

ISH2 – Summary of oral representation made under agenda 3.5 – Transport and Access

Sporle with Palgrave Parish Council represented by [REDACTED] - [REDACTED]

1. Sporle PC welcome the oCTMP's reference in section 8 to a Traffic Management Working Group which would be set up by the contractor engaged to construct the scheme. However, we are not at all sure how this might work if, as we suspect, the figures on which the traffic surveys are based underestimate significantly the numbers of construction traffic and deliveries, particularly with the likelihood of construction overlap between High Grove and the Drovers and other schemes mentioned in submission at Deadline 2. (REP2-040) Since then the traffic figures in that submission have been relooked at.
2. What appears to be the case is great differences in traffic numbers when compared with statements from neighbouring projects who have been approached about this. For example:
 - RWE/Highgrove is stating for transport across their 4000-acre proposal they will use 29 trucks per day, that is 58 journeys (to and from build site) across the area, 10 hours per day, 6 days per week, for 2 years. That is 18096 journeys per year across the 5 roads across the area that will come into play.
 - Regen8/Shipdham airfield is stating for their 260-acre solar and battery park they will use 11 trucks per day, 6 days per week, for 18 months. That is 6864 truck journeys per year on the roads leading to the airfield.
 - During the Euston estate solar park build of a 500 acres solar development by IGP 4 years ago, 850 workers were used to build it mostly from Germany. We assume the same build process will be used on The Drovers as the design and materials specified are the same.
 - RWE have stated they will used 350 workers, (200 foreign/150 local) to build their project.
 - Regen8 have stated 250 workers would build theirs.
 - Between these projects that is between 300-500 cars per day across the area for the workers. Another 600 to 1000 journeys per day. 187200 journeys per year just for the 600 cars.
3. Large loads:
 - During the Summer of 2026 the A47 has been closed 9 times for the oversized loads for transformers and materials involved with the RWE offshore infra structure connection works in Norfolk, and the large new transformers moves going to the new Sizewell site.
 - Based on this model the cumulative impact of A47 closures across the large solar projects in the area would mean 40 full road closures over the 2-year build process for the Drovers/Highgrove/Shipdham Airfield.
 - Based on the truck numbers from RWE Highgrove and The Drovers we would estimate over 100 delivery trucks per day down the A1065. The estimated turnaround time is 12 minutes per journey. 12 minutes to find the site, unload, reload,

exit site, and get back on to A1065. 6 times per hour, 10 hours per day, 52 weeks of the year, for 2-3 years. But this number does not allow for the road closures on the A47.

4. Local seasonal farm traffic, and increased tourism traffic has not been taken sufficiently into account and the Applicant has chosen to use the lowest figures in their transport study.
5. Swaffham town already suffers from serious congestion during the peak tourist season with traffic heading north on the A1065 towards the North Norfolk coast.
6. Local infra structure projects are currently running a 7 day a week transport schedule to deal with the limited local road network.
7. Local transport hauliers and national distribution businesses are actively moving and dropping off goods early morning and late evening as the traffic number on key roads can drop up to 70% after 7pm and before 6am.
8. The Applicant has a legal responsibility to the local community to allow them freedom of movement during the build, and during its on-going operation.
9. Sporle PC would therefore request the applicant relook at their transport numbers and seek further mitigation of its effects within its outline traffic management plans.