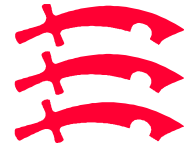


Your Ref: S62A/22/0006
Our Ref: 54229
Date: 05 September 2022



Essex County Council

CC: (by email) ***Cllr Ray Gooding***

Paul Crick
Director for Highways
and Transportation

To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
SAFFRON WALDEN CB11 4ER

County Hall
Chelmsford
Essex CM1 1QH

Recommendation

Application No. S62A/22/0006

Site Location Berden Hall Farm, Ginns Road, Berden

Proposal Development of a ground mounted solar farm with a generation capacity of up to 49.99MW, together with associated infrastructure and landscaping

It should be noted that while the access is proposed to be situated within the Essex highway network the impact of the construction traffic will primarily be on the Hertfordshire network. No pre-application engagement has been undertaken by the applicant with the Highway Authority prior to submission of the planning application.

The application states the construction period will be for 6 months and approximately 50 construction workers are expected on site at peak times, some of whom will arrive by minibus. It states there could be 20 HGVs a day arriving and departing at peak times and an estimated 350 over the 6 month construction period.

The Highway Authority has assessed the construction traffic management plan and associated information which has been submitted with the planning application and there are a number of concerns/issues that have been identified by the Highway Authority. Further information is required to thoroughly consider the impact of the proposal on the highway. Therefore;

From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:

1. Insufficient information is provided within the application to demonstrate to the satisfaction of this Authority that the impact on the highway network caused by this proposal will not have unacceptable consequences in terms of highway safety and efficiency.

Additional information will be required from applicant to enable further consideration to be given to the application. The matters that require further consideration include the following:

a. Public Rights of Way

- i. The applicant should obtain a highway status search from Essex Highways, to determine the definitive width and route of the public rights of way (PROW) network and overlay such plan onto the site block plan, this should also show intended fencing and hedging. The site plan should distinguish between public footpaths, bridleways and byways and be clearly labelled. This is to ensure that the entire development is clear of the PROW network, and that the PROW network is thoroughly considered.
- ii. Any locations where the construction traffic would cross the PROW network should be identified. Details of the protection of the public rights of way users and surface treatment to the crossing points should be included in the construction traffic management plan, to ensure the protection and integrity of the public rights of way.
- iii. Methodology of the protection of the users of the public right of way 5/62 direction opposite the proposed site entrance should be outlined.

b. Access

- i. The highway authority would want to see the full DMRB visibility splays provided as this road is subject to the national speed limit.
- ii. The swept path analysis shows HGVs using the full width of the road, this could cause a safety hazard. Details of the traffic management scheme to protect road users (including pedestrians) should be provided.

c. Construction Traffic Management Plan

- i. Details of the expected traffic during the construction period and operational periods should be clearly laid out. It should include expected numbers of HGVs, LGVs, minibuses and cars and the likely distribution throughout the day.
- ii. The route proposed for construction vehicles, in the Construction Traffic Management Plan, relies on a junction from Albury Road to access the strategic network, A120 Little Hadham Bypass. This is not possible as there is no junction to or from the A120 from Albury Road. Traffic would instead have to continue to the village of Little Hadham and then turn right onto Standon Road which connects to the A120. Hertfordshire Highway Authority would have to take a view on the suitability of this route.
- iii. The construction management plan should include a methodology for before and after survey of the highway along the construction vehicle route, any damage to the highway caused by the construction vehicles should be rectified to the satisfaction of the highway authority.
- iv. An appropriate temporary signage scheme along route from the A120 to site access should be provided.

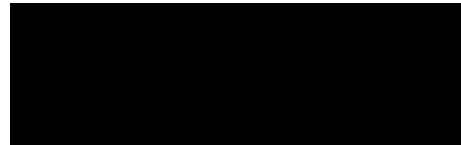
Until this additional information is received the Highway Authority would not want the application approved as the full impact on the highway and public rights of way network cannot be determined.

Therefore, this proposal is contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and Uttlesford Local Plan Policy GEN1.

Note:

- i. Highway boundary information, including public rights of way, can be obtained from - Highway.Status@essexhighways.org
- ii. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over the PROWs shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.

The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.



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pp. Director for Highways and Transportation
Enquiries to Katherine Wilkinson

