Technical Note 03 – Highway Authority Response

Site:	Old Wood Energy Park - Land off Wysall Road and Bradmore Road, Wysall, Nottinghamshire
Prepared by:	Andrew Nock
Approved by:	John Russell
Date:	05/12/2024

motion
84 North Street
Guildford
GU1 4AU

Tel: 01483 531300
www.motion.co.uk

1.0 Introduction

1.1 This highways technical note has been written in response to highways comments received by Nottinghamshire County Council (NCC) dated the 20th August 2024 and NCC Public Rights of Way team as part of consultation on the planning application for Old Wood Energy Park (application reference: 24/00161/FUL), which is for the construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling (the proposed development). The proposed development is located on land north of Wysall Road (the southern parcel, which includes part of the solar farm, the substation and the BESS) and land west of Bradmore Road (northern parcel, which includes the rest of the solar farm). The site location can be seen below at Figure 1.1, the NCC Highways comments are addressed in Sections 2-7 and the NCC Public Rights of Way comments in Sections 8 and 9:

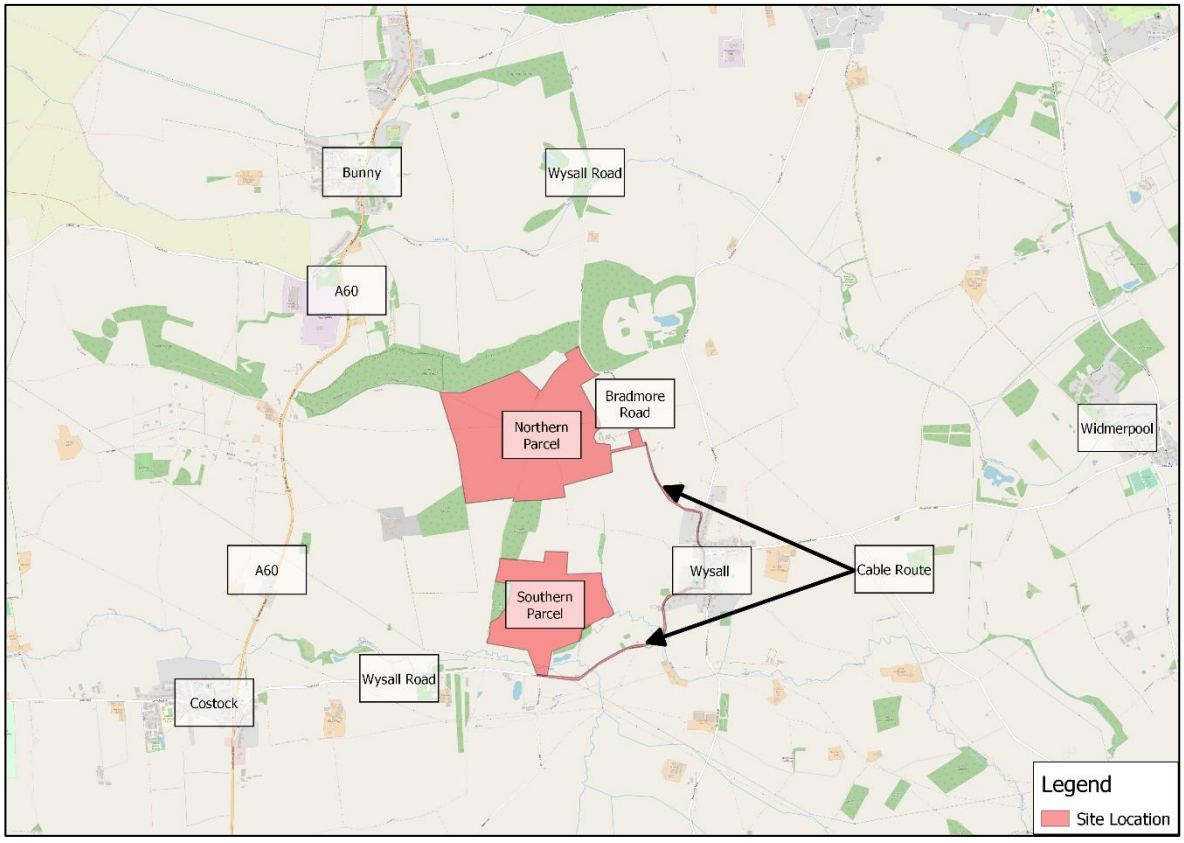


Figure 1.1 – Site Location Plan

2.0 NCC Highways Comments

2.1 The comments received from NCC highways are summarised below and can be viewed in full at **Appendix A**:

1. NCC request the extent of the pre and post construction condition survey is extended to the junction between the A60 and Pendock Lane.

