrate higher baseline traffic volumes across the network, the October 2024 data have been identified as representing the more robust assessment scenario for determining development-related traffic impacts – as the proportional impact of the Scheme would be higher thus presenting the worst-case in traffic terms.
- 2.4.11 Therefore, to ensure a robust assessment, the October 2024 survey data has been adopted as the baseline for the transport impact assessment for the primary survey locations (Links 1-9). This approach ensures that the relative impact of the Scheme is not understated and provides a worst-case assessment of percentage increases on the highway network.
- 2.4.12 This approach has been agreed with NCC through engagement prior to submission as set out in **ES Appendix 9.1: Consultation and Legislation, Planning Policy, and Guidance [APP/6.4]**.

## 2.5 WALKING AND CYCLING

- 2.5.1 Due to the rural nature of the Scheme, there is limited provision of footways alongside carriageways in the vicinity of the Order Limits. There is no footway along the A1065 where it passes through the Site's eastern boundary.
- 2.5.2 Outside the settlements and along the A-roads, pedestrian facilities are limited. Aside from recreational use and local agricultural access, pedestrian activity is anticipated to be low.
- 2.5.3 Several promoted recreational routes are located in the wider area, including the Peddars Way and Norfolk Coast Path National Trail (located off-Site to the north-east) and the Nar Valley Way (located off-site, running generally east-west to the north of the Site).
- 2.5.4 The Rebellion Way cycling route passes directly through the central part of the Site, utilising Fincham Drove, existing agricultural tracks and River Road, connecting nearby settlements including Swaffham, South Acre and Castle Acre.

## 2.6 PUBLIC RIGHTS OF WAY

- 2.6.1 The existing Public Right of Way (PRoW) network and local road network (including the Drovers) within and around the Site has been comprehensively assessed to understand current provision and usage.
- 2.6.2 Multiple PRoW cross through the Site or run alongside field parcel boundaries, whilst several historic Drove roads provide local and non-motorised user connectivity.
- 2.6.3 Full details of the existing PRoW network and Drovers, including route designations (footpaths, bridleways, byways, unclassified roads), are documented within the **outline Public Right of Way and Permissive Path Management Plan (oPRoWPPMP) [APP/7.12]** and illustrated on **ES Figure 9.3: Public Right of Way [APP/6.3]**.



## 2.7 BUS NETWORK

- 2.7.1 There are no bus services operating within the immediate vicinity of the Site. The nearest bus stops are located in Swaffham (approximately 5km south of the Site) and Castle Acre (approximately 3km north of the Site), with limited rural services operating between local settlements.

## 2.8 RAIL NETWORK

- 2.8.1 There are no active passenger railway stations within the vicinity of the Site.
- 2.8.2 The nearest railway stations are Watlington (located approximately 22.3 km from the Site, around 36 minutes by car) and King's Lynn (located approximately 22.7 km from the Site, around 36 minutes by car).
- 2.8.3 Both stations lie on the Fen Line with regular services to Downham Market, Ely and Cambridge and through services to London King's Cross; typical daytime frequencies are up to two trains per hour seven days a week.

## 2.9 COLLISION DATA REVIEW

- 2.9.1 A review of personal injury collisions on the agreed access routes to the Site has been undertaken for the latest three-year period (2022–2024) using the Department for Transport (DfT) STATS19 database, with the 2024 being recently released in 2025 and the latest dataset available. The data has then been cross-referenced against the 'Crashmap' database and the collisions recorded are all consistent.
- 2.9.2 An overview of collision locations on the A47/A1065 and connecting local roads is illustrated on **Figure 2-3**, with the data summarised in **Table 2-2**.

Figure 2-3: Collision Data Overview (Latest 3-year Period)

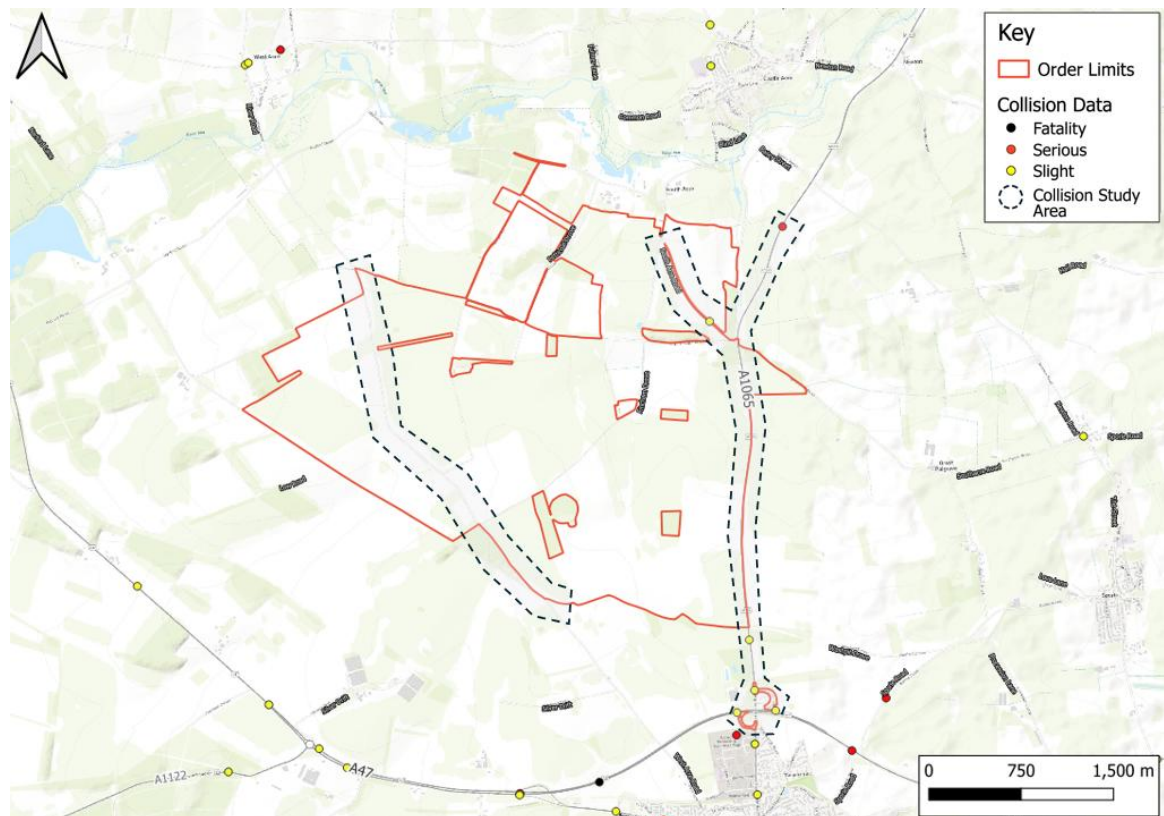


Table 2-2 Summary of Collision Data

| Date             | Time Period | Weather Conditions      | Severity | Vehicles Involved                   | Casualties                            |
|------------------|-------------|-------------------------|----------|-------------------------------------|---------------------------------------|
| 18/05/2022 (Wed) | 17:00       | Fine without high winds | Serious  | One Car                             | The Car's Driver and Passenger        |
| 27/03/2022 (Sun) | 18:45       | Fine no high winds      | Slight   | Two Cars                            | Two Car Passengers                    |
| 03/09/2022 (Sat) | 12:29       | Fine without high winds | Slight   | Two Motorcycles and one Van         | A Passenger on one of the Motorcycles |
| 18/01/2023 (Wed) | 11:03       | Fine without high winds | Slight   | One Car                             | The Driver of the Car                 |
| 01/12/2023 (Fri) | 14:48       | Fine without high winds | Slight   | Two Cars                            | The driver of one of the Cars         |
| 15/09/2024 (Sun) | 13:55       | Fine without high winds | Slight   | Two (vehicle details not confirmed) | One (details not recorded)            |

2.9.3 The analysis of personal injury collision data for the three-year study period (January 2022 to December 2024) identified the following key findings:

- **Low Overall Frequency:** Only six personal injury collisions were recorded across the entire study network over the three-year period, averaging two incidents per year across all routes.
- **Geographical Distribution:** the collisions within the area reviewed appear to have no key geographical distribution suggesting there are no collision clusters present (identified as being five or more serious / fatal collisions over the three-year period within an area).
- **Temporal Distribution:** Collisions were evenly distributed throughout the study period with no seasonal clustering. All occurred during daylight hours, which corresponds with periods of higher traffic flow rather than indicating daylight-specific safety issues.
- **No HGV Involvement:** It is assumed none of the incidents involved HGVs (allowing for the 2024 collision recorded which did not record vehicle details). These collisions occurred at different locations with no pattern, indicating the road design adequately accommodates HGVs and incidents were due to driver error rather than infrastructure issues.
- **No Vulnerable Road User Pattern:** Only one collision involved motorcycles, with no pedestrian or cyclist casualties recorded, indicating the routes are not high-risk for vulnerable users.

2.9.4 The collision record suggests that incidents occurred due to driver error and loss of control, rather than indicating any highway safety concern. The contributory factors are predominantly associated with careless driving, driver error and failure to look properly.

## SUMMARY

2.9.5 In conclusion, the review of the collision data suggests that there are no existing highway safety concerns that would result in an increased propensity for collisions to take place.

2.9.6 On that basis, it is not considered that the Scheme would result in any adverse impacts on collisions or driver safety, noting the temporary nature of construction traffic and minimal operational traffic.



## 3 THE SCHEME

### 3.1 OVERVIEW

3.1.1 This section focuses on the transport-related aspects of the Scheme, specifically the Scheme access arrangements for construction and operational phases, and the construction programme relevant to traffic generation.

3.1.2 The Scheme is described in detail within **ES Chapter 5: Scheme Description [APP/6.1]**.

### 3.2 SITE ACCESS WORKS

3.2.1 Nine access points are proposed across the Scheme for construction and operation of the Solar PV Site, Grid Connection Infrastructure and Construction Compounds. The majority comprise upgrades to existing agricultural/field accesses, with a small number of new accesses where necessary to optimise safety and efficiency.

3.2.2 It is assumed that the same access points will be used for decommissioning, though this would be confirmed in the future at the relevant point of decommissioning.

3.2.3 The A1065 serves as the primary corridor for construction and operational traffic, accommodating three distinct access points. This arterial route provides the necessary capacity for HGV movements, with Access A and Access B positioned on the western side to serve the Scheme. Access C is located on the eastern side of the A1065 and provides dedicated temporary access for overhead line works.

3.2.4 Two access points are proposed west of the A1065 to ensure that both substations can be constructed independently and to assist with emergency access in the event that one access is blocked.

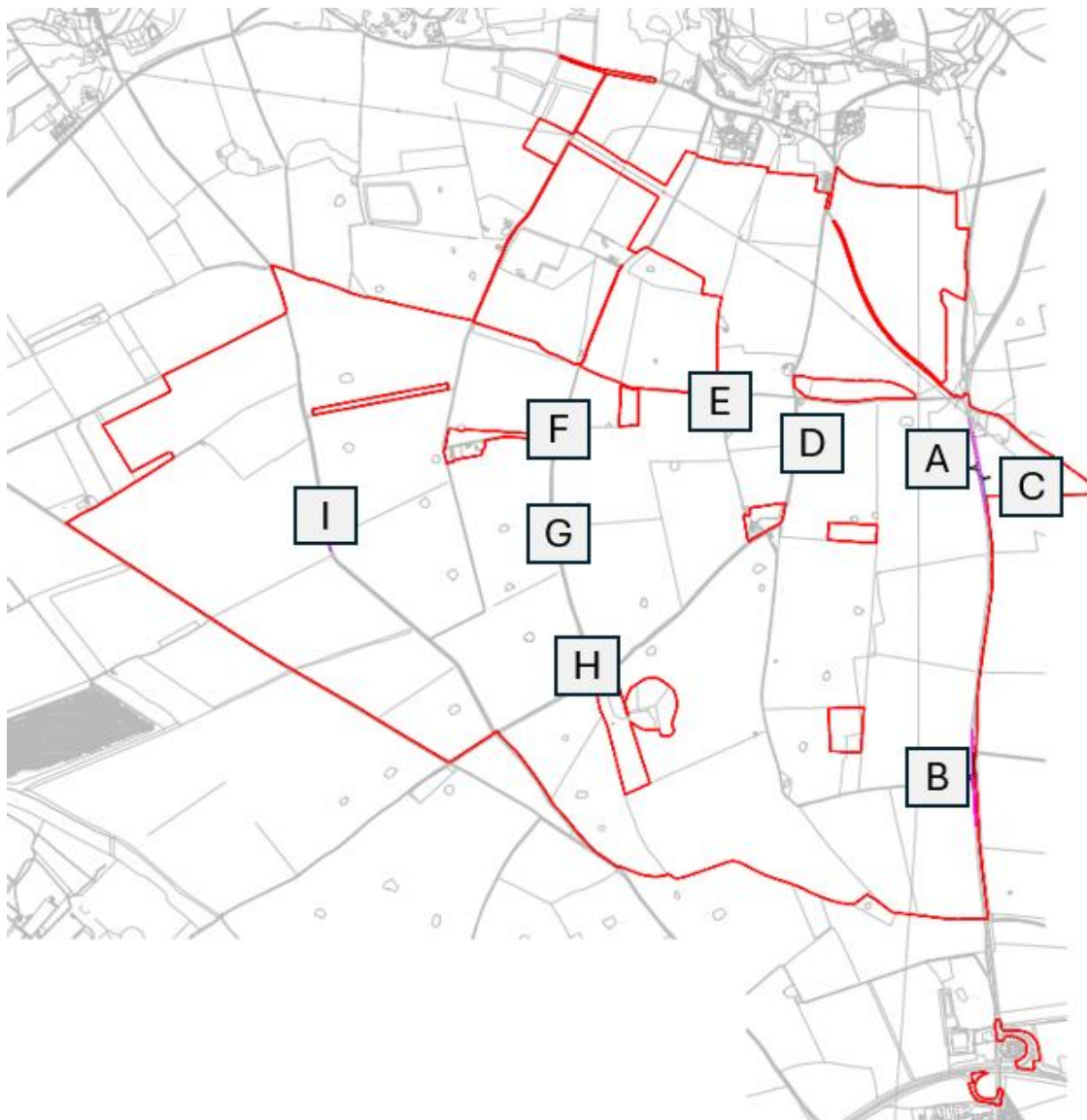
3.2.5 Once within the Scheme via Access A and Access B, internal routes are proposed to minimise vehicles needing to utilise the surrounding PRoW or local roads as agreed with NCC during pre-submission discussions.

3.2.6 An overview of the access locations is shown on **Figure 3-1** and **ANNEX A**, with individual plans for each access point at **ANNEX B**.





Figure 3-1: Proposed Access Overview



3.2.7 The context of the access proposals is summarised below in **Table 3-1**.

Table 3-1 Access strategy overview

| ACCESS REFERENCE | LOCATION           | DESCRIPTION                                         | USE                            |
|------------------|--------------------|-----------------------------------------------------|--------------------------------|
| A                | A1065 North (West) | Upgrade of existing access on western side of A1065 | Construction<br>Operation      |
| B                | A1065 South (West) | Upgrade of existing access on western side of A1065 | Construction<br>Operation      |
| C                | A1065 North (East) | Provision of new access on eastern side of A1065    | Temporary access for OHL Works |
| D                | Fincham Drive      | Upgrade of existing agricultural access points      | Construction<br>Operation      |



| ACCESS REFERENCE | LOCATION                       | DESCRIPTION                                          | USE                    |
|------------------|--------------------------------|------------------------------------------------------|------------------------|
| E                | The Drovers (east to west arm) | Upgrade of existing agricultural access points       | Construction Operation |
| F                | Petticoat Drove                | Provision of new access point across Petticoat Drove | Construction Operation |
| G                | Petticoat Drove                | Provision of new access point across Petticoat Drove | Construction Operation |
| H                | Fincham Drove                  | Upgrade of existing agricultural access points       | Construction Operation |
| I                | River Road                     | Upgrade of existing agricultural access points       | Construction Operation |

3.2.8 Where practicable, existing junctions and field accesses have been used to minimise new works. Most access points will be widened and formalised (hardstanding, gates set back, localised visibility clearance) to accommodate construction vehicles safely.

3.2.9 Preliminary design drawings for each access are provided in **ANNEX B**. These show proposed layouts, tie-ins to the public highway, swept path analysis and any localised improvement works within the Order limits. The access plans would be secured by way of requirement and confirmed as part of the detailed design for the Scheme.

### 3.3 SPEED SURVEY AND VISIBILITY

3.3.1 To establish the appropriate design speeds for the visibility splays, data from the Automatic Traffic Counter (ATC) surveys undertaken in October 2024 were analysed. The 85th percentile speed was used to calculate the required visibility splays in accordance with the Design Manual for Roads and Bridges (DMRB) for major road accesses and Manual for Streets (MfS) for minor road accesses.

3.3.2 **Table 3-2** summarises the survey results and required visibility splays.

**Table 3-2 Speed and Visibility**

| ACCESS REF | LOCATION                    | 2024 OBSERVED SPEEDS       | DESIGN SPEED | VISIBILITY SPLAYS REQUIRED | DESIGN STANDARD |
|------------|-----------------------------|----------------------------|--------------|----------------------------|-----------------|
| A          | A1065 North (West)          | 59mph (both directions)    | 60mph        | 215m                       | DMRB            |
| B          | A1065 South (West)          | 58-59mph (both directions) | 60mph        | 215m                       | DMRB            |
| C          | A1065 North (East)          | 59-60mph (both directions) | 60mph        | 215m                       | DMRB            |
| D          | Fincham Drove               | Not surveyed*              | 20mph*       | 25m                        | MfS             |
| E          | The Drovers (east–west arm) | Not surveyed*              | 20mph*       | 25m                        | MfS             |



| ACCESS REF | LOCATION        | 2024 OBSERVED SPEEDS    | DESIGN SPEED | VISIBILITY SPLAYS REQUIRED | DESIGN STANDARD |
|------------|-----------------|-------------------------|--------------|----------------------------|-----------------|
| F          | Petticoat Drove | Not surveyed*           | 20mph*       | 25m                        | MfS             |
| G          | Petticoat Drove | Not surveyed*           | 20mph*       | 25m                        | MfS             |
| H          | Fincham Drove   | Not surveyed*           | 20mph*       | 25m                        | MfS             |
| I          | River Road      | 45mph (both directions) | 45mph        | 140m                       | DMRB            |

*\*20mph design speed adopted for internal site roads and drives (Accesses D-H) where speed surveys were not undertaken as they are primarily PRow and pedestrian routes. On this basis a design speed of 20mph has been assumed.*

- 3.3.3 All proposed accesses can achieve the required visibility splays within land under the Applicant's control or within the existing highway boundary, ensuring safe operation in accordance with current design standards.

### 3.4 ROAD SAFETY AUDIT

- 3.4.1 In order to ensure that the proposals are appropriate with regard to road safety, a Stage 1 Road Safety Audit (RSA) has been undertaken of the proposed access junctions.

- 3.4.2 The scope of the Stage 1 RSA brief was agreed with NCC in advance, with a copy of the Designer's Response and audit included at **ANNEX C**.

- 3.4.3 A summary of the key points raised within the RSA and Designer's Response is provided below:

- ⦿ **Access Visibility Splays:** The audit commented on the vegetation around the points of access and the audit recommended that the vegetation and any street furniture is removed in accordance with the visibility requirements. The Applicant confirms that the visibility splays will be provided in accordance with the relevant design speeds of each access point and that the access points will be subject to a cyclical maintenance regime to ensure the splays are secured in perpetuity. The need to maintain the visibility splays will be secured through the DCO.
- ⦿ **Internal Connection Roads:** The audit commented on the requirement for the internal haul roads to be able to accommodate the expected large vehicles that will be required for the Scheme. The Applicant confirms that the internal haul roads will be suitable to accommodate the expected vehicles, details of which would be secured through the detailed design of the Scheme.

- 3.4.4 Overall it is considered that no significant highway safety concerns were raised by the RSA and that the proposals are acceptable in highway safety terms, with no significant effects on road safety identified.

### 3.5 ABNORMAL INDIVISIBLE LOADS AND HIGHWAY WORKS

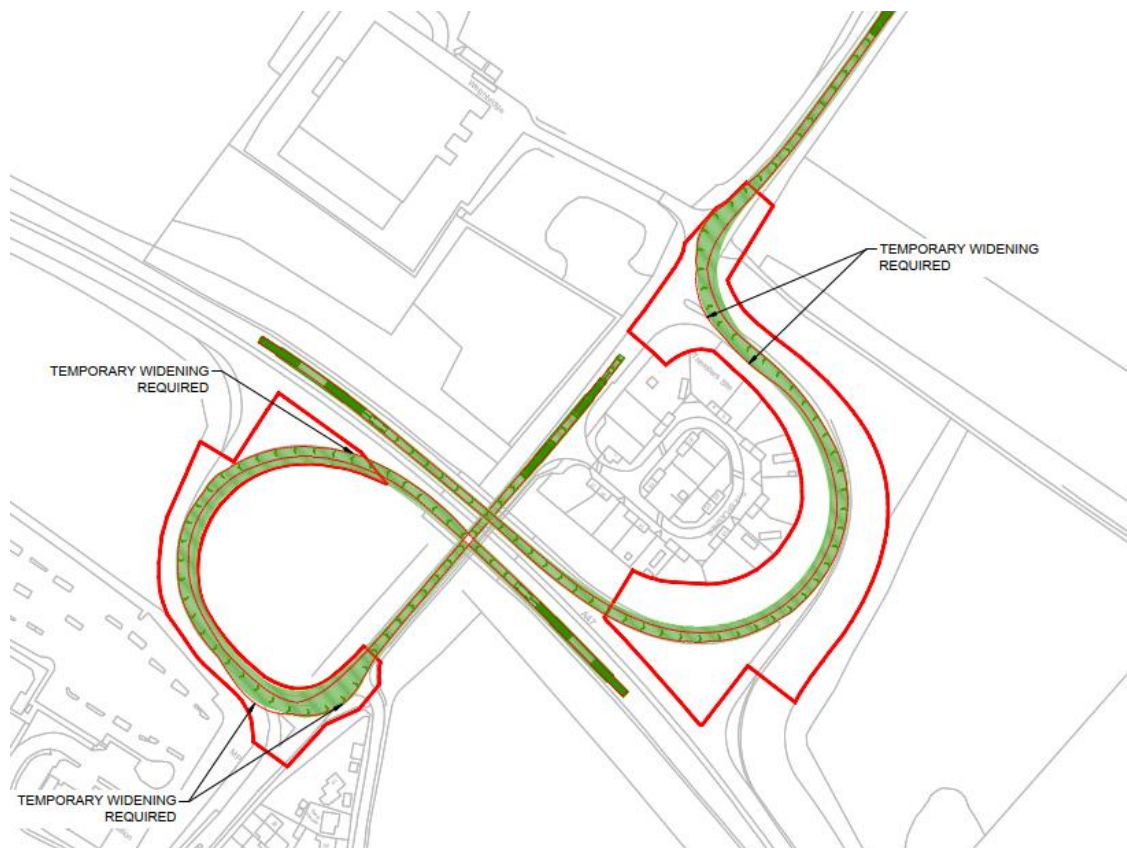
- 3.5.1 It is anticipated that construction of the Scheme would require the delivery of Abnormal Indivisible Loads (AIL), amounting to less than around 10 AIL deliveries over the construction programme.

