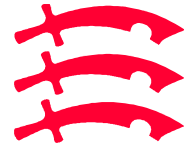


Your Ref: S62A/22/00011
Our Ref: 26272
Date: 20 March 2023



Essex County Council

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

Paul Crick
Director for Highways
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Recommendation

Application No. S62A/22/00011
Applicant Low Carbon Solar Park 6 Limited
Site Location Land East of Pelham Substation Maggots End Manuden Essex
Proposal Construction and operation of a solar farm comprising ground mounted solar photovoltaic (PV) arrays and battery storage together with associated development, including inverter cabins, DNO substation, customer switchgear, access, fencing, CCTV cameras and landscaping

The Highway Authority have reviewed the Construction Traffic Management Plan (CTMP) Sept 22 Issue (2) accompanying the planning application.

Regrettably this Construction Traffic Management Plan is based on discussions with the highway authority that took place several months ago and the principles agreed at that time have been superseded following consideration of other planning applications that will, if approved, generate construction traffic including HGVs on the local highway network for a temporary period. Additionally, there are other matters that require further clarification, and these are also set in detail below.

With several planning applications currently under consideration in the local area, namely S62A/22/0006 Solar Farm, Berden Hall Farm Ginns Road, Berden and UTT/22/1203/FUL Construction and operation of a Battery Energy Storage system, Pelham Road, Berden and in view of there being no coordinated approach between developers and no ability for the Local Planning Authority to control the timing of implementation of any planning consent it has become necessary to review the strategy relating to the management of construction traffic using the local highway network. The principles of this are now included in the Construction Traffic Management Plan (revision 3) submitted in respect of S62A/22/0006 Berden Hall Farm Ginns Road, Berden.

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

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. Construction Traffic Management Plan (CTMP)

- i. The proposed route for construction traffic route included in the submitted CTMP conflicts with the construction traffic route for other similar development proposals in the local area that are currently in the planning system. This is not satisfactory and the construction traffic route should be revised to ensure a coordinated approach for the management of construction traffic using the local highway network.

Comprehensive investigation of the revised construction traffic route should be carried out to identify details of traffic management measures and/or mitigation that is required to accommodate construction traffic and this should be contained within the CTMP.

Specific areas where further investigation is required are as follows:

- Stortford Road, in particular Clavering Primary School and north of Manuden where the road drops into a banked cutting and where the centre line road markings have been omitted to reflect the narrowing of the carriageway here.
 - Through the village of Manuden. There is a footway on one side of the road and sections where cars park on the road effectively narrowing it to one lane. There is also a Primary School in this village that will require further consideration.
 - Through the hamlet of Hazel End there are no footways and some evidence of vehicles over running the verge.
- ii. 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.

b. Access

- i. The main site access is designed to reflect the submitted construction traffic routing. Amendments will be required to reflect revised construction traffic routing. This should include an updated Stage 1 Road Safety Audit.
- ii. Additional information to determine if the existing vehicular access at Maggots End shown in Figure 3.2 of the Construction Traffic Management Plan is safe and suitable for operational vehicles.

A speed survey should be undertaken at Maggots End in the vicinity of the site accesses, with visibility splays provided in accordance with the 85th percentile recorded speed of the road, to evidence that the maximum achievable visibility splays indicated on the access arrangements are appropriate.

c. Road Safety Audit

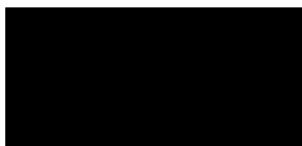
- i. No road safety audit has been submitted to accompany the current proposals.

d. Cumulative Impact of construction traffic

- i. While the other solar farm and battery storage facility proposals in the local area do not benefit from planning consent they are currently in the planning system. The applicant should assess the cumulative impact of these schemes in terms of construction traffic and if necessary provide a plan of mitigation and co-ordination between the sites.

Until this additional information is received the Highway Authority would not want the application approved as the full impact on the highway 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



pp. Director for Highways and Transportation
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