2. NCC state "a more detailed programme of works for laying the cable and the associated traffic management would need to be provided to the Nottinghamshire County Councils Highway Co-ordinations department when agreeing temporary lane/road closures."

3. NCC request the proposed passing places on Bradmore Road are constructed to the full adoptable carriageway standard.

4. NCC confirms the locations of the ATCs on Bradmore Road are acceptable

5. NCC confirm the visibility splay for the southern parcel is acceptable.

6. NCC request clarification as to the impact of visibility on the northern visibility splay; and

7. NCC confirm the swept path analysis of a 16.5m articulated vehicle turning right out of the southern parcel is acceptable

2.2 The additional information requested by NCC highways is provided throughout the rest of this highways technical note.

3.0 Pre and Post Construction Condition Survey

3.1 As requested by NCC the extent of the pre and post construction condition survey has been extended to the junction between Pendock Lane and the A60. The proposed extent of the pre and post condition survey can be seen below at Figure 2.1:

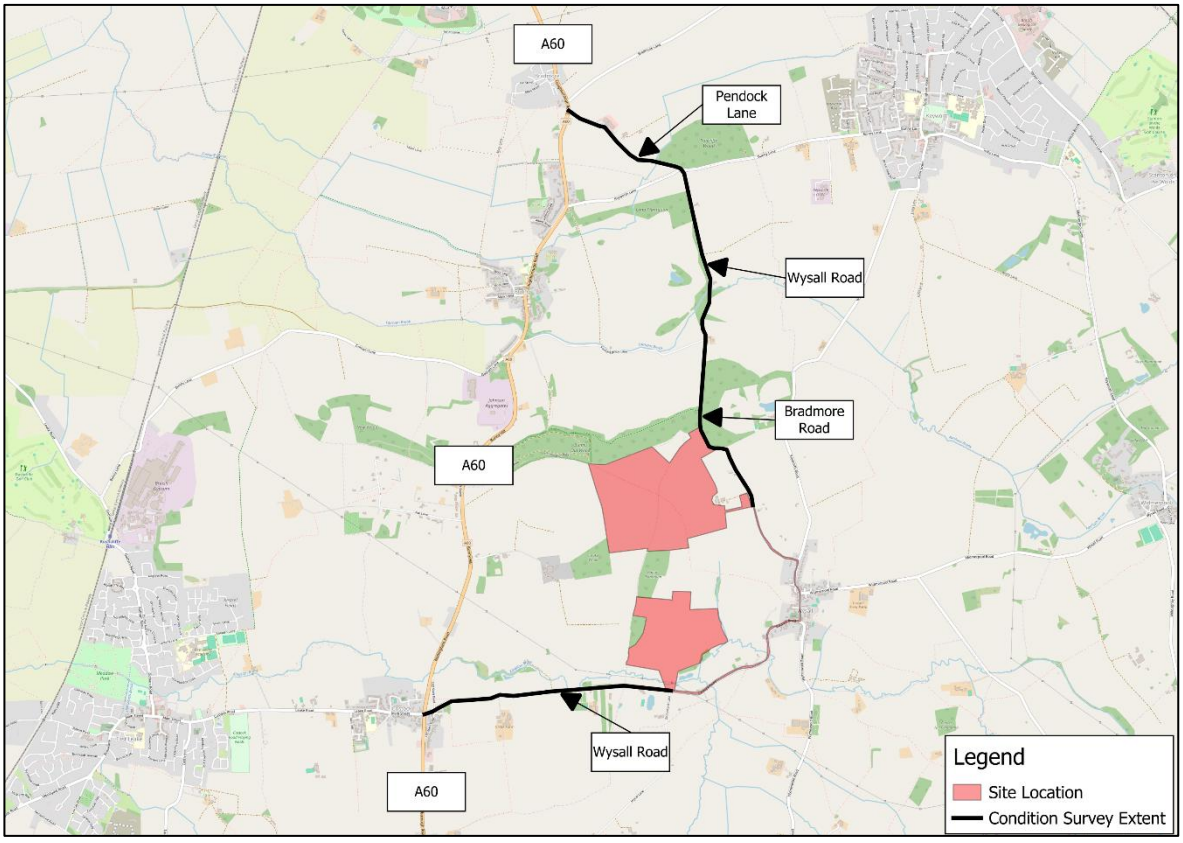


Figure 2.1 – Pre and Post Condition Survey Extent

3.2 The Applicant is still willing to accept a condition to undertake this pre and post construction road condition survey, with the survey extent detailed above to be agreed with the council as part of the condition. The Construction Traffic Management Plan (CTMP) has been updated to reflect the enlarged survey extent.

