Land off Wysall Road and Bradmore Road,
Wysall, Nottinghamshire
Old Wood Energy Park

Construction Traffic Management Plan

For

Exagen Development Ltd

motion

Document Control Sheet

Land off Wysall Road and Bradmore Road, Wysall, Nottinghamshire

Old Wood Energy Park

Exagen Development Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by	Notes
27/11/2023	1st draft	AN	JNR	
20/06/2024	2nd draft	AN	JNR	Changes made in response to NH and LHA comments

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1.0 Introduction

1.1 Motion has prepared this Construction Traffic Management Plan (CTMP) on behalf of Exagen Development Ltd, as part of a planning application to construct and operate a temporary Solar Farm with an export capacity of approximately 40 MW (AC) and a co-located Battery Energy Storage System (BESS) with a capacity of 85 MW, along with associated infrastructure (Old Wood Energy Park; the Development). The Development is located on land to the west of Wysall, Nottinghamshire (the Site).

1.2 The Site is split into two parcels (referred to as the northern and southern parcel throughout this report) located on land north of Wysall Road (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 two parcels of land will be connected via underground cable located in Bradmore Road/Main Street/Costock Road/Wysall Road. This underground cable will have a length of approximately 3,350m. The Development is located within the administrative boundary of Rushcliffe Borough Council (RBC) who act as the Planning Authority with Nottinghamshire County Council (NCC) acting as the Highway Authority. The Site's location is shown below in Figure 1.1.

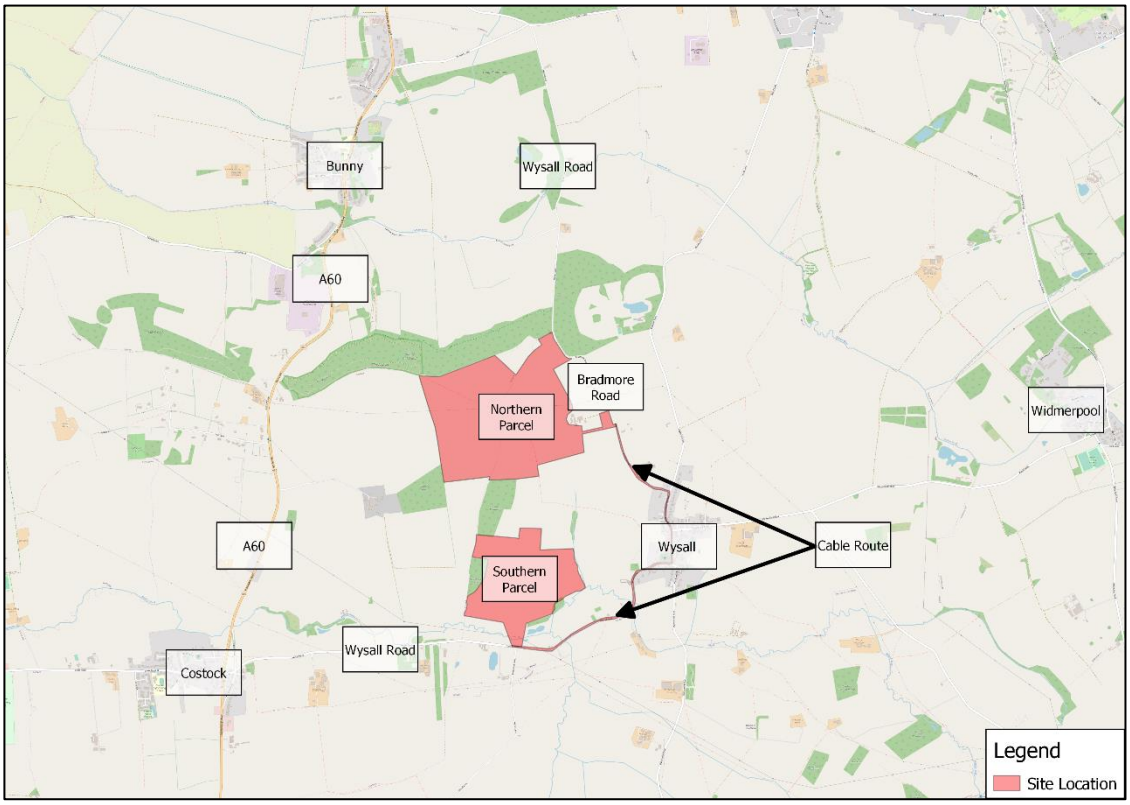


Figure 1.1: Site Location

1.3 The Site currently comprises 12 fields totalling circa 100.92 hectares, with the Site Layout Plan included at **Appendix A**.

Consultation on the Planning Application

1.4 This is an updated Construction Traffic Management Plan responding to comments from Nottinghamshire County Council and National Highways, these comments can be viewed at **Appendix B** and **C** respectively. The relevant content of each response are summarised below:

Nottinghamshire County Councils Response (dated 12/04/2024)

- The Highway Authority recommend that the pre and post construction survey of the northern access is extended to the A60, and that the scope and extent of the condition surveys can be agreed as part of a condition. Updated information can be found at Paragraph 7.4;
- The Highway Authority state that they have sought clarification with the County Councils Traffic Managers as to whether the cable route between the parcels is acceptable and to determine the potential implications. Updated information can be found at Paragraph 5.4;

National Highways Response (dated 20/03/2024)

- National Highways state the Construction Traffic Management Plan would need to be updated to reflect the true number of light vehicle trips (for construction workers arriving by private car). Updated information can be found at Paragraph 2.4

Scope

1.5 The CTMP is intended to be a live document to be monitored and reviewed on a regular basis by the Developer, the Construction, Design and Management Coordinator (CDMC) and Rushcliffe Borough Council. The CTMP will be updated as needed by the Developer during the lifespan of the construction works.

1.6 Following this introduction, the report is structured as follows:

- Section 2: project programme, construction phasing and vehicle movements which are predicted to occur (i.e. types of vehicles, routing, time of day, day of week);
- Section 3: access and site compound;
- Section 4: the arrangements for, and the controls and processes that the Developer will implement to ensure, safe deliveries including the approach to monitoring the vehicle movements and how this information will be distributed;
- Section 5: details of the proposed cable route from the northern parcel to the Substation;
- Section 6: the arrangements for environmental protection and safe storage / disposal of waste; and
- Section 7: corrective measures / actions to be taken if these limits are exceeded.

Roles and Responsibilities

1.7 This CTMP will be delivered by the Contractor appointed to carry out the works. Nonetheless the responsibility for ensuring the measures set out in this CTMP are adhered to remains with the Developer; with Rushcliffe Borough Council as the enforcing agency.

1.8 Any concerns regarding the failure of part or all of this CTMP to be implemented or adhered to should be addressed to the Developer in the first instance. Should the response not be satisfactory then the concern should be raised with Rushcliffe Borough Council as enforcing agency; contact details are provided below.

Exagen Development Ltd (For the Developer)	**Rushcliffe Borough Council (Enforcing Agency)**
Contact: To be completed by Exagen Development Ltd **Address:** To be completed by Exagen Development Ltd	**Contact:** To be completed by Rushcliffe Borough Council **Address:** To be completed by Rushcliffe Borough Council

Table 1.1: Complaint Contact Details

2.0 Project Programme and Vehicular Movements

Project Programme

2.1 The expected construction period duration is 24 working weeks.

Vehicle Types

2.2 Of the vehicle movements, the typical vehicle types will be as follows:

- Light vehicles – cars and small vans; and,
- Rigid Vehicles / Tipper Lorries up to 10m in length
- Articulated lorries – up to 16.5m;

2.3 Typical vehicle types are illustrated in Table 2.1 below.

Classification	Vehicle Type Description	Typical Vehicle
Cars and Light Goods Vehicles (LGV)	Saloon, Hatchback, Estate, 4WD, Pick-Up	
	Light Vans	
Heavy Goods Vehicles (HGV)	Rigid Vehicles / Tipper Lorries	
	Articulated Lorries	

Table 2.1: Vehicle Types

Traffic Volumes

2.4 The following typical number of movements is expected:

- Light vehicles: up to 50 per day
- Rigid Vehicles / Articulated lorries: up to 31 per day

2.5 It is anticipated that staff will travel to the Site by private car, this is included in the anticipated light vehicle movements above.

Daily Profile of Deliveries

2.6 The Site's hours of operation are proposed to be:

- 0800-1800 on Monday to Fridays; and
- 0800-1300 on Saturdays

2.7 No work will be undertaken on Sundays and Bank or Statutory Holidays.

2.8 The Contractor will ensure, where practicable, that no HGV deliveries will occur during the weekday peak hours (08:00 – 09:00 & 17:00 – 18:00).

2.9 Bunny C of E Primary School is located off the A60 which forms part of the proposed construction vehicle access route to the southern parcel. Where practicable the contractor will ensure, that no HGV deliveries occur during school drop off / pick up time (08:00 09:00 & 15:00 – 16:00) during school term time.

2.10 The Contractor will be expected to manage an even distribution of deliveries throughout the day to avoid 'bunching' by initiating a booking in system, as detailed within Section 3. Stacking of vehicles on the public highway will not be permitted.

Coordination with Other Construction Works

2.11 During the construction of the Development, the Contractor will make reasonable endeavours to coordinate deliveries with other current construction sites in the immediate vicinity of the Site in order to minimise the cumulative impact of construction traffic. An example of a potential construction site to coordinate with is:

- An EIA screening request has been submitted to RBC for the development of 49.9mw solar array and associated infrastructure on land surrounding Wysall Lane (to the south of the southern parcel).
- Planning Permission has been granted on the 16th February 2023 (Ref: 22/00303/FUL) for the Construction of a solar farm and battery stations together with all associated works, equipment and necessary infrastructure, together with the formation of a new vehicular access onto Bunny Hill (A60).

Initiatives to Minimise Travel

2.12 The Contractor would undertake several activities to minimise the number and length of journeys made in relation to the construction work. These would include:

- Providing details of local public transport services;
- Encouraging construction staff to lift share;
- Making reasonable endeavours to use local suppliers for materials where this is possible; and
- Making reasonable endeavours to coordinate material supplies with other construction sites in order to minimise the number of delivery lorries on the local road network.

Abnormal Indivisible Loads

2.1 A crane will be required during construction and typically this would be an 11m long by 2.5m wide Liebherr mobile crane, or similar. Such a vehicle would be classified as an abnormal load due to the type of vehicle not due to the width / length of the vehicle, and as such an abnormal load assessment will be undertaken prior to construction. It is anticipated that there will only be 2 abnormal vehicle movements (one to and one from the site, associated with the delivery and removal of the mobile crane). All abnormal loads would be carefully planned and agreed with the necessary authorities.

3.0 Site Access

Northern Parcel Site Access

3.1 It is proposed to utilise a new vehicular access to access the northern parcel of the site, this proposed access is located circa 70 metres south of the existing access to Lodge Farm. The utilisation of this new access means that vehicular movements associated with the Development will remain segregated from the PROW which runs along the access road to Lodge Farm and does not conflict at all with access to the farm.

3.2 The proposed access has been designed to be able to accommodate the largest vehicle expected to access the site, a 16.5m articulated lorry. A swept path analysis showing the entry and egress of a 16.5m articulated lorry from the northern parcel's site access can be seen at **Appendix D**.

Southern Parcel Site Access

3.3 It is proposed to utilise an existing gated field access off Wysall Road for vehicular traffic to reach the southern parcel. This access will be widened to the east to accommodate the largest vehicle expected to access the site, a 16.5m articulated lorry. A swept path analysis showing the entry and egress of a 16.5m articulated lorry from the southern parcel's site access can be seen at **Appendix E**.

Internal Access Track and Turning Area

3.4 The Site will have an internal access track network to allow construction vehicles to reach all areas within the Site, this access track will measure a width of 4m and be formed of bound material for the first 10 metres from the edge of the highway to act to avoid the traffic of mud onto the local highway network. The access track will be wider at corners to ensure that HGVs can negotiate all corners. Additionally, wheel washing facilities will be provided at the Site access to further avoid the traffic of mud onto the local highway network.

3.5 A swept path analysis of a 16.5m articulated vehicle turning within each parcel has been undertaken to demonstrate that construction vehicles will not reverse out of the Site access onto the public highway. The turning area will be formed of aggregate. The swept path analysis of this manoeuvre can be seen at **Appendix F**.