- 3.5.2 Swept path analysis of the largest anticipated AIL vehicle has been undertaken, which is included at **ANNEX D**.



3.5.3 The swept path analysis has identified two locations where temporary highway works would be required to accommodate the AIL movements only as shown in **Figure 3-2**.

**Figure 3-2: A47 Temporary Works for AIL Movement**



3.5.4 The AIL works anticipated at this stage, subject to confirmation by the appointed AIL contractor, are described as follows:

**LOCATION 1: A47/A1065 NORTHERN SLIP ROAD JUNCTION**

- ⦿ Temporary removal of street furniture and signage at the slip road merge/diverge
- ⦿ Temporary verge reinforcement where vehicle tracking shows overrun
- ⦿ Traffic management during AIL passage
- ⦿ Estimated duration: Night-time passage only

**LOCATION 2: A47/A1065 SOUTHERN SLIP ROAD JUNCTION**

- ⦿ Temporary removal of street furniture and signage at the slip road merge/diverge
- ⦿ Temporary verge reinforcement where vehicle tracking shows overrun
- ⦿ Traffic management during AIL passage
- ⦿ Estimated duration: Night-time passage only



3.5.5 These temporary works would be undertaken in accordance with the abnormal load permit that would be obtained by the contractor and in agreement with NCC and NH. All signage would be reinstated and verges restored following completion of AIL deliveries so the works will not lead to any material change to the operation of the existing highway.

3.5.6 Details on the AIL vehicles and loads are provided within the **oCTMP [APP/7.7]**.

### 3.6 CYCLE PARKING FACILITIES

3.6.1 Cycle parking will be provided within the Order Limits within both the primary construction compound and the secondary compounds, where practical. Due to the bespoke nature of the Scheme, there are no set cycle parking standards within the local policy documents.

3.6.2 Details on cycle parking will be secured by way of requirement and provided at the detailed design stage once further information is known about the construction compound and contractor requirements, with further information provided within the detailed CTMP.

3.6.3 Cycle parking will be provided from the outset of construction, with capacity sufficient to accommodate expected demand and adjusted as necessary to reflect staffing levels throughout the programme.

### 3.7 CAR PARKING

3.7.1 Car parking will be provided within the Order Limits; however, the total quantum will be limited to reduce the number of staff trips to the extent of the Order Limits. As with cycle parking, due to the bespoke nature of the Scheme, there are no set car parking standards within the local policy documents.

3.7.2 Appropriate car parking will be made available to reflect staffing requirements at different stages of the construction programme with sufficient parking will be provided to accommodate peak demand.

3.7.3 Construction workforce car parking will be co-located with primary construction compound. Workers will then be shuttled to the temporary construction compounds and area of work.

3.7.4 Subject to the details of the shuttle bus service, the Applicant will also investigate the feasibility for providing a car sharing scheme for staff, which will be provided on the local intranet or equivalent.

3.7.5 Details on car parking will be secured by way of requirement and provided at the detailed design stage once further information is known about the construction compound and contractor requirements, with further information provided within the detailed CTMP.

### 3.8 PUBLIC RIGHTS OF WAY

3.8.1 The Scheme has been designed to retain all existing PRoW and maintain access along the Drovers identified in the baseline assessment.

3.8.2 During construction and operation, these routes will be managed through the **oPRoWPPMP [APP/7.12]**.





- 3.8.3 Construction routing has been specifically designed to minimise interaction with both the PRoW network and impact on the Drove.
- 3.8.4 Where the Drove are used for construction access (Fincham Drove and Petticoat Drove), mitigation measures will be implemented such as the use of banksmen and traffic management to hold traffic appropriately.
- 3.8.5 Where PRoW crossings are unavoidable, movements will be limited in frequency and managed in accordance with the **oPRoWPPMP** with the use of banksmen and traffic management measures.
- 3.8.6 Any exceptional temporary closures will be minimised in duration and agreed with the highway authority through procedures outlined in the **oPRoWPPMP**.

### 3.9 MANAGEMENT PLANS AND SUPPORTING MITIGATION MEASURES

- 3.9.1 To support the Scheme, the following management plans will be implemented and secured by way of requirements in the DCO:
- ⦿ **oCTMP [APP/7.7]**, with a Travel Plan being secured as part of the Final CTMP; and
  - ⦿ **oOTMP [APP/7.9]**.
- 3.9.2 Further details on the supporting measures set out within the oCTMP and oOTMP are provided within the respective supporting documents.
- 3.9.3 In addition to the proposed management plans, the following transport mitigation measures will be implemented:
- ⦿ **Consolidation:** use of a centralised primary construction compound for deliveries to allow direct access to the Solar PV Site and reduce the need for larger deliveries to impact the LRN. From this centralised primary compound, the deliveries will be distributed out via smaller, local vehicles to the secondary construction compounds. This allows for extra control over the timings of any construction deliveries, such as the use of tidal inbound/outbound trips, where vehicles arrive/depart in platoons to minimise the likelihood of construction vehicles needing to pass one another.
  - ⦿ **Internal Routing:** Where possible, internal access routes will be provided within the Solar PV Site to avoid vehicles needing to use the LRN. Existing agricultural tracks are utilised and upgraded where required, with banksmen at PRoW crossings and an internal 10 mph advisory limit in proximity to PRoWs and permissive paths, as referenced in the **oPRoWPPMP [APP/7.12]**.
  - ⦿ **Vehicle routing:** construction vehicles will only utilise the permitted access routes, which will be secured by a requirement on the DCO Application.
  - ⦿ **Staff Shuttle:** a staff shuttle service will operate from the primary construction compound to the relevant work areas (subject to phasing). Subject to where staff are accommodated, the Applicant will also investigate the scope for direct accommodation-to-site shuttles. Shuttle timetables and worker shift patterns will be coordinated to avoid network peak hours and to integrate with the on-site parking cap.



- 3.9.4 As the measures are primarily related to the construction effects of the Scheme, the measures will be secured by way of requirement within the supporting **oCTMP [APP/7.7]**, which will be updated into a detailed version prior to commencement of construction.



## 4 TRANSPORT IMPACTS

### 4.1 DEVELOPMENT IMPACTS

4.1.1 The Scheme comprises three phases including:

- Construction;
- Operational; and
- Decommissioning.

4.1.2 The construction phase and decommissioning phase is assessed in **ES Chapter 9: Transport and Access [APP/6.2]**. The operational phase is considered within the **oOTMP [APP/7.9]**.

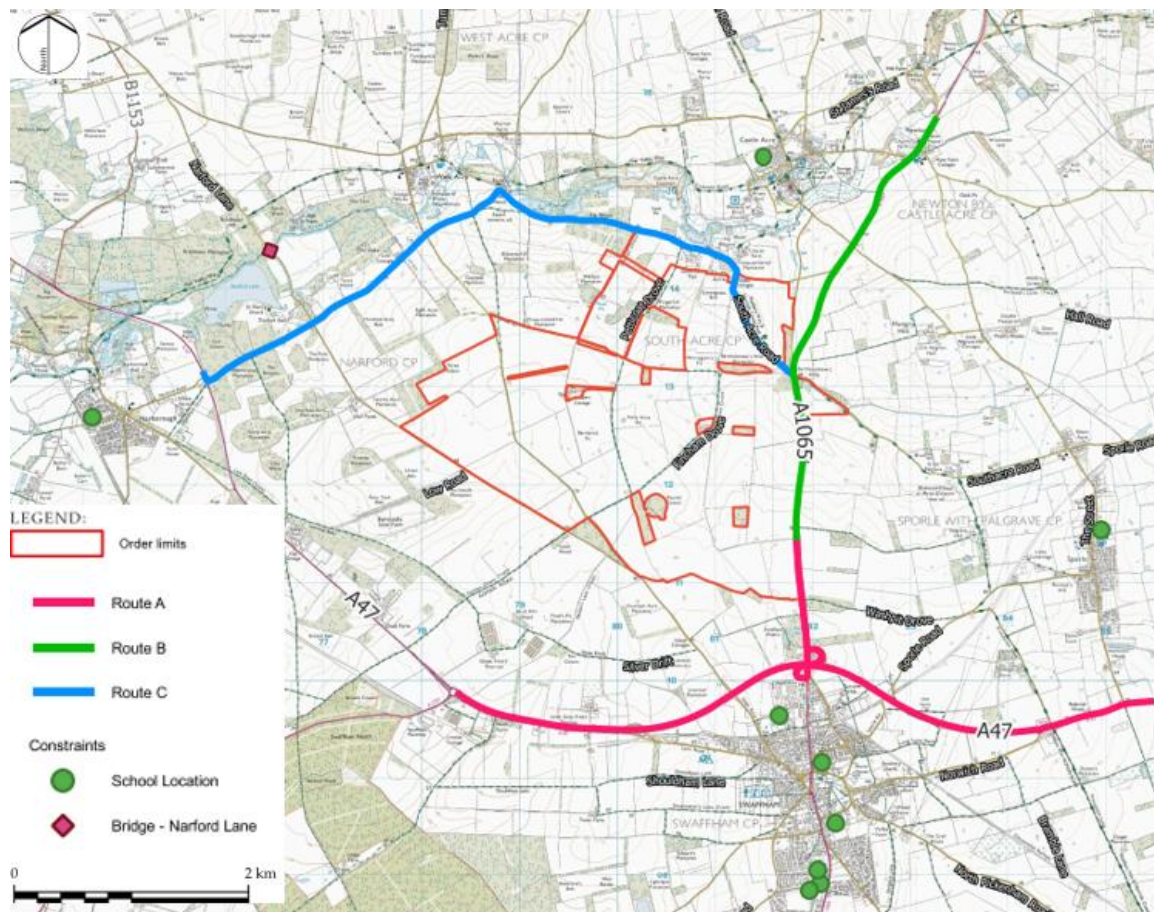
4.1.3 The transport aspects relevant to this TA are summarised below.

### 4.2 CONSTRUCTION

#### ROUTING

4.2.1 At this stage the port of entry for PV panels and other components is not fixed, however a review of the potential routes to the Scheme is shown within **Figure 4-1**.

**Figure 4-1: Proposed Routing Strategy**



- 4.2.2 The agreed routing strategy is for HGVs to primarily arrive via the A47 to the south via Route A, then entering via the A1065. Subject to the sourcing of materials, there may also be a nominal level of HGVs arriving from the north via the A1065. It is not proposed for any HGVs to access the Scheme on the A1065 via Route C via Narford Lane.
- 4.2.3 The routing for HGVs will be secured by way of a requirement in the DCO through the detailed CTMP.
- 4.2.4 It is not proposed to implement any restrictions on staff though it is anticipated that the majority will arrive via the A47 and A1065.
- 4.2.5 The construction methodology will implement a consolidation approach whereby all HGV deliveries are received at the primary construction compound before onward distribution to work areas via internal haul roads. Internal haul roads will utilise existing agricultural tracks where practicable to minimise interventions on the public highway network.
- 4.2.6 The following mitigation measures will be implemented as secured through the **oCTMP [APP/7.7]**:
- ⦿ Wheel washing facilities at all Site egress points;
  - ⦿ Responsive road sweeping regime on affected public highways;
  - ⦿ Chapter 8 compliant temporary signage on agreed construction routes;
  - ⦿ Banksman at all PRoW and public highway crossing points;
  - ⦿ 10 mph speed limit enforced on all internal haul roads within 50 metres of PRoWs and permissive paths; and
  - ⦿ Maintenance of visibility splays at all access points.

#### **CONSTRUCTION TRIP GENERATION (STAFF/WORKERS)**

- 4.2.7 For the purposes of the assessment and to be robust, it is assumed that there will be peak of up to 740 construction staff assessed within the traffic flows. This captures any additional daily staff that may be required for the overhead line works.
- 4.2.8 Based on other comparable infrastructure schemes, it is typically assumed there is a 50/50 split between staff arriving by car and by shuttle. It is assumed based on these projects that a shuttle would contain 20 people and each car would have an occupancy of 1.5 people.
- 4.2.9 Overall, this equates to approximately 19 shuttle arrivals and 247 car arrivals, equivalent to 532 two-way movements per day attributable to workers as a worst case.

#### **CONSTRUCTION TRIP GENERATION (HGVs)**

- 4.2.10 HGV movements will be generated by the delivery of construction materials including solar panels, mounting structures, inverters, transformers, cabling and aggregate for access tracks. Based on the current requirements of the Scheme, the peak HGV generation is estimated at 96 two-way movements per day. This activity also captures any activity associated with works to the overhead lines.
- 4.2.11 To present the worst-case impact, it is assumed that the peak in staff and HGVs will overlap and be required each day across the two year (24 month) programme, though in reality there will be phasing and days where the traffic generation is lower.
- 4.2.12 The peak construction trip generation for the Scheme is shown in **Table 4-1**.



**Table 4-1: Estimated Construction Vehicle Summary**

| DAILY TWO-WAY TOTAL VEHICLE PEAK |     |                |
|----------------------------------|-----|----------------|
| LGV                              | HGV | TOTAL VEHICLES |
| 532                              | 96  | 628            |

4.2.13 The construction of the Scheme would require up to 628 two-way vehicle trips (comprising 96 two-way HGV trips and 532 two-way LGV trips).

4.2.14 Further information on the construction impacts of the Scheme, including measures to mitigate construction, are included within the supporting **oCTMP [APP/7.7]**. A summary of the mitigation measures which will be secured by way of requirement in the Final CTMP is outlined below:

- ⦿ It is anticipated that the majority of workers would arrive at the Order limits before 07:00 and leave after 18:00 Monday to Friday and on Saturdays arriving before 08:00 and leaving after 13:30. As such, it is not expected that there would be an impact on the SRN or the LRN during traditional AM (08:00-09:00) and PM peak (17:00-18:00) hours.
- ⦿ HGVs deliveries would be restricted to avoid the AM peak (08:00-09:00) and PM peak (17:00-18:00) hours. On the basis that there is no impact during the AM or PM peak hours, it has been agreed with NCC that modelling and local capacity assessments are not required.
- ⦿ All construction vehicles associated with the Scheme would be easily identifiable, with contact details available to report any issues.
- ⦿ Construction vehicles to only utilise the agreed routes prescribed within the CTMP, which will be secured by way of a requirement in the DCO.
- ⦿ Provision of a shuttle bus from the primary construction compound to transport staff to the relevant area of work. Subject to where staff are accommodated, the Applicant will investigate the scope for a shuttle directly from staff's accommodation to the Order Limits.

#### **TRIP DISTRIBUTION AND ROUTING**

4.2.15 To understand the likely impact on the local road network, construction-related trips have been distributed and assigned to specific routes.

4.2.16 All HGVs associated with the Scheme will utilise the Strategic Road Network (SRN), with primary access via the A47. From the A47, vehicles will route onto the A1065 to reach the Scheme's designated access points.

4.2.17 The HGV distribution assumptions have been developed based on assumptions to the surrounding population densities and likelihood for the origin of materials, and to reflect that given the proximity to the A47 and weight it has within the area as a strategic distributor road.

4.2.18 The distribution of HGV trips is therefore assumed as follows:

- ⦿ 90% of HGVs will approach from the south via the A47/A1065 interchange;
- ⦿ 10% of HGVs will approach from the north; and
- ⦿ A small number of managed HGV movements (equivalent to approximately 10% of the daily total) will be required to cross River Road South (Link 8) to access specific parcels of the Scheme through the internal haul roads. These movements will be managed and vehicles will not travel along the full length of River Road South.





- 4.2.19 The distribution of staff-related trips (predominantly Light Goods Vehicles and private cars) has been informed by the location of nearby population centres, with Swaffham identified as the most significant local origin. The assumed distribution is as follows:
- 70% of staff will travel from the south;
  - 28% of staff will travel from the north; and
  - 2% of staff will travel from the local rural road network to the north-west.
- 4.2.20 These assumptions provide a robust basis for assessing the impact of both construction HGVs and staff traffic on the local highway network and ensure that assessment of link flows and junction performance reflects realistic routing patterns.
- 4.2.21 The effects of the construction traffic are assessed in **ES Chapter 9: Transport and Access [APP/6.2]**, with the assessment concluding that the Scheme would not lead to any significant effects.

### 4.3 OPERATIONAL

- 4.3.1 Typical maintenance associated with the Scheme will be minimal, comprising a low number of movements associated with checking/maintaining the solar arrays and replacing individual faulty/damaged components. There may also be ad-hoc maintenance of the overhead lines associated with the grid connection but this will be comparable to the existing level of activity.
- 4.3.2 Associated with the Scheme's maintenance, there is anticipated to be less than five vehicle trips per day for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This scale of vehicle traffic will not have any material effect on the local or strategic highway networks. These low levels of operational traffic would remain constant for the operational life time of the Scheme. Larger HGVs and AIL deliveries are not anticipated to be required for general operational maintenance.
- 4.3.3 The programme of replacement for the solar panels, other equipment and BESS will see greater volumes of traffic than ordinary maintenance activity. The replacement of solar modules will see the greatest level of traffic movement and activity.
- 4.3.4 The replacement of panels would be undertaken in stages, with individual sections of the Scheme being taken offline at a time. The replacement of solar modules and equipment will essentially require the delivery of new modules and, separately, the removal of old modules for recycling. Battery equipment will also need to be removed, and new equipment installed.
- 4.3.5 At this stage it is not anticipated that there will be a planned replacement of the overhead lines or associated towers.
- 4.3.6 The lifespan for the proposed BESS is 10 to 15 years. The BESS are expected to require up to five replacements throughout the Operational Phase.
- 4.3.7 At this stage, it is assumed that panels will be fully replaced once during the lifecycle of the Scheme. Inverters are also anticipated to be replaced five times during the operation phase. Transformers are assumed to require replacement solely if required for performance or health and safety reasons.
- 4.3.8 An indicative programme for replacement has been developed which would see all solar arrays and batteries on the Sites within the Scheme replaced over a two-year period, roughly 30 years following the original construction. This will be confirmed within the **oOTMP [APP/7.9]** that is secured by way of a requirement in the DCO.



## 4.4 DECOMMISSIONING

- 4.4.1 The **ES Chapter 9: Transport and Access [APP/6.2]** assesses the decommissioning phase on the basis that traffic generation would be comparable to the construction phase. On that basis, decommissioning traffic is not expected to exceed construction levels and no significant transport effects are anticipated.
- 4.4.2 A detailed Decommissioning Traffic Management Plan will be prepared prior to works and secured by a requirement in the DCO, in accordance with the **outline Decommissioning Strategy (oDS) [APP/7.10]** that is submitted in support of the DCO.



## 5 CONCLUSION

### 5.1 CONNECTIVITY AND ACCESS

- 5.1.1 The Site is well-located for access from the SRN), with construction traffic approaching via the A47 and then using the A1065 to reach the proposed access points. From the access points on the A1065, vehicles will then route internally across the internal haul roads to avoid vehicles impacting the surrounding PRow, permissive paths and local roads.
- 5.1.2 The construction methodology will implement a consolidation approach whereby all HGV deliveries are received at the primary construction compound before onward distribution to work areas via internal haul roads. This minimises the use of the public highway for internal movements.

### 5.2 POLICY

- 5.2.1 Overall, the Scheme is considered to be in accordance with the National, Regional and Local policy requirements, by embedding transport mitigation into the design and seeking to mitigate against any potential highway impacts within the extent of the Order Limits.

### 5.3 TRIP IMPACTS

- 5.3.1 On a peak-day basis, the construction of the Scheme would generate up to 532 two-way LGV movements (worker vehicles) and 96 two-way HGV movements, equating to a total of 628 two-way vehicle movements each day.
- 5.3.2 Mitigation measures will be implemented to manage these temporary impacts during construction. Staff would arrive at the Order limits before 07:00 and leave after 19:00. As such, it is not expected that there would be an impact on the local road network during the traditional AM (08:00-09:00) and PM peak (17:00-18:00) hours.
- 5.3.3 The transport impacts of the Scheme will be further managed through an **oCTMP [APP/7.7]** and supporting **oOTMP [APP/7.9]**, which will be secured by a requirement on the DCO application.

### 5.4 CONCLUSION

- 5.4.1 In conclusion, there are not considered to be any highways or transport effects present that mean the Scheme should not be granted consent.