4.0 Cable Route

4.1 NCC requested a more detailed programme of works with regards to the traffic management associated with the installation of the cable between the two main land parcels. However this information is not requested at this point in time and the applicant confirms they are willing to provide the additional requested information, which can be adequately secured via an appropriately worded pre-commencement planning condition. This ensures that NCC can review and approve the details ahead of the cabling works starting.

5.0 Passing Places on Bradmore Road

5.1 NCC requested that the proposed passing bays are constructed to the full adoptable carriageway standard. The Applicant can confirm that the passing places will be constructed to the full adoptable carriageway standard and offered for adoption to the highway authority to act as a wider community benefit of the proposed development post construction. This can be secured via an appropriately worded planning condition.

6.0 Visibility Splay – Northern Access

6.1 NCC requested clarification as to the impact of visibility on the northern visibility splay.

6.2 The northern visibility splay has been drawn based on a topographical survey. This topographical survey can be viewed at **Appendix B**. In the vicinity of the proposed access Bradmore Road is subject to a national speed limit. The speed survey to the south of the existing access has been used to determine the visibility requirements of the proposed access. A 7 day 85th percentile speed of 43.5 miles per hour northbound and 44.8 miles per hour southbound were recorded, equating to a requirement of 118m to the south and 123m to the north. The visibility splay distance calculation is shown at **Appendix C**. This level of visibility can be achieved from the access off Bradmore Road.

6.3 The visibility splay to the north of the proposed access crosses a small area of land not within the red line boundary of the application (circa 12m^2). However, this land is within the ownership of the Applicant and it has been confirmed by the Planning Officer that the visibility splay could be achieved within land under the applicants or highway authorities control. This could be secured via an appropriately worded planning condition.

6.4 It is confirmed that all vegetation within the visibility splay extent will be kept to a maximum height of 0.6m, the visibility splay demonstrating the area to be kept to a maximum height of 0.6m can be seen at **Appendix D**. The ecological implications of the vegetation management are included in the submitted Ecological Impact Assessment. Works to hedgerows associated with the access visibility splay creation are covered at section 3.5.62 (nesting bird methodology for hedge removal) and section 3.5.15 provides that prior to any tree removal there would be bat roost potential surveys undertaken by appropriately qualified ecologists. The arboricultural impacts associated with the works for the visibility splay have been captured in the updated Arboricultural Impact Assessment report (Barton Hyett Associates, December 2024) submitted to the Council alongside this TN. Hedgerow ash (T24, T25, T26 T28 & G7) will be crown raised to achieve 5-6m ground clearance within the visibility splay. The AIA report notes that the guidance on visibility splays can be subjective and recommendations can vary by Highway Authority, and should there be a requirement to fell 3x hedgerow ash (G7 & T24) who's stems are located in sections of hedgerow that fall within the visibility splay, they consider this to be an unlikely requirement that would only result in a low arboricultural impact which is more than compensated for by the substantial tree planting as part of the development.

7.0 Other Matters

The following points were other matters raised by NCC which did not require any further clarification:

- NCC confirms the locations of the ATCs on Bradmore Road are acceptable;
- NCC confirm the visibility splay for the southern parcel is acceptable; and

- NCC confirm the swept path analysis of a 16.5m articulated vehicle turning right out of the southern parcel is acceptable

8.0 NCC PRoW Comments

8.1 The questions received from NCC PRoW team are summarised below and can be viewed in full at **Appendix E**:

- NCC request additional information as to how the developer is going to keep the public safe whilst construction vehicles and PRoW users both use Wysall Footpath 4; and
- NCC note Wysall Footpath 4 joins Wysall Footpath 3 at the point of a junction with multiple access tracks. NCC request additional information as to how the developer is going to keep the public safe and what signage will be erected to make PRoW users aware of construction traffic.

8.2 The additional information requested by NCC is provided in Section 9 of this highways technical note.

9.0 PRoW Management

9.1 NCC state that Wysall Footpath 4 runs along the access track. Wysall Footpath 4 runs alongside the existing access track which leads to Lodge Farm. This existing access track will not be utilised by construction traffic as a new access point and access track is proposed to the south of the existing Lodge Farm access. This was a deliberate design consideration to reduce direct impacts on Wysall Footpath 4. The development will therefore not affect PRoW users on this section of Wysall Footpath 4.

9.2 As stated within the supporting Transport Statement which NCC PRoW team have reviewed, the following is proposed to manage the two PRoW crossing points within the northern parcel.

- The PRoW will remain operational throughout the construction and operational phases of the Development;
- Fencing will be erected to protect PRoW users from construction activities;
- Gates will be erected on the access track around the PRoW crossing to restrict vehicular access. The gates will be opened when construction vehicles need to cross the PRoW, and closed afterwards. The gates will only be opened when there are no PRoW users on Wysall Footpath 3 and Wysall Footpath 4.
- A banksman will be positioned at the PRoW crossing throughout the construction period to ensure any conflict between PRoW users and construction vehicles is managed.