3.6 Additionally, a passing bay will be provided for both parcels to allow vehicles up to 16.5m to pass each other. The swept path analysis demonstrating this can be seen at **Appendix G**.

3.7 Smaller vehicles will transport construction materials from the temporary construction compound to the area of the development being built out. The temporary construction compound will have the following elements:

- Loading/Unloading Area
- Staff Welfare Facilities
- Staff Parking
- Material Storage Area
- Wheel Washing Facilities

Public Rights of Way (PRoW)

3.8 There are no Public Rights of Way (PROW) within the southern parcel. There are two public rights of way within the northern parcel. The PROW's will remain operational through the construction period and will have signs at either end to advise users of the construction works. During both the construction and operational phase, the PROW will be fenced off to ensure users safety. A qualified Banksman will walk

alongside construction vehicles through the Site, when a PROW crossing is reached, the qualified banksman will check there are no PROW users then open the gate to allow the construction vehicle to continue. The location of the PROW in relation to the Site can be viewed below in Figure 3.1.

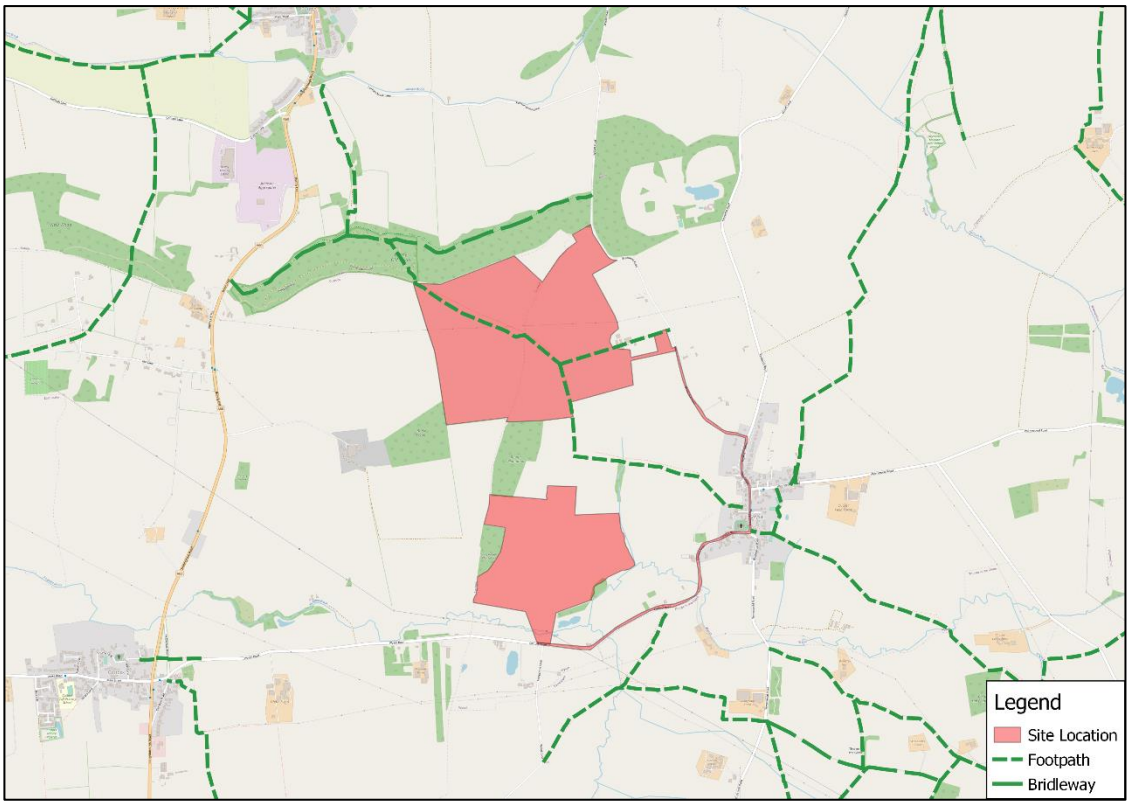


Figure 3.1: Location of Public Rights of Way Surrounding the Site

3.9 There are 2 locations where the internal access track crosses a PROW in the northern parcel. The location of these crossing points can be seen below in Figure 3.2:

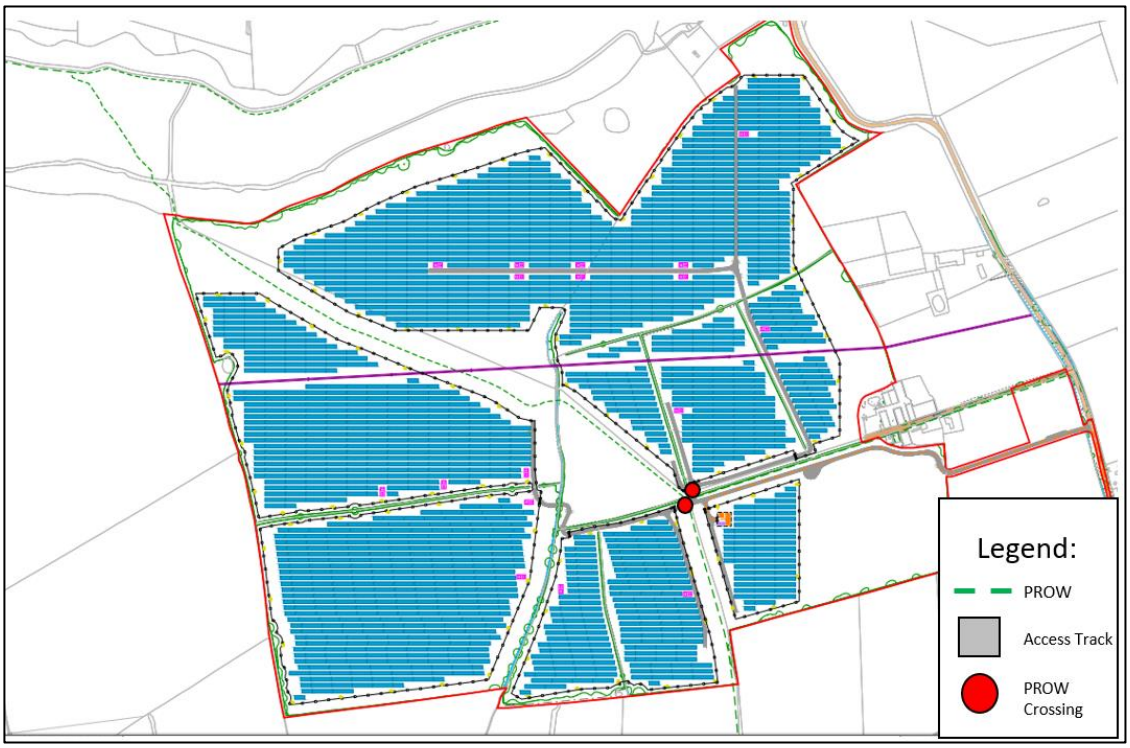


Figure 3.2 – PROW Crossing Points

Security Fencing

3.10 Security fencing of up to 2.4 m in height will be erected and maintained in order to prevent unauthorised access to the Site. Fencing of this height will prevent unauthorised pedestrians from entering the Site. Pedestrians will still be able to use the PROW which run through the northern parcel as detailed in Paragraphs 3.8 – 3.9.

3.11 Each of the parcels construction compounds is setback into the site far from the carriageway, the potential for construction material to overspill onto the highway network is therefore low. The hoarding / fencing will further prevent the potential for construction material from spilling into the carriageway and thereby prevent the potential harm that this could cause.

4.0 Delivery Arrangements

HGV Routing

Routes

4.1 It is proposed that all HGV construction traffic will route to the Site as illustrated on Figure 4.1.

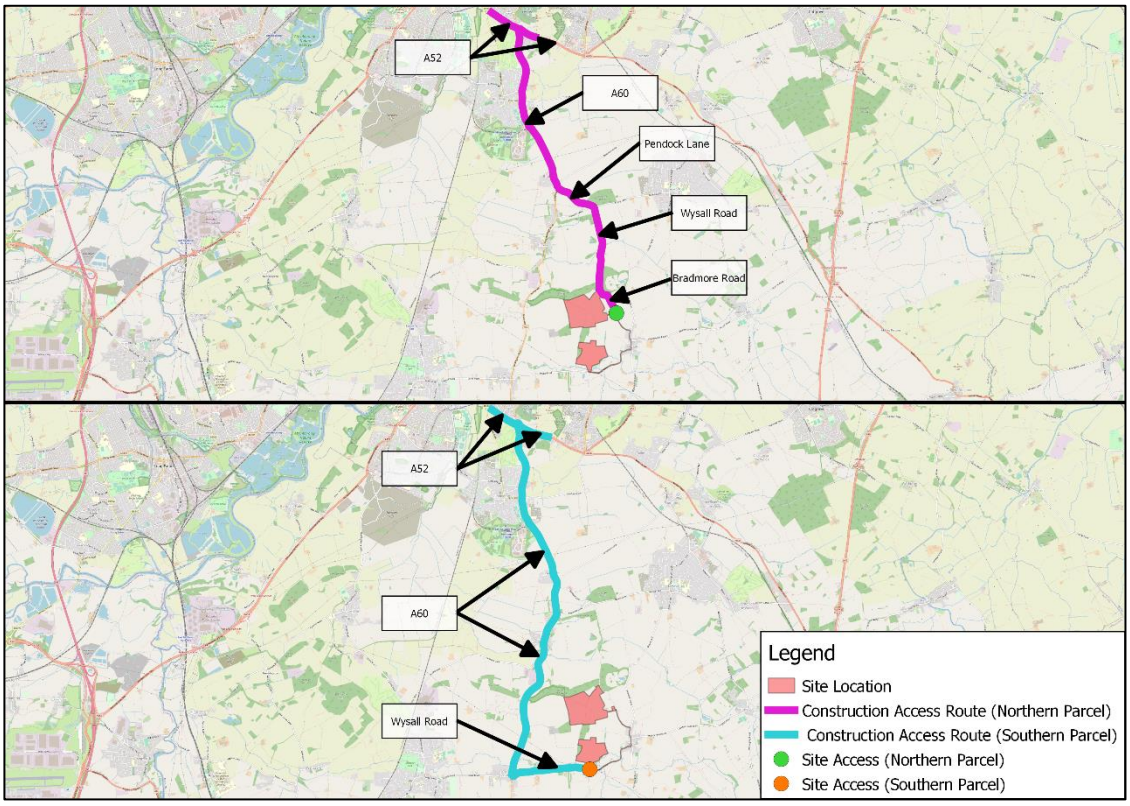


Figure 4.1: Construction Access Route

4.2 The Construction Traffic will reach the northern parcel as follows:

- Construction traffic will take the A60 South exit off the roundabout connecting with the A52, through Ruddington, Bradmore until the Loughborough Road and Pendock Lane junction is reached. Construction vehicles will turn left onto Pendock Lane which becomes Wysall Road and then Bradmore Road until the northern parcel's access is reached.

4.3 The Construction Traffic will reach the southern parcel as follows:

- Construction traffic will take the A60 south exit off the roundabout connecting with the A52, through Ruddington, Bradmore and Bunny until the junction at Costock is reached. Construction vehicles will turn left onto Wysall Road and travel east towards Wysall until the southern parcel's access is reached.

4.4 Construction vehicles will only be permitted to use the same route when egressing from the Site. Construction vehicles will not be permitted to travel through the village of Wysall.

Delivery Route Compliance

4.5 The delivery routes will be communicated in advance by the Contractor to all individuals and companies involved in the transport of materials and plant to and from the Site.

4.6 Information signs will be erected at the Site which will include a telephone number for the public to report concerns (see Table 1.1). This telephone number will also be provided to the Council.

Road Safety

Signage

4.7 Signage to inform motorists that the local roads are accommodating construction traffic and advising of the Site access will be provided in accordance with Chapter 8 of `The Traffic Signs Manual' and its companion guide 'Safety at Street Works and Road Works'. These will be provided for motorists and pedestrians.

Passing Places

4.8 It is proposed to install 4 passing places along the access route to the northern parcel, the location and design of these passing places can be viewed at **Appendix F**. The proposed passing places will allow an HGV to pass an HGV. The ATC placed on Bradmore Road recorded an average of 163 HGV movements per weekday, this constituted 21.9% of all traffic on Bradmore Road. The proposed passing places will therefore constitute a significant highways improvement for exiting traffic on the proposed construction access route for the northern parcel.

