



Your Ref: S62A/22/0006  
Our Ref: A120-M11-S62A/22/0006

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Date: 22 August 2022

via email: [section62a@planninginspectorate.gov.uk](mailto:section62a@planninginspectorate.gov.uk)

Dear Sir/Madam,

**Consultation on the Town and Country Planning Act 1990 (Section 62A Applications)**

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

**Location:** at Berden Hall Farm, Ginns Road, Berden.

**Application by:** Berden Solar Limited; (the Applicant)

Thank you for your letter, dated 04 August 2022. You have requested our comments on the proposed development mentioned above.

As you may be aware National Highways is 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). As such, we have responsibilities for managing the SRN in accordance with the requirements of its licence and in general conformity with the requirements of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.

The proposed Solar Farm site will be on land to the south of Ginns Road between Stocking Pelham and Berden, Essex. The site access will be from local road network, the site lies within the administrative boundary of Uttlesford District Council (UDC). National Highways interest lies in any impact on the safe operation of the Strategic Road Network.

Once this solar farm development is in full operation, we understand there will be not much regular vehicular traffic. The submitted Construction Traffic Management Plan (CTMP) has mentioned that there will be incoming and outgoing construction traffics for 26 weeks (six months) of the construction period. It is already stated that transporting the photo-voltaic (PV) panels delivery might be by articulated vehicle, 16.5m in length.

We welcome the initiative mentioned in the CTMP that the project team will try to avoid peak hours travel, especially, during the local school nursery's pick and drop off time. It may also be necessary to manage the construction traffic to avoid generating additional peak hour movements at specific sensitive junctions on the Strategic Road Network.

The submitted Glint and Glare Study report, dated January 2022, has presented technical details. Considering the size, angle, orientation and layout of those proposed solar panels, this Glint and Glare assessment demonstrating that there would be no severe impact to the road users of the Strategic Road Network.

Please contact me if you require any clarification on the above points.

Yours faithfully

S. H.

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