9.3 In addition to the previously provided information, the developer confirms the following:

- No structures will be erected across the PRoW;
- No construction vehicles will be permitted to wait on either PRoW;
- No construction materials will be permitted to be stored on either PRoW;
- Any damaged caused to the PRoW throughout construction will be corrected post construction to the state the PRoW was in pre-construction. This can be done through a pre and post construction condition survey of the PRoW;
- The PRoW crossing points will be level with the surrounding ground and have no steps up onto the access track;
- Additional waymark discs will be erected at the PRoW crossing to inform PRoW users the direction to travel at PRoW crossings;

- Signage such as the below will be erected to warn PRoW users of the construction traffic at the PRoW crossing

9.4 The developer is willing to agree further details of the PRoW crossing and management measures via a suitably worded planning condition, which would require the final details to be reviewed and approved by the LPA in consultation with the NCC PRoW team.

10.0 Summary and Conclusion

10.1 This highways technical note has been written in response to comments received by Nottinghamshire County Council (NCC) dated the 20th August 2024 and NCC Public Rights of Way team as part of consultation on the planning application for Old Wood Energy Park (application reference: 24/00161/FUL), which is for the construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling.

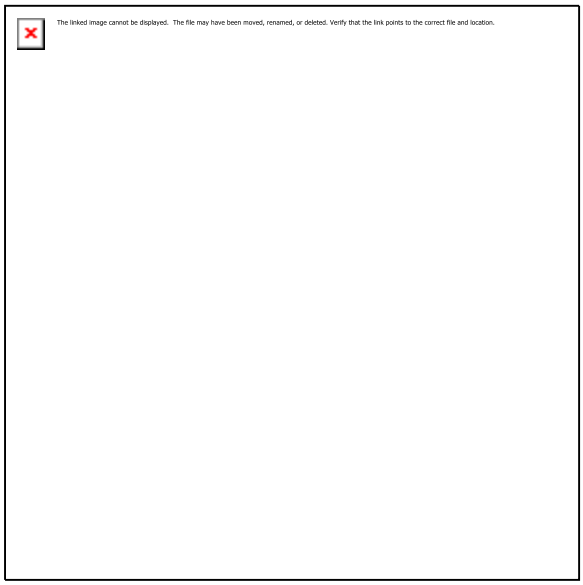
10.2 This highways technical note demonstrates that:

1. The extent of the pre and post condition survey has been extended to the junction between Pendock Lane and the A60 as per NCC's request;
2. The applicant confirms they are willing to provide additional information with regards to the proposed traffic management associated with the cable installation works in the public highway, which can be secured by an appropriately worded planning condition;
3. The applicant confirms the proposed passing places on Bradmore Road will be constructed to the full adoptable carriageway standard and will be offered to the highway authority for adoption;
4. The applicant confirms all vegetation within the visibility splay extent of the northern access will be kept to a maximum height of 0.6m;and
5. The applicant confirms the measures to be implemented at the PRoW crossings.

Appendix A

Nottinghamshire County Councils Response

Form TP.52



TOWN AND COUNTRY PLANNING ACT
HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

DISTRICT:	Rushcliffe	Date received	22/02/2024
OFFICER:	Gareth Elliott		
PROPOSAL:	Construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling	D.C. No.	24/00161/FUL
LOCATION:	Land West Of Bradmore Road And North Of Wysall Road Land West Of Wysall Wysall		
APPLICANT:	Andrew Mott		

Additional comments

Further to the previous comments, the applicant has submitted a revised Transport Statement (TS) and a revised Construction Traffic Management Plan (CTMP).

The Highway Authority considers that the additional levels of HGV traffic associated with the initial site set-up is acceptable.

Highway comments in CTMP

In paragraph 1.4 of the CTMP, the applicant refers to the Highway Authority requirement for pre and post construction condition survey of the highway. The recommendation was that the survey of the northern access was extended to the A60/Pendock Lane junction. The applicant states that updated information can be found at Paragraph 7.4 of the CTMP.

Looking at paragraph 7.4, the applicant still refers to the pre and post construction road condition survey to be undertaken on Wysall Road and Bradmore Road in the vicinity of the site. They go on to say that they are willing to accept a condition to undertake the pre and post construction road condition survey, with the extent of the survey to be

agreed with the council as part of the condition. We recommend that the applicant confirms that they are willing for the extents of the condition survey to the northern access to extend to the A60 junction with Pendock Lane.

The applicant has provided additional information for traffic management and potential disruption for the works associated with cable route between the two parcels of land The updated information is in Paragraph 5.4 of the CTMP. The Highway Authority considers that a more detailed programme of works for laying the cable and the associated traffic management would need to be provided to the Nottinghamshire County Councils Highway Co-ordinations department when agreeing temporary lane/road closures.

