

**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