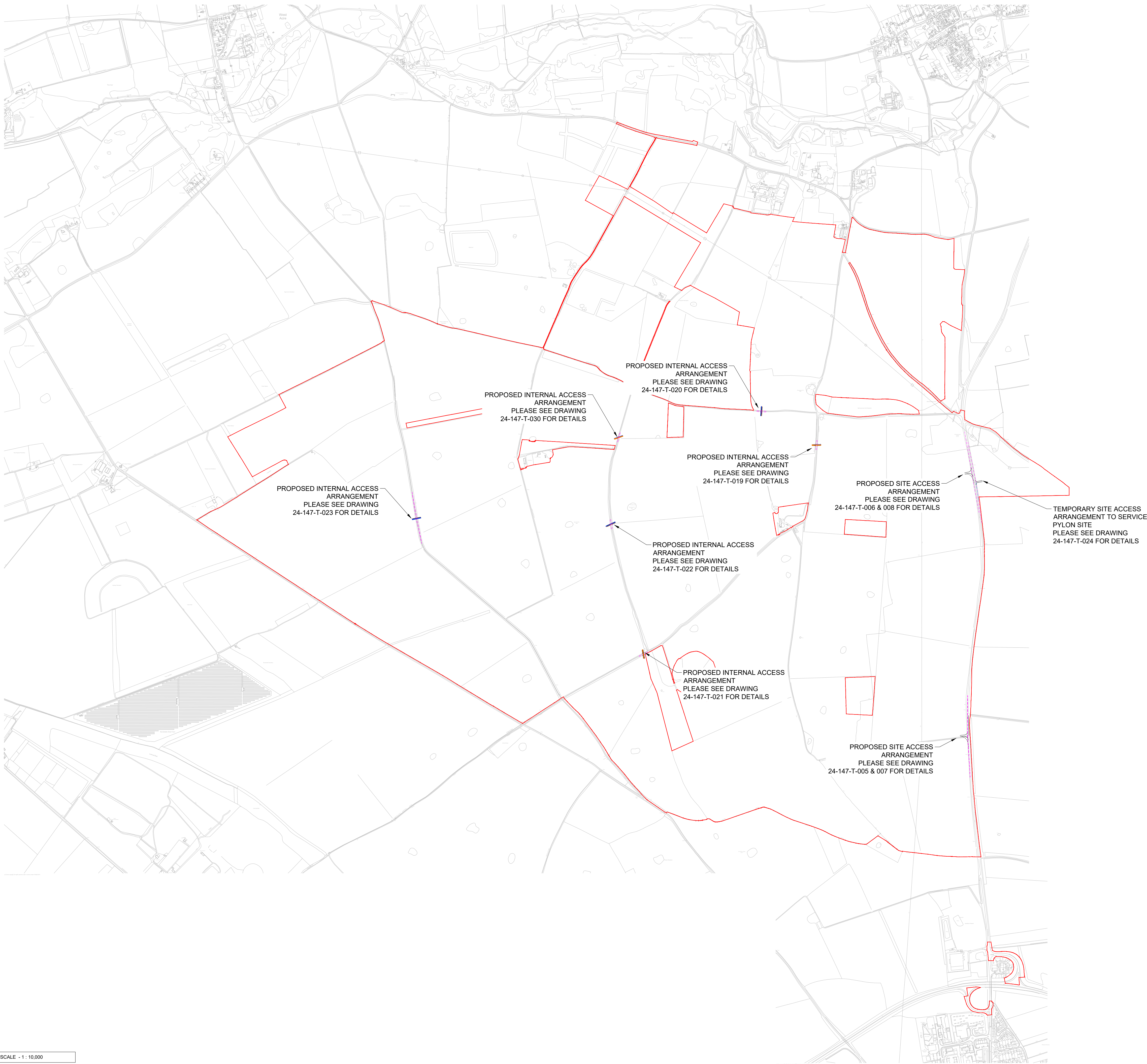


# ANNEX A

## ACCESS OVERVIEW PLAN







- General Notes:
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| F   | 15/10/25 | REVISED ORDER LIMITS | GSF | CR  | CR  |
| E   | 07/10/25 | MINOR AMENDMENTS     | HMC | CR  | CR  |
| D   | 22/09/25 | REVISED ACCESS       | GSF | CR  | CR  |
| C   | 03/09/25 | MINOR AMENDMENTS     | AMP | CR  | CR  |
| B   | 20/08/25 | REVISED LAYOUT       | AMP | CR  | CR  |
| A   | 27/06/25 | FIRST ISSUE          | AMP | CR  | CR  |
| Rev | Date     | Description          | Dm  | Chk | App |

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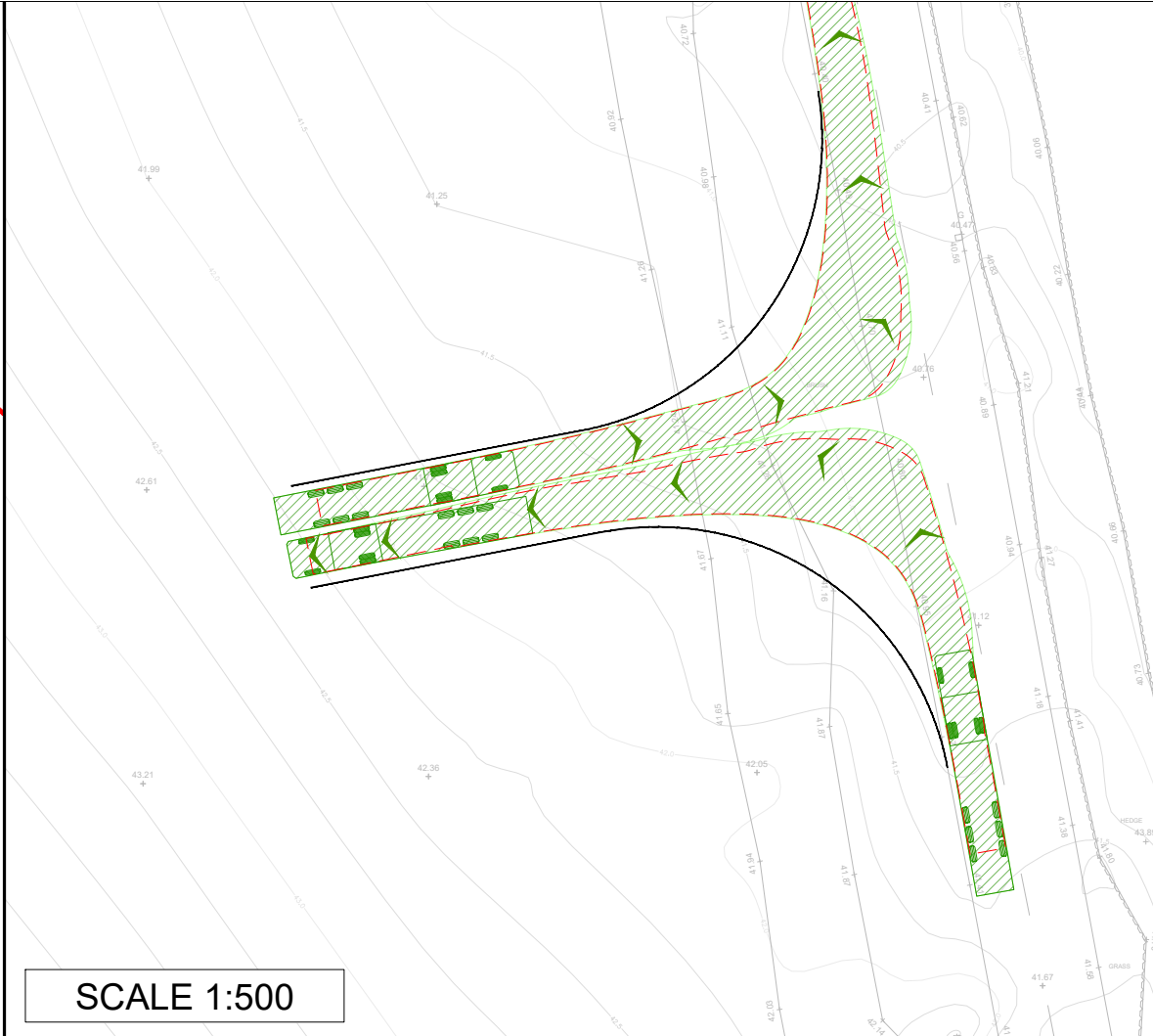
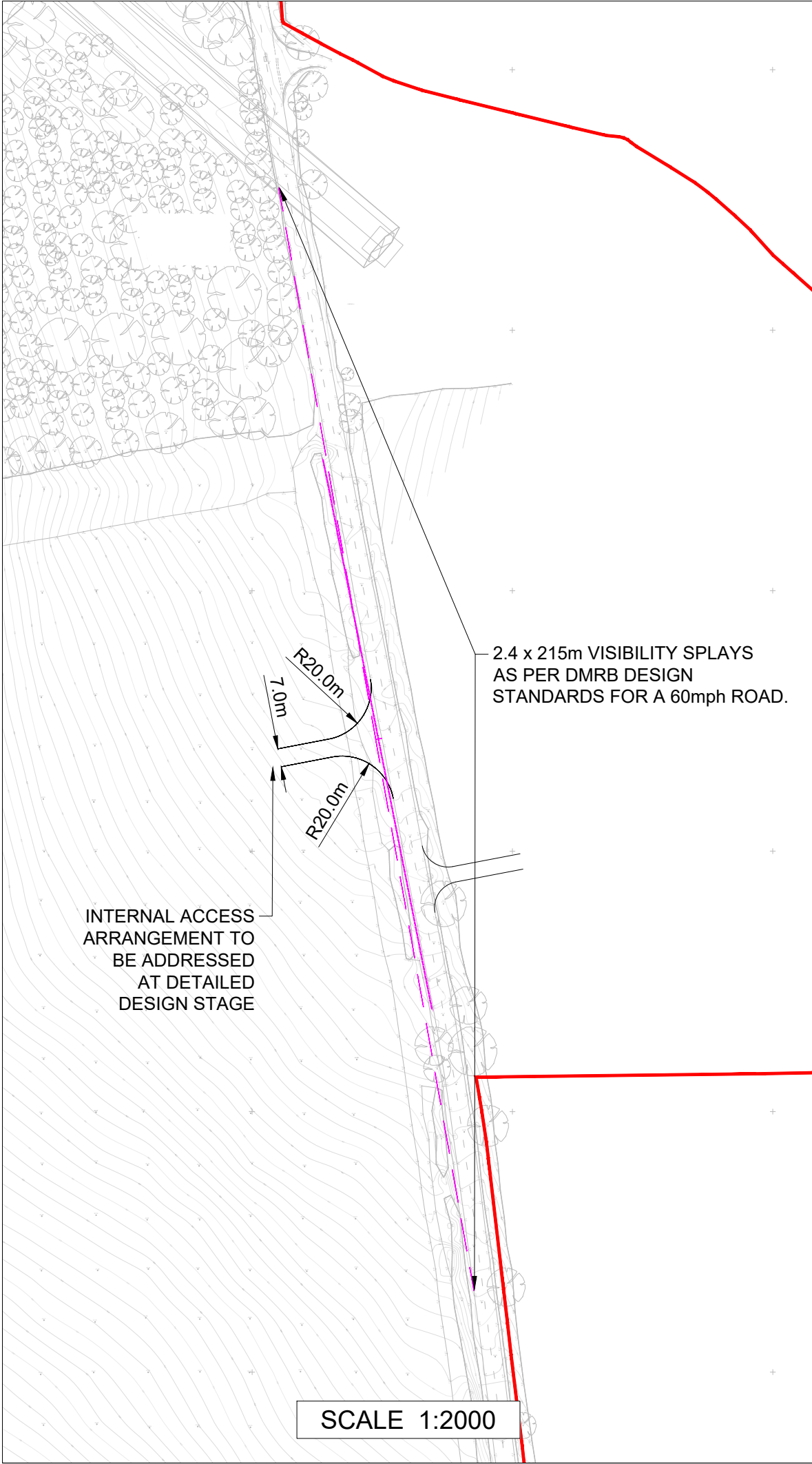
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| Client                                                                                |                |                |         |          |     |
|  |                |                |         |          |     |
| Architect                                                                             |                |                |         |          |     |
| Project Title                                                                         |                |                |         |          |     |
| THE DROVES SOLAR FARM                                                                 |                |                |         |          |     |
| Drawing Title                                                                         |                |                |         |          |     |
| OVERALL ACCESS ARRANGEMENTS PLAN                                                      |                |                |         |          |     |
| Scale @ A1                                                                            | Date           | Designed/Drawn | Checked | Approved |     |
| AS SHOWN                                                                              | 27/06/25       | AMP            | CR      | CR       |     |
| Project Ref                                                                           | Drawing Number |                |         |          | Rev |
| 24-147                                                                                | 24-147-T-026   |                |         |          | F   |



# ANNEX B

## PROPOSED INDICATIVE SITE ACCESS PLANS

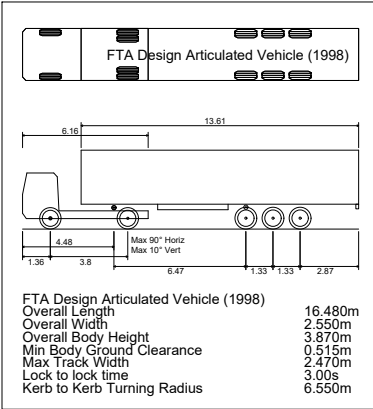




THE DROVES  
SOLAR FARM

DRAWING TITLE: **SWEPT PATH ANALYSIS  
NORTH ACCESS PLAN  
16.5m ARTICULATED VEHICLE**

DOCUMENT:



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| C   | 27/06/25 | REVISED ACCESS LOCATION                                | AMP | GJ  | CR  |
| B   | 05/06/25 | TOPOGRAPHICAL SURVEY ADDED AND ACCESS LOCATION AMENDED | HMC | GJ  | CR  |
| A   | 15/10/24 | FIRST ISSUE                                            | HMC | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION                                   | DRW | CHK | APP |

Sources: Island Green Power (IGP)

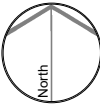


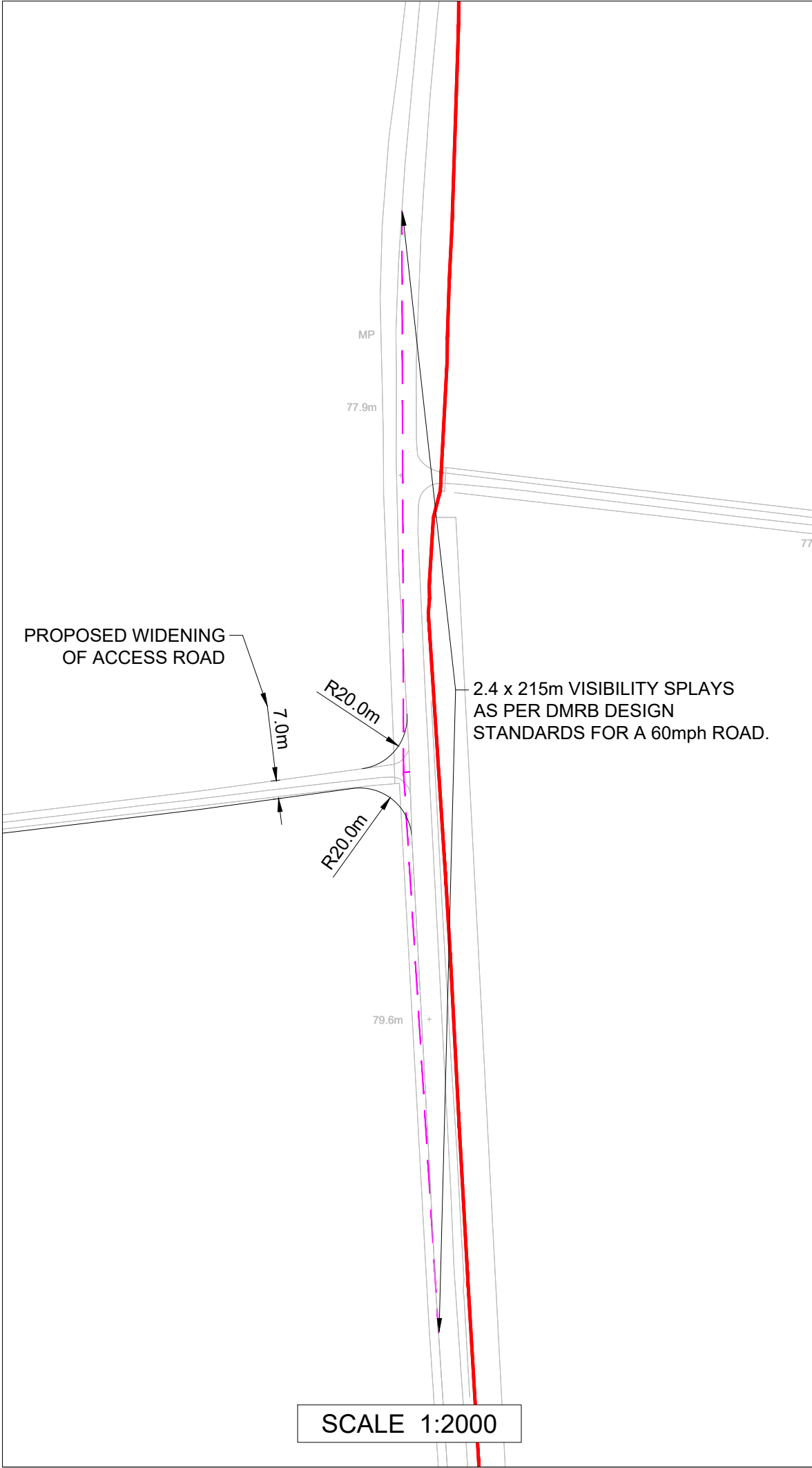
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DATE Oct 2024  
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STATUS For Information  
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CHECKED GJ  
APPROVED CR

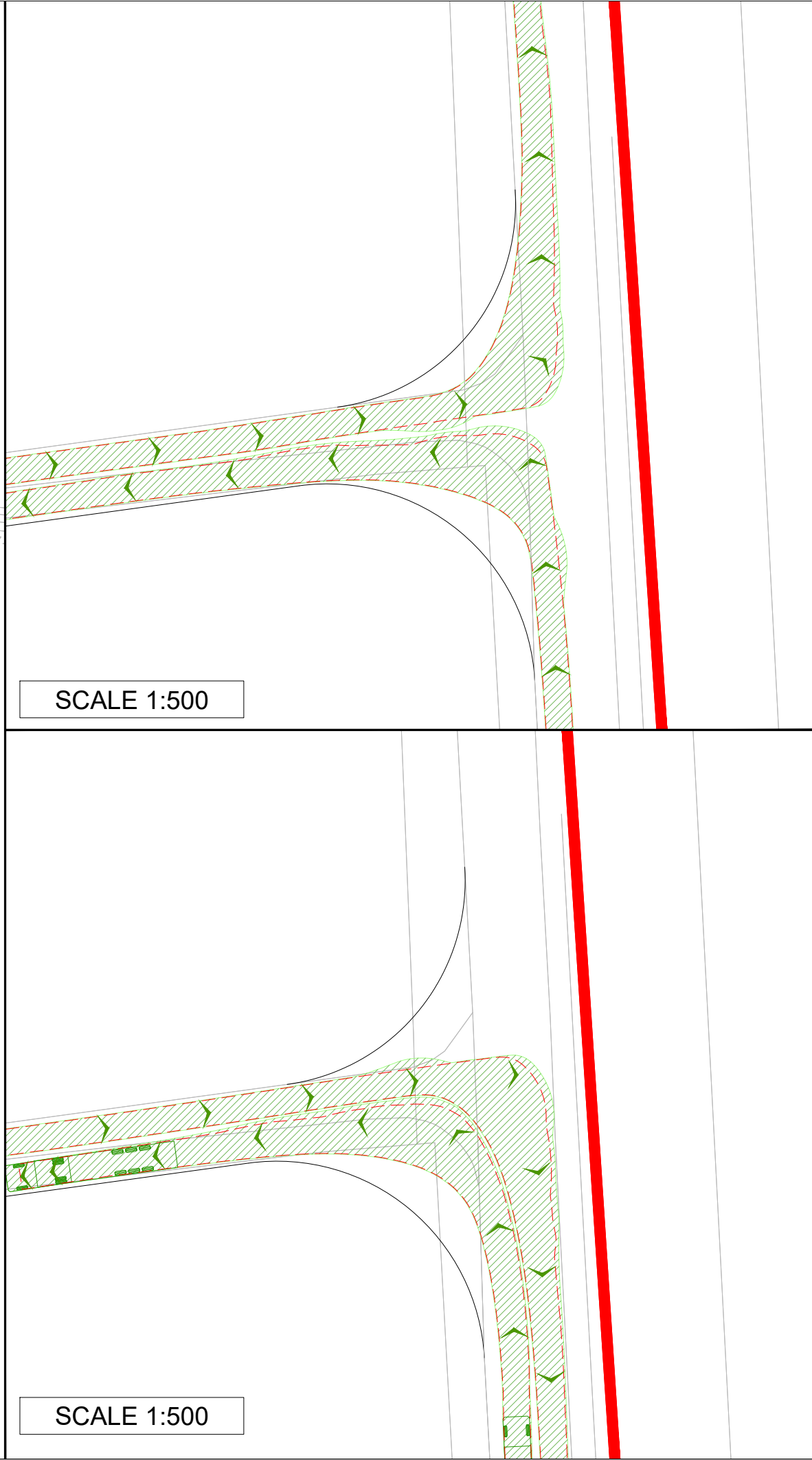
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SCALE 1:500

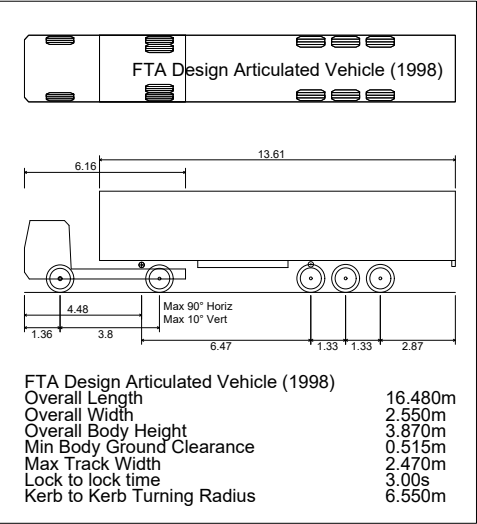
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THE DROVES  
SOLAR FARM