Highway comments in TS

The passing places along Bradmore Road are shown in Appendix H of the CTMP. The Highway Authority considers that the dimensions look to be satisfactory, however there is still no information on the construction specification or reinstatement of the areas. The passing areas will be subject to an appropriate legal/license agreement, but as there are no specifications proposed, we would expect to see full adoptable carriageway construction.

The Highway Authority considers that the plan in Figure 4.1 of the TS that the location of the ATCs installed on Bradmore Road are acceptable.

The visibility splay for the southern parcel is satisfactory, however the visibility splay for the northern parcel in appendix M looks to be restricted by the hedges to the north. If this is the case then the visibility splay for the northern access is unsatisfactory. Clarification on this is required.

The Highway Authority considers that the swept path for a 16.5m articulated vehicle turning right out of the southern access parcel is satisfactory. It should be noted that the revised TS refers to the visibility splays shown in Appendix F, but it is actually in Appendix E.

Conclusions

Taking into account the above, the Highway Authority needs the issues associated with the pre and post construction road condition survey extents, and the visibility splays for the northern parcel addressed. Also, we would wish to see confirmation that the applicant agrees to the construction requirements of the passing bays. Once we have received more information, we will make further comments.

DS
Principal Development Control Officer
20/08/24

Original comments

The application seeks permission for the construction, operation, maintenance and subsequent decommissioning of a ground mounted solar photovoltaic development with so-located battery energy storage. The site is split into two parcels. The northern parcel is proposed to be from Bradmore road via the A60 and Pendock Lane. The southern parcel is to be accessed from Wysall Road.

A Construction Traffic Management Plan (CTMP) and Transport Statement (TS) have been submitted in support of the application, addressing the traffic and transportation issues associated with the development.

Construction Phase

The Highway Authority has a couple of concerns in relation to HGV traffic during the construction phase.

For the northern parcel, according to paragraph 3.21 of the TS, the construction period will be 24 weeks. It is anticipated that this will generate approximately 12 HGV movements a day. Paragraph 3.22 goes on to say that for the initial site set up during the first 2-3 weeks, HGV generation will be higher than the average 12 two-way movements per day but no figure is quoted. The Highway Authority will need to know how many vehicles this is likely to be in order to determine whether the roads could accommodate the short-term increase. Alternative options could include a temporary road closure, but further discussions on this option would need to take place with the Highway Authority coordinations department to determine whether this is feasible.

On the access route to the northern parcel, the applicant has proposed 4 passing places for HGV's along the route between the A60 and the site access. The passing places are shown in Appendix H of the TS. While the location of these are likely to be acceptable in principle, the design, construction and potential reinstatement would all be subject to an appropriate licence/legal agreement with the Highway Authority. In terms of smaller vehicles, we consider that the route is satisfactory.

For the southern parcel, according to paragraph 3.26 of the TS, the construction period will be 24 weeks. It is anticipated that this will generate approximately 19 HGV movements a day. Paragraph 3.27 goes on to say that for the initial site set up during the first 2-3 weeks, HGV generation will be higher than the average 19 two-way movements per day but no figure is quoted. The Highway Authority will need to know how many vehicles this is likely to be in order to determine whether the roads could accommodate the short-term increase, however the route is less sensitive to an increase in HGV traffic compared to the roads serving the northern parcel. In terms of smaller vehicles, we consider that the routes are satisfactory.

In relation to the site accesses, the visibility splays are shown on plans in appendix K and L of the TS. The information on the visibility splays in paragraph 4.2-4.5 of the TS, with the speed survey data for the northern access in appendix I and the visibility calculation in appendix J.

For the northern access, the Highway Authority needs to see a plan which shows where the automatic traffic counters were positioned in order for us to determine whether their location was acceptable for recording the speeds.

In terms of the plans showing the visibility splays, these are unsatisfactory as they don't show the highway boundary, or the extents of hedges in the vicinity of the splays. Therefore, it cannot be determined whether the necessary visibility splays encroach through hedges on 3rd party land that are not under the control of the applicant. Revised plans are required in order to prove that the visibility splays are achievable. This is relevant to both the northern and southern access points.

One point to note is that Appendix C of the CTMP TS provides the swept path analysis for southern access (drawing no. 2303076 – TK30). This shows a left in/left out access arrangement for a 16.5m HGV. As the route would mean that HGV's would only be allowed turn right out of the site, the right turn swept path should be shown. Notwithstanding this, if the left turn manoeuvre can be achieved, then a right turn out will also be achievable.