4.9 HGV's can also pass internally within the site using the passing bays provided.

Wheel Cleaning

4.10 Wheel cleaning facilities will be provided at the Site to avoid debris reaching the public highway network.

Control of Deliveries

4.11 The Contractor is expected to manage an even distribution of deliveries throughout the day to avoid 'bunching'.

On-Street Waiting

4.12 It will be communicated to the Contractor and supply chain that they are not permitted to wait on the public highway outside of designated areas. The Contractor and supply chain will be advised in advance of the times when deliveries can be received and be required to meet those delivery windows.

Booking System

4.13 The Contractor will be responsible for managing the demand for deliveries to ensure they comply with the principles set out in this document. Up to date records of deliveries and exports from the Site will be maintained.

Communication Strategy

4.14 An information pack will be distributed to all suppliers involved in the transport of materials and plant to and from the Site. The pack will be a convenient size so it can be stored in a truck cab.

4.15 The pack will include key information on delivery routes and clearly set out procedures for dealing with emergencies and disciplinary measures for non-compliance.

Access

4.16 Staff will have telecommunication equipment to enable them to communicate with delivery drivers. Drivers will be required to call ahead to ensure the Site is ready to receive them in advance of their arrival to avoid the risk of queuing back on to the public highway.

Monitoring Vehicle Movements

4.17 The HGV movements associated with the construction work will be continuously monitored through the use of a booking system. This will require the Contractor to keep an up-to-date record of deliveries to, and exports from the Site. The information will be provided to RBC within 14 days of a request from RBC to review it.

Stakeholder Input

4.18 Contact numbers will be on display at the Site entrance for the general public to raise any concerns with the Developer directly (Table 1.1). All enquiries will be recorded and responded to within five working days if contact details are provided. The enquirer will receive a written response detailing what action has been taken, if necessary. These records can be provided to RBC as required.

5.0 Cable Route Installation

5.1 It is proposed to route the cable from the northern parcel to the southern parcel via a buried cable laid in the public highway. The proposed cable route is shown below in Figure 5.1:

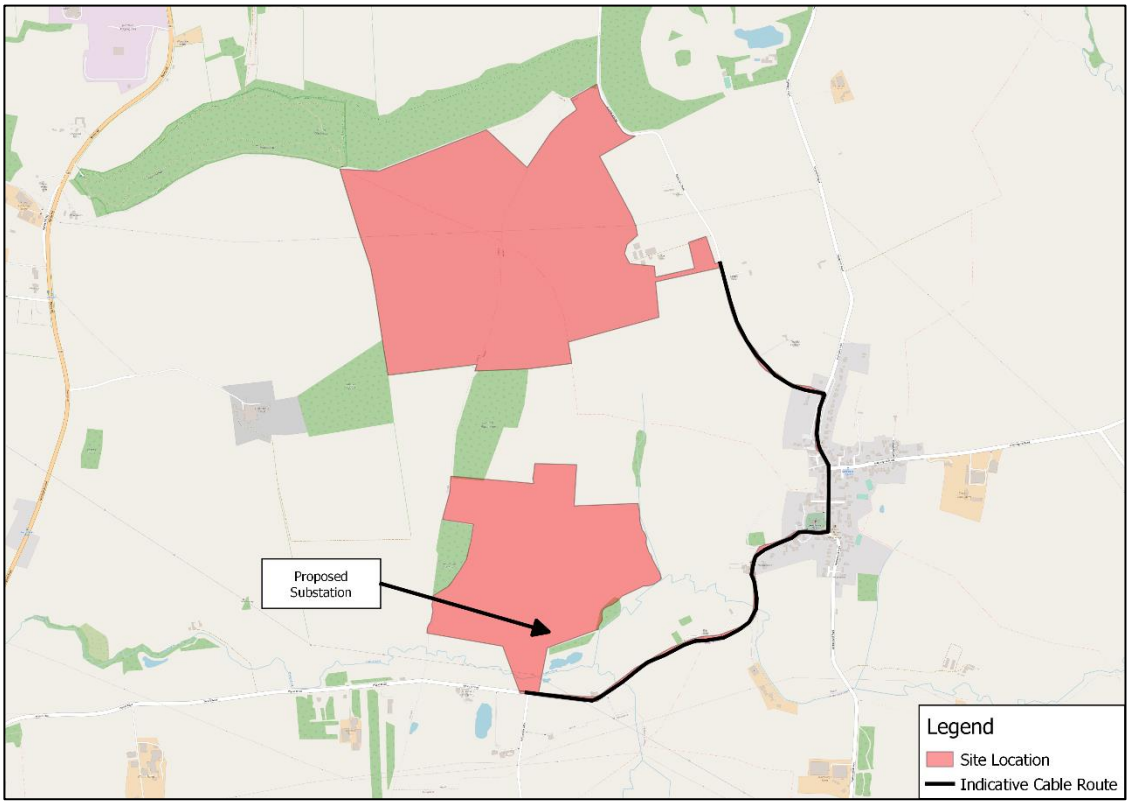


Figure 5.1 – Proposed Cable Route

5.2 The cable route extends to circa 3350 m and will run under Bradmore Road/Main Street/Costock Road/Wysall Road from the northern parcel to the southern parcel and will require rolling temporary lane closures whilst roadworks are undertaken. Such works would be expected to be completed quickly, typically over the period of a few weeks. All road works will be undertaken in accordance with "Traffic Signs Manual – Chapter 8 - Traffic Safety Measures and Signs for Road Works and Temporary Situations – Part 1 Design – 2009". An example of the typical road works for a lane closure can be seen below in Figure 5.2:

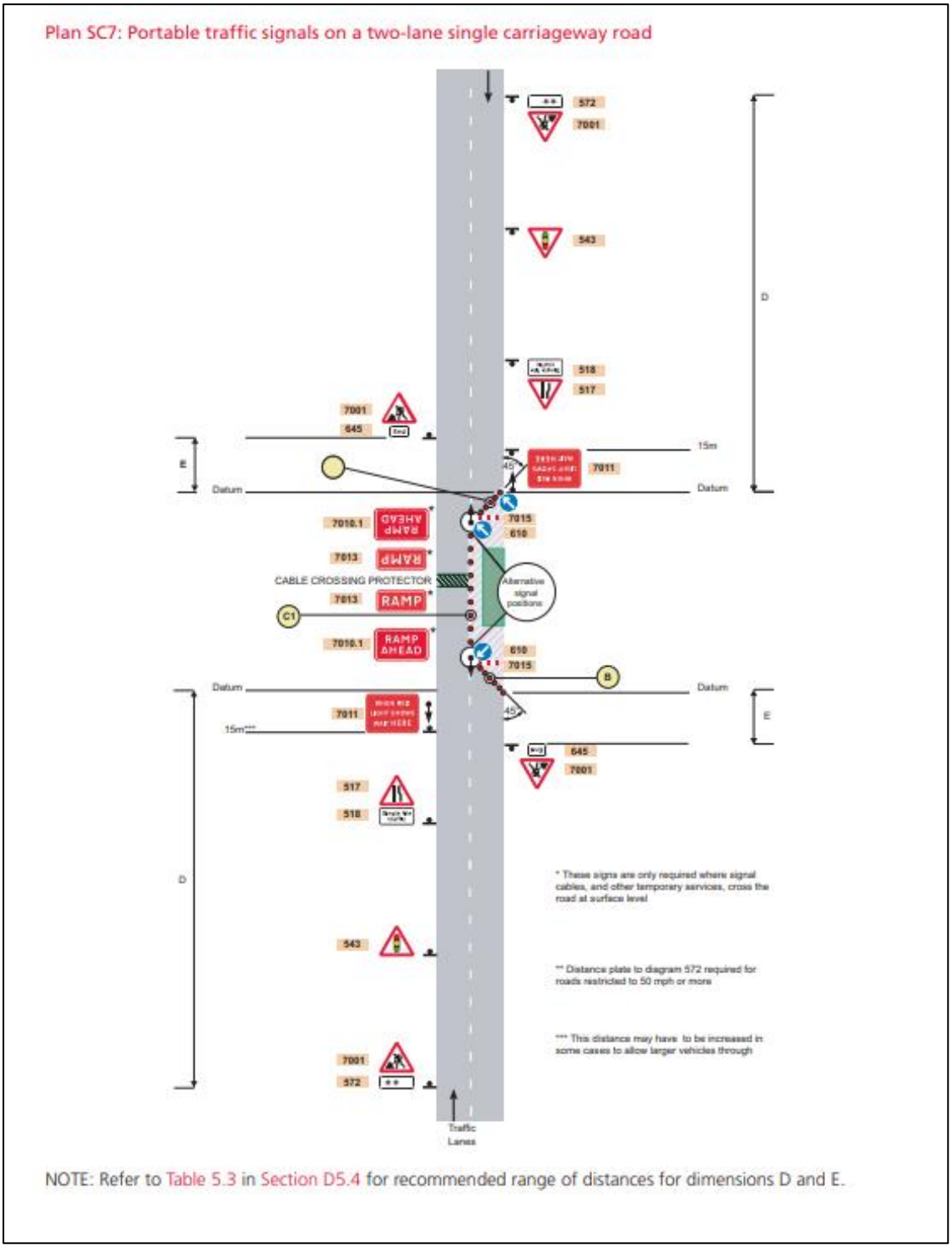


Figure 5.2 – Plan SC7 Traffic Signs Manual – Chapter 8 – Part 1

5.3 The detailed layout of the traffic management measures will be finalised alongside the detailed design.

5.4 The Cable Installation Method can be seen below:

- Prior to works commencing all required highways consents would be sought and consultation would be undertaken with the local highways authority.

- Excavation area would be surveyed and marked out
- The area of excavation would be cordoned off to stop trespassers and any temporary traffic management measures would be implemented in consultation with the local highways authority.
- Required signage such as 'DEEP EXCAVATIONS' DANGER' and 'PEOPLE WORKING' would be clearly positioned.
- Review of the excavation area to find underground services, by using appropriate equipment such as cable detector, meta detector and test pits.
- Any excavations near to existing utilities and services shall take all necessary precautions to protect the services with proper supports and cover.
- Manual excavation will be used where necessary
- If the excavation depth exceeds 1.2 m then appropriate shoring will be provided on the sides of the trench.
- The excavated material from the trench will be stored alongside the trench on the bound surface of the road, ready to be backfilled.
- The bottom of the trench will be levelled and well compacted.
- 150 mm sand bedding will be provided at the bottom of the trench before the cable is laid
- 300 mm of sand will be placed on top of the cable with cable protection tiles laid over the sand layer.
- Excavated material will be backfilled and compacted as the trench is filled, avoiding the use of stones and rocks.
- Cable warning tape will be laid 250 mm from the top of the cable protection tiles.
- The surface finish of the trench will match the existing road (tarmac) with the finish agreed in advance with the highways authority.
- Once works are completed then the local highway authority will be notified and will be welcomed for an inspection of the restored highway.