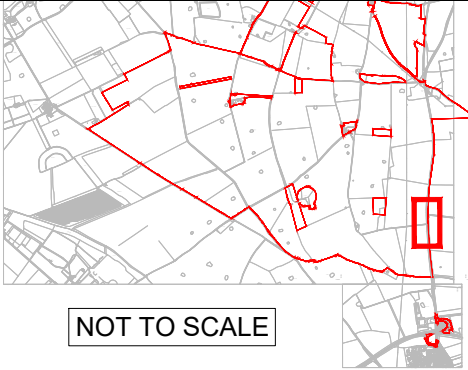
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SOUTH ACCESS PLAN  
16.5m ARTIC

DOCUMENT:



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| A   | 15/10/24 | FIRST ISSUE          | HMC | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

Sources: Island Green Power (IGP)

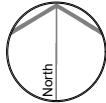


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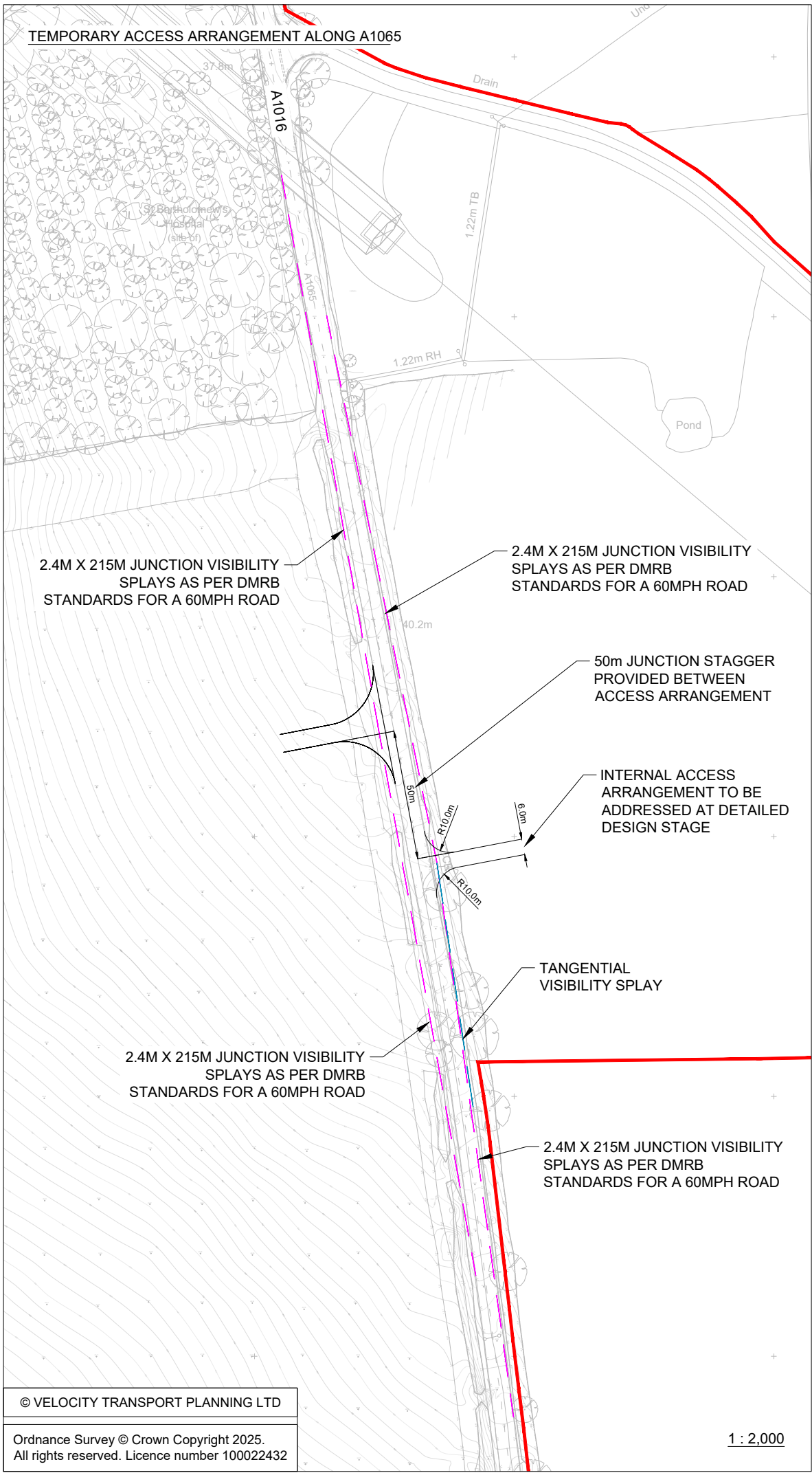
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| STATUS    | For Information | APPROVED | CR  |

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P:\0-24\24-147 The Droles Solar DCO - Kings Lynn\02 TECHNICAL\B DWGS\1. CAD\DWGS\24-147-T-024-025-Access Proposals-Eastern Site.dwg (024) Plotted on: Oct 15, 2025 - 3:59pm by GFletcher



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Vehicle Profile:

Liebherr LTM 1200-5.1 Mobile Crane

|                             |         |
|-----------------------------|---------|
| Overall Length              | 15.282m |
| Overall Width               | 3.000m  |
| Overall Body Height         | 4.000m  |
| Min Body Ground Clearance   | 0.300m  |
| Track Width                 | 3.000m  |
| Lock to lock time           | 4.00s   |
| Kerb to Kerb Turning Radius | 9.775m  |

KEY: ORDER LIMITS

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|-----|----------|-------------------------|-----|-----|-----|
| C   | 15.10.25 | REVISED ORDER LIMITS    | GSF | CR  | CR  |
| B   | 14.08.25 | REVISED ACCESS LOCATION | AP  | CR  | CR  |
| A   | 24.06.25 | FIRST ISSUE             | AP  | CR  | CR  |
| Rev | Date     | Description             | Dm  | Chk | App |

VELOCITY

Drawing Status

S2 - FOR INFORMATION

Client

THE DROVES SOLAR FARM

Architect

Project Title

THE DROVES SOLAR DCO - KINGS LYNN

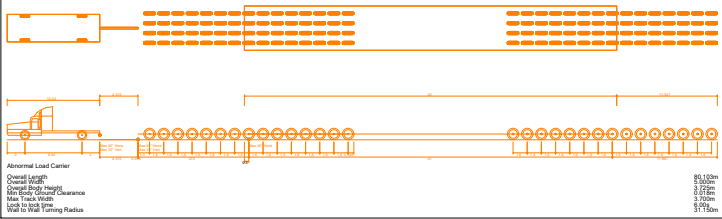
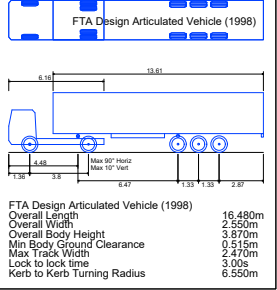
Drawing Title

TEMPORARY ACCESS ARRANGEMENT ON A1065

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| Scale @ A3  | Date           | Designed/Drawn | Checked | Approved |
| AS SHOWN    | 24.06.25       | AP             | CR      | CR       |
| Project Ref | Drawing Number |                |         | Rev      |
| 24-147      | 24-147-T-024   |                |         | C        |

DRAWING TITLE: **INTERNAL ACCESS PLAN 1 OF 6**  
**SWEPT PATH ANALYSIS**  
**16.5m ARTIC & ABNORMAL LOAD VEHICLE**

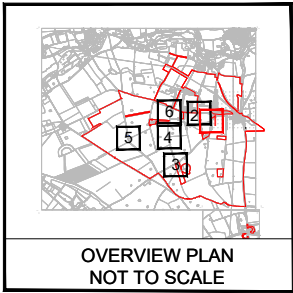
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| B   | 03/09/25 | MINOR AMENDMENTS     | AMP | GJ  | CR  |
| A   | 18/06/25 | FIRST ISSUE          | HMC | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

Sources: Island Green Power (IGP)

KEY:  25m VISIBILITY SPLAYS AS PER MANUAL FOR STREETS REQUIREMENTS FOR A 20mph SPEED LIMIT



DWG. NO. **24-147-T-019-C**

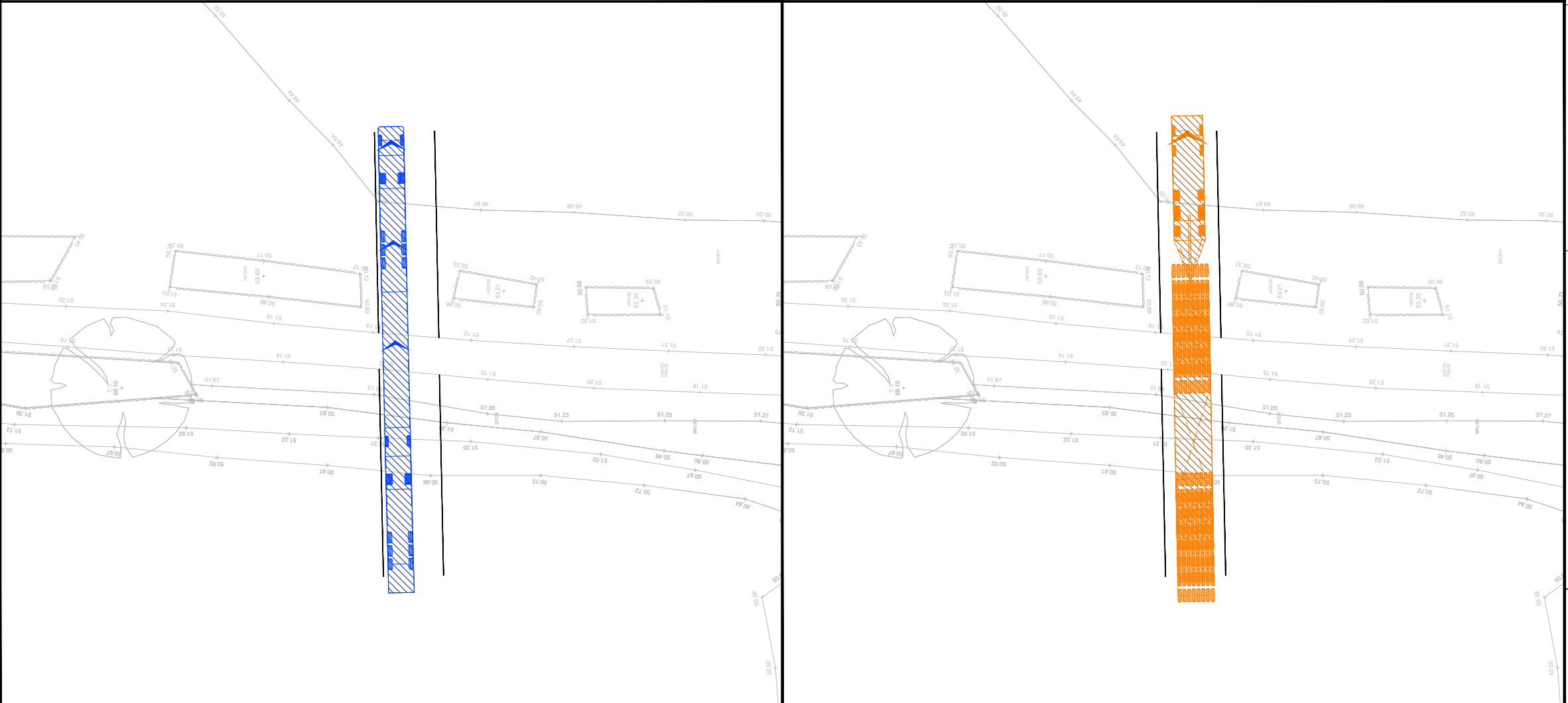
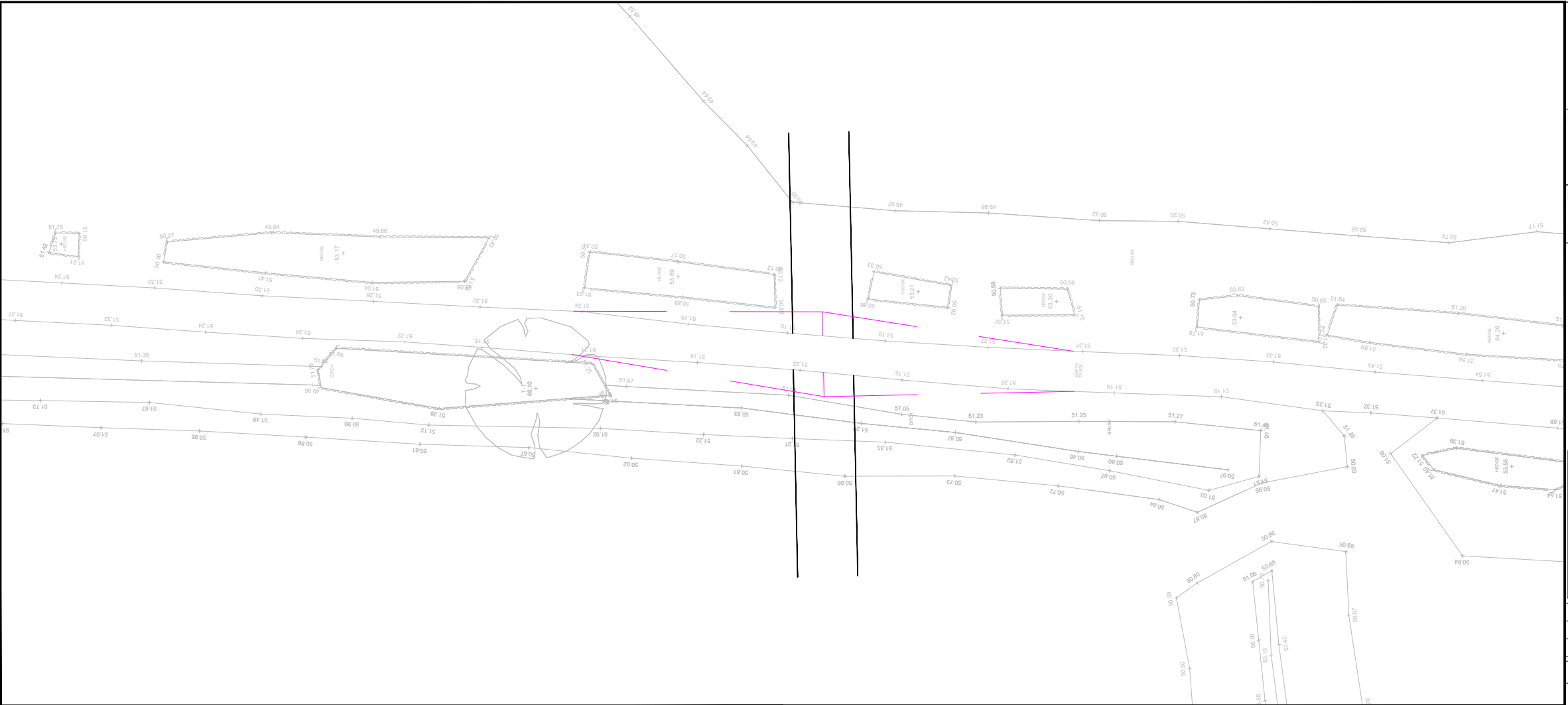
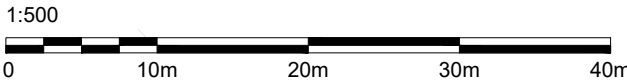
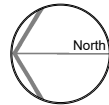
DATE June 2025 DRAWN HMC  
SCALE @A3 1:500 CHECKED GJ  
STATUS For Information APPROVED CR

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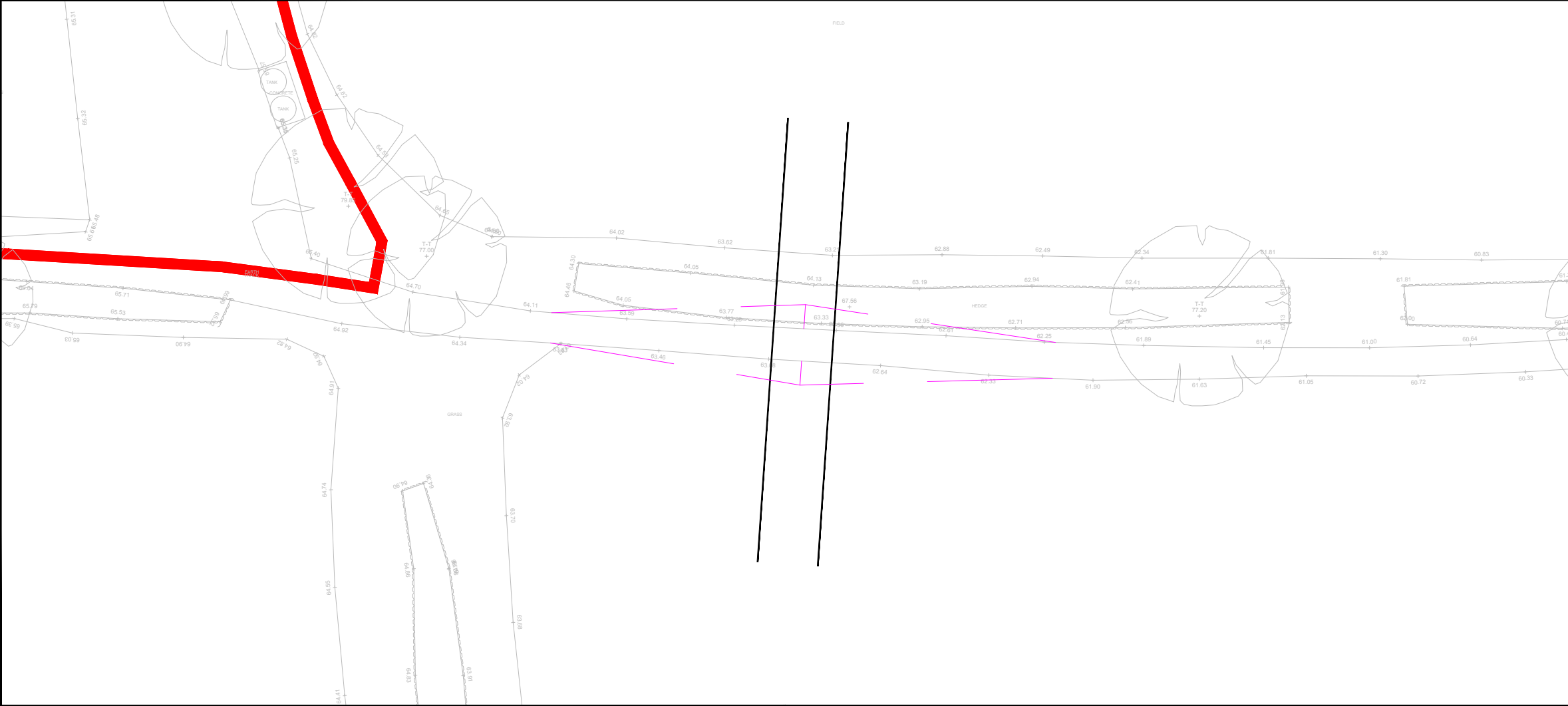
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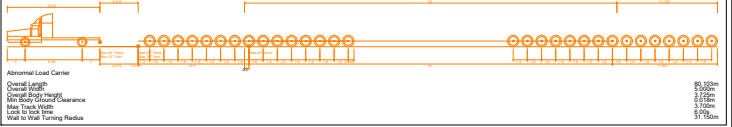


DRAWING TITLE: **INTERNAL ACCESS PLAN 2 OF 6**  
**SWEPT PATH ANALYSIS**  
**16.5m ARTIC & ABNORMAL LOAD VEHICLE**

DOCUMENT:



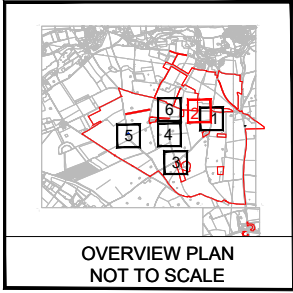
|                                       |        |
|---------------------------------------|--------|
| FTA Design Articulated Vehicle (1998) |        |
| Overall Length                        | 16.48m |
| Overall Width                         | 3.97m  |
| Overall Body Height                   | 2.55m  |
| Min Body Ground Clearance             | 0.515m |
| Max Track Width                       | 2.47m  |
| Lock to lock time                     | 3.00s  |
| Kerb to Kerb Turning Radius           | 6.550m |



|     |          |                      |     |     |     |
|-----|----------|----------------------|-----|-----|-----|
| C   | 15/10/25 | REVISED ORDER LIMITS | GSF | GJ  | CR  |
| B   | 03/09/25 | MINOR AMENDMENTS     | AMP | GJ  | CR  |
| A   | 18/06/25 | FIRST ISSUE          | HMC | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

Sources: Island Green Power (IGP)

KEY: — 25m VISIBILITY SPLAYS AS PER MANUAL FOR STREETS REQUIREMENTS FOR A 20mph SPEED LIMIT



DWG. NO. **24-147-T-020-C**

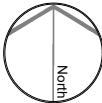
DATE June 2025 DRAWN HMC  
SCALE @A3 1:500 CHECKED GJ  
STATUS For Information APPROVED CR