Road Condition Survey - Pre/Post Construction

According to paragraph 7.4 of the CTMP, the applicant has proposed undertake a pre and post construction road condition survey of Wysall Road and Bradmore Road in the vicinity of the Site accesses to provide a record of the current condition of the highway such that damage caused by the Developments construction traffic can be identified and rectified. While we welcome this, we would recommend that the survey area is extended on the northern route up to the A60. This is due to the imminent implementation of a new mini roundabout at Pendock Lane, which we wouldn't want damaging. Checks on the rest of the route would also be necessary to see whether damage attributed to passing manoeuvres had taken place outside of the passing bays that have been provided. We consider that the scope of the survey can be agreed as part of a condition.

Underground Cable

According to paragraph 1.2 of the CTMP, part of the proposal is to run an underground cable in the highway between the two parcels. We have sought clarification with the County Councils Traffic Managers as to whether this is acceptable and to determine the potential implications. When we have received a response we will update or comments accordingly.

Operation Phase

The Highway Authority considers that the operation of the site will be acceptable due to the low vehicle generation associated with what is proposed.

Conclusions

Taking into account the above, the Highway Authority needs the issues associated with the construction phase addressing. Once we have received more information, we will make further comments.

DS
Principal Development Control Officer
12/04/24

Appendix B

Topographical Survey

60.0
62.5
57.5
55.0

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

Bin	Bin
BH	Borehole
BM	Benchmark
B	Bollard
CCTV	Camera / CCTV
Col	Column
○	Tree Trunk (Varying Sizes)
DP	Downpipe
DP/G	Downpipe / Gulley
EP	Electic Post
ER	Earthing Rod
Gas	Gas Cover
G	Small Gully
IC	Inspection Cover (Round)
JB	Junction Box
LB	Letter Box
LP	Lamp Post
Mkr	Marker
MS	Milestone
P	Post
RE	Rodding Eye
RS	Road Sign
SC	Stop Cock
SP	Sign Post
Stay	Stay
S	Tree Stump
Tap	Water Tap
TL	Traffic Light
TP	Telegraph Post
⊙	Tree (Varying Sizes)
TV	TV Point
VP	Vent Pipe
	Wet Area

- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement
- Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall

AV	Air Valve
BT	British Telecom Cover
CATV	Cable TV Cover
FH	Fire Hydrant
Gas	Gas Valve
IC	Inspection Cover
JB	Junction Box
KO	Kerb Outlet
G	Gully
IC △	Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS

Dwg No	Details	By	Date

LANDMARK
SURVEYS WALES
THE SURVEY PEOPLE

~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE
Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	1	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT
Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area
- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement
- Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- Air Valve
- British Telecom Cover
- Cable TV Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS			
Dwg No.	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE

Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	2	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT

Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area

- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement / Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- Air Valve
- British Telecom Cover
- Cable TV Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS			
Dwg No	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE	Old Wood, Willoughby
SHEET SIZE & SCALE	A0 @ 1:500
SHEET NUMBER	3
DATE SURVEYED	April 2023
DRAWING NUMBER	6530
DRAWN BY	AH
CLIENT	Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area
- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- Air Valve
- British Telecom Cover
- Cable Tv Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS			
Dwg No	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
www.lmswalesltd.co.uk – enquiries@lmswales.co.uk – Tel: 01554 821590

JOB TITLE
Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	4	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT
Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area
- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- Air Valve
- British Telecom Cover
- Cable TV Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS			
Dwg No	Details	By	Date

LANDMARK SURVEYS WALES

THE SURVEY PEOPLE

~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE

Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	5	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT

Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area
- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement
- Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- Air Valve
- British Telecom Cover
- Cable Tv Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS

Dwg No	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE

Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	6	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT

Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area

- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement
- Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall

- Air Valve
- British Telecom Cover
- Cable TV Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS

Dwg No	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE
Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	7	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT
Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area
- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement
- Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- Air Valve
- British Telecom Cover
- Cable TV Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS

Dwg No	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE

Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	8	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT

Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area
- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- Air Valve
- British Telecom Cover
- Cable TV Cover
- Fire Hydrant
- Gas Valve
- Inspection Cover
- Junction Box
- Kerb Outlet
- Gully
- Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS			
Dwg No	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
~ www.lmswalesltd.co.uk ~ enquiries@lmswales.co.uk ~ Tel: 01554 821590

JOB TITLE

Old Wood, Willoughby

SHEET SIZE & SCALE	SHEET NUMBER	DATE SURVEYED
A0 @ 1:500	9	April 2023

DRAWING NUMBER	DRAWN BY
6530	AH

CLIENT

Pegasus Group

Topographical Survey

Station Coordinate Table

STATION	EASTING	NORTHING	LEVEL

DRAWING KEY

- Bin
- Borehole
- Benchmark
- Bollard
- Camera / CCTV
- Column
- Tree Trunk (Varying Sizes)
- Downpipe
- Downpipe / Gulley
- Electric Post
- Earthing Rod
- Gas Cover
- Small Gully
- Inspection Cover (Round)
- Junction Box
- Letter Box
- Lamp Post
- Marker
- Milestone
- Post
- Rodding Eye
- Road Sign
- Stop Cock
- Sign Post
- Stay
- Tree Stump
- Water Tap
- Traffic Light
- Telegraph Post
- Tree (Varying Sizes)
- TV Point
- Vent Pipe
- Wet Area