5.5 The following is a typical cross section of the cable trench to provide an indication of typical width and depth:

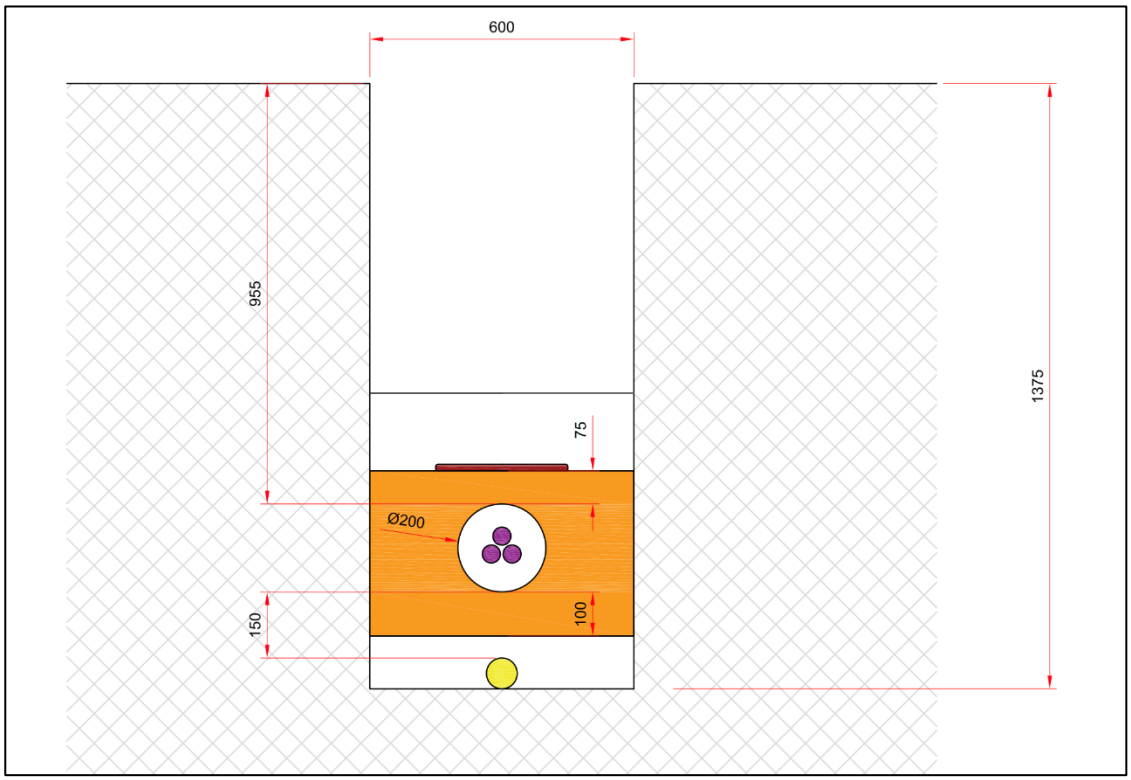


Figure 5.3 – Typical cross section of cable trench

6.0 Environmental Protection

Recycling/Disposing of Waste

6.1 The Contractor will be required to minimise the amount of waste removed from the Site.

6.2 Recycling will be encouraged for all material where this is possible and natural materials such as wood can be re-purposed for ecological purposes to create refugia for reptiles/invertebrates within the Site.

6.3 The best practicable environmental options will be achieved at the Site to ensure compliance with the necessary legislation. Methods relating to waste can be confirmed upon the appointment of a contractor at the Site.

Measures to Control Noise and Vibration During Construction

6.4 The Contractor will organise and undertake construction activities on Site in a manner which demonstrates that Best Practicable Means (BPM) to control noise and vibration during activities is being adopted at all times. In particular the Contractor is expected to meet the requirements of BS5288, 'Code of practice for noise and vibration control on construction and open sites' and the 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction' (2016). Notwithstanding this general requirement and the other provisions set out in this report, the Contractor will specifically be required to:

- Maintain all equipment in good working condition and take care that all mufflers or other noise dampening features are correctly fitted and maintained.
- Staff will be trained in the correct use of equipment to ensure, inter alia, that it is only used for the purpose for which it has been designed.
- Assessments will be made at Site boundary to ascertain impact of noise / vibration on local residents during these periods of work; if deemed above acceptable levels, liaison with the client and adjoining properties will be undertaken to agree any further restrictions on working times.

Measures to Control Emissions, Dust and Dirt During Construction

6.5 The Contractor is expected to follow best practice at all times to control and limit emissions of gaseous and particulate pollutants into the atmosphere from construction and demolition activities, including from vehicles and plant.

6.6 The Contractor is expected to meet the requirements of Greater London Authorities (GLA) Best Practice Guide "The control of dust and emissions from construction and demolition" which inter alia includes following requirements:

- **Paragraph 5.11:** Install solid screens or barriers around dust generating activities. These will be at least as high as any stockpiles on-site. Cover stockpiles – especially of sand, gravel and other granular material - to prevent wind whipping;
- **Appendix 7 Air Quality Control:** Regularly clean hoardings, fencing, barriers and scaffolding using wet methods where possible to prevent re-suspension of particulate matter;
- **Paragraph 5.39:** Undertake vehicle wheel cleaning on vehicles exiting the Site to reduce the risk of dirt being carried onto the public highway;
- The Contractor will be encouraged to utilise low emission plant at the Site;
- **Paragraph 5.18:** Manage the works so that vehicles do not have to wait to park safely. Should vehicles have to wait they should not idle. Generally, if a vehicle is stationary for more than a minute, turning off the engine will reduce emissions;

- **Paragraph 5.30**: Completely cover skips, chutes and conveyors to ensure that dust does not escape;
- **Paragraph 5.26:** Where necessary, spray water (preferably from a water efficient spray pump) over material being worked to reduce the amount of dust generated;
- **Paragraph 5.31:** No burning of any material is permitted on-site; and,
- Concrete batching is not permitted on-site.

7.0 Corrective Measures

7.1 This section provides a summary of the mechanisms that will ensure that the proposed control measures are effectively implemented.

Correction Process

7.2 A three-stage correction process is proposed:

- Stage one – Rushcliffe Borough Council highlights a potential breach and requests the Developer to review the data and concerns. The Developer and Rushcliffe Borough Council will then agree the extent of the breach of controls, if it is material, and agree action. This is likely to be a Contractor warning at this stage.
- Stage two – If a further material breach is identified, the Contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.
- Stage three – Should further breaches still occur, the Contractor will be required either to remove the offender from Site or to stop using an offending supplier.

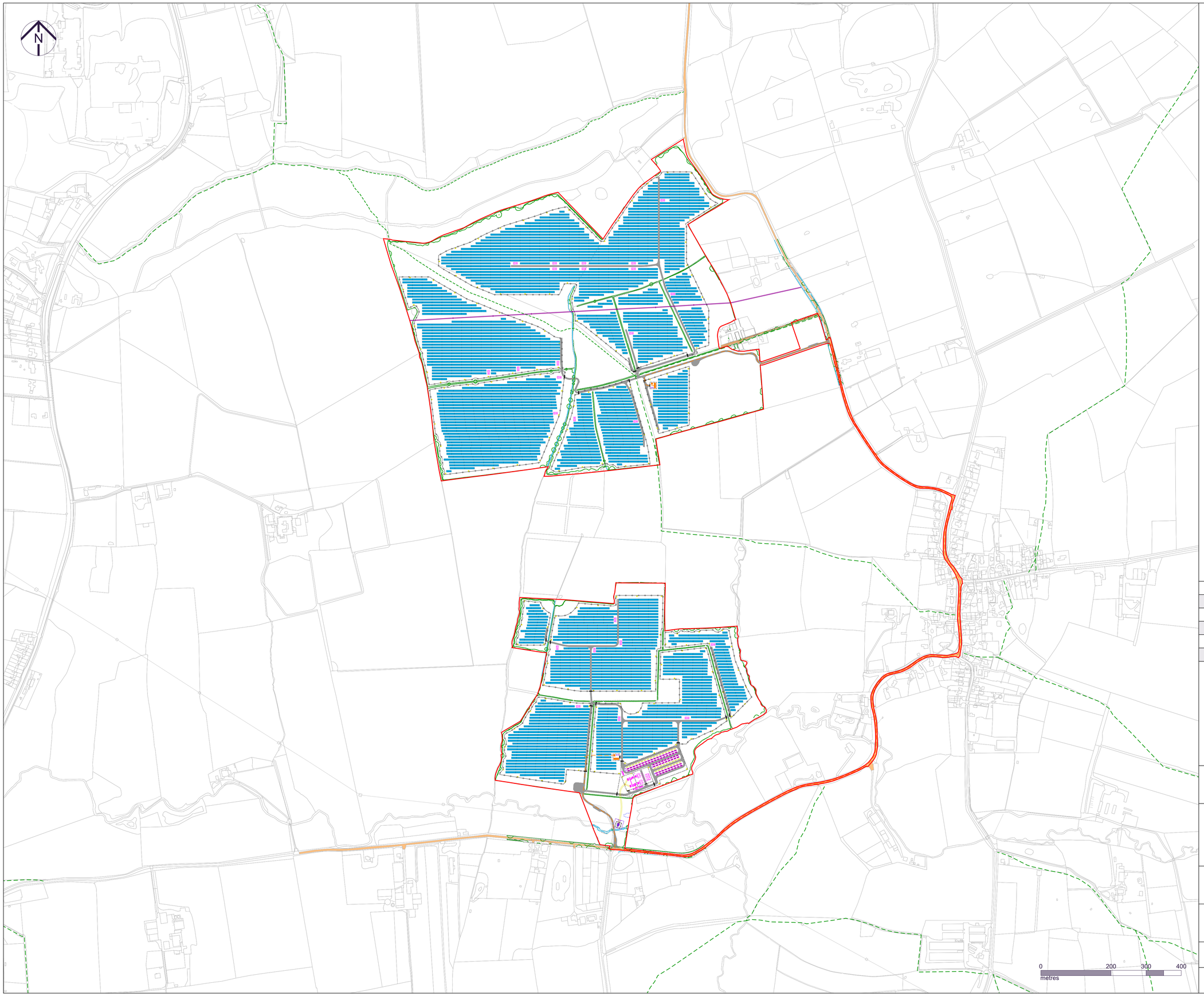
Road Condition Survey - Pre/Post Construction

7.3 Under Section 59 of the Highways Act (1980) Highway Authorities have the power to recover payment for maintaining the highway when damage has been caused by *'excessive weight passing along the highway, or other extraordinary traffic thereon'*.

7.4 It is proposed that a pre and post construction road condition survey are undertaken 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. The Applicant is willing to accept a condition to undertake this pre and post construction road condition survey, with the extent of the survey to be agreed with the council as part of the condition.

Appendix A

Site Layout



Notes:
View in conjunction with all relevant documents.
All dimensions to be checked on site before proceeding with work.
To be used only for the status specified.
The information contained therein must not be copied or reproduced in any form without written permission.
All dimensions, levels, and coordinates are in metres unless defined.
All areas are approximate and indicative only.
All omissions and discrepancies to be reported in writing to Exagen Development Ltd.
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Key

- Site Boundary
- Existing 33kV overhead electricity line
- Existing public road
- Existing access track
- Existing public right of way
- Existing watercourse
- Existing vegetation
- Proposed solar panel table (2P24)
- Proposed solar panel table (2P12)
- Proposed deer fencing
- Proposed palisade fencing
- Proposed fence gate
- Proposed access tracks
- Proposed central inverter
- Proposed battery storage container
- Proposed battery storage inverter
- Proposed auxiliary transformer
- Proposed CCTV / lighting post
- Proposed substation infrastructure
- Proposed POC infrastructure
- Proposed POC cable connection
- Proposed solar cable connection
- Proposed solar connection infrastructure

Rev	Date	Description
P04	14.11.23	PV and planting changes
P03	01.08.23	2 BESS access, minor aligns
P02	12.07.23	Reduced solar, new planting

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Client
Exagen Development Limited

Drawing title
Site Layout Plan

Project
Old Wood Energy Park

Status
For Project Coordination

Date	Scale at A3	Status code
18/05/2023	1:5000	S2

Drawing number	Revision
WLL02A-EXG-04-00-D-K001	P04.06

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Appendix B

Nottinghamshire County Councils Response to Planning Application

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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		

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 C

National Highways Response to Planning Application

National Highways Planning Response (NHPR 22-12)
Formal Recommendation to an Application for Planning Permission

From: [redacted]

To:

CC:

Council's Reference: 24/00161/FUL

Location: Land West Of Bradmore Road and North Of Wysall Road Land

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.

National Highways Ref: 24/00161/FUL

Referring to the consultation on a planning application referenced above, in the vicinity of the **A52 and A46 trunk roads** that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

[1] Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [redacted] and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [redacted]

Signature: [redacted]	**Date:** 20 March 2024
Name: Catherine Townend	**Position:** Spatial Planner
[redacted]	

Annex A National Highway's assessment of the proposed development

This response represents our formal recommendations and has been prepared by Catherine Townend, Spatial Planner for National Highways.

National Highways (formally Highways England) has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways considers planning applications for new developments under the requirements of the National Planning Policy Framework (NPPF) and DfT Circular 01/2022: The Strategic Road Network and The Delivery of Sustainable Development ("the Circular"). The latter document sets out our policy on sustainable development and our approach to proposals which may have an impact on our network.

