



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