- Bottom of Bank
- Bin
- Bottom of Kerb
- Building Line
- Boundary
- Edge of Path/ Back of Pavement / Centre Line of Road
- Telephone Call Box
- Canopy Line
- Change of Surface
- Door
- Overhead Electric Cable
- Fence
- Gabian Wall
- Gate
- Gutter / Drain
- Hedge / Vegetation
- Metal Railings
- Open Sided Building
- Quarry Face
- Retaining Wall
- French Drain
- Sign
- Step
- Style
- Top of Bank
- Top of Kerb
- Watercourse Bottom
- Watercourse Top
- White Line
- Wall
- AV Air Valve
- BT British Telecom Cover
- CATV Cable TV Cover
- FH Fire Hydrant
- Gas Gas Valve
- IC Inspection Cover
- JB Junction Box
- KO Kerb Outlet
- G Gully
- IC Inspection Cover (Triangle)

REVISIONS/UPDATES & ASSOCIATED DETAILS

Dwg No	Details	By	Date

LANDMARK SURVEYS WALES
THE SURVEY PEOPLE
www.lmswalesltd.co.uk – enquiries@lmswales.co.uk – Tel: 01554 821590

JOB TITLE

Old Wood, Willoughby

SHEET SIZE & SCALE	*SHEET NUMBER*	*DATE SURVEYED*
A0 @ 1:500	10	April 2023

DRAWING NUMBER	*DRAWN BY*
6530	AH

CLIENT

Pegasus Group

Appendix C

Visibility Splay Calculation

Bradmore Road New Access

Northbound

7-day average	**-**
Standard deviation	**-**
85th %ile Speed (mph)	**43.5**
85th %ile Wet Weather Speed (mph)	**41.0**
85th %ile Wet Weather Speed (kph)	**66.0**

SSD = vt + v2 / 2d, therefore…..

Surveyed Speed (mph)	**43.5**
v = speed (m/s)	19.4
t = driver perception-reaction time (secs)	2
d = deceleration (m/s^2)	2.5
SSD (metres) **=**	**116**
SSD (metres, adjusted for bonnet length) **=**	**118**

Southbound

7-day average	**-**
Standard deviation	**-**
85th %ile Speed (mph)	**44.8**
85th %ile Wet Weather Speed (mph)	**42.3**
85th %ile Wet Weather Speed (kph)	**68.1**