The SRN in the vicinity of the proposed development is the A52 and A46 trunk roads.

Development Proposal

The proposed development consists of the construction, operation and subsequent decommissioning of a renewable energy park with an export capacity of up to 49.9MW of renewable energy per year. The Site would comprise 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.

National Highways Comments

As the Site does not share a common boundary with the SRN, we have assessed the proposal in relation to traffic impacts only.

Operational Traffic

As per the Transport Assessment (dated January 2024), during the operational phase, traffic movements are expected to be minimal. As such, our previous response of 29 February advised that National Highways had no comments to make about the traffic impacts for the operational phase of the development.

Construction Traffic

According to the Transport Assessment the construction period is anticipated to last for a period of 24 weeks for both parcels of land. HGV deliveries to Site are anticipated to equate to an average of 12 two-way HGV movements per day for the north parcel and 19 movements per day for the south parcel.

However, the Transport Assessment stated that for initial site set up (the first 2-3 weeks of construction) two-way HGV deliveries will be higher. We therefore asked for further details on this point. In that regard, we have since been consulted on a Technical Note (dated 4 March). This states that HGV movements would amount to a total of 284 two-way HGV movements across this initial set up period equating to 26 movements per day across the two parcels. National Highways has no further comments to make on this point.

Our previous response however also queries the light movement traffic and we asked for clarification on the vehicle trip generation for construction worker staff which would also need to be assessed. The above-mentioned Technical Note subsequently sets out that approximately 50 construction workers would be employed on site at any one time. The note goes on to say that '*at similar solar farm developments it has been observed that construction workers often travel together by mini-bus, travelling together from local accommodation'*.

National Highway is aware of this practice proposed for larger solar farm sites employing hundreds of construction workers, however, it should be explained why construction workers for this site would not be resourced from the local workforce. In addition, without further detail to explain how transporting staff would be implemented for this site, National Highways does not support this assumption.

Nonetheless, if the construction workers were taken from the local workforce, it is more likely that their travel to work movements would be distributed more widely across the highway network. As such, it is unlikely that traffic generation from both HGV deliveries sand construction workers would result in more than 30 two-way trips during the peak hours at the nearest SRN junction, the threshold at which we generally require further assessment.

As such, based on the information presented, National Highways concludes that this proposal is unlikely to have a material impact on the SRN. However, the Construction Traffic Management Plan would need to be updated to reflect the true number of light vehicle trips (for construction workers arriving by private car), unless the applicant can provide further evidence to satisfy National Highways that staff trips will not exceed 15 two-way trips.

Summary & Recommendation

In summary, insufficient information has been submitted for National Highways to understand how the proposal will affect the Strategic Road Network.

We therefore **recommend that this application not be approved for a period of up to three months from the date of this letter**. This is to give that applicant time to address the matters set out in this letter.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Appendix D

Swept Path Analysis – Access – 16.5m HGV – Northern Parcel

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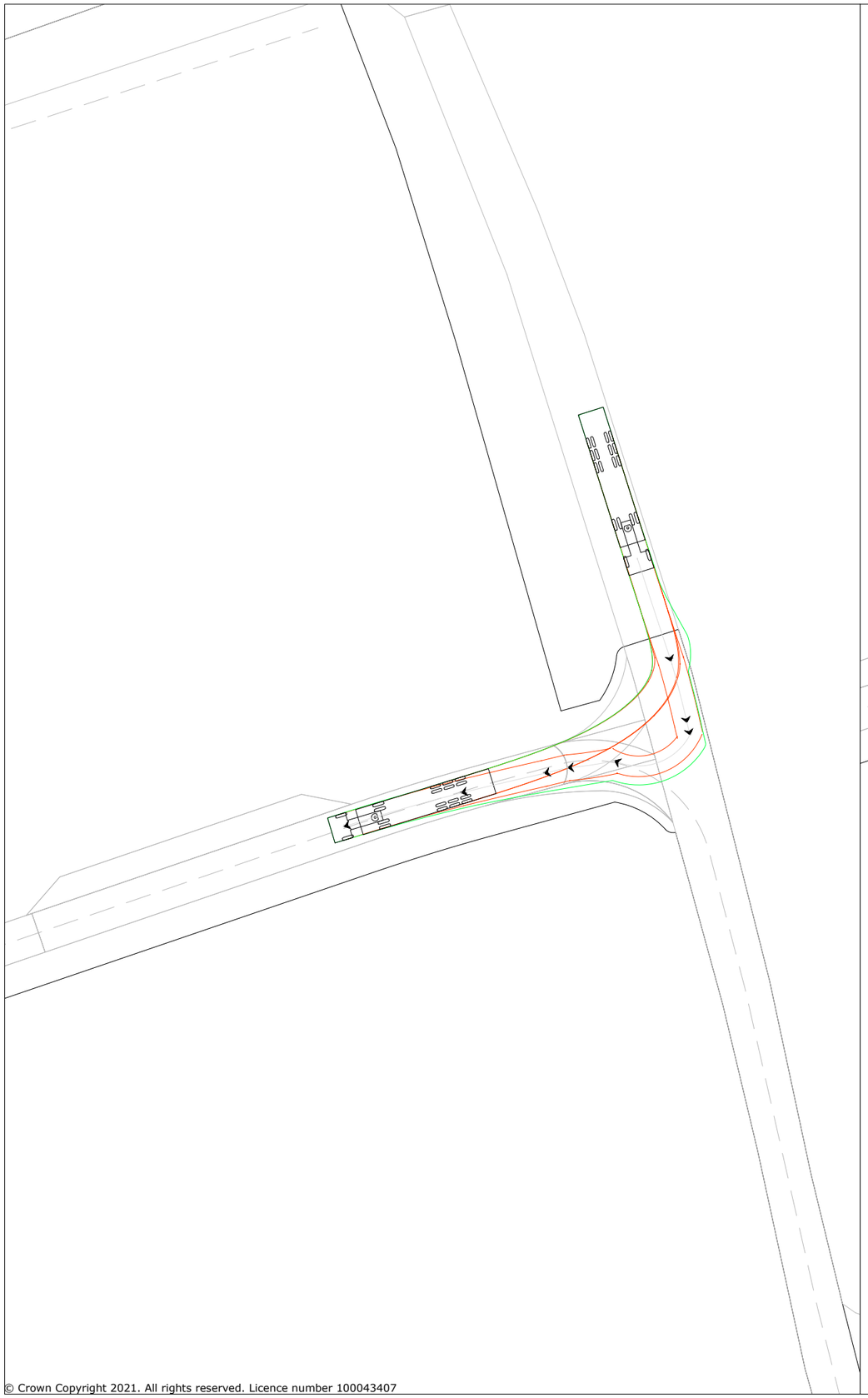

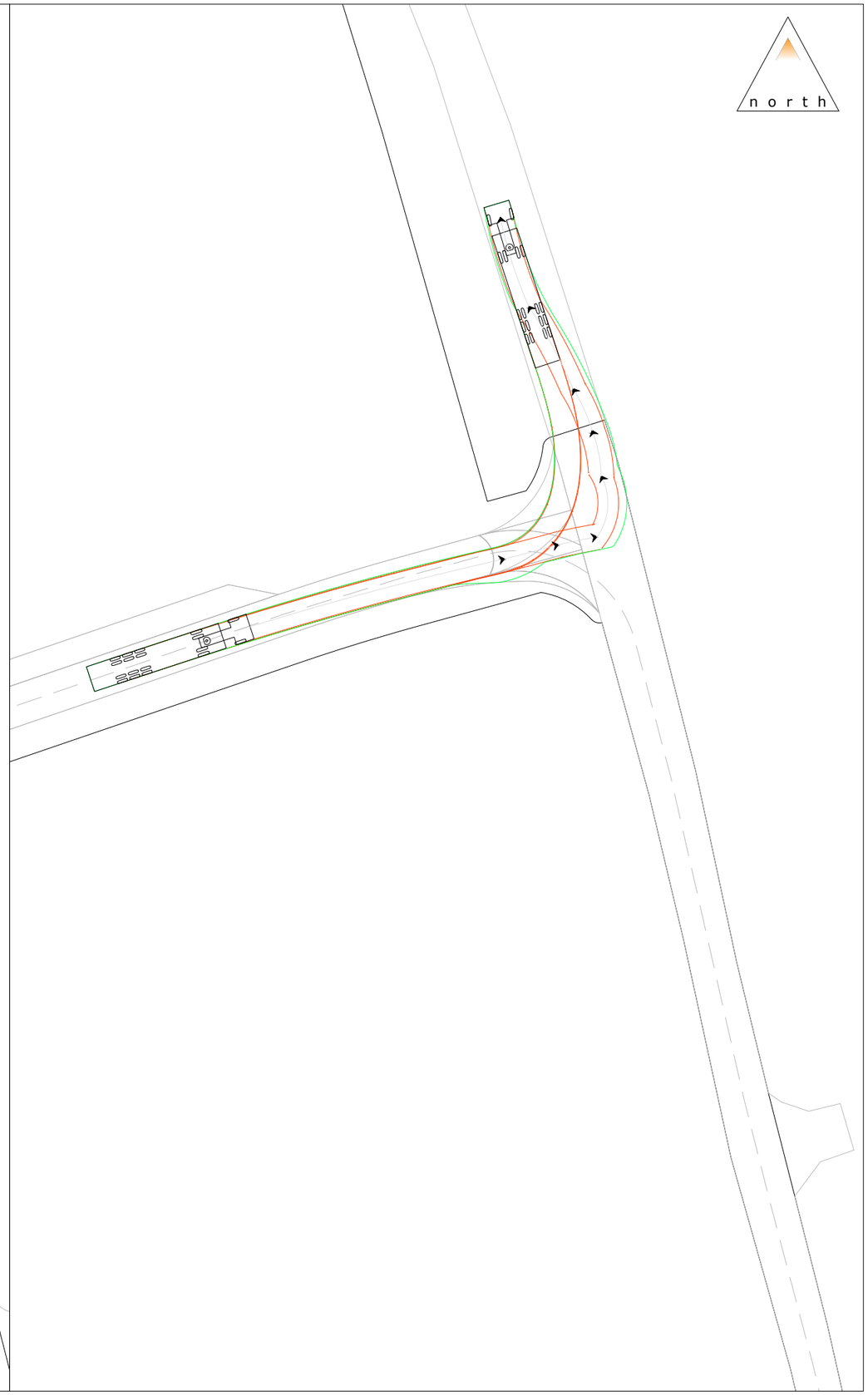

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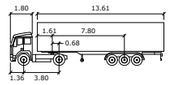

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Trailer Track	: 2.55		

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Proposed access (N parcel)

Client:
Exagen Development Limited

Drawing Status:

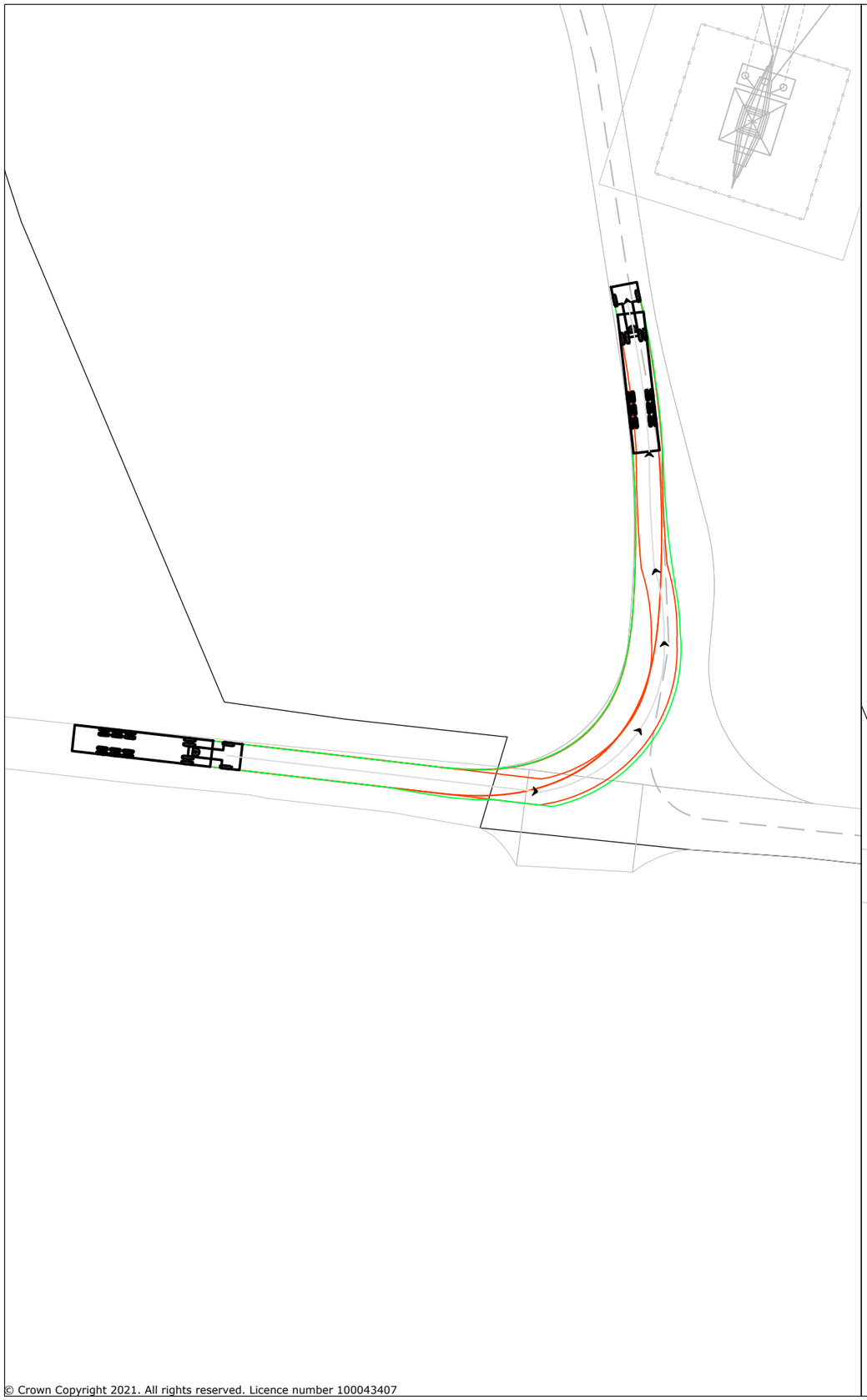
Scale: 1:500 (@ A3) Date: 26/06/2023

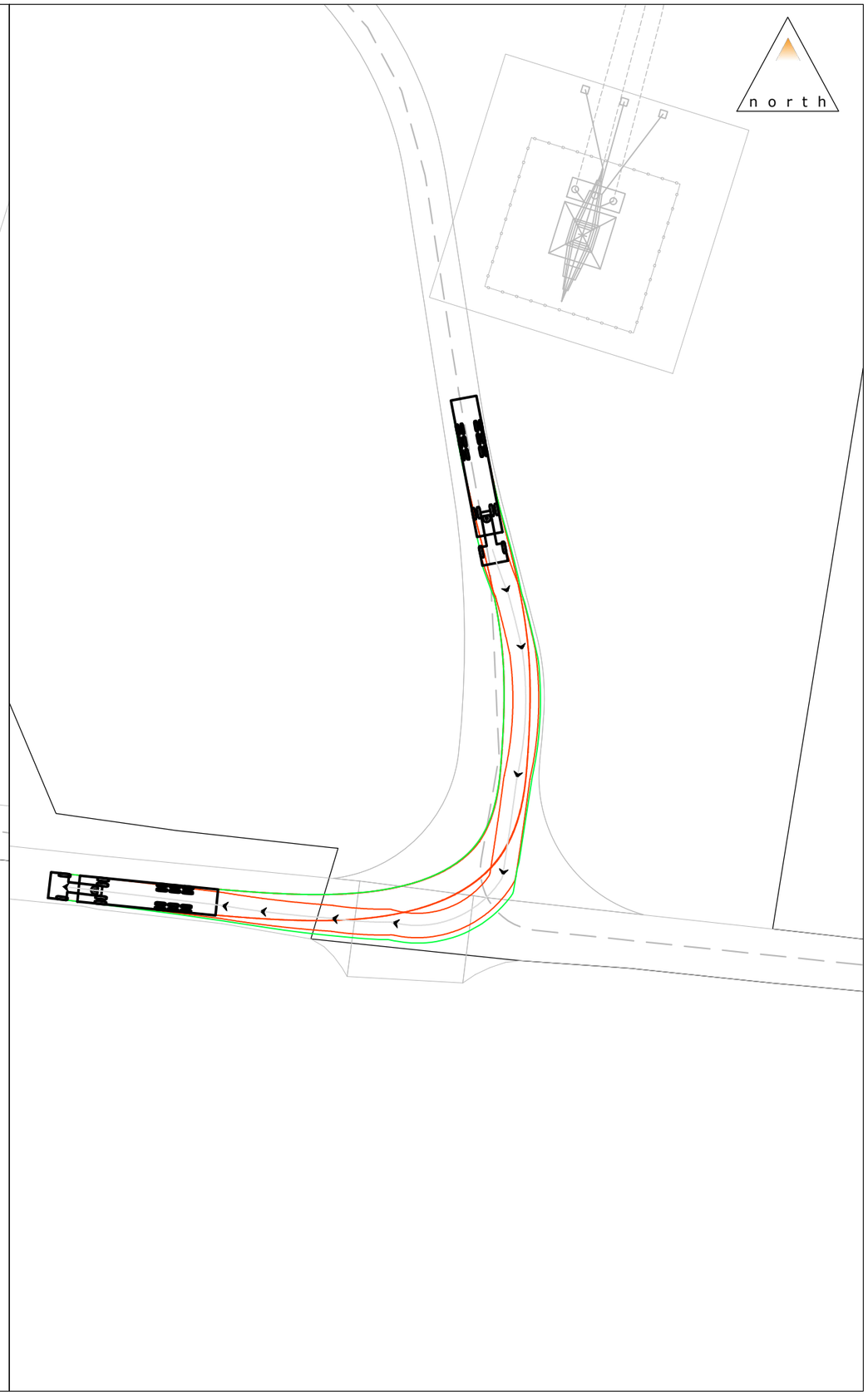
Drawn: AN Checked: MF Approved: MF

Drawing: 2303076 - TK03 Revision: A

Appendix E

Swept Path Analysis – Access - 16.5m HGV – Southern Parcel





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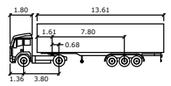

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Project:
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Title:
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Proposed access (S parcel)

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:500 (@ A3) Date: 31/10/23

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK30

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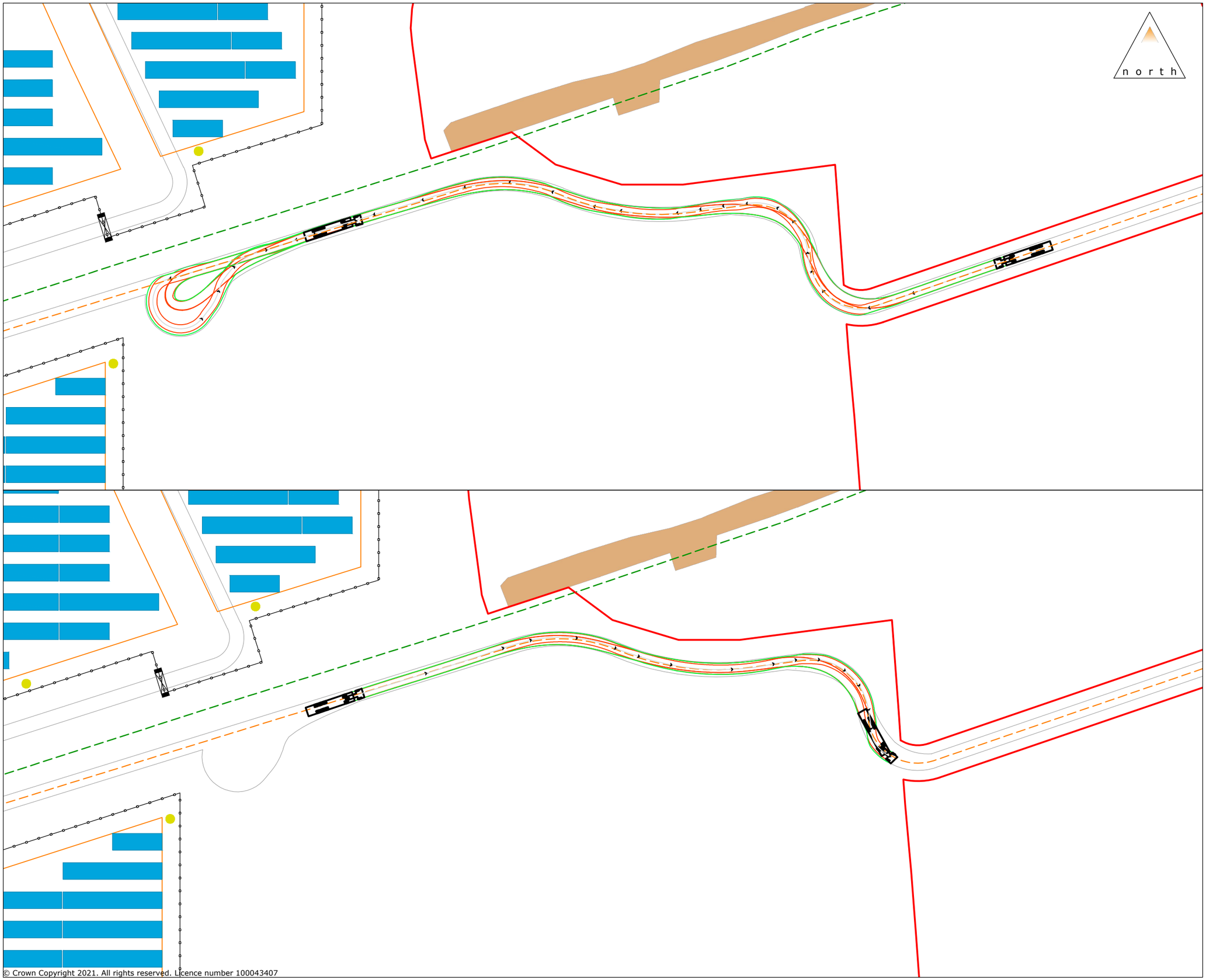
Appendix F

Swept Path Analysis – Turning Manoeuvre



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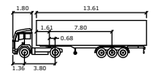

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis
16.5m HGV Turning

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:1000 (@ A3) Date:27/11/2023

Drawn: AN Checked: JNR Approved: JNR

Drawing: 2303076 - TK33 Revision: B

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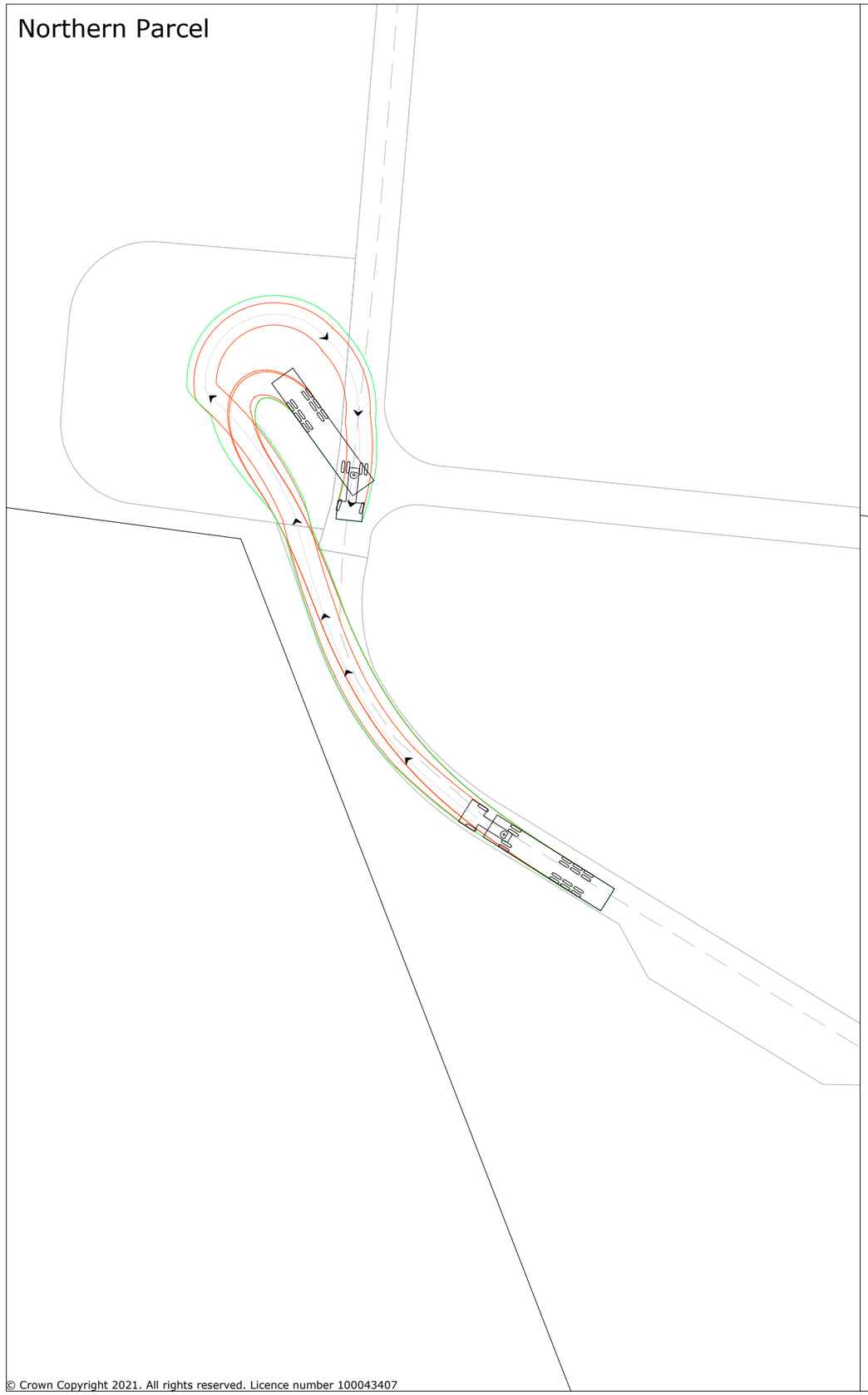

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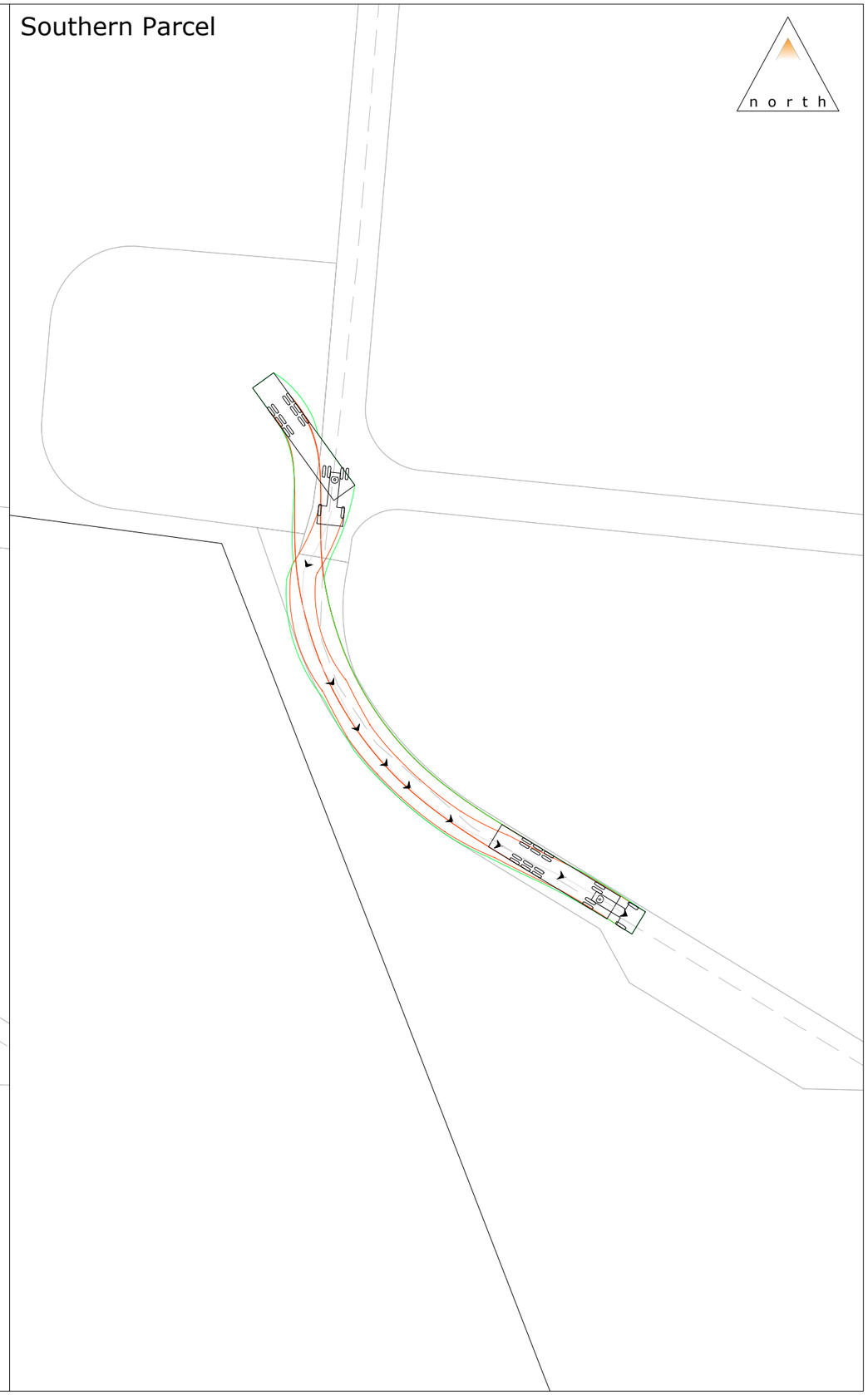

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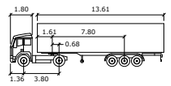

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Project:
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Title:
Swept Path Analysis - 16.5m HGV Vehicle Turning on S Parcel

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date: 31/10/23

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK32

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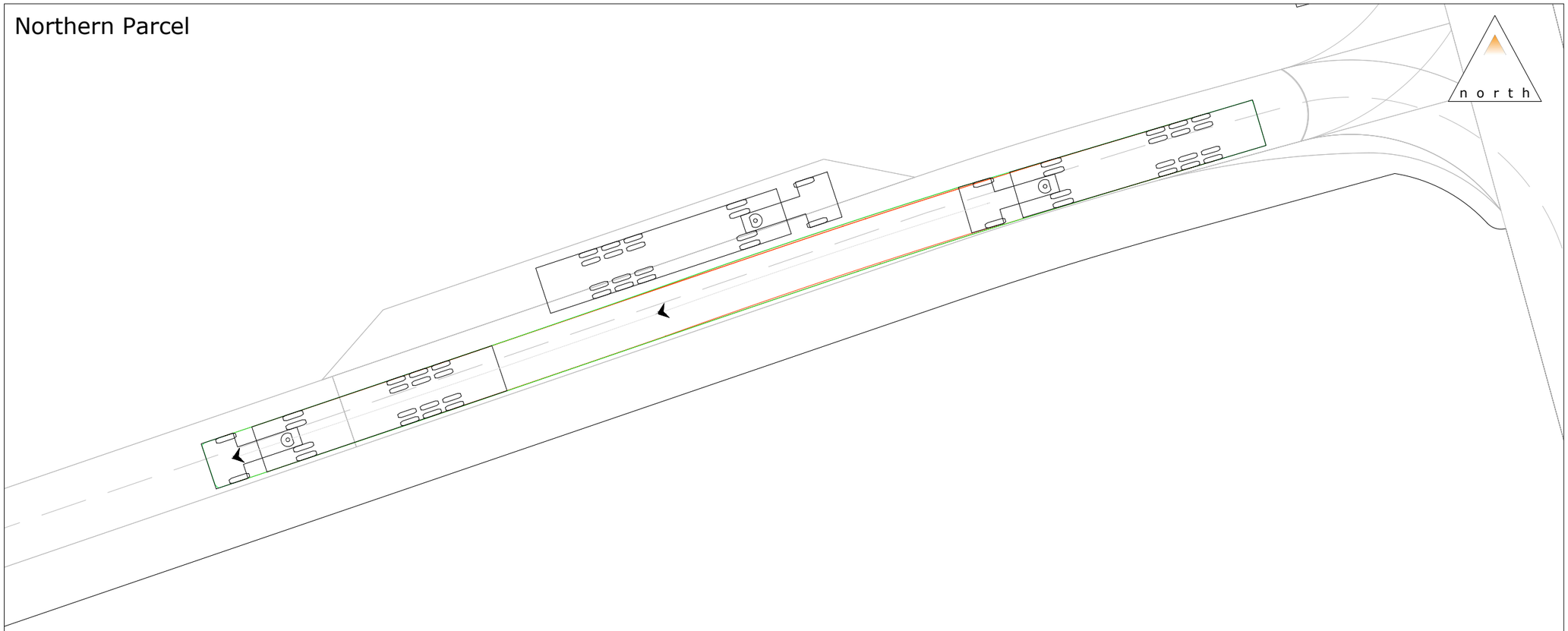
Appendix G

Swept Path Analysis – 16.5m HGV – Internal Passing Bays

Northern Parcel



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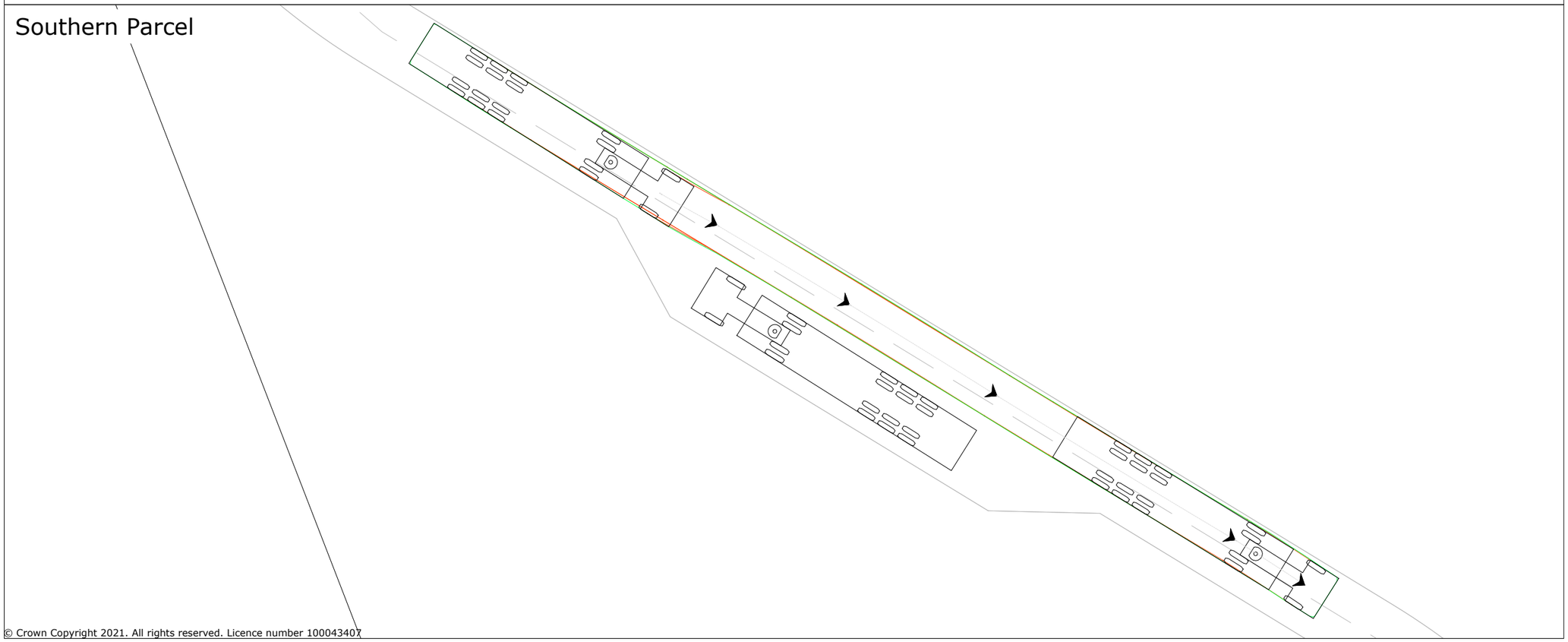