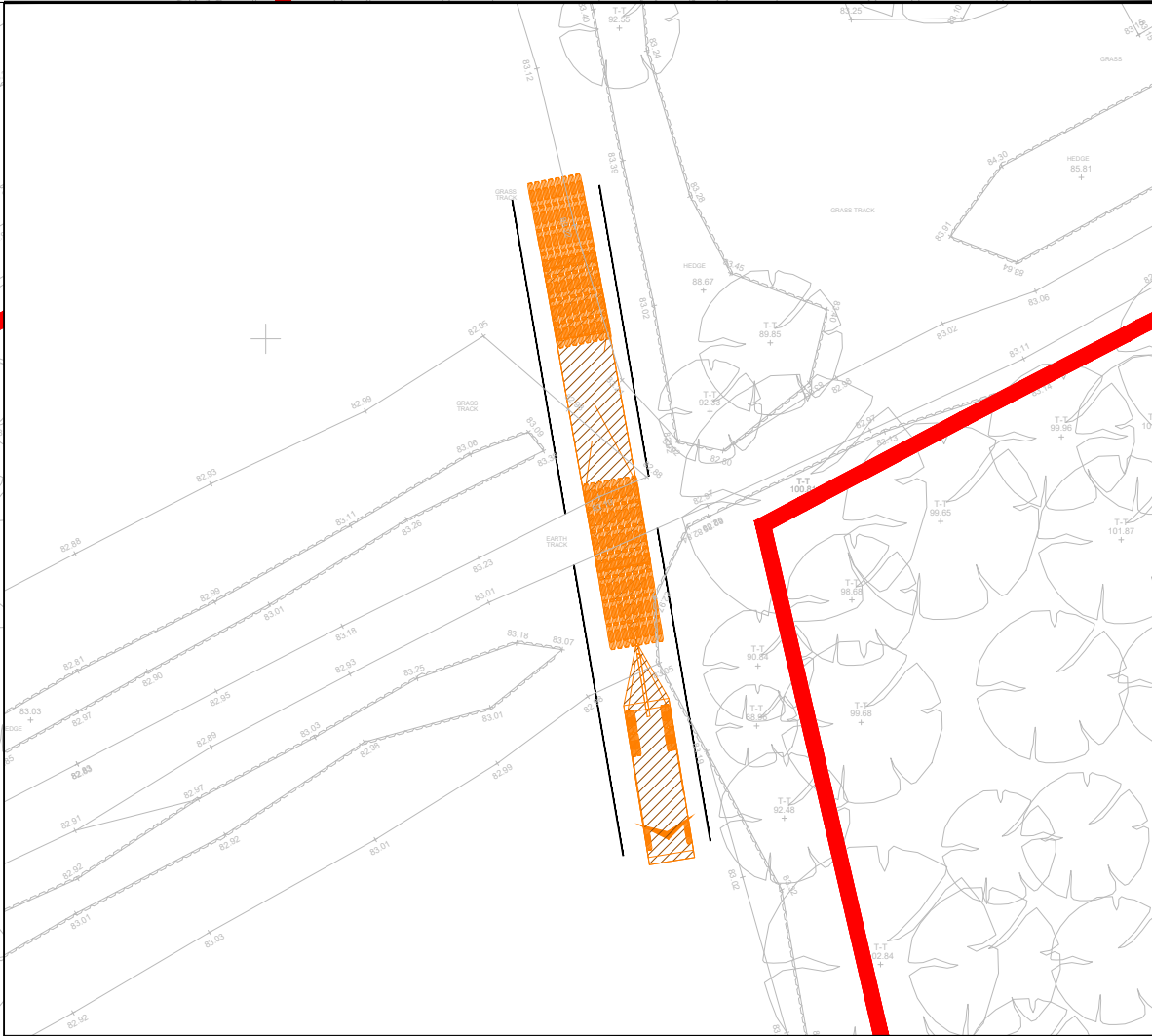
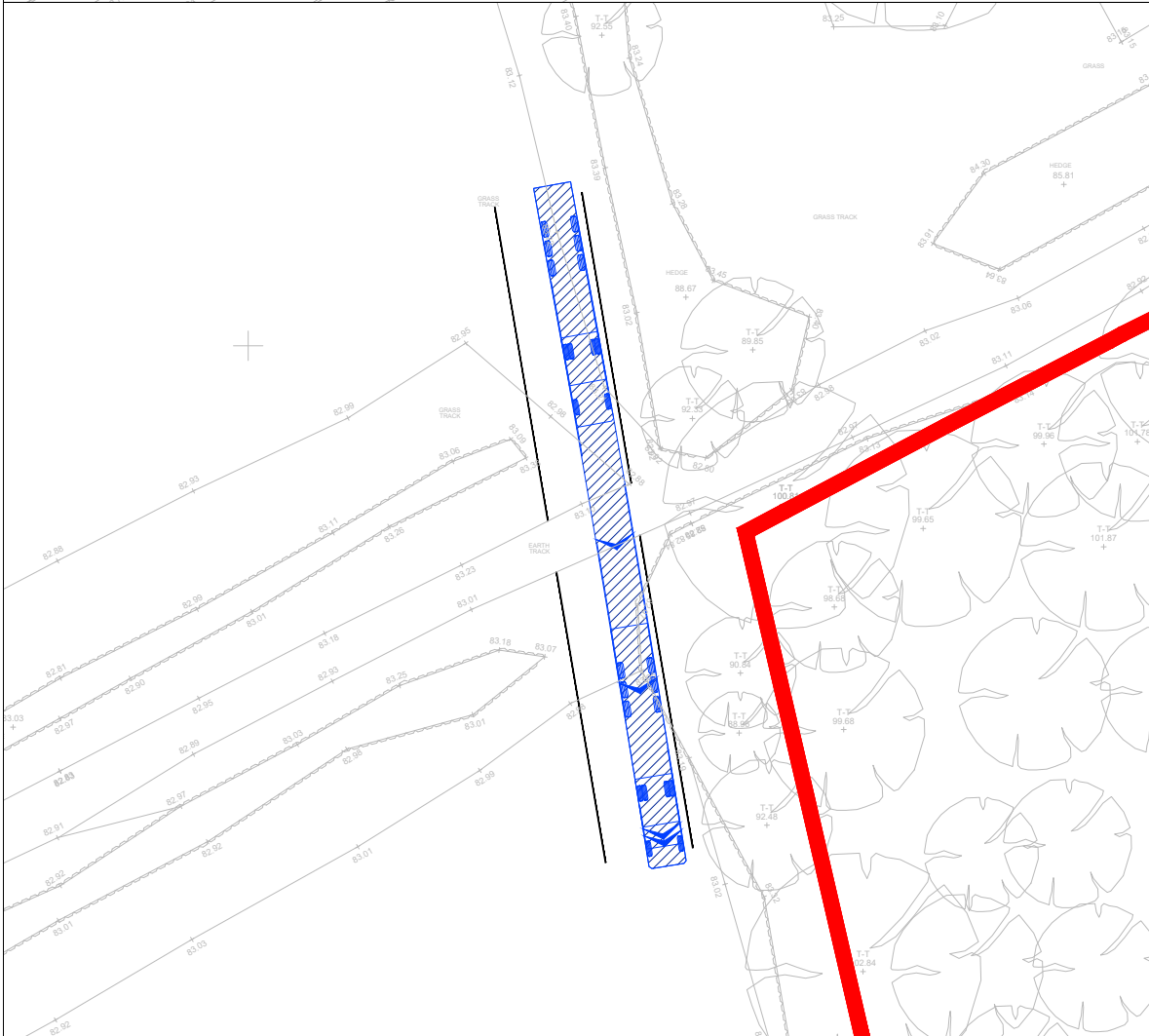
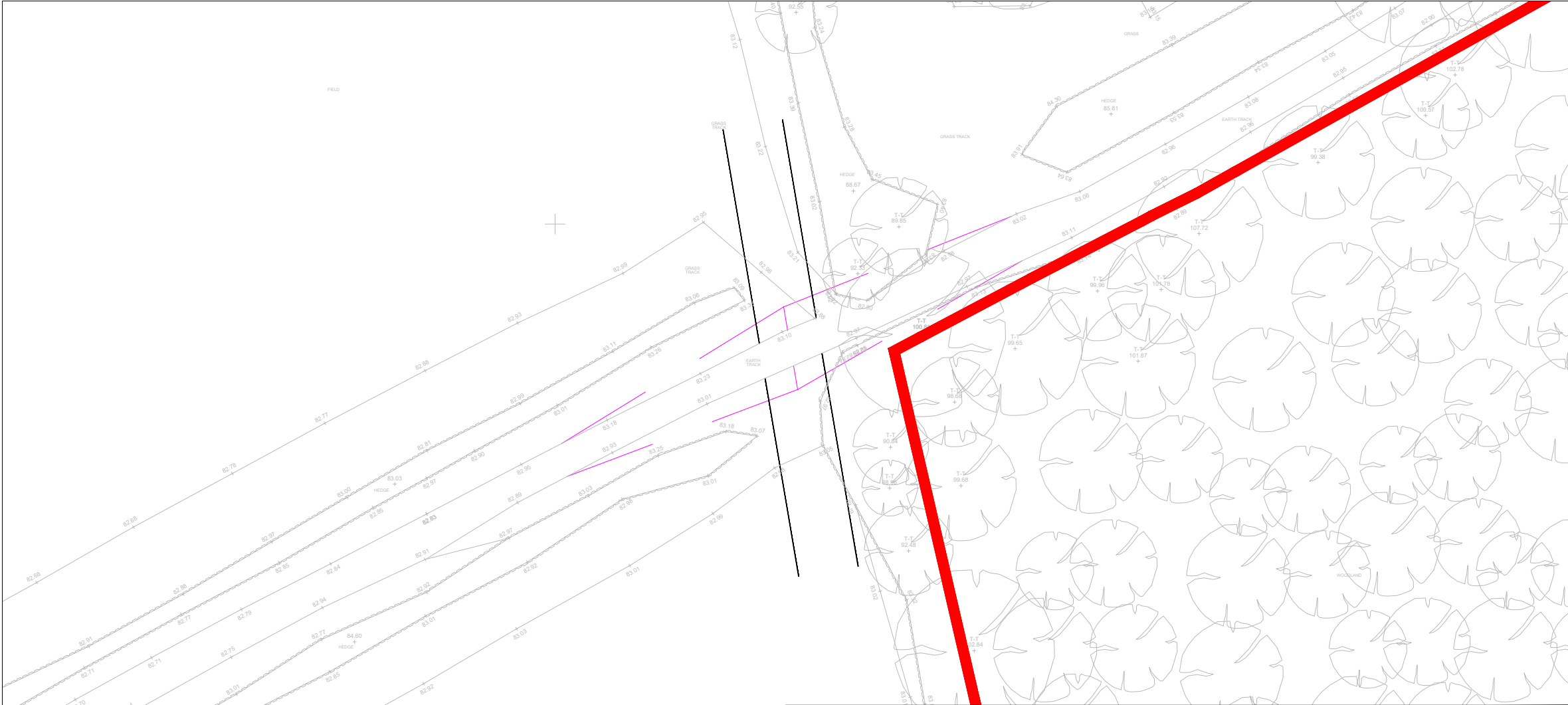
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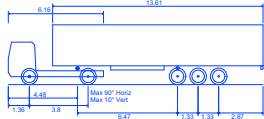




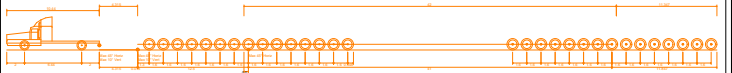
THE DROVES  
SOLAR FARM

DRAWING TITLE: INTERNAL ACCESS PLAN 3 OF 6  
SWEPT PATH ANALYSIS  
16.5m ARTIC & ABNORMAL LOAD VEHICLE

DOCUMENT:



|                                       |         |
|---------------------------------------|---------|
| FTA Design Articulated Vehicle (1998) |         |
| Overall Length                        | 16.480m |
| Overall Width                         | 2.550m  |
| Overall Body Height                   | 3.970m  |
| Min Body Ground Clearance             | 0.515m  |
| Max Track Width                       | 2.470m  |
| Lock to lock time                     | 3.00s   |
| Kerb to Kerb Turning Radius           | 6.550m  |

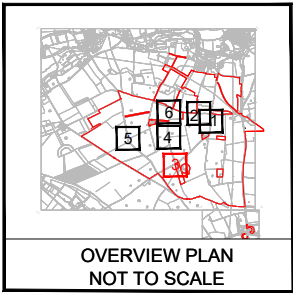


|                             |         |
|-----------------------------|---------|
| Abnormal Load Carrier       |         |
| Overall Length              | 80.160m |
| Overall Width               | 3.990m  |
| Overall Body Height         | 3.970m  |
| Min Body Ground Clearance   | 0.515m  |
| Max Track Width             | 2.470m  |
| Lock to lock time           | 3.00s   |
| Kerb to Kerb Turning Radius | 6.550m  |

|     |          |                      |     |     |     |
|-----|----------|----------------------|-----|-----|-----|
| C   | 15/10/25 | REVISED ORDER LIMITS | GSF | GJ  | CR  |
| B   | 03/09/25 | MINOR AMENDMENTS     | AMP | GJ  | CR  |
| A   | 18/06/25 | FIRST ISSUE          | HMC | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

Sources: Island Green Power (IGP)

KEY: 25m VISIBILITY SPLAYS AS PER MANUAL FOR STREETS REQUIREMENTS FOR A 20mph SPEED LIMIT



DWG. NO. 24-147-T-021-C

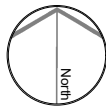
DATE June 2025 DRAWN HMC  
SCALE @A3 1:500 CHECKED GJ  
STATUS For Information APPROVED CR

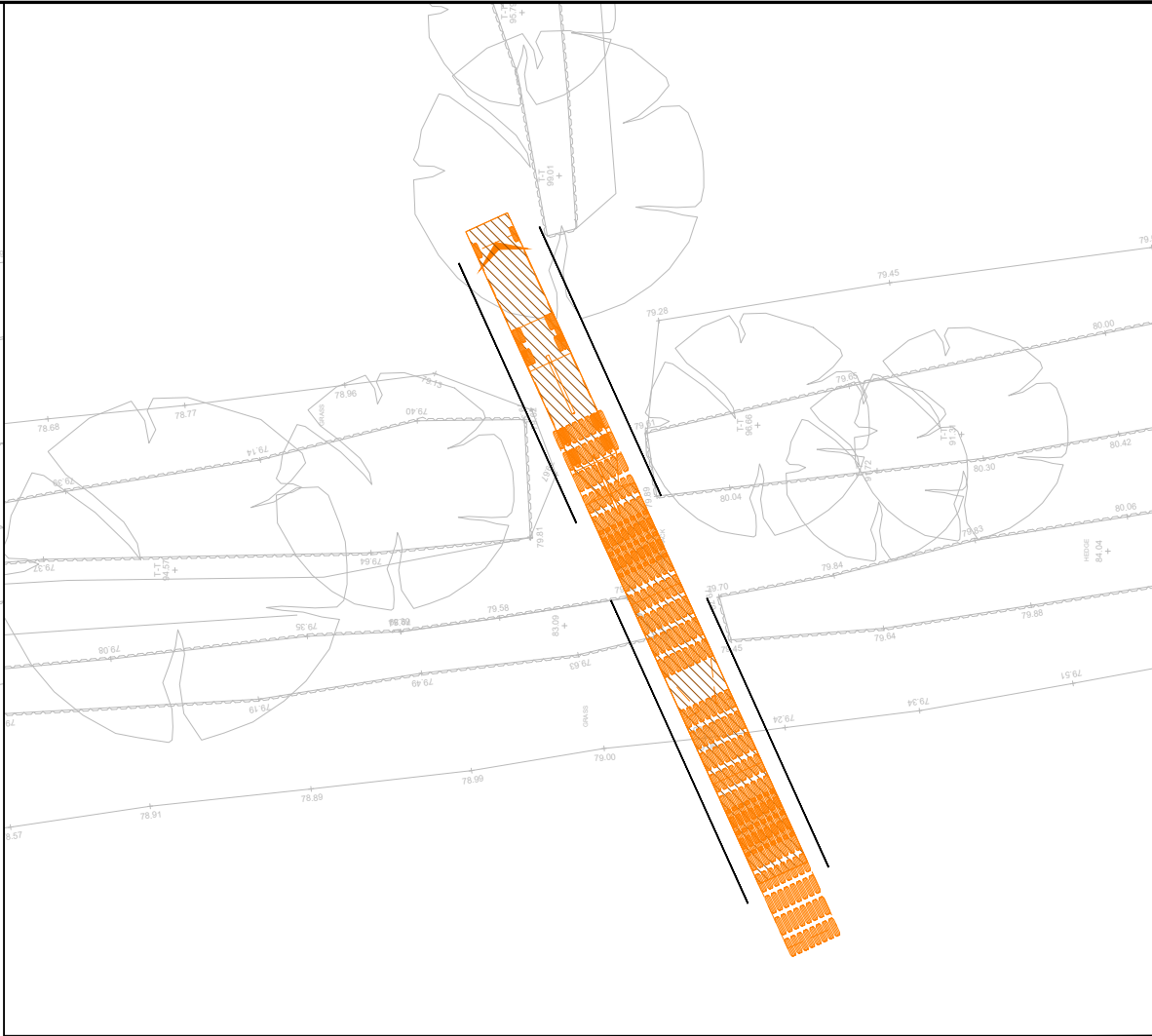
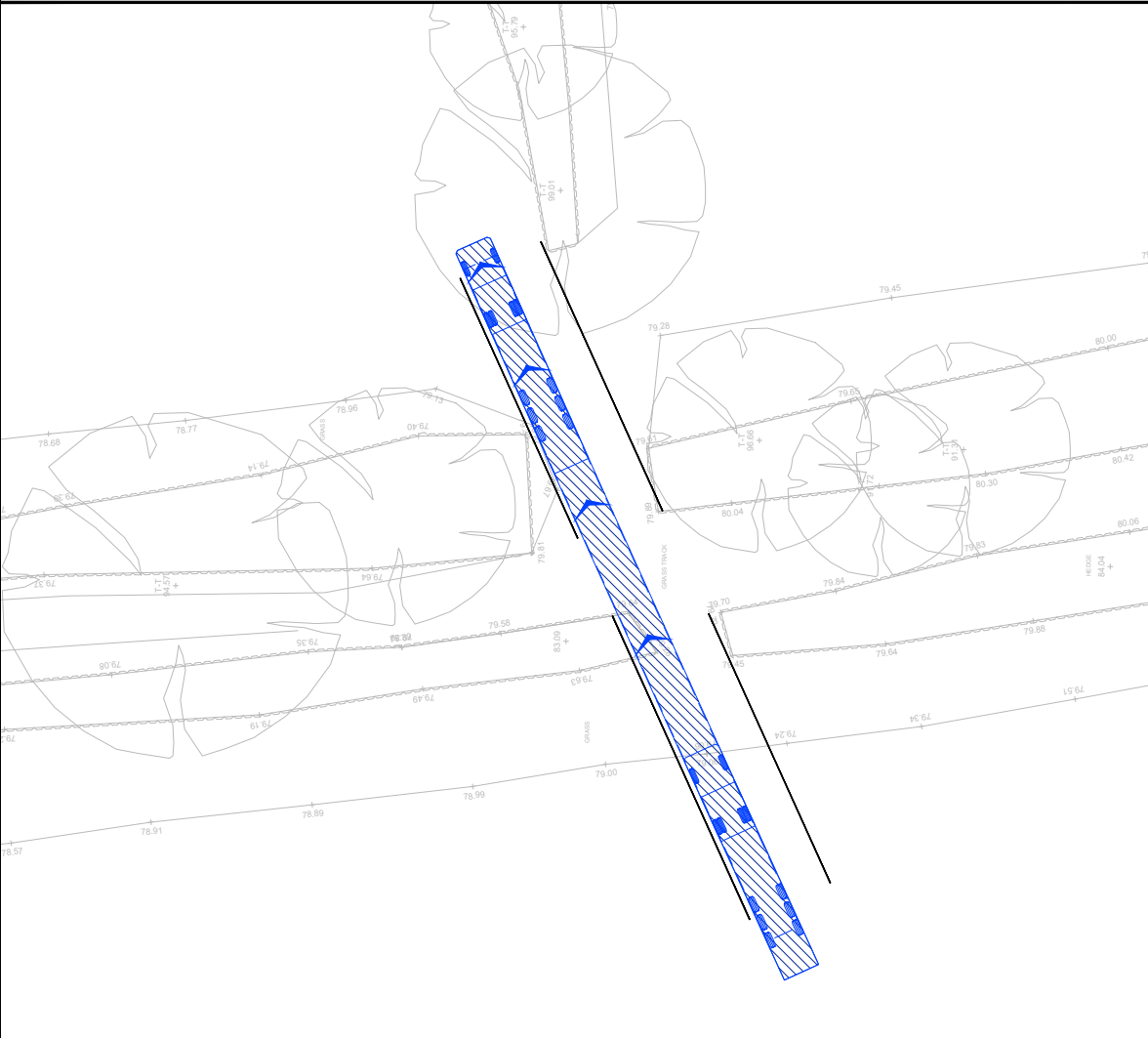
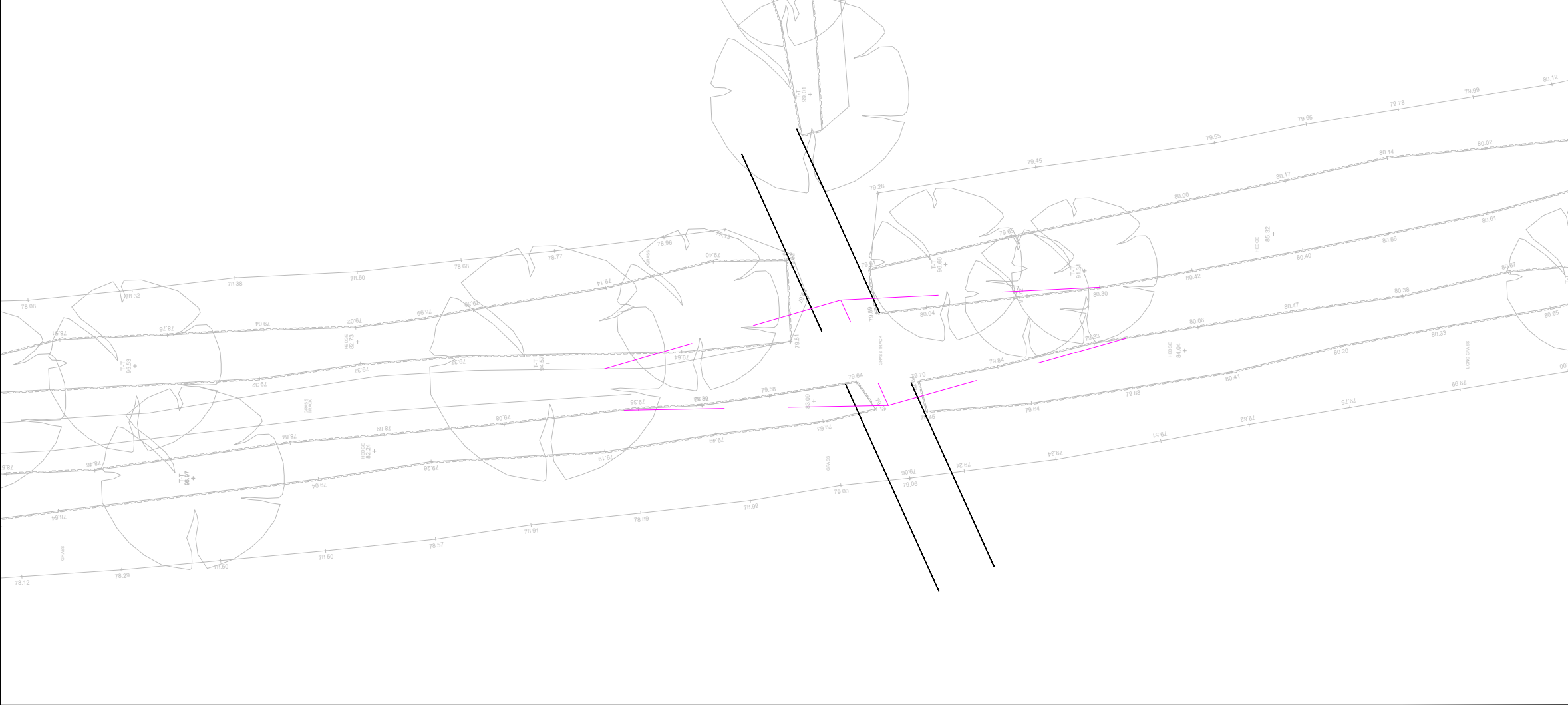
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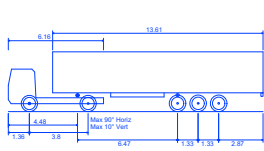




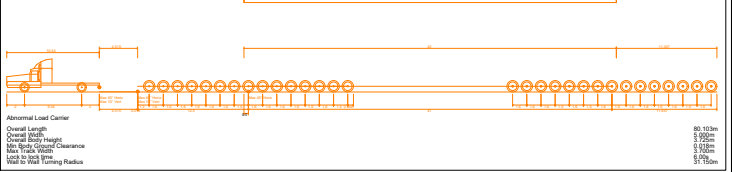
THE DROVES  
SOLAR FARM

DRAWING TITLE: **INTERNAL ACCESS PLAN 4 OF 6**  
**SWEPT PATH ANALYSIS**  
**16.5m ARTIC & ABNORMAL LOAD VEHICLE**

DOCUMENT:



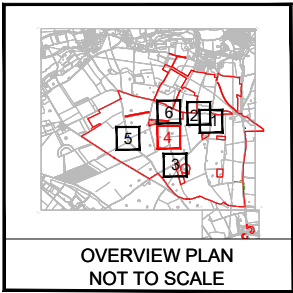
|                                       |         |
|---------------------------------------|---------|
| FTA Design Articulated Vehicle (1998) |         |
| Overall Length                        | 16.480m |
| Overall Width                         | 2.550m  |
| Overall Body Height                   | 3.970m  |
| Min Body Ground Clearance             | 0.515m  |
| Max Track Width                       | 2.470m  |
| Lock to lock time                     | 3.00s   |
| Kerb to Kerb Turning Radius           | 6.550m  |



|     |          |                      |     |     |     |
|-----|----------|----------------------|-----|-----|-----|
| C   | 15/10/25 | REVISED ORDER LIMITS | GSF | GJ  | CR  |
| B   | 03/09/25 | MINOR AMENDMENTS     | AMP | GJ  | CR  |
| A   | 18/06/25 | FIRST ISSUE          | HMC | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

Sources: Island Green Power (IGP)

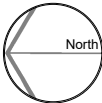
KEY: — 25m VISIBILITY SPLAYS AS PER MANUAL FOR STREETS REQUIREMENTS FOR A 20mph SPEED LIMIT



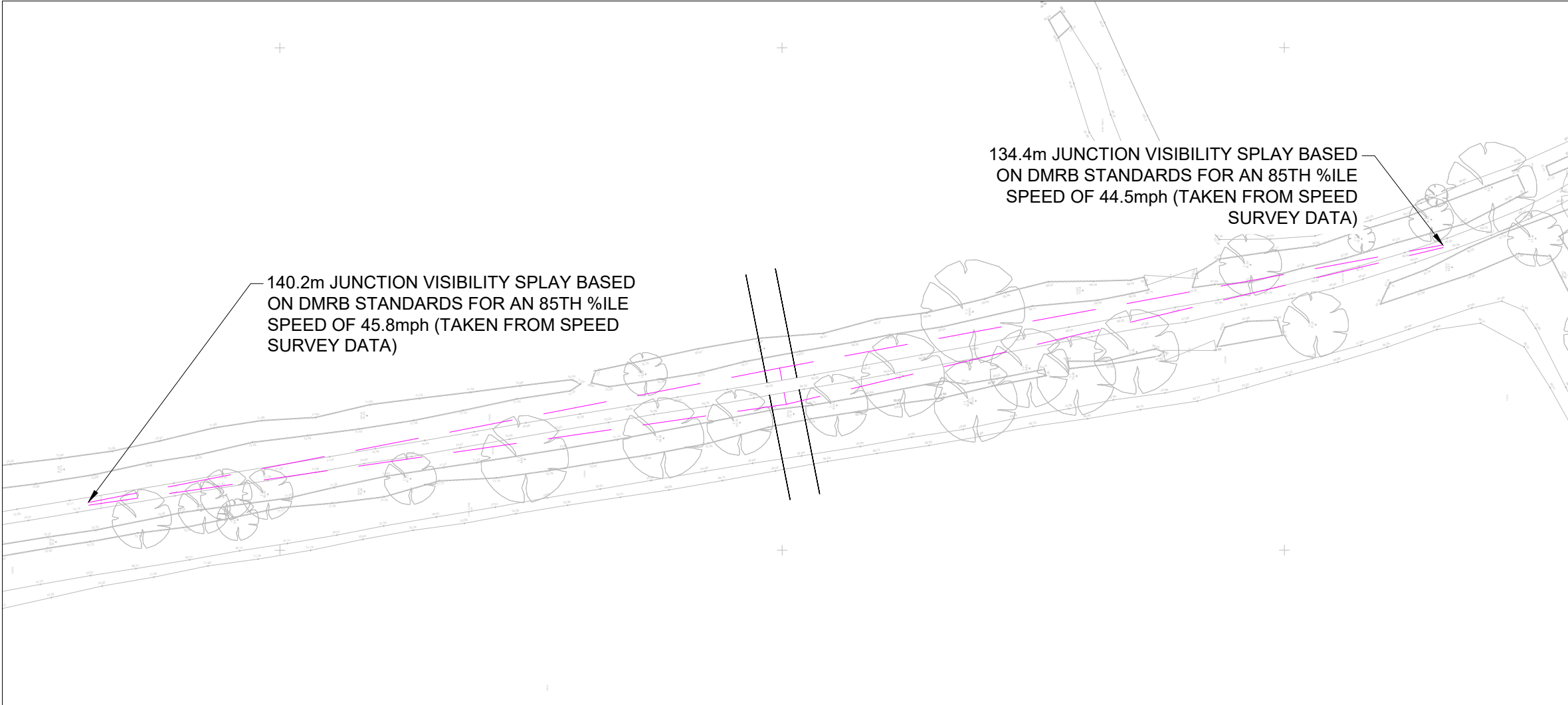
DWG. NO. **24-147-T-022-C**

DATE June 2025 DRAWN HMC  
SCALE @A3 1:500 CHECKED GJ  
STATUS For Information APPROVED CR

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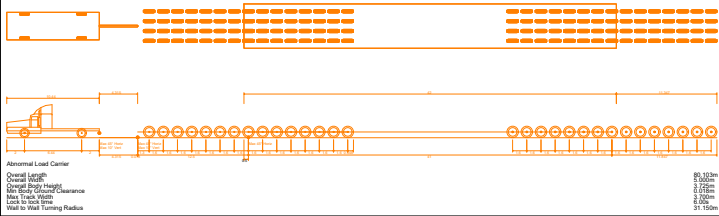
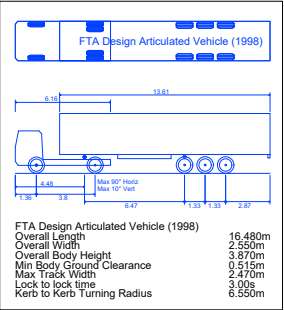




THE DROVES  
SOLAR FARM

DRAWING TITLE: INTERNAL ACCESS PLAN 5 OF 6  
SWEPT PATH ANALYSIS  
16.5m ARTIC & ABNORMAL LOAD VEHICLE

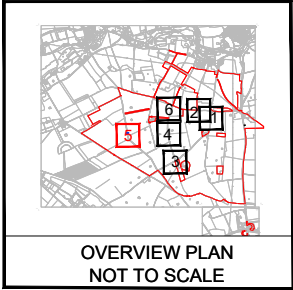
DOCUMENT:



|   |          |                      |     |    |    |
|---|----------|----------------------|-----|----|----|
| D | 15/10/25 | REVISED ORDER LIMITS | GSF | GJ | CR |
| C | 18/09/25 | ACCESS AMENDMENTS    | GSF | GJ | CR |
| B | 03/09/25 | MINOR AMENDMENTS     | AMP | GJ | CR |
| A | 18/06/25 | FIRST ISSUE          | HMC | GJ | CR |

| REV | DATE | REVISION DESCRIPTION | DRW | CHK | APP |
|-----|------|----------------------|-----|-----|-----|
|-----|------|----------------------|-----|-----|-----|

Sources: Island Green Power (IGP)



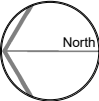
OVERVIEW PLAN  
NOT TO SCALE

DWG. NO. 24-147-T-023-D

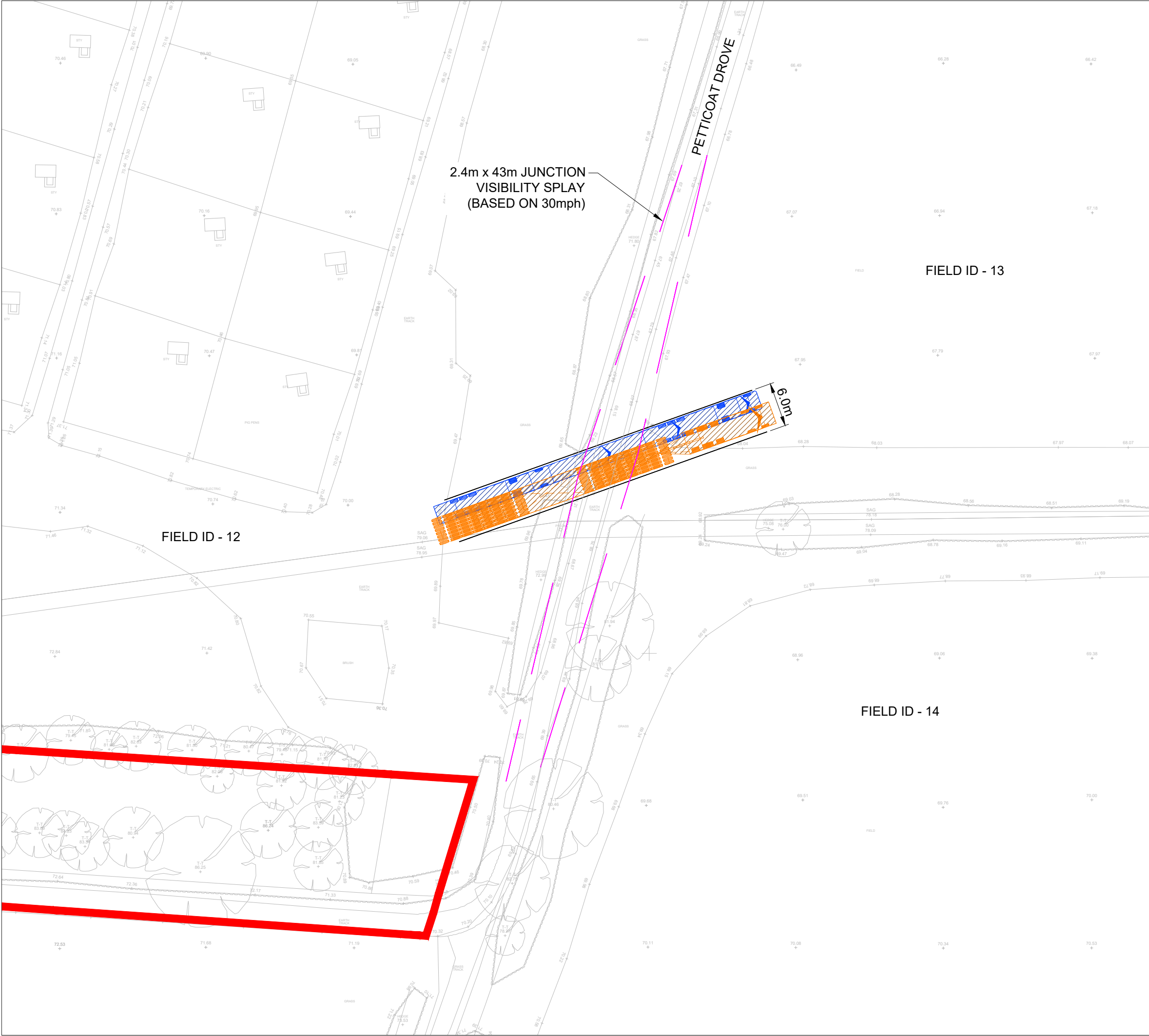
|           |                 |          |     |
|-----------|-----------------|----------|-----|
| DATE      | June 2025       | DRAWN    | HMC |
| SCALE @A3 | 1:500           | CHECKED  | GJ  |
| STATUS    | For Information | APPROVED | CR  |

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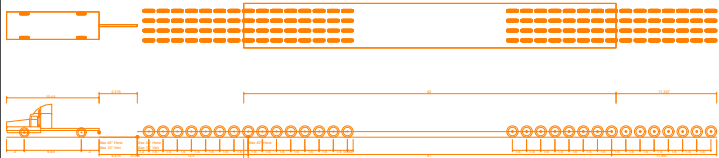
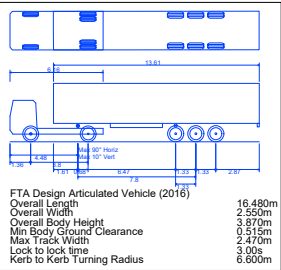




THE DROVES  
SOLAR FARM

DRAWING TITLE: INTERNAL ACCESS PLAN 6 OF 6  
SWEPT PATH ANALYSIS  
16.5m ARTIC & ABNORMAL LOAD VEHICLE

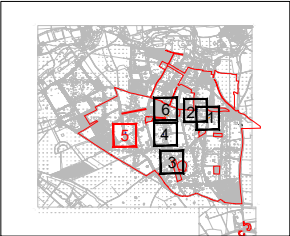
DOCUMENT:



|                             |         |
|-----------------------------|---------|
| Abnormal Load Carrier       |         |
| Overall Length              | 80.103m |
| Overall Width               | 5.090m  |
| Overall Body Height         | 3.725m  |
| Min Body Ground Clearance   | 0.018m  |
| Max Track Width             | 3.700m  |
| Lock to lock time           | 6.00s   |
| Wall to Wall Turning Radius | 31.150m |

|     |          |                      |     |     |     |
|-----|----------|----------------------|-----|-----|-----|
| C   | 15/10/25 | REVISED ORDER LIMITS | GSF | GJ  | CR  |
| B   | 03/09/25 | MINOR AMENDMENTS     | AMP | GJ  | CR  |
| A   | 19/08/25 | FIRST ISSUE          | AMP | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

Sources: Island Green Power (IGP)

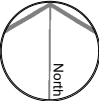


OVERVIEW PLAN  
NOT TO SCALE

DWG. NO. 24-147-T-030-C

|           |                 |          |     |
|-----------|-----------------|----------|-----|
| DATE      | August 2025     | DRAWN    | AMP |
| SCALE @A3 | 1:500           | CHECKED  | GJ  |
| STATUS    | For Information | APPROVED | CR  |

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Contains data from OS Zoomstack

# ANNEX C

## DESIGNER'S RESPONSE AND ROAD SAFETY AUDIT



# THE DROVES

## STAGE 1 RSA DESIGNER'S RESPONSE

PROJECT NO. 24/147    DOC NO. D003

DATE: NOVEMBER 2025

VERSION: 0.1

CLIENT: THE DROVES SOLAR FARM LTD

Velocity Transport Planning Ltd

[www.velocity-tp.com](http://www.velocity-tp.com)



**VELOCITY**  
Transport Planning

# 1 DESIGNER'S STATEMENT

## 1.1 INTRODUCTION

- 1.1.1 Velocity Transport Planning (VTP) has been appointed by Droves Solar Farm Limited (the Applicant) (to provide highways and transportation support in relation to an application for a Development Consent Order (DCO) for The Droves Solar Farm (hereafter referred to as the 'Scheme').
- 1.1.2 The Scheme comprises the construction, operation and, maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating station and associated development comprising Battery Energy Storage System (BESS), a Customer Substation, and Grid Connection Infrastructure, including a new National Grid Substation.
- 1.1.3 The Scheme would allow for the generation and export of over 50MW Alternating Current (AC) of renewable energy, connecting into the National Electricity Transmission System (NETS) overhead line that passes through the Site. The Scheme is described within more detail in **Environmental Statement (ES) Chapter 5: Scheme Description [APP/6.1]**. The national grid connection Point of Connection (PoC) will be at the new National Grid Substation located internally within the Scheme.
- 1.1.4 The Scheme would be located within the Order limits, also referred to as 'the Site'. The Order limits contain all elements of the Scheme comprising the Solar PV Site, the Customer Substation, the National Grid Substation, the BESS Compound, Grid Connection Infrastructure, Mitigation and Enhancement Areas, and the Highway Works shown in **ES Chapter 5: Scheme Description [APP/6.1]**.
- 1.1.5 Highway Works are sections of the highway network that will contain localised improvements, such as improvements to road edge where it is deteriorated, or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries. These areas will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to the Site as detailed within **ES Chapter 9: Transport and Access [APP/6.2]**.
- 1.1.6 An access strategy has been developed which involves utilising existing access points from the A1065 to the east, alongside internal haul routes to minimise vehicles associated with the Scheme impacting the local road network.
- 1.1.7 The Design Manual for Roads and Bridges (DMRB) GG 119 Compliant Stage 1 Road Safety Audit (RSA) was carried out by an independent audit company, DSG Events and Traffic Management, based on the brief provided by VTP included at **Schedule A**. The RSA is included in **Schedule B**.
- 1.1.8 We have considered the issue and problem and raised in the RSA, and our comments are set out within this Designer's Response.

Signed:

**Claudio Ricci**

**Associate Director**

**Velocity Transport Planning**

Date: 26<sup>th</sup> September 2025





## 2 INTRODUCTION

### 2.1 INTRODUCTION

2.1.1 The Stage 1 RSA considered the following supporting information through the brief provided by VTP included at **Schedule A**:

- ⦿ Multiple access points as shown on Drawing 24-147-026-D (Overall Access Plan)
- ⦿ Site access arrangements detailed in drawings 24-147-T-006-C & 24-147-T-008-C
- ⦿ Internal access arrangements detailed in drawings 24-147-T-019-B, T-020-B, T-021-B, T-022-B, T-023-C, T-030-B
- ⦿ OHL access arrangements detailed in drawing 24-147-T-024-B
- ⦿ Swept path analysis detailed in drawings 24-147-T-005-A & 24-147-T-007-A; and
- ⦿ Outline Construction Traffic Management Plan (oCTMP).

2.1.2 The RSA assumes that any mitigation set out within the oCTMP is implemented as it forms part of the Scheme.

2.1.3 The signed Stage 1 RSA prepared by DSG Events and Traffic Management, is included in **Schedule B**. Updated drawings and response plans are provided within the supporting Transport Assessment (TA) **[APP/6.4]** that will accompany the application to avoid duplication.

2.1.4 This DMRB GG 119 Compliant Designer's Response addresses the problem raised in the Stage 1 RSA and draws together the following documents and information:

- ⦿ Column 1 – identifies the item number in the Stage 1 RSA;
- ⦿ Column 2 – summarises the problem identified within the Stage 1 RSA;
- ⦿ Column 3 – sets out the auditor's recommendation;
- ⦿ Column 4 – sets out the Designer's Response; and
- ⦿ Column 5 – allows for comments from the Local Highway Authority.



### 3 DESIGNER'S RESPONSE TABLES

| Item | Problem                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Auditor's Recommendation                                                                                                                                                       | Designer's Response                                                                                                                                                                                                                                                                                                                                                       | Overseeing Authority Response |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| 7.1  | <p><b>Location:</b> Northern Access from the A1065</p> <p><b>Summary:</b> Risk of vehicle collisions</p> <p><b>Details:</b> During the site visit it was noted that there is extensive existing vegetation at the location of the proposed northern vehicle access from the A1065, along with signage also in situ. The Audit Team received the proposed visibility splays for the junctions, which are being designed for a 60mph road. However, the documentation did not include site clearance details indicating the extent of vegetation removal or the position of existing street furniture.</p> <p>The Audit Team noted that limited visibility for vehicles entering the A1065 could potentially increase the likelihood of side swipe or rear end shunt collisions.</p> | It is recommended that all vegetation is removed and street furniture relocated to ensure that the visibility splays are achieved in accordance with current design standards. | The visibility splays will be provided in accordance with the design speed of the road and maintained through a scheduled cyclical maintenance regime, ensuring that vegetation is routinely cut back to preserve the required sightlines. This regime will be incorporated into the long-term maintenance plan for the Scheme, secured by way of requirement in the DCO. |                               |

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                          |  |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 7.2 | <p><b>Location:</b> Southern Access from the A1065</p> <p><b>Summary:</b> Risk of vehicle collisions</p> <p><b>Details:</b> During the site visit it was noted that there is extensive existing vegetation at the location of the proposed southern vehicle access from the A1065.</p> <p>The Audit Team received the proposed visibility splays for the junctions, which are being designed for a 60mph road. However, the documentation did not include site clearance details indicating the extent of vegetation.</p> <p>The Audit Team is concerned that limited visibility for vehicles entering the A1065 could potentially increase the likelihood of side swipe or rear end shunt collisions.</p> | It is recommended that all vegetation is removed and maintained to ensure that the visibility splays are achieved in accordance with current design standards. | The visibility splay will be provided in accordance with the design speed of the road and maintained through a scheduled cyclical maintenance regime, ensuring that vegetation is routinely cut back to preserve the required sightlines. This regime will be incorporated into the long-term maintenance plan for the Scheme, secured by way of requirement in the DCO. |  |
| 7.3 | <p><b>Location:</b> Entire Scheme – Internal connection roads</p> <p><b>Summary:</b> Risk of vehicle losing control.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | It is recommended that all access roads for the site are designed in accordance with current design standards to support both large and HGV vehicles.          | The access roads will be designed to accommodate the expected vehicles, with further details secured through the Detailed Design secured by way of requirement in the DCO.                                                                                                                                                                                               |  |

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                         |  |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|     | <p><b>Details:</b> During the site visit it was noted that the internal roads linking the site are currently using existing vehicle tracks and country lanes. The Audit Team did not receive information about the proposed pavement design for the scheme. In the absence of this information, there is a possibility that the tracks may not support the weight of heavy vehicles required to access the site.</p> <p>This could potentially lead to carriageway deterioration and increase the risk of drivers losing control if the carriageway were to collapse.</p> |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                         |  |
| 7.4 | <p><b>Location:</b> Western proposed internal access arrangements.</p> <p><b>Summary:</b> Risk of side swipe type collisions.</p> <p><b>Details:</b> During the site visit it was noted that the western proposed western access arrangements cross over River Road, which has a national speed limit.</p> <p>The Audit Team notes that visibility at the location is limited due to existing vegetation. This reduced visibility may increase the likelihood of vehicles crossing River Road experiencing side swipe collisions at this site.</p>                        | <p>It is recommended that the visibility splays at the location are as per the current design standards for the speed of road.</p> | <p>The visibility splays in this location have been based on the recorded 85<sup>th</sup> percentile speeds to determine an appropriate visibility splay, an approach which has been agreed with the Local Highway Authority. The splays will be secured through the DCO to ensure they are maintained in perpetuity of the Scheme.</p> |  |



# SCHEDULE A

STAGE 1 RSA BRIEF



# THE DROVES SOLAR DCO- KINGS LYNN

## TECHNICAL NOTE: STAGE 1 RSA BRIEF

CLIENT: ISLAND GREEN POWER

DATE: SEPTEMBER 2025

**Table 1: Project Summary**

|                            |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|
| Date:                      | 22/09/2025                                                                        |
| Document Reference:        | 1.0                                                                               |
| Prepared by:               | Velocity Transport Planning                                                       |
| On behalf of:              | Island Green Power                                                                |
| <b>AUTHORISATION SHEET</b> |                                                                                   |
| Project:                   | The Drovers Solar Farm                                                            |
| Report title:              | Stage 1 RSA Brief                                                                 |
| <b>PREPARED BY</b>         |                                                                                   |
| Name:                      | Glenn Josy                                                                        |
| Signed:                    |  |
| Organisation:              | Velocity Transport Planning                                                       |
| Date:                      | 22/09/2025                                                                        |

**Table 2: General Details**

|                                                             |                                                                                                                                                                                                                                                  |                                                                                         |   |   |  |
|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|---|---|--|
| Highway scheme name and road number:                        |                                                                                                                                                                                                                                                  | The Drovers Solar Farm Access Proposals                                                 |   |   |  |
| Type of scheme:                                             | Proposed new access points and improvements to existing access points to serve the proposed solar scheme in the King's Lynn area, Norfolk. Including internal access arrangements and potential site access arrangements to service pylon sites. |                                                                                         |   |   |  |
| RSA Stage (tick as appropriate)                             | 1 ✓                                                                                                                                                                                                                                              | 2                                                                                       | 3 | 4 |  |
|                                                             | Interim                                                                                                                                                                                                                                          |                                                                                         |   |   |  |
| Overseeing Organisation Details                             |                                                                                                                                                                                                                                                  | Design Organisation Details                                                             |   |   |  |
| Norfolk County Council                                      |                                                                                                                                                                                                                                                  | Velocity Transport Planning<br>4th Floor, Nutmeg House, 60 Gainsford St, London SE1 2NY |   |   |  |
| Police Contact Details:                                     |                                                                                                                                                                                                                                                  | Maintaining Agent Contact Details:                                                      |   |   |  |
| (Required for Stage 3 RSAs)                                 |                                                                                                                                                                                                                                                  | Norfolk County Council                                                                  |   |   |  |
| RSA Team Membership                                         |                                                                                                                                                                                                                                                  |                                                                                         |   |   |  |
| DSG EVENT AND TRAFFIC<br>MANAGEMENT LIMITED<br>43 Saxon Way |                                                                                                                                                                                                                                                  |                                                                                         |   |   |  |



# THE DROVES SOLAR DCO- KINGS LYNN

## TECHNICAL NOTE: STAGE 1 RSA BRIEF

CLIENT: ISLAND GREEN POWER

DATE: SEPTEMBER 2025

|                                                     |
|-----------------------------------------------------|
| Old Windsor<br>Windsor<br>SL4 2PU<br>United Kingdom |
| <b>Terms of Reference</b>                           |
|                                                     |

**Table 3: Scheme Details**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>General</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <ul style="list-style-type: none"><li>• Multiple access points as shown on Drawing 24-147-026-C (Overall Access Plan)</li><li>• Site access arrangements detailed in drawings 24-147-T-006-C &amp; 24-147-T-008-C</li><li>• Internal access arrangements detailed in drawings 24-147-T-019-B, T-020-B, T-021-B, T-022-B, T-023-C, T-030-B</li><li>• OHL access arrangements detailed in drawing 24-147-T-024-B</li><li>• Swept path analysis detailed in drawings 24-147-T-005-A &amp; 24-147-T-007-A</li></ul> |
| <b>Design Standards Applied to the Scheme</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| MfS/MfS2 and DMRB CD116 & CD109                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Design Speed</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Majority of roads are subject to National Speed Limit (60mph)                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Speed Limits</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Majority of roads are subject to National Speed Limit with reduced speed limits through villages                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Pedestrian, Cyclist and Equestrian Desire Lines</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| The proposals do not prejudice the existing desire lines for pedestrians, cyclists and equestrians                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Environmental Constraints</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**Table 4: Locality**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>General Description:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| The proposals involve creation of new access points and upgrades to existing field access points to accommodate construction of the proposed solar scheme in the King's Lynn area of Norfolk. The area is predominantly rural agricultural land. The roads are typically single carriageway with moderate traffic flows. There is existing agricultural vehicle activity on the minor roads within the study area, with main commercial traffic using the A47 and A1065. |
| <b>Relevant Factors which may Affect Road Safety</b>                                                                                                                                                                                                                                                                                                                                                                                                                     |



# THE DROVES SOLAR DCO- KINGS LYNN

## TECHNICAL NOTE: STAGE 1 RSA BRIEF

CLIENT: ISLAND GREEN POWER

DATE: SEPTEMBER 2025

Public Rights of Way network

**Table 5: Analysis**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Collision Data Analysis</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Collision data has been obtained from CrashMap and reviewed for the last 3 years (2021-2023). The analysis shows 8 recorded incidents, with 3 serious and 5 slight injuries. No obvious collision clusters have been identified along the A1065, Narford Road, Narford Lane, or at the junction with the A47. The majority of incidents occurred during fine weather conditions with dry road surfaces.                                                                                                                                                                                                                                                                                                                                        |
| <b>Departures from Standards:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Previous Road Safety Audit Stage Reports, Road Safety Audit Responses and Evidence of Agreed Actions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Strategic Decisions:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>List of Included Documents &amp; Drawings:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Documents:</b> <ul style="list-style-type: none"><li>Traffic Survey and Speed information</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Drawings:</b> <ul style="list-style-type: none"><li>24-147-026-C - Overall Access Plan</li><li>24-147-T-005-A - Swept Path Analysis-South Access Plan-16.5m Artic</li><li>24-147-T-006-C - SPA-North Access-16.5m Artic</li><li>24-147-T-007-A - Swept Path Analysis-South Access Plan-AL24 Girder</li><li>24-147-T-008-C - SPA-North Access-A1L</li><li>24-147-T-019-B - Internal Access 1 of 6-SPA</li><li>24-147-T-020-B - Internal Access 2 of 6-SPA</li><li>24-147-T-021-B - Internal Access 3 of 6-SPA</li><li>24-147-T-022-B - Internal Access 4 of 6-SPA</li><li>24-147-T-023-C - Internal Access 5 of 6-SPA</li><li>24-147-T-024-B - OHL Access Arrangement on A1065</li><li>24-147-T-030-B - Internal Access 6 of 6-SPA</li></ul> |

|                                           |                                     |                                                              |                                     |
|-------------------------------------------|-------------------------------------|--------------------------------------------------------------|-------------------------------------|
| <b>Tick all that are included</b>         |                                     |                                                              |                                     |
| Site Location Plan                        | <input checked="" type="checkbox"/> | Scale layout plans                                           | <input checked="" type="checkbox"/> |
| Departures and relaxations from standards | N/A                                 | Construction/ typical details                                | N/A                                 |
| Previous RSA reports                      | N/A                                 | Previous RSA response reports and evidence of agreed actions | N/A                                 |

VELOCITY TRANSPORT PLANNING LIMITED

PROJECT NO. 24-147

DOC NO. 1

VERSION: 0.1



# THE DROVES SOLAR DCO- KINGS LYNN

## TECHNICAL NOTE: STAGE 1 RSA BRIEF

CLIENT: ISLAND GREEN POWER

DATE: SEPTEMBER 2025

|                                                          |                                     |                                                               |                                     |
|----------------------------------------------------------|-------------------------------------|---------------------------------------------------------------|-------------------------------------|
| Collision data and collision data analysis               | <input checked="" type="checkbox"/> | Road traffic collision plot                                   | <input checked="" type="checkbox"/> |
| Traffic signal staging                                   | N/A                                 | Traffic counts                                                | <input checked="" type="checkbox"/> |
| Speed surveys                                            | <input checked="" type="checkbox"/> | Pedestrian, cyclist and horse riding desire lines and volumes | N/A                                 |
| Walking, cycling and horse riding assessment and reviews | <input checked="" type="checkbox"/> | Items outside the scope of the RSA/ strategic decisions       | N/A                                 |
| Other factors that may impact on road safety             | N/A                                 | Design speeds/ speed limits                                   | N/A                                 |
| Design standards used                                    | N/A                                 | Adjacent land uses                                            | N/A                                 |





# SCHEDULE B

STAGE 1 RSA





**Location: The Drovers Solar DCO - Kings Lynn**

**Project: The Drovers Solar DCO**

**Stage 1 Road Safety Audit**

| REV | ISSUE STATUS | PREPARED BY/DATE     | CHECKED BY/DATE      | APPROVED BY/DATE      |
|-----|--------------|----------------------|----------------------|-----------------------|
| 1   | DRAFT        | DG 22 September 2025 | LB 22 September 2025 |                       |
|     | FINAL        | DG 22 September 2025 | LB 22 September 2025 | DSG 23 September 2025 |

**Date: September 2025**

**Report produced for: Citisense on behalf of Velocity Transport Planning**

**Report produced by: DSG Events and Traffic Management**

Citisense  
86-90 Paul Street  
London  
EC2A 4NE  
07506 739326

Darren Gotch  
43 Saxon Way  
Old Windsor  
Berkshire  
SL4 2PU

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|     |                                                                 |    |
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| 3   | Collision data.....                                             | 4  |
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| 7.2 | Problem: .....                                                  | 6  |
| 7.3 | Problem: .....                                                  | 7  |
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---

## Appendices

One. List of Drawings and Documents Provided to the Audit Team

Two. Problem Location Plan

## 1 Introduction

This report is a Stage 1 Road Safety Audit (RSA) carried out on the proposed new access points and improvements to existing access points to serve the proposed solar scheme in the King's Lynn area, Norfolk. Including internal access arrangements and potential site access arrangements to service pylon sites. The Audit was carried out on behalf of Velocity Transport Planning.

The RSA team present were:

|              |                                   |
|--------------|-----------------------------------|
| Darren Gotch | Team Leader<br>Principal Engineer |
| Liam Bourne  | Team Member<br>Senior Engineer    |

We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.

The site visit was carried out on Sunday 21<sup>st</sup> September 2025 between the hours of 08:00-10:00hrs. The weather during the site visit was overcast and the carriageway surface damp. Traffic flows were low, with no pedestrian or cyclist movements observed.

The terms of reference of the RSA are as described in the Design Manual for Roads and Bridges GG 119 - Revision 2. The RSA team has examined and reported only the road safety issues of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

All the problems described in this report are considered by the RSA auditor to require action in order to improve the safety of the scheme and minimise collision occurrence. A road safety audit response report should be produced collaboratively by the design organisation and Overseeing Organisation to respond to the problems detailed within this report.

The Scheme Promoter must respond to the problems and accompanying recommendations in Section 2. The Audit Team will acknowledge the Scheme Promoter's response, and this will state which problems are not resolved and, if considered necessary, recommend a separate exception report. The Scheme Promoter and Safety Audit Team Leader must complete and sign this report. The satisfactory completion of this document is vital in case of future litigation against the County Council.

## **2 Proposals and Information Provided**

The proposals involve creation of new access points and upgrades to existing field accesses to accommodate construction of the proposed solar scheme in the King's Lynn area of Norfolk. The area is predominantly rural agricultural land. The roads are typically single carriageway with moderate traffic flows. There is existing agricultural vehicle activity on the minor roads within the study area, with main commercial traffic using the A47 and A1065. Documents and Drawings Provided

A list of information provided to the team is included in **Appendix Two**.

## **3 Collision data**

Taken from the Road Safety Audit Brief, "Collision data has been obtained from CrashMap and reviewed for the last 3 years (2021-2023). The analysis shows 8 recorded incidents, with 3 serious and 5 slight injuries. No obvious collision clusters have been identified along the A1065, Narford Road, Narford Lane, or at the junction with the A47. The majority of incidents occurred during fine weather conditions with dry road surfaces".

## **4 Documents and Information Not Provided**

The following information has not been provided to the Audit Team:

- Level Information
- Site Clearance
- Signing and Lining detail
- Pavement Design

## **5 Previous Road Safety Audits**

No previous Road Safety Audits have been forwarded to the Audit Team to review.

## **6 Departures from Standards**

No Departures from Standards have been provided to the Audit Team.



## 7 Matters Arising from this Audit.

### 7.1 Problem:

**Location:** Northern Access from the A1065

**Summary:** Risk of vehicle collisions

**Details:** During the site visit it was noted that there is extensive existing vegetation at the location of the proposed northern vehicle access from the A1065, along with signage also in situ.



**Photo 1: Existing Vegetation and Street Furniture**

The Audit Team received the proposed visibility splays for the junctions, which are being designed for a 60mph road. However, the documentation did not include site clearance details indicating the extent of vegetation removal or the position of existing street furniture.

The Audit Team noted that limited visibility for vehicles entering the A1065 could potentially increase the likelihood of side swipe or rear end shunt collisions.

**Recommendation:** It is recommended that all vegetation is removed and street furniture relocated to ensure that the visibility splays are achieved in accordance with current design standards.

## 7.2 Problem:

**Location:** Southern Access from the A1065

**Summary:** Risk of vehicle collisions

**Details:** During the site visit it was noted that there is extensive existing vegetation at the location of the proposed southern vehicle access from the A1065.



**Photo 2: Existing Vegetation**

The Audit Team received the proposed visibility splays for the junctions, which are being designed for a 60mph road. However, the documentation did not include site clearance details indicating the extent of vegetation.

The Audit Team is concerned that limited visibility for vehicles entering the A1065 could potentially increase the likelihood of side swipe or rear end shunt collisions.

**Recommendation:** It is recommended that all vegetation is removed and maintained to ensure that the visibility splays are achieved in accordance with current design standards.

### 7.3 Problem:

**Location:** Entire Scheme - Internal connection roads

**Summary:** Risk of vehicle losing control.

**Details:** During the site visit it was noted that the internal roads linking the site are currently using existing vehicle tracks and country lanes.



**Photo 3: Example of existing vehicle track**

The Audit Team did not receive information about the proposed pavement design for the scheme. In the absence of this information, there is a possibility that the tracks may not support the weight of heavy vehicles required to access the site.

This could potentially lead to carriageway deterioration and increase the risk of drivers losing control if the carriageway were to collapse.

**Recommendation:** It is recommended that all access roads for the site are designed in accordance with current design standards to support both large and HGV vehicles.

## 7.4 Problem:

**Location:** Western proposed internal access arrangements.

**Summary:** Risk of side swipe type collisions.

**Details:** During the site visit it was noted that the western proposed western access arrangements cross over River Road, which has a national speed limit.



**Photo 4: Proposed Internal Access over River Road**

The Audit Team notes that visibility at the location is limited due to existing vegetation. This reduced visibility may increase the likelihood of vehicles crossing River Road experiencing side swipe collisions at this site.

**Recommendation:** It is recommended that the visibility splays at the location are as per the current design standards for the speed of road.

## 8 Audit Team Statement

We certify that the audit has been carried out in accordance with the requirements set out in DMRB GG119.

### AUDIT TEAM LEADER

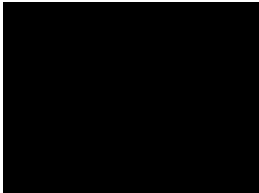
Darren Gotch MCIHT MSORSA HA Cert-comp  
Principal Engineer  
43 Saxon Way  
Old Windsor  
Berkshire  
SL4 2PU

Signed  ...

Date: 22 September 2025

### AUDIT TEAM MEMBER(S)

Liam Bourne - MCIHT HA Cert comp.  
Senior Engineer  
43 Saxon Way  
Old Windsor  
Berkshire  
SL4 2PU

Signed 

Date: 22 September 2025



## **APPENDIX TWO**

### **9 List of drawings and documents provided to the Audit Team**

## LIST OF DRAWINGS PROVIDED TO THE AUDIT TEAM

### Drawings

#### Drawing No.

24-147-T-005-A-Swept Path Analysis-South Access Plan-16.5m Artic  
24-147-T-006-C-SPA-North Access-16.5m Artic  
24-147-T-007-A-Swept Path Analysis-South Access Plan-AL24 Girder  
24-147-T-008-C-SPA-North Access-AIL  
24-147-T-019-B-Internal Access 1 of 6-SPA  
24-147-T-020-B-Internal Access 2 of 6-SPA  
24-147-T-021-B-Internal Access 3 of 6-SPA  
24-147-T-022-B-Internal Access 4 of 6-SPA  
24-147-T-023-B-Internal Access 5 of 6-SPA  
24-147-T-024-B - OHL Access Arrangement on A1065  
24-147-T-026-C-Overall Access Plan  

---

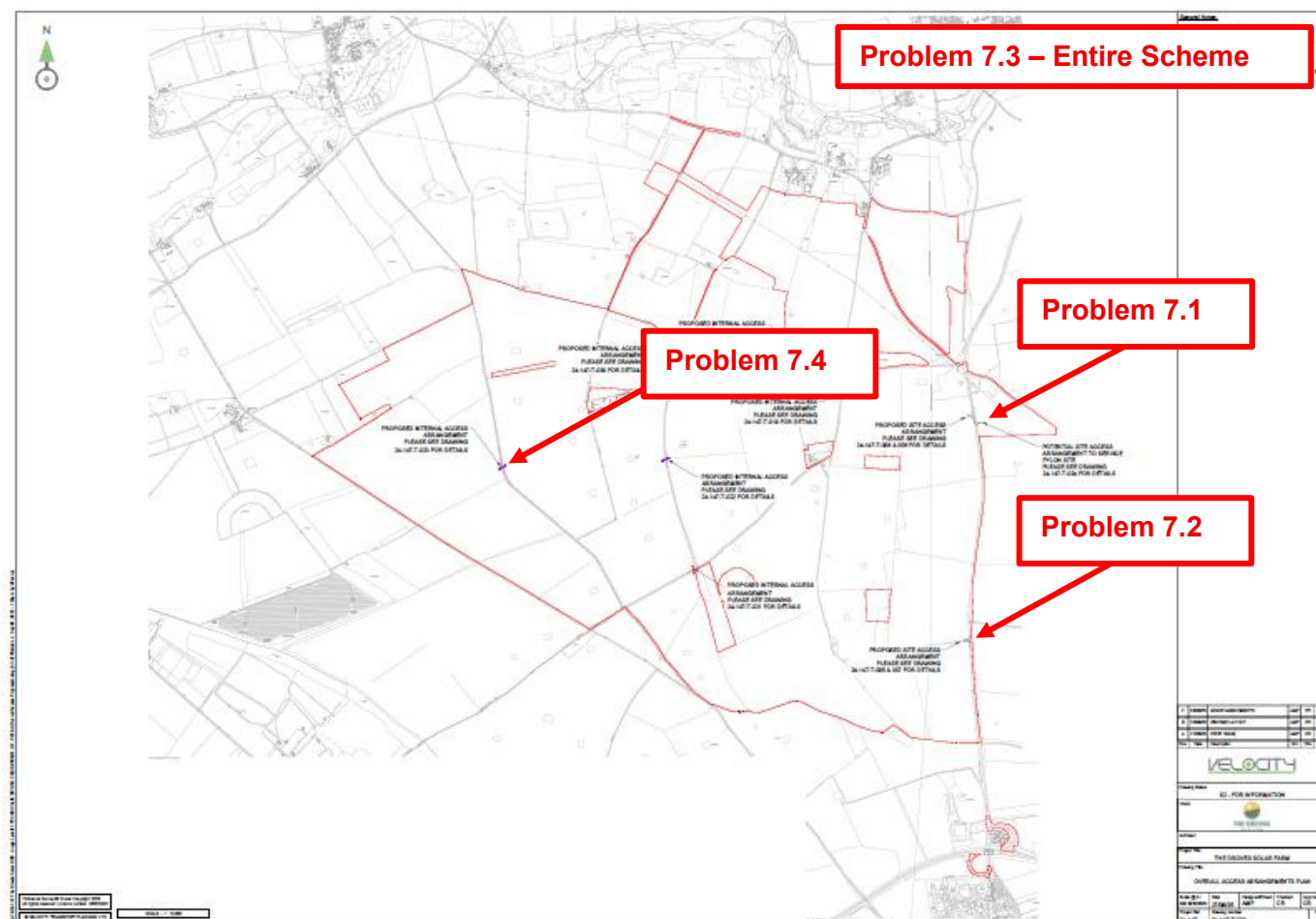
24-147-T-030-B-Internal Access 6 of 6-SPA

### Documents

- Technical Note: Stage 1 RSA Brief

## **APPENDIX THREE**

### **10 Problem location plan**

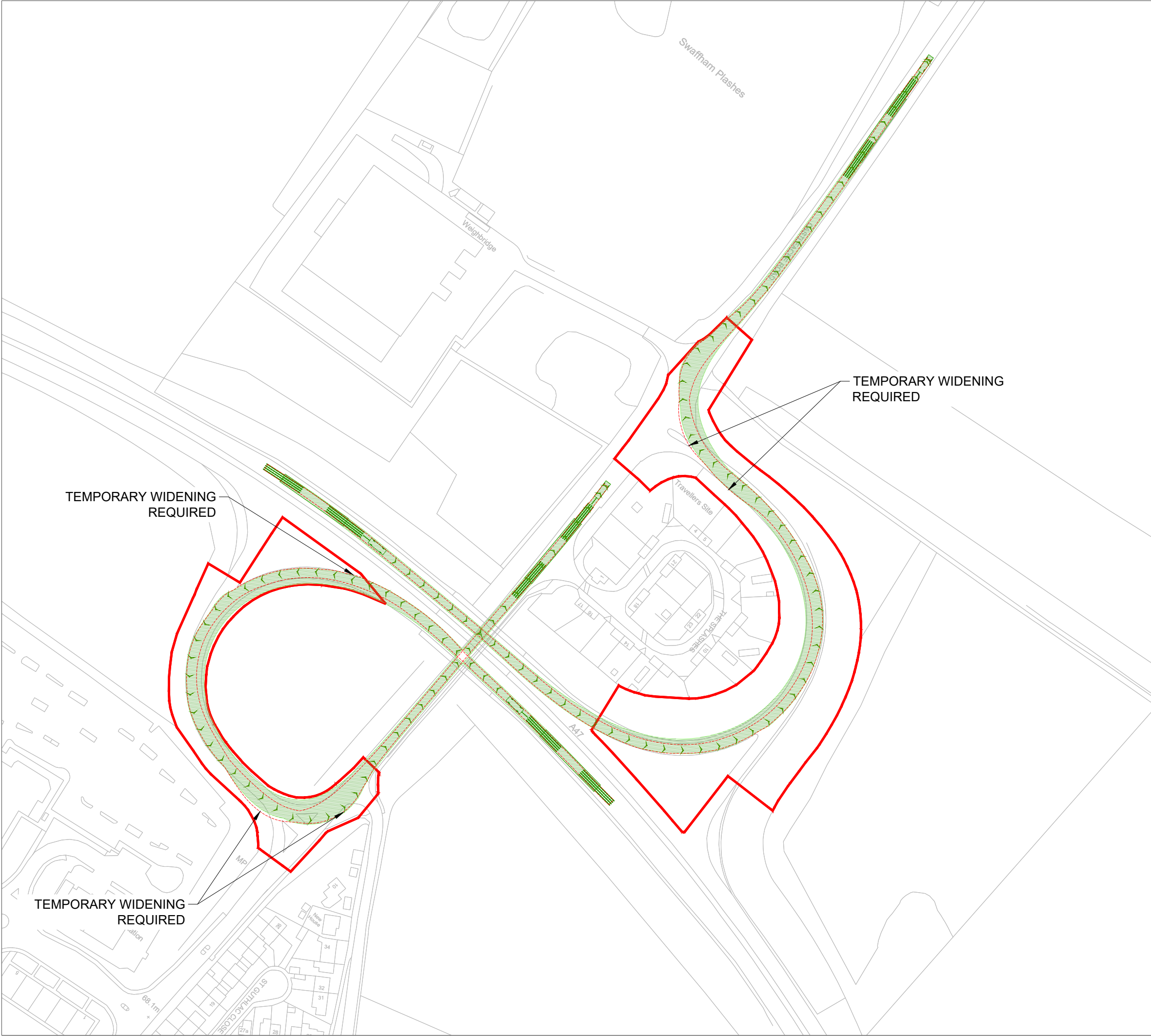


# ANNEX D

## ABNORMAL LOAD SWEPT PATH ANALYSIS







THE DROVES  
SOLAR FARM

DRAWING TITLE: **SWEPT PATH ANALYSIS  
80m ABNORMAL LOAD CARRIER  
A47 (EASTBOUND) TO SITE**

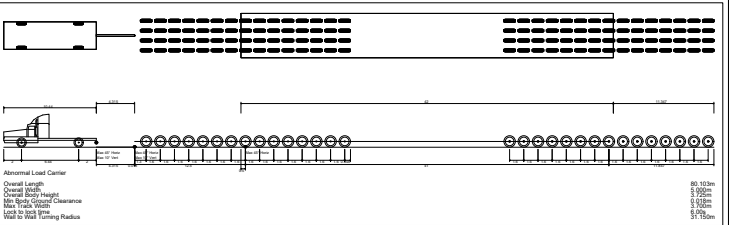
DOCUMENT:

KEY:  
 ORDER LIMITS



|     |          |                      |     |     |     |
|-----|----------|----------------------|-----|-----|-----|
| B   | 15/10/25 | REVISED ORDER LIMITS | GSF | GJ  | CR  |
| A   | 22/01/25 | FIRST ISSUE          | IŽ  | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

Sources: Island Green Power (IGP)



DWG. NO. **24-147-T-011-B**

DATE Jan 2025 DRAWN IŽ  
SCALE @A3 1:2000m CHECKED GJ  
STATUS For Information APPROVED CR

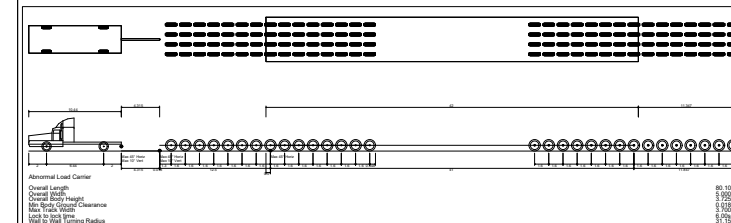
No dimensions are to be scaled from this drawing.  
All dimensions are to be checked on site.  
Area measurements for indicative purposes only.  
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DRAWING TITLE:           SWEPT PATH ANALYSIS  
                                  NORTH ACCESS PLAN  
                                  ABNORMAL LOAD VEHICLE

DOCUMENT:



|     |          |                                                        |     |     |     |
|-----|----------|--------------------------------------------------------|-----|-----|-----|
| D   | 15/10/25 | REVISED ORDER LIMITS                                   | GSF | GJ  | CF  |
| C   | 27/06/25 | REVISED ACCESS ARRANGEMENT                             | AMP | GJ  | CF  |
| B   | 05/06/25 | TOPOGRAPHICAL SURVEY ADDED AND ACCESS LOCATION AMENDED | HMC | GJ  | CF  |
| A   | 15/10/24 | FIRST ISSUE                                            | HMC | GJ  | CF  |
| REV | DATE     | REVISION DESCRIPTION                                   | DRW | CHK | APP |

**Sources:** Island Green Power (IGP)



DWG. NO. 24-171-T-008-D

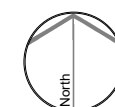
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|-----------|-----------------|----------|-----|
| DATE      | Oct 2024        | DRAWN    | HMC |
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| STATUS    | For Information | APPROVED | CR  |

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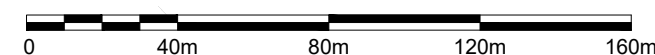
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1:2000



2.4 x 215m VISIBILITY SPLAYS  
AS PER DMRB DESIGN  
STANDARDS FOR A 60mph ROAD.

INTERNAL ACCESS  
ARRANGEMENT TO  
BE ADDRESSED  
AT DETAILED  
DESIGN STAGE

SCALE 1:2000

40.2m

TEMPORARY WIDENING TO BE UNDERTAKEN PRIOR TO DELIVERY

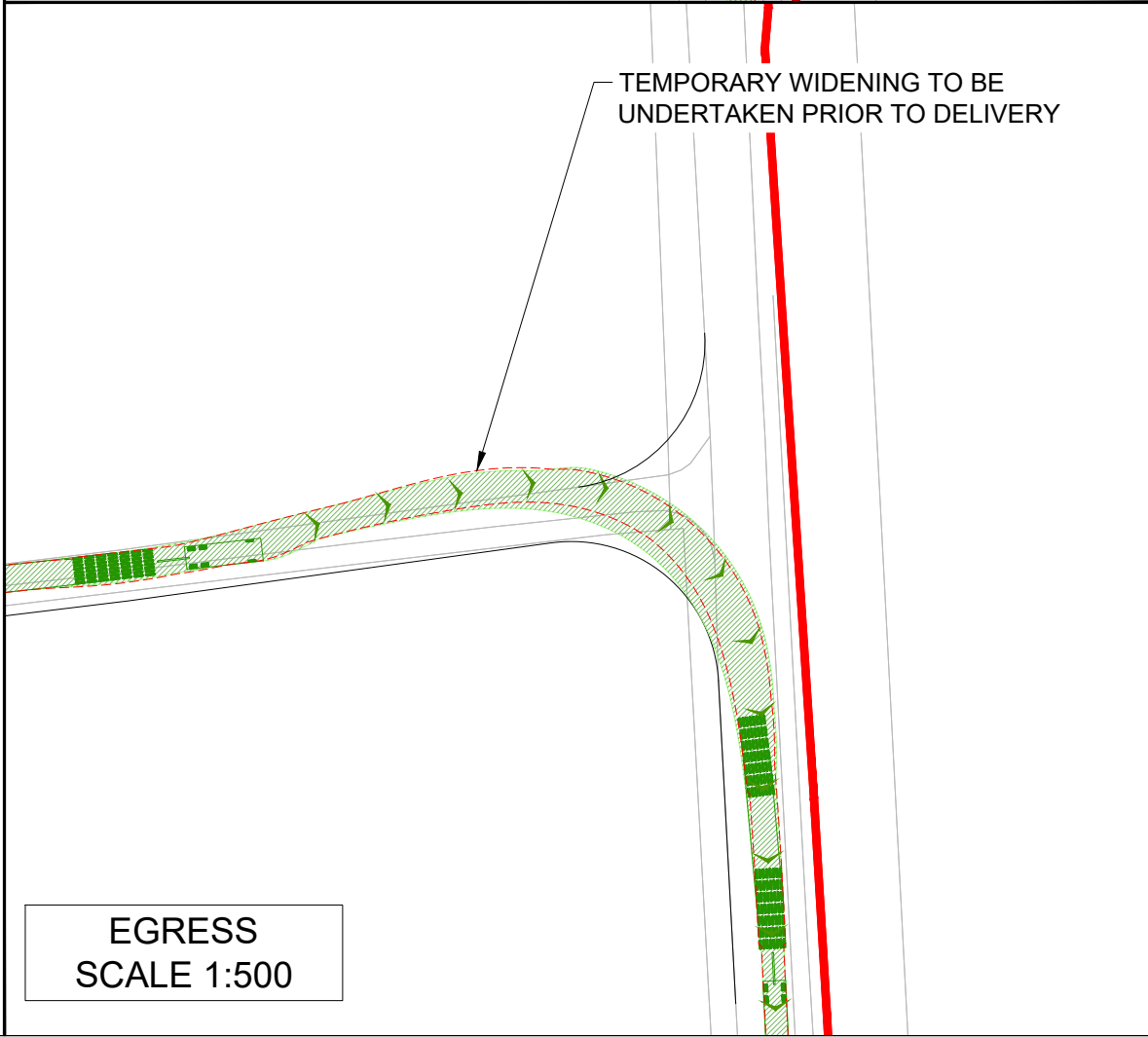
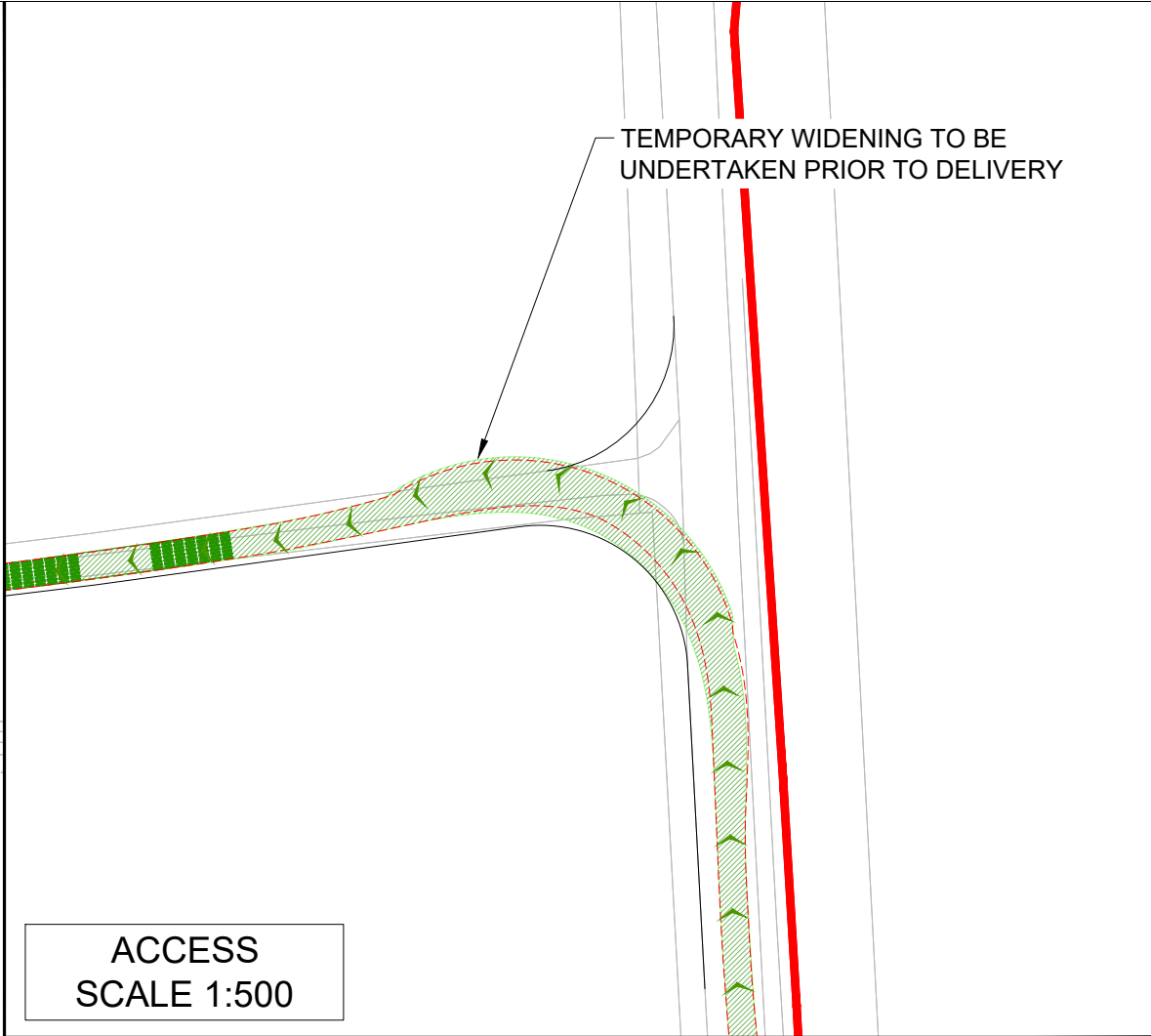
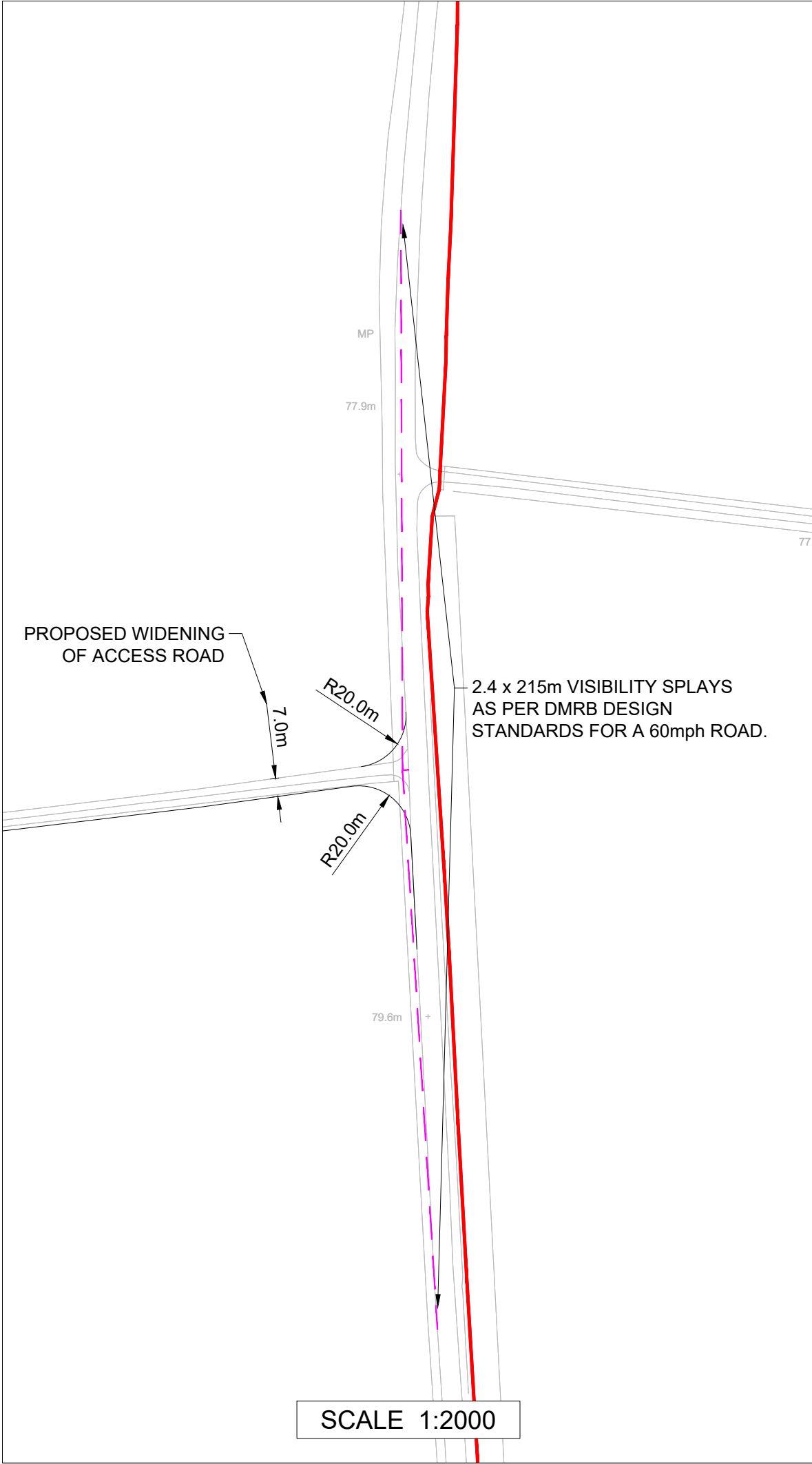
SCALE 1:1000

40.2m

TEMPORARY WIDENING TO BE UNDERTAKEN PRIOR TO DELIVERY

SCALE 1:1000

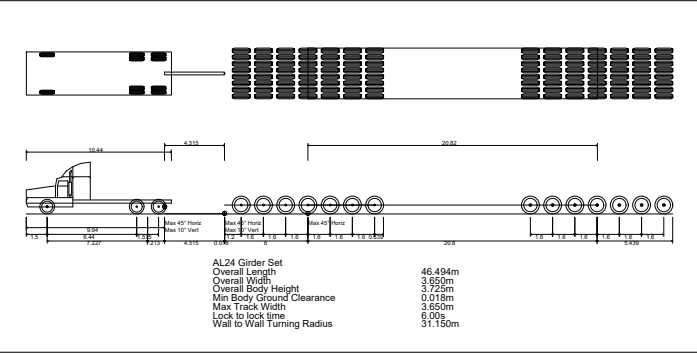
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OS Open data / © Natural England / © DEFRA / © DECC / © Historic England/ © Environment Agency. Contains Ordnance Survey data. Aerial Photography - GB Background: Contains OS data © Crown Copyright and database right 2023  
Contains data from OS Zoomstack



THE DROVES  
SOLAR FARM

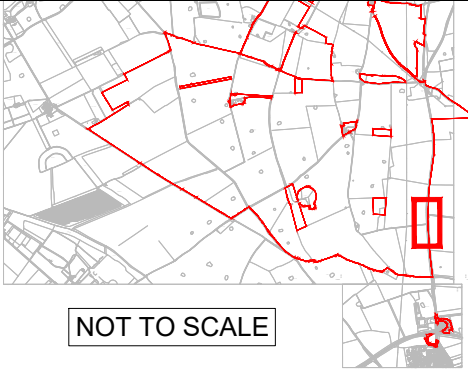
DRAWING TITLE: SWEPT PATH ANALYSIS  
SOUTH ACCESS PLAN  
AL24 GIRDER

DOCUMENT:



| B   | 15/10/25 | REVISED ORDER LIMITS | GSF | GJ  | CR  |
|-----|----------|----------------------|-----|-----|-----|
| A   | 15/10/24 | FIRST ISSUE          | HMC | GJ  | CR  |
| REV | DATE     | REVISION DESCRIPTION | DRW | CHK | APP |

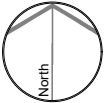
Sources: Island Green Power (IGP)



DWG. NO. 24-171-T-007-B

|           |                 |          |     |
|-----------|-----------------|----------|-----|
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| SCALE @A3 | 1:2000m         | CHECKED  | GJ  |
| STATUS    | For Information | APPROVED | CR  |

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**THE DROVES**  
SOLAR FARM