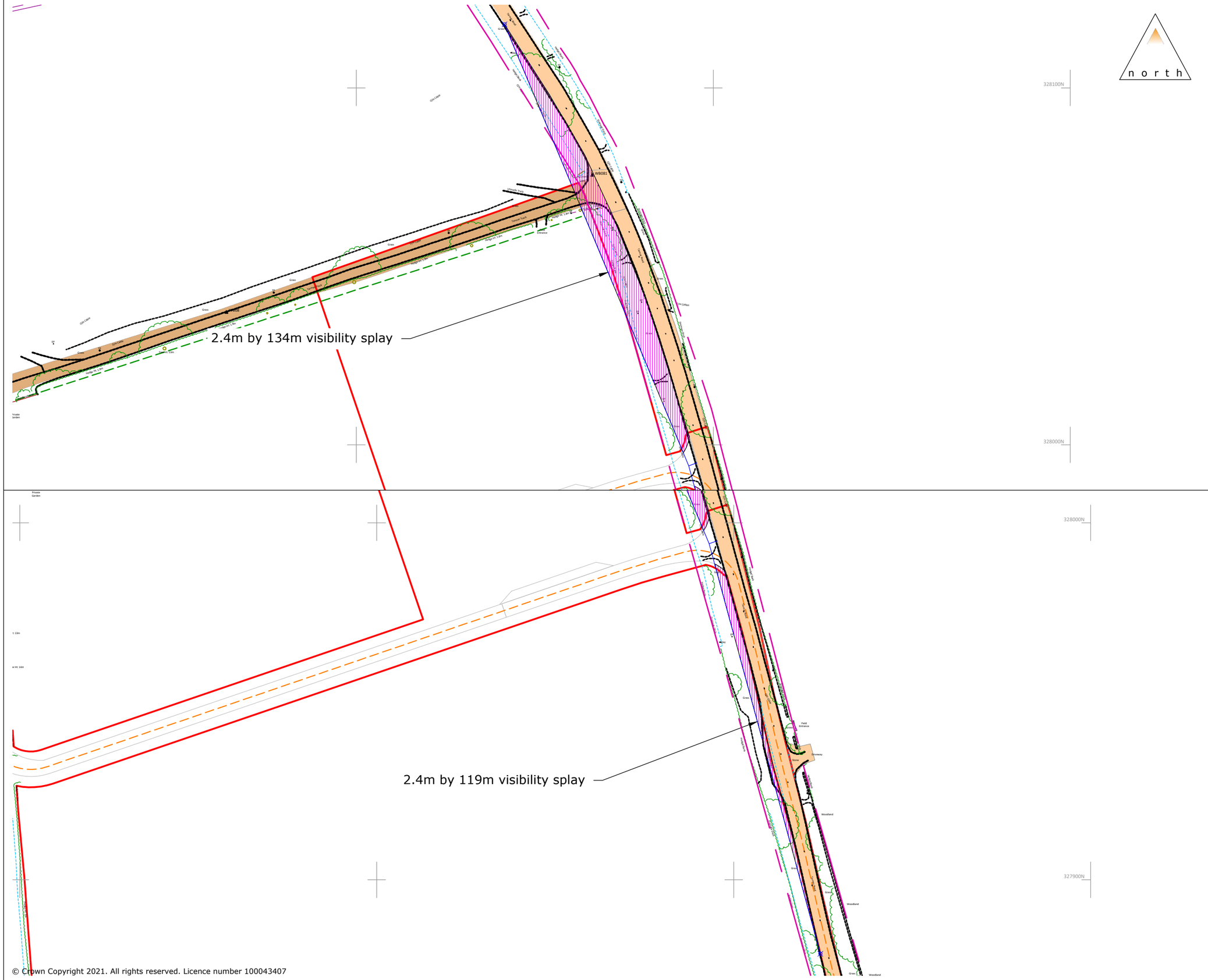
SSD = vt + v2 / 2d, therefore…..

Surveyed Speed (mph)	**44.8**
v = speed (m/s)	20.0
t = driver perception-reaction time (secs)	2
d = deceleration (m/s^2)	2.5
SSD (metres) **=**	**120**
SSD (metres, adjusted for bonnet length) **=**	**123**

Note - speeds obtained from ATC Information are 85th percentile values

Appendix D

Visibility Splay



© Crown Copyright 2021. All rights reserved. Licence number 100043407

C:\Users\anock\Motion\Staffsite - Exwysa 2303076\Drawings\2303076 - 04E Northern Visibility.dwg

Rev: Description: Date: Rev By: Chk'd:

KEY

Highway Boundary

Visibility Splay

Vegetation to be maintained to a height of 0.6m

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
www.motion.co.uk

Project:
Old Wood Energy Park

Title:
Visibility Splay
Farm access (N parcel)

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:1000 (@ A3) Date:05/12/2024

Drawn: DR Checked: AN Approved: AN

Drawing: 2303076 - 04

Revision: E

Appendix E

Nottinghamshire County Councils PRoW teams response

Consultee Comments for Planning Application 24/00161/FUL

Application Summary

Application Number: 24/00161/FUL
Address: Land West Of Bradmore Road And North Of Wysall Road Land West Of Wysall Wysall
Proposal: Construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling.
Case Officer: Gareth Elliott

Consultee Details

Name: Mr Public Rights of Way NCC
Address: Via East Midlands Ltd (NCC Rights of Way), Bilsthorpe Highways Depot, Bilsthorpe Business Park, Bilsthorpe NG22 8ST
Email: Not Available
On Behalf Of: Notts County Council Rights Of Way

Comments

These comments relate to the latest updated information. Thank you for the updated plan showing the buffer zones and distances around the public footpaths, providing a suitlabe green corridor through the site .

I note there has been comments regarding the loss of views fom the site. The paths have been managed appropriately within the site, however the loss of views are an issue for users and it may be worth considering a permissive perimeter path, to the west to allow users to regain some of these views as part of the scheme.

There are still some unanswered questions:
Wysall Footpath no 4 runs along the access track. This track is to be widened. How is the developer going to keep the public safe while using this alongside the vehicles?

Wysall Footpath no 4 then joins Wysall Footpath no 3 at the point of a junction with multiple access tracks. Again how will the developer to keep the public safe when crossing the tracks and ensure the public keep to the correct route. What signage is to be put in place warning each party of the other and ensure that the levels from the field and over the tracks are suitable, and there are no steps up onto the road.

These comments have been provided by Via East Midlands Limited on behalf of Nottinghamshire County Council, in its capacity as Highway Authority, through Vias continuing role of providing operational services on behalf of the County Council