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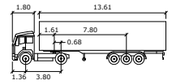

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Project:
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Title:
Swept Path Analysis - 16.5m HGV Pasing Places

Client:
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Drawing Status:

Scale: 1:250 (@ A3) Date: 31/10/23

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK31

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Appendix H

Proposed Passing Bays – Bradmore Road

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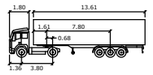

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Trailer Track	: 2.55		

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Project:
Old Wood Energy Park

Title:
Passing Place Locations

Client:
Exagen Development Limited

Drawing Status:

Scale: NTS (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - 06

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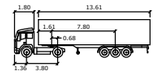

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road, Passing Place

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK26

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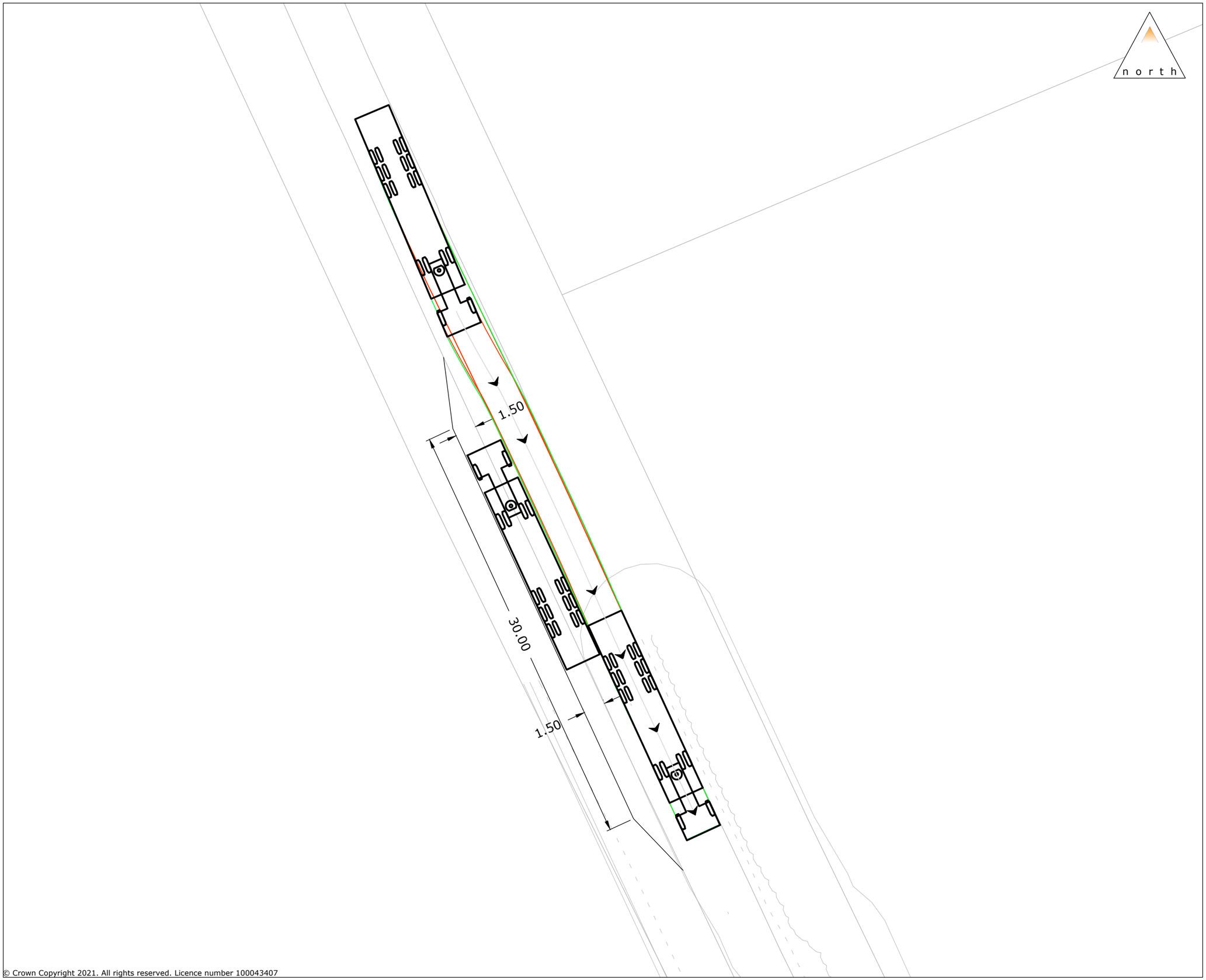

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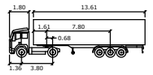

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Trailer Track	: 2.55		

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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road, Passing Place

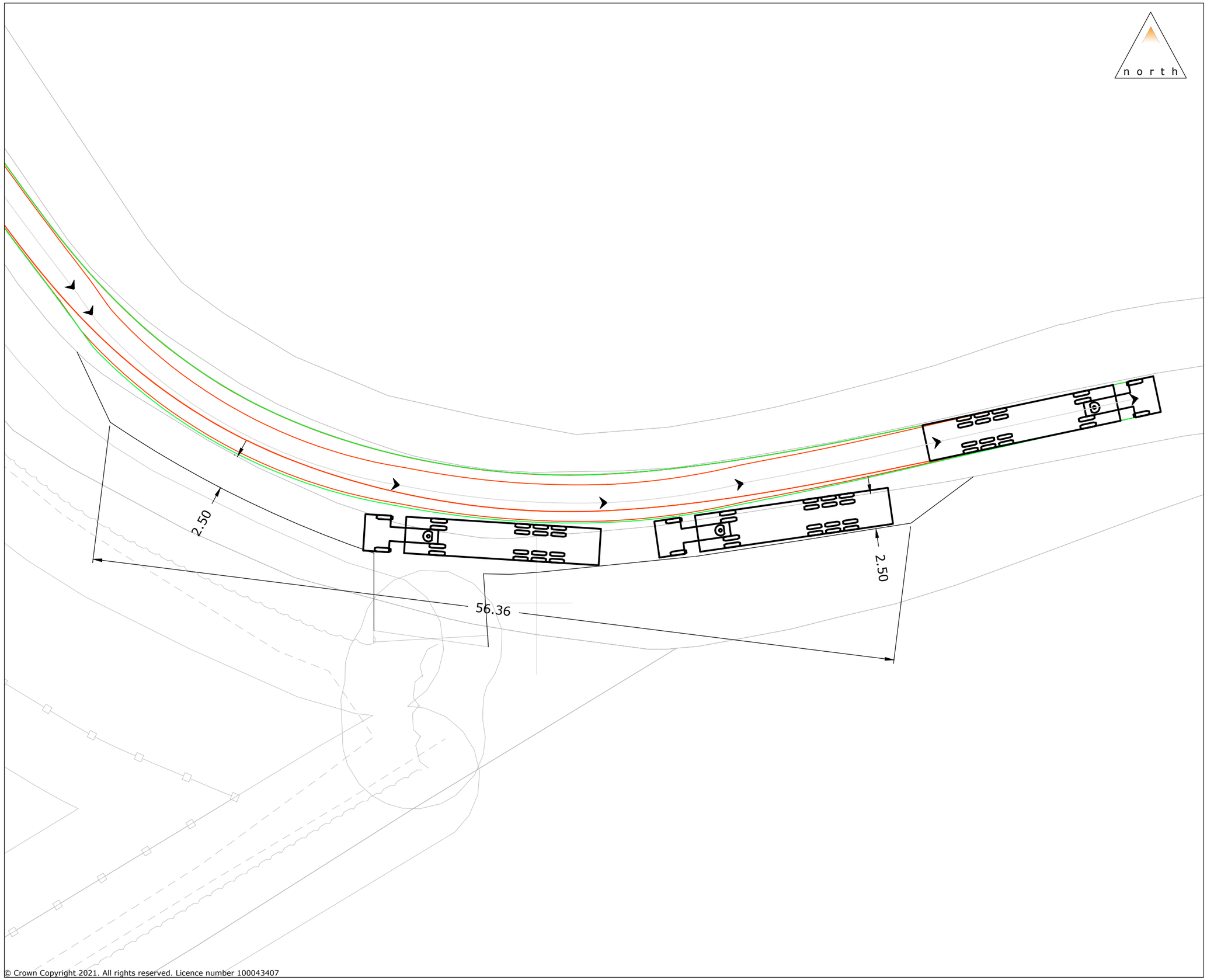
Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK27



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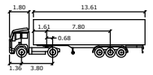
Rev:	Description:	Date:	Rev By:	Chk'd:



Artic

	metars		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

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Quadrant House, Broad Street Mall, Reading
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Project:
Old Wood Energy Park

Title:
Swept Path Analysis - 16.5m HGV
Bradmore Road, Passing Place

Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK28

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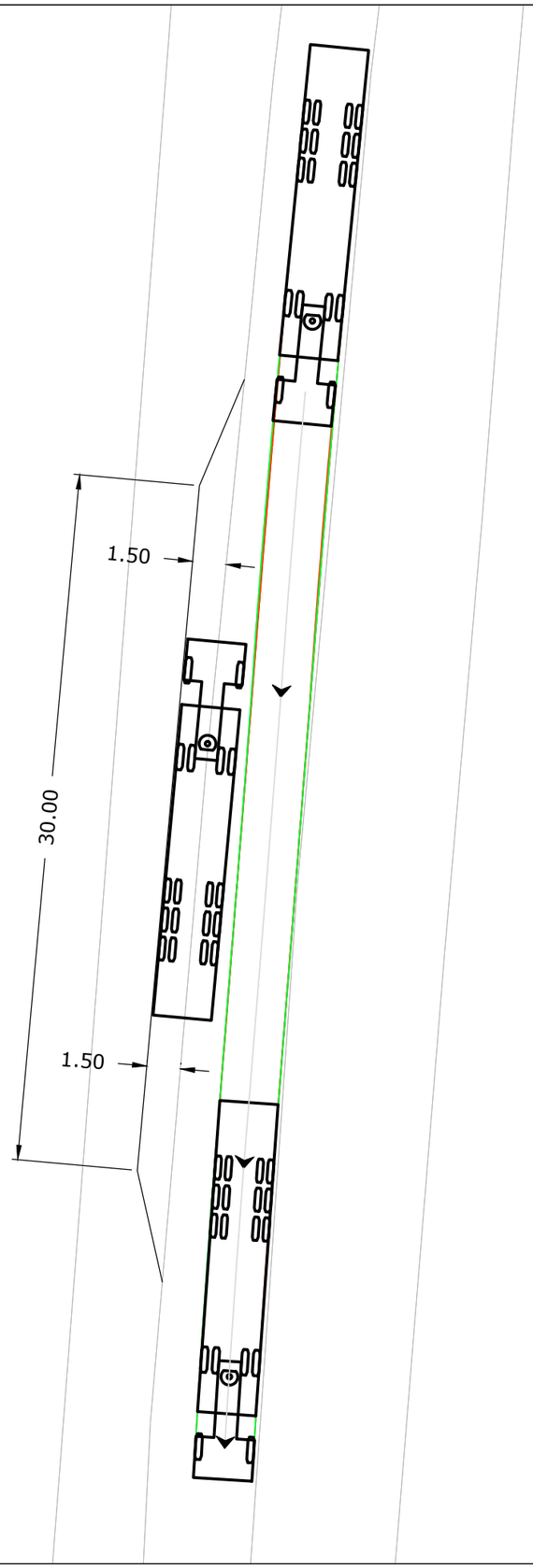

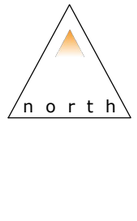

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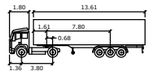
Rev:	Description:	Date:	Rev By:	Chk'd:



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Client:
Exagen Development Limited

Drawing Status:

Scale: 1:250 (@ A3) Date:19/09/2023

Drawn: AN Checked: MF Approved: MF

Drawing: Revision:
2303076 